

WARD TRUCKING CORP.

DIRECTORY

of

OPERATING RIGHTS

between

Points in Pennsylvania

as issued by the

PENNSYLVANIA PUBLIC UTILITY COMMISSION

DOCKET 68795

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Public Utility Commission

PA. PUBLIC UTILITY COMMISSION

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SEP 19 1989

Issued By:

ZANE R. JOHNSONPAUGH
DIRECTOR OF TRAFFIC
WARD TOWER BLDG.
ALTOONA, PENNA.

DOCUMENT
FOLDER

WARD TRUCKING CORP.

PUC RIGHTS

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WARD TRUCKING CORP - P.U.C. AUTHORITY

FOLDER 2

To transport, as a Class D carrier, circus and carnival outfits, between points and places in the Counties of Bedford, Blair, Cambria, Centre, Clearfield, Cumberland, Dauphin, Elk, Franklin, Fulton, Huntingdon, Indiana, Jefferson, Juniata, Mifflin, Perry, Somerset and Westmoreland.

FOLDER 3

To transport, as a Class D carrier, property (Excluding household goods in use, bread, ice cream and newspapers) from points in the City of Altoona, Blair County, to points in the Counties of Bedford, Blair, Cambria, Centre, Clearfield, Elk, Franklin, Fulton, Huntingdon, Indiana, Jefferson, Juniata, Mifflin, Somerset, and Westmoreland, and the return of refused or damaged shipments;

subject to the following conditions:

- I. That no rights, power or privilege is granted to render any service from Altoona to points on the following certificated routes of J.H. Snyder, Jr., Trading and doing business as Rural Motor Express as authorized at A.74416, Folders 1 and 2, or to return refused or damaged shipments from points on said routes to Altoona.
 - (a) Between the city of Altoona and the Borough of Tyrone, Blair County, via Juniata, Bellwood and Grazierville over Highway Route 220;
 - (b) Between the City of Altoona and Martinsburg, Blair County, via Llyswen, Plank Road, Garden Heights, Lakemont Terrace, Lakemont, South Lakemont, Hilltop, Sylvan Hills, Hollidaysburg, Frankstown, Geeseytown, Horrell, Flowing Spring, Ganister, Williamsburg, Morrison's Cove, and return via Sharpsburg, Roaring Spring, Rodman, McKee, East Freedom, Newry, Duncansville and Hollidaysburg;
 - (c) Between the Boroughs of Tyrone, Blair County, and Philipsburg, Centre County, via Highway Routes 220 and 322, Osceola Mills, Ashville, Highway Route 53, Houtzdale, Madera and Irvona;
 - (d) Between the Borough of Ashville, Cambria County, and the City of Altoona, via Gallitzin, Cresson and Highway Route 53;
 - (e) Beginning at the City of Altoona, Blair County, via Highway Route 36, Hastings, Highway Route 11045, Barnesboro, Spangler, Colver, Revloc, Ebensburg, Loretto, Cresson and Gallitzin, Cambria County, to point of beginning, with alternate routes between Cresson and Altoona, via Duncansville;

WARD TRUCKING CORP - P.U.C. AUTHORITY

FOLDER 3 - continued

between Ebensburg and Cresson, via Highway Route 22; and between Gallitzin and Altoona, via unnamed highway and Highway Route 36;

- II. That no right, power or privilege is granted to render any service from Altoona to points on the following certificated routes for Elmer R. Snively as authorized at A.63175, Folders 1 and 2, or to return refused or damaged shipments from points on said routes to Altoona;
- (a) Beginning in the City of Altoona, Blair County, thence via Highway Routes 764 and 220 to Tyrone, Blair County, thence via Highway Route 550 to Warriors Mark, Huntingdon County, thence via Highway Routes 450 and 45 to State College, Centre County, thence via Highway Routes 45 and 53 through Pleasant Gap and Bellefonte to Milesburg, Centre County;
 - (b) Between the Borough of Milesburg, Centre County, and the Borough of Tyrone, Blair County, via Highway Route 220;
 - (c) Between the Borough of State College, Centre County and the intersection of Highway Routes 220 and 322, via Highway Route 322;
 - (d) Beginning in the City of Altoona, Blair County, thence via Highway Route 220 to the Borough of Bedford, Bedford County, thence via Highway Route 30 to the Borough of Everett, Bedford County, thence via Highway Routes 26 and 913 to the Borough of Saxton, Bedford County, thence via Highway Routes 913 and 26 to the intersection of Highway Route 164, thence via Highway Route 164 to the intersection of Highway Route 220, thence via Highway Route 220 to the City of Altoona;
 - (e) Between the intersection of Highway Routes 26 and 868 and the Borough of Roaring Spring, Blair County, via Highway Routes 868 and 36.

FOLDER 3, Am-A

To transport, as a Class D carrier, property for the National Radiator Company from its plant in the Townships of Blair and Allegheny, Blair County, to points in the Counties of Bedford, Blair, Cambria, Centre, Clearfield, Elk, Franklin, Fulton, Huntingdon, Indiana, Jefferson, Juniata, Mifflin, Somerset and Westmoreland and the return of refused or damaged shipments;

subject to the following conditions:

That no right, power or privilege is granted to render any service from the Townships of Blair and Allegheny, Blair

WARD TRUCKING CORP - P.U.C. AUTHORITY

FOLDER 3, Am-A - continued

County, to points on the certificated routes of J.H. Snyder, Jr., trading and doing business as Rural Motor Express as authorized at A.74416, Folders 1 and 2, or to return refused or damaged shipments from points on said routes to the Townships of Blair and Allegheny, said routes being more fully set forth and described in the report and order issued to Ward Trucking Corp. at A.68795, Folder 3, Dated May 22, 1950.

That no right, power or privilege is granted to render any service from said Townships of Blair and Allegheny to points on the certificated routes of Elmer R. Snively as authorized at A.63175, Folders 1 and 2, or to return refused or damaged shipments from points on said routes to the Townships of Blair and Allegheny, said routes being more fully set forth and described in the report and order issued to Ward Trucking Corp. at A.68795, Folder 3, dated May 22, 1950.

FOLDER 3, Am-C

To transport, as a Class D carrier, clothing and textile products (except on hangers); hangers and accessories for clothing, for the Puritan Sportswear Corp., from its plant in the Township of Allegheny, Blair County, to points in the Counties of Bedford, Blair, Cambria, Centre, Clearfield, Elk, Franklin, Fulton, Huntingdon, Indiana, Jefferson, Juniata, Mifflin, Somerset, and Westmoreland; with the right to return refused, rejected or damaged shipments and hangers and containers; excluding service from the Township of Allegheny Blair County, to points on the following route of Elmer R. Snively, as authorized at A.63174, Folder 4: Between the City of Altoona and Martinsburg, via Llyswen, Plank Road, Garden Heights, Lakemont Terrace, Lakemont, South Lakemont, Hilltop, Sylvan Hills, Hollidaysburg, Frankstown, Geeseytown, Horrell, Flowing Spring, Ganister, Williamsburg, Morrison's Cove, and return via Sharpsburg, Roaring Spring, Rodman, McKee, East Freedom, Newry, Duncansville and Hollidaysburg.

FOLDER 3, Am-D

1. To transport, as a Class A carrier, property between the Borough of State College, Centre County and the City of Altoona, Blair County, over the following route:

Beginning at State College, thence over Highway Routes 45 and 450 to Warriors Mark, thence over Highway Route 550 to Tyrone, thence over Highway Routes 220 and 264 to Altoona; (Formerly A.63175, Folder 1)

With the above right subject to the following condition:

That no right, power, or privilege is granted to transport

WARD TRUCKING CORP - P.U.C. AUTHORITY

FOLDER 3, Am-D - continued

property between Altoona and Tyrone.

2. To transport, as a Class A carrier, property over an extension between the Borough of State College and the Borough of Milesburg, Centre County, via the following route:

Beginning in the Borough of State College, thence via Highway Routes 45 and 53 through Pleasant Gap, and Bellefonte to Milesburg. (Formerly A. 63175, Folder 1)

3. To transport, as a Class A carrier, property over an alternate route between the Borough of Milesburg, Centre County and the Borough of Tyrone, Blair County, via Highway Route 220; excluding local service between points on said route served by Hall's Motor Transit Company or Rural Motor Express as of September 4, 1945. (Formerly A.63175, Folder 1)

4. To transport, as a Class A carrier, property over a connecting route between the Borough of State College, Centre County, and the intersection of Highway Routes 220 and 322, via Highway Route 322. (Formerly A. 63175, Folder 1)

5. To transport, as a Class A carrier, property, excluding household goods and office furniture, in use, newspapers, magazines and periodicals and bread for Shaffer Stores Company, between the City of Altoona, Blair County, and the Boroughs of Bedford and Saxton, Bedford County, over the following route:

Beginning in the City of Altoona, Blair County, thence via Highway Route 220 to the Borough of Bedford, Bedford County thence via Highway Route 30 to the Borough of Everett, Bedford County, thence via Highway Routes 26 and 913 to the Borough of Saxton, Bedford County, and thence via Highway Routes 913 and 26 to the intersection of Highway Route 164, thence via Highway Route 164, to the intersection of Highway Route 220, thence via Highway Route 220 to the City of Altoona, excluding service between points served by Rural Motor Express as of June 3, 1946. (Formerly A.63175, Folder 2)

6. To transport, as a Class A carrier, property, excluding household goods and office furniture, in use, newspapers, magazines and periodicals and bread for Shaffer Stores Company, over an alternate route between the intersection of Highway Routes 26 and 886 and the Borough of Roaring Spring, Blair County, via Highway Routes 868 and 36. (Formerly A.63175, Folder 2)

WARD TRUCKING CORP - P.U.C. AUTHORITY

FOLDER 3, Am-D - continued

7. To transport, as a Class A carrier, property between the City of Altoona and the Borough of Tyrone, Blair County, via Juniata and Grazierville over Highway Route 220, with a spur route beginning at the intersection of Highway Routes 220 and 865, thence via Highway Route 865 to the Borough of Bellwood. (Formerly A.63175, Folder 4)
8. To transport, as a Class A carrier, property between the City of Altoona and Martinsburg, Blair County, via Llyswen, Plank Road, Garden Heights, Lakemont Terrace, Lakemont, South Lakemont, Hilltop, Sylvan Hills, Hollidaysburg, Frankstown, Geeseytown, Horrell, Flowing Spring, Ganister, Williamsburg, Morrison's Cove, and return via Sharpsburg, Roaring Spring, Rodman, McKee, East Freedom, Newry, Duncansville and Hollidaysburg, (Formerly A.63175, Folder 4).
9. To transport, as a Class A carrier, property, exclusive of households goods in use except in less-than-truckload lots, between the Boroughs of Tyrone, Blair County, and Philipsburg, Centre County, via Highway Routes 220 and 322, Osecola Mills, Ashville, Highway Route 53, Houtzdale, Madera and Irvona. (Formerly A.63175, Folder 4)
10. To transport, as a Class A carrier, property, exclusive of household goods in use except in less-than-truckload lots, between the Borough of Ashville, Cambria County, and the City of Altoona, via Gallitzin, Cresson and Highway Route 53. (Formerly A.63175, Folder 4)
11. To transport, as a Class D carrier, property from points in the City of Altoona, Blair County, to points on the following routes and vice versa:

Beginning at the City of Altoona, Blair County, via Highway Route 36, Hastings, Highway Route 11045, Earneshoro, Spangler, Colver, Revloc, Ebensburg, Loretto, Cresson and Gallitzin, Cambria County, to point of beginning, with alternate routes between Cresson and Altoona via Duncansville; between Ebensburg and Cresson via Highway Route 22; and between Gallitzin and Altoona via unnamed highway and Highway Route 36, excluding service between Duncansville and Cresson, and from points on the routes described under rights 7, 8, 9 and 10 hereinabove to points on the said route, and vice versa. (Formerly A.63175, Folder 5)

with the right immediately above subject to the following conditions:

That no right, power, or privilege is granted to furnish service between intermediate points on the routes authorized herein; namely transportation shall either begin or end at Altoona.

WARD TRUCKING CORP - P.U.C. AUTHORITY

FOLDER 3, Am-D - Continued

That no right, power or privilege is granted to pick up freight at points covered by the line operated by Replogle Transport Company in any instance when the same freight is to be discharged at any other point on the line operated by the Replogle Transport Company as of January 28, 1936; provided, however, that this condition shall not prevent the applicant from picking up packages at points on the Replogle Line to be delivered to points beyond the Replogle Line, nor shall it prevent the applicant from picking up packages at points not covered by the Replogle Line and to be delivered to points on the Replogle Line.

FOLDER 3, Am-E

To transport, as a Class D carrier, property between points in the Counties of Indiana, Jefferson, Elk, Clearfield, Centre, Mifflin, Huntingdon, Blair, Cambria, Somerset, Bedford, Fulton, Franklin and Juniata; subject to the following conditions:

That no right, power or privilege is granted to transport property between points in the aforesaid counties where the point of origin and point of destination are in the same county, except as presently authorized; provided, however, that this restriction shall not apply to the County of Blair.

That no right, power or privilege is granted to transport property requiring special equipment, such as winch trucks, winch tractors, pole trailers, low boys and carryalls.

That no right, power or privilege is granted to transport any single item or piece of property weighing in excess of twelve (12) tons.

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

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

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

That no right, power, or privilege is granted to transport newspapers, newspaper parts and magazines.

That no right, power or privilege is granted to transport waste and scrap materials in bulk.

That no right, power or privilege is granted to transport commodities requiring refrigeration in transit at temperatures of 32 degrees Fahrenheit and below.

WARD TRUCKING CORP - P.U.C. AUTHORITY

Folder 3, Am-E - continued

That no right, power, or privilege is granted to transport truckload shipments weighing 20,000 pounds or more, moving to any one consignee at any one time on any one vehicle, from the American Viscose Corporation, in the township of Granville, Mifflin County and the Borough of Lewistown, Mifflin County; from the Sperry Rand Corp., New Holland Division in the village of Belleville, Mifflin County; from Standard Steel Works, a division of Baldwin-Lima-Hamilton Corp., in the Borough of Burnham, Mifflin County; and from the Overhead Door Company, in the Borough of Lewistown, Mifflin County, this restriction to apply only to that territory presently authorized to be served by Noerr Motor Freight, Inc.

That no right, power, or privilege is granted to transport truckload shipments weighing 24,000 pounds or more to or from plants of Bethlehem Steel Corporation located in the city of Johnstown, the Boroughs of Franklin and East Conemaugh and the township of West Taylor, Cambria County, Pennsylvania; except as presently authorized.

FOLDER 3, Am-F

To transport, as a Class D carrier, property, from the plant wite of PPG Industries, Inc., in the township of South Middleton, Cumberland County, to points in Pennsylvania, and vice versa;

Subject to the following conditions:

- FIRST: That no right, power or privilege is granted to transport commodities in bulk in dump vehicles or tank vehicles.
- SECOND: That no right, power or privilege is granted to transport property which, because of size or weight, requires special handling or the use of special equipment such as winch trucks or tractors, pole trailers, extendible trailers or carryalls.
- THIRD: That no right, power or privilege is granted to transport household goods in use.

FOLDER 5

To transport, as a Class D carrier, property from the plants of the Brockway Glass Corporation, Inc. in the county of Jefferson to points in the City of Allentown, Lehigh County, and the return of refused or damaged merchandise.

WARD TRUCKING CORP - P.U.C. AUTHORITY

FOLDER 5, Am-A

To transport, as a Class D carrier, property, from the plant site of PPG Industries, Inc., in the Township of Greenwood, Crawford County, to points in Pennsylvania, and vice versa; and subject to the following conditions:

- FIRST: That no right, power or privilege is granted to transport commodities in bulk in dump vehicles or in tank vehicles.
- SECOND: That no right, power or privilege is granted to transport property which, because of size or weight requires special handling or the use of special equipment such as winch trucks or tractors, pole trailers, extendible trailers or carryalls, between points in Pennsylvania west of and including the Counties of McKean, Cameron, Clearfield, Cambria and Bedford.
- THIRD: That no right, power or privilege is granted to transport household goods in use.
-

FOLDER 5, Am-B

To transport, as a Class D carrier, property, excluding commodities in bulk, household goods in use, and property, which because of size or weight requires special equipment such as winch trucks, pole trailers, extendible trailers or carryalls, from the plant site of Laurel Packaging Co., in the township of Richland, Cambria County, to points in the counties of Armstrong, Beaver, Butler, Clarion, Cumberland, Dauphin, Lawrence Mercer, Perry, Venango, Westmoreland, and vice versa.

FOLDER 5, Am-C

To transport, as a Class D carrier, property from the plant site of Penntech Papers, Inc., located in the borough of Johnsonburg, Elk County, to points in the counties of Adams, Armstrong, Beaver, Butler, Clarion, Cumberland, Dauphin, Elk, Lancaster, Lawrence, Mercer, Perry, Venango, Westmoreland and York, and vice versa.

subject to the following condition:

That no right, power or privilege is granted to transport commodities in bulk; household goods in use; and property, which because of size or weight requires special equipment such as winch trucks, pole trucks, extendible trailers or carryalls.

FOLDER 5, Am-D

To transport, as a Class D carrier, property from the terminal facilities of Ward Trucking Corporation, in the township of Logan, Blair County, to points in the counties of Armstrong, Butler, Clarion, Lawrence, Mercer and Venango, and vice versa.

subject to the following condition:

That no right, power or privilege is granted to transport commodities in bulk; household goods in use; and property which because of size or weight requires special equipment such as winch trucks, pole trucks, extendible trailers or carryalls.

To transport, as a Class D carrier, property from the facilities of Wheeler Bros., Inc., in the township and borough of Somerset, Somerset County, to the borough of Mechanicsburg, Cumberland County, and vice versa.

subject to the following condition:

That no right, power or privilege is granted to transport commodities in bulk; household goods in use; and property which because of size or weight requires special equipment such as winch trucks, pole trucks, extendible trailers or carryalls.

FOLDER 5, Am-E

To transport, as a Class D carrier, property (except commodities in bulk, household goods in use, and property, which because of size or weight requires special equipment such as winch trucks, pole trucks, extendible trailers or carryalls) from the plant site of Abex Corp., located in the township of Quemahoning, Somerset County, to points in Pennsylvania, and vice versa.

FOLDER 5, Am-F

To transport, as a Class D carrier, property, from the facilities of Beverage Air Company, located in the borough of Brookville, Jefferson 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, household goods in use, and property which because of size or weight require special equipment such as winch trucks, pole trailers, extendible trailers or carryalls.

FOLDER 5, Am-G

To transport, as a Class D carrier, property, from the facilities of Kurtz Bros., located in the borough of Clearfield and the township of Lawrence, Clearfield 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, household goods in use, and property, which because of size or weight require special equipment such as winch trucks, pole trailers, extendible trailers or carryalls.

That no right, power or privilege is granted to render service to or from the counties of Allegheny, Beaver, Butler, Fayette, Greene, Lawrence, Washington and Westmoreland.

FOLDER 5, Am-H

To transport, as a Class D carrier, property, from the facilities of PFA Members Service Corp., located in the borough of Middletown, Dauphin 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.

That no right, power or privilege is granted to transport property, which because of size or weight requires special equipment, such as winch trucks, pole trucks, extendible trailers or carryalls.

FOLDER 5, Am-I

To transport, as a Class D carrier, property for Glosser Bros., Inc., between its facilities in Pennsylvania, and from those facilities 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, household goods and property which, because of size or weight, requires special equipment such as winch trucks, pole trucks, extendible trailers or carryalls.

FOLDER 5, Am-J

To transport, as a Class D carrier, property, from the terminal facilities of Ward Trucking Corp., located in the township of Logan, Blair County, to points in PA and vice versa.

To transport, as a Class D carrier, property, from the facilities of Ward Corporation of Pennsylvania, located in the city of Altoona, Blair County, to points in PA, and vice versa.

subject to the following conditions:

That no right, power or privilege is granted to transport commodities in bulk, household goods in use, and property, which because of size or weight requires special equipment such as winch trucks, pole trucks, extendible trailers or carryalls.

That no right, power or privilege is granted to provide transportation to or from the facilities of Dauphin Distribution Services Company, located in the borough of Camp Hill and the townships of Hampden and Silver Spring, Cumberland County.

FOLDER 5, Am-K

To transport, as a Class D carrier, property, from the facilities of General Mills, Inc., located in the borough of Mechanicsburg and the township of Silver Spring, Cumberland County, to points in PA, and vice versa.

subject to the following conditions:

That no right, power or privilege is granted to transport commodities in bulk, household goods in use, and property, which because of size or weight, requires special equipment such as winch trucks, pole trucks, extendible trailers or carryalls.

FOLDER 5, Am-L

To transport, as a Class D carrier, property, from the facilities of Favorite Manufacturing, Inc., located in the borough of New Holland, and the township of Earl, Lancaster 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.

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

That no right, power or privilege is granted to transport property, which because of size or weight requires special equipment such as winch trucks, pole trucks, extendible trailers or carryalls.

FOLDER 5, Am-M

To transport, as a Class D carrier, property (except property in bulk and household goods in use) between points within the Commonwealth of Pennsylvania, (except between points in the Counties of Berks, Bucks, Carbon, Chester, Delaware, Lancaster, Lehigh, Montgomery, Monroe, Northampton, Philadelphia and York), with the right to interchange traffic with Class A, Class B and Class C carriers, so authorized; See Folder 5, Am-P.

subject to the following conditions:

1. That no right, power or privilege is granted to transport commodities in vehicles equipped with mechanical refrigeration.
2. That no right, power or privilege is granted to transport property which, because of size or weight, require special handling or the use of special equipment such as winch trucks or tractors, pole trailers, extendible trailers, or carryalls.

FOLDER 5, Am-N

To transport, as a Class D carrier, property, from the facilities of Warner-Lambert Company, in the borough of Lititz, Lancaster County, to points in Pennsylvania, and vice versa.

To transport, as a Class D carrier, property, from the facilities of Action Industries, Inc., in the borough of Cheswick, Allegheny County to points in Pennsylvania, and vice versa.

both rights above subject to the following condition:

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

FOLDER 5, Am-O

To transport, as a Class D carrier, candy and confectionery for Russell Stover Candies, Inc., located in the city of Allentown, Lehigh County, to points in Pennsylvania; and property for D & D Distribution Services, Inc., from its facilities located in the city of York, York 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, household goods in use, and property, which because of size or weight requires special equipment such as winch trucks, pole trucks, extendible trailers or carryalls.

To transport as a Class D carrier, by motor vehicle, property (except commodities in bulk, household goods in use, and property, which because of size or weight requires special equipment such as winch, pole trucks, extendible trailers or carry-alls), between points in the counties of Berks, Bucks, Carbon, Chester, Delaware, Lancaster, Lehigh, Montgomery, Monroe, Northampton, Philadelphia and York.

subject to the following condition (except as presently authorized):

That no right, power or privilege is granted to transport limestone and limestone products in containers for J. E. Baker Company, from its facilities in West Manchester Township, York County, and for Thomasville Stone & Lime Company from its plant in Jackson Township, York County.

FOLDER 7

To transport, as a Class D carrier, iron and steel, iron and steel articles and products and such materials and supplies and equipment used or useful in the production, assembly and distribution of iron and steel and iron and steel articles and products from the property of United States Steel Company located in Falls Township, Bucks County, to points in the counties of Bedford, Blair, Cambria, Centre, Clearfield, Elk, Franklin, Fulton, Huntingdon, Indiana, Jefferson, Juniata, Mifflin, Somerset and Westmoreland, and vice versa.

subject to the following condition:

That no right, power or privilege is granted to transport liquids in bulk in tank vehicles.

FOLDER 8

To transport, as a Class D carrier, property from the plants of the Clearfield Sportswear Company, Inc., in the Boroughs of Curwensville and Clearfield, Clearfield County, and Philipsburg, Centre County, to the place of business of the McDon Corporation in the City of Nanticoke, Luzerne County, and vice versa.

FOLDER 8, Am-A

To transport, as a Class D carrier, a property from the facilities of W. T. Grant Company in the township of Pymatuning, Mercer County to points in the counties of Bedford, Blair, Cambria, Centre, Clarion, Clearfield, Cumberland, Dauphin, Elk, Franklin, Fulton, Huntingdon, Indiana, Jefferson, Juniata, Mercer, Mifflin, Perry, Somerset and Venango and vice versa.

FOLDER 8, Am-B

To transport, as a Class D carrier, property from the facilities of Sealy Mattress Company of Pittsburgh, Inc., located in the borough of Strattonville and the township of Clarion, Clarion 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 in use.

That no right, power or privilege is granted to transport property, which because of size or weight requires special equipment, such as winch trucks, pole trucks, extendible trailers or carryalls.

That no right, power or privilege is granted to render service to or from Allegheny County.

FOLDER 9

To transport, as a Class D carrier, property, excluding household goods and office furnishings in use, between points in the Borough of Bellwood, Blair County, and within ten (10) miles, by the usually traveled highways, of the limits of said borough, except between points presently served by the Pennsylvania Railroad Company and Rural Motor Express.

To transport, as a Class D carrier, products from quarries in the Counties of Blair, Bedford, Huntingdon, Centre and Clearfield to other points within thirty-five (35) miles, by the usually traveled highways of the said quarries.

To transport, as a Class D carrier machinery and building

FOLDER 9 - continued

construction materials, such as are transported in dump trucks, between points not to exceed a distance of fifteen (15) miles from point of origin to point of destination in the Counties of Blair, Bedford, Huntingdon, Centre, Clearfield and Cambria:

the above rights subject to the following condition:

That no right, power of privilege is granted to transport in or from the City of Altoona, Blair County, except as presently authorized. (A.30318, Folder 2)

To transport, as a Class D carrier, iron and steel products for the J. E. Williamson Company from points in the Borough of Bellwood, Blair County, to points in PA, and vice versa.

To transport, as a Class D carrier, iron and steel products for the J. E. Williamson Company from points in the Borough of Birdsboro, Berks County, to points in the City of Philadelphia, Philadelphia County, and vice versa; (A.30318, Folder 3).

EX P-19

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC 65916 SUB 21

SERVICE DATE

**DOCUMENT
FOLDER**

WARD TRUCKING CORP.
ALTOONA, PENNSYLVANIA

RECEIVED

JAN 7 1983

SEP 15 1989

SECRETARY'S OFFICE
Public Utility Commission

RECEIVED

SEP 14 1989

SECRETARY'S OFFICE
Public Utility Commission

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

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

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

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

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

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

By the Commission.

Agatha L. Mergenovich
Secretary

(SEAL)

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

DOCKETED
SEP 13 1989

PA. PUBLIC UTILITY COMMISSION

DOCKET NO. A0010247 / FOLDER NO. 001, Am-P

Protestants EXHIBIT NO. P-19

HEARING AT Pgh DATE 8-24-89
L. Berkeley

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting general commodities (except classes A and B explosives, household goods, and commodities in bulk), between points in the United States (except Alaska and Hawaii).

WARD TRUCKING

CORPORATE OFFICES
P.O. BOX 1553, ALTOONA, PA 16603-1553

814-944-0803

DELETED
 SEP 19 1989

EQUIPMENT LIST

May 1, 1989

POWER EQUIPMENT

DOCUMENT
 FOLDER

	Trucks	Tractors
Over-the-Road	--	85
Altoona	2	16
Allentown	--	4
Baltimore	3	7
Brooklyn	4	13
Chambersburg	--	7
Charlotte	1	4
DuBois	1	7
Erie	--	1
Grove City	--	10
Harrisburg	1	12
Johnstown	1	5
Lancaster	--	12
Little Falls	2	30
Milton	--	6
Philadelphia	4	17
Pittsburgh	1	15
Richfield	1	8
Scranton	<u>1</u>	<u>6</u>
TOTAL	22	265

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SECRETARY'S OFFICE
Public Utility Commission

TRAILERS

Type	Length	Single Axle	Tandem Axle
Open Top	40'	--	4
Van	27'	8	--
	28'	264	--
	30'	1	--
	40'	--	29
	45'	--	242
	48'	--	41
TOTAL		<u>273</u>	<u>316</u>
Converter Dollies		118	

RECAP

<u>Trucks</u>	<u>Tractors</u>	<u>Trailers</u>	<u>Dollies</u>
22	265	589	118

Reaching Out To Serve You!

P-20

LIST OF TERMINALS AND EMPLOYEES

ALLENTOWN, PA 18107
Route 512 & 22
Bethlehem, PA
Phone - 215/867-2414

Leased Facility 9 Drivers
15 Doors 1 Dockman
14 Employees 2 Sales
2 Other

ALTOONA, PA 16603
Terminal
Greenwood Road
Phone - 814/944-5091

Company Owned 39 Drivers
66 Doors 19 Dockmen
71 Employees 2 Sales
10 Other

CHAMBERSBURG, PA 17201
5249 Greenvillage Road
Phone - 717/263-4169
800/233-9273

Company Owned 8 Drivers
28 Doors 1 Dockman
13 Employees 2 Sales
2 Other

DuBOIS, PA 15801
U.S. Route 219 North
Phone - 814/371-3130

Company Owned 12 Drivers
24 Doors 2 Dockmen
18 Employees 1 Sales
3 Other

EIRE, PA 16505
3025 West 17th Street
Phone - 800/262-8952

Leased Facility 3 Driver/
6 Doors Dockmen
4 Employees 1 Sales

GROVE CITY, PA 16127
Jct. Routes 80 & 8, RD 3
Barkeyville, PA
Phone - 814/786-7981

Company Owned 12 Drivers
28 Doors 3 Dockmen
20 Employees 2 Sales
3 Other

HARRISBURG, PA 17011
Rt. 15 at Slate Hill Rd.
Camp Hill, PA
Phone - 717/761-1334

Company Owned 25 Drivers
46 Doors 25 Dockmen
72 Employees 6 Sales
16 Other

Break Bulk facility between
East & West - North & South

JOHNSTOWN, PA 15906
McCreary & Cooper Avenue
Coopersdale, PA
Phone - 814/536-5181

Company Owned 14 Drivers
19 Employees 1 Dockman
1 Sales
3 Other

LANCASTER, PA 17603
260 Planetree Drive
Old Sycamore Industrial Pk.
Phone - 717/295-9273

Leased Facility 15 Drivers
24 Doors 1 Dockman
21 Employees 2 Sales
3 Other

MILTON, PA 17887
Old Route 15
White Deer, PA
Phone - 717/538-3311

Leased Facility 11 Drivers
19 Doors 2 Dockmen
17 employees 1 Sales
3 Other

PHILADELPHIA, PA 19135
5200 E. Conly Street
Phone - 215/535-0920

Leased Facility 18 Drivers
46 Doors 2 dockmen
29 Employees 3 Sales
6 Other

PITTSBURGH, PA 15601
R.D. 6, Box 513
Greensburg, PA
Phone - 412/836-4422
836-4423

Leased Facility 19 Drivers
32 Doors 7 Dockmen
34 Employees 3 Sales
5 Other

SCRANTON, PA 18703
Fox Hill Road
Wilkes-Barre, PA
Phone - 717/825-9273

Leased Facility 8 Drivers
19 Doors 1 Dockman
13 Employees 1 Sales
1 Other

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SEP 14 1989

SECRETARY'S OFFICE
Public Utility Commission

PA. PUBLIC UTILITY COMMISSION

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SEP 15 1989

SECRETARY'S OFFICE
Public Utility Commission

DOCKET NO. A20102477 FOLDER NO. 001, Am-7
EXHIBIT NO. P-21 DATE 8-21-89
HEARING AT Pgh *L. Berkey*

2



U.S. Department
of Transportation
Federal Highway
Administration

400 Seventh St., S.W.
Washington, D.C. 20590

Original

MAY 26, 1988

WARD TRUCKING CORP.
2ND AVE & 7TH ST., GREENWOOD
ALTOONA, PA 16602

IN REPLY REFER TO:
HFG-10
C#084850/SR#00014919

**DOCUMENT
FOLDER**

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Public Utility Commission

THE MOTOR CARRIER SAFETY RATING OF:

WARD TRUCKING CORP.
IS SATISFACTORY.

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SECRETARY'S OFFICE
Public Utility Commission

THIS RATING RESULTED FROM A RECENT REVIEW AND EVALUATION OF YOUR COMPLIANCE WITH THE FEDERAL MOTOR CARRIER SAFETY AND/OR HAZARDOUS MATERIALS REGULATIONS AND A REVIEW OF YOUR GENERAL SAFETY POSTURE.

FEDERAL PROGRAMS DIVISION

DOCKETED
SEP 19 1989

PA. PUBLIC UTILITY COMMISSION

DOCKET NO. 0010247 FOLDER NO. 001, Am-7

Protestants EXHIBIT NO. 722

HEARING AT Pgh DATE 8-21-89

A. Berkeley

P. R.

WARD TRUCKING CORP.

<u>Date</u>	<u>Pro No.</u>	<u>Shipper</u>	<u>Destination</u>	<u>Commodity</u>	<u>Weight</u>	<u>Revenue</u>
2-10-89	10-164222	Henry Miller Spring Mfg.	Gastonia, NC	Springs/Steel	550	\$ 54.81
2-17-89	10-164520	Henry Miller Spring Mfg.	Gastonia, NC	Springs/Steel	5044	240.52
2-27-89	04-499544	Tuscarora Plastics	North Bergen, NJ	Plastic Articles	36	63.89
3-20-89	04-500285	Tuscarora Plastics	North Bergen, NJ	Plastic Articles	156	148.87
6-27-89	04-503683	Tuscarora Plastics	North Bergen, NJ	Plastic Articles	100	141.60
3-16-89	10-165893	Neville Chemical Co.	Bloomfield, NJ	Resin Coal Tar	2020	122.32
4-12-89	10-167358	Neville Chemical Co.	Muncy, PA	Resin Coal Tar	2020	115.02
5-10-89	10-168923	Neville Chemical Co.	Bloomfield, PA NJ	Resin Coal Tar	2172	138.09
5-8-89	10-169570	Neville Chemical Co.	Bloomfield, NJ	Resin Coal Tar	3030	350.27
3-23-89	10-166228	Lincoln Aluminum Dist. Co.	State College, PA	Aluminum/Frame	124	37.50
3-31-89	10-166604	Lincoln Aluminum Dist. Co.	Gilbertsville, PA	Aluminum Lengths	168	37.84
4-7-89	10-167038	Lincoln Aluminum Dist. Co.	Glen Rock, PA	Aluminum Extrusions	153	37.50
5-18-89	10-169302	Lincoln Aluminum Dist. Co.	Gilbertsville, PA	Aluminum Lengths	1104	159.20
5-24-89	10-169639	Lincoln Aluminum Dist. Co.	Gilbertsville, PA	Aluminum Lengths	230	37.84
6-13-89	10-170732	Lincoln Aluminum Dist. Co.	Gilbertsville, PA	Aluminum Lengths	235	38.04
6-22-89	10-171217	Lincoln Aluminum Dist. Co.	Gilbertsville, PA	Aluminum Lengths	997	82.42
8-16-89	10-174233	Watson Standard Co.	Bloomsburg, PA	Aluminum Moldings	2225	184.54

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PUBLIC UTILITY COMMISSION

SEP 14 1989

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Public Utility Commission

DOCUMENT
FOLDER

Total No. Shipments - 17
Total Weight - 20,364
Total Revenue - \$1,990.27

PA. PUBLIC UTILITY COMMISSION

DOCKET NO 00102471 FOLDER NO 001, Am-7

Protestants EXHIBIT NO. P-23

HEARING AT Pgh DATE 8-24-89

L. Berkeley

P-23

DOCKET NO
SEP 19 1989

SOCKETED
SEP 19 1989
 6961 67435

WARD TRUCKING CORP.

Shipments - 7/31/89

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Pro No.	Origin Zip	Destination Zip	Commodity	Weight	Revenue
03-229876	16254	15071	Wire Rope Sling	130	\$ 56.87
01-688744	16603	16045	Washing Machine	228	25.00
01-688750	16603	16505	Carpet	205	25.00
01-688752	16603	15601	Carpet	359	25.00
01-688756	16603	16335	Carpet	692	46.23
01-688757	16603	15237	Carpet	622	33.40
01-688758	16603	16046	Carpet	112	25.00
01-688782	16830	15061	Paper & Paper Products	2748	106.62
01-688800	16635	15212	Clothing, NOI	169	35.00
01-688831	16823	16033	Unfinished Aluminum	5867	441.20
01-688839	16602	15106	Printer/Anadex	110	37.50
01-688864	16843	16335	Clothing, NOI	520	94.50
01-688866	16830	15301	Fall Gray Vel Std.	440	64.25
06-175234	15907	16365	Homeshow Display	640	115.01
06-175248	15501	15145	Auto Parts/Body	70	32.00
05-589686	17512	16214	Bed Base Frames	2575	201.11
05-589689	17013	16509	Clothing	427	93.35
05-589698	17011	15301	Weed Killing Compound	561	86.84
10-173214	15017	16635	Bolts & Nuts	336	38.00
10-173215	15017	17066	Bolts & Nuts	400	46.73
10-173222	15146	16602	Copier	172	42.65
10-173224	17703	17837	Business Forms	555	56.31
10-173227	15661	16601	Aluminum Castings	8781	335.61
10-173229	15104	16701	Cleaning Compound	360	66.67
10-173231	15201	15801	Plastic Articles	1560	83.15
10-173242	15425	16823	Castings/Steel	693	52.13
10-173243	15212	15501	Screen MLD	15	32.00
10-173244	15201	16648	Bed End Frames	155	56.87
04-504751	16424	17870	Plastic Articles	168	35.00
04-504768	16125	17756	Castings/Iron	6720	286.10
04-504771	16033	17011	forgings	100	43.66
04-504772	16033	17011	Forgings/Steel	446	59.19
04-504779	16051	16673	Valve/Safety	95	35.00
04-504780	15061	17340	Protectors in Barrels	1080	60.39
04-504785	16346	16830	Conveyor Rolls/Brackets	1075	116.70
04-504795	16001	16701	Newspaper Supplements	1575	126.28
27-017664	16423	17268	Alkali Salts	1153	94.27
27-017676	16512	15857	Jack Hammer	100	52.99

Total No. Shipments - 38
 Total Weight - 41,014
 Total Revenue - \$3,265.56

Handwritten initials/signature

ARISTECH

DOCKETED
SEP 19 1989

DOCUMENT
FOLDER

Aristech Chemical Corporation
600 Grant Street
Pittsburgh, PA 15230-0250
412/433-2747
Telex: 6503608365
Answer Back: 6503608365.MCI UW

April 7, 1989

Mr. James P. Soltis
Ward Trucking Corp.
Hempfield Industrial Park
RD#6, Box 513
Greensburg, PA 15601

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SEP 15 1989

SECRETARY'S OFFICE
Public Utility Commission

Bid by June 1

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SEP 14 1989

SECRETARY'S OFFICE
Public Utility Commission

Dear James:

Aristech Chemical Corporation would like to extend an invitation to you to bid on our less-than-truckload business for the Period July 1, 1989 to June 30, 1991.

Rates, as of July 1, 1989, must remain in effect until June 30, 1990 and rates, as of July 1, 1990, must remain in effect until June 30, 1991.

As part of Aristech Chemical Corporation's efforts to simplify our computer rating system, we have adopted a standard scale of Class Rates for all interstate class rated shipments between all points in the United States. To implement this standarization of rates, we have adopted a single scale of rates published in all major motor carrier tariff bureaus.

The bureaus, item numbers, and sections are listed below:

<u>Bureau/Tariff</u>	<u>Section</u>	<u>Item Number</u>
ICC CMB 347 series	6F	3890-3897
ICC CMB 575 series	9D	9005-9006
ICC CSA 501 series	9G	509040
ICC ECA 531 series	6	300000-300030
ICC ECA 532 series	6	300000-300030
ICC ECA 533 series	6	300000-300030
ICC MAC 308 series	4-0	1525
ICC MAC 500 series	35	1525
ICC MAC 515 series	35	1525
ICC MWB 500 series	6	5200
ICC NEB 590 series	III, IV, V	
ICC NFTB 362 series	6	5900-5930
ICC PITB 500 series	8	8000
ICC RMB 502 series	All	All
ICC SMC 500 series	1A	15100
ICC SMC 585 series	1A	15100

PA. PUBLIC UTILITY COMMISSION

DOCKET NO 89-0247, FOLDER NO 001, Pm 7

Protestants EXHIBIT NO. P-25

HEARING AT Pgh DATE 8-24-89
L. Bertley

P-25

Please review these provisions, and if you are in agreement, arrange for your participation in the necessary items. We are requesting all carriers handling our traffic to join these rates so that freight originating by them will be rated under this system.

If, after review, you prefer to publish these rates in your own tariff, we prefer you use the rate scale format of ECA series tariffs for uniformity.

To avoid any confusion, we ask you make the application of the rate scales to apply only for the account of Aristech Chemical Corporation.

All present applicable rules tariff will continue to apply and, in the instances of your own tariff applying, amend that tariff to include the items under discussion.

Be sure to include your discount to apply to our standard scale of class rates and to provide for application of your discount tariffs in conjunction with these class rate scales. All bids must be received no later than June 1, 1989.

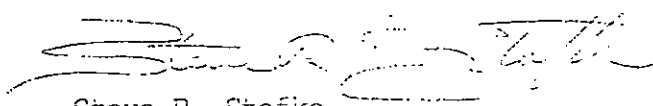
To facilitate a uniform effective date of this class rate system, please have the necessary changes effective on July 1, 1989 and allow us a confirming letter.

Please address all correspondence to:

Steve R. Stofko
Traffic & Transportation Engineer
Aristech Chemical Corporation
Room 2204
USX Tower
600 Grant Street
Pittsburgh, PA 15230-0250
Telephone No. (412) 433-7547

The attached information should assist you in formulating a bid.

Very truly yours,


Steve R. Stofko
Traffic & Transportation
Engineer

SRS/swh

Attachments

<u>Product</u>	<u>Class</u>	<u>Location</u>
Polypropylene	60	LaPorte, Texas P. O. Box 1436 8811 Strang Road LaPorte, Texas 77571
Polypropylene	60	Neal, West Virginia P. O. Box 189 Big Sandy Road Kenova, West Virginia 25530
Polypropylene	60	Akron, Ohio (Cotter Warehouse) 131 North Summit Akron, Ohio 44309
Polypropylene	60	Huntington, West Virginia (Allied Warehouse) #20 26th Street Huntington, West Virginia 25703
Polypropylene	60	Houston, Texas (C & D Warehouse) Suite 434 1905 Turning Basin Drive Houston, TX 77029
Polyester Resin	60	Neville Island, PA Island Avenue Neville Island, PA 15225
Polyester Resin	60	Linden, New Jersey 1605 West Elizabeth Avenue Linden, New Jersey 07036
"	60	Bartow, Florida P. O. Box 2130 South Side of Highway 60 West Bartow, Florida 33830

<u>Product</u>	<u>Class</u>	<u>Location</u>
Polyester Resin	60	Jacksonville, Arkansas P. O. Box 686 1901 Redmond Road Jacksonville, Arkansas 72076
"	60	Colton, California 291 West Adam Street Colton, California 92324
"	60	Des Moines Distribution Center 339 S. W. 6th Street Des Moines, Iowa 50309
"	60	Doraville Distribution Center 300 G Piedmont Court Doraville, Georgia 30340
"	60	Florence Distribution Center Staples Drive Florence Industrial Park Florence, Alabama 35630
"	60	Jackson Distribution Center 4201 Space Center Drive Jackson, Mississippi 39209
"	60	Kansas City Distribution Center 1219 Tracey Avenue Kansas City, Missouri 64106
"	60	Little Rock Distribution Center 6140 Scott Hamilton Road Little Rock, Arkansas 72209
"	60	Madley Distribution Center 9711 N. W. 91st Court Madley, Florida 33178

<u>Product</u>	<u>Class</u>	<u>Location</u>
Polyester Resin	60	Minnetonka Distribution Center 6035 Baker Road Minnetonka, Minnesota 55345
"	60	Shreveport Distribution Center 3210 B Hollywood Shreveport, Louisiana 71108
"	60	Tampa Distribution Center 5110 Causeway Boulevard Tampa, Florida 33619
"	60	Troy Distribution Center c/o Creech Bros. 100 Industrial Drive Troy, Missouri 63379
"	60	Tulsa Distribution Center 7001 East 38th Street #7015 Tulsa, Oklahoma 74145
Plasticizers	55	Neveille Island, PA Island Avenue Neville Island, PA 15225
Plasticizers	55	Chemcentral/Pittsburgh P. O. Box 15597 Montour Branch Pittsburgh, Pennsylvania 15244
Bisphenol-A	60	Haverhill, Ohio Box 127 Rt. 2 & Ohio Furnace Road Ironton, Ohio 45638
Bisphenol-A	60	Huntington, West Virginia #20 26th Street Huntington, West Virginia 25703

<u>Product</u>	<u>Class</u>	<u>Location</u>
Bisphenol-A	60	Neville Island, PA Island Avenue Neville Island, PA 15225 <i>Same</i>
Bisphenol-A	60	<i>K</i> Chemcentral/Pittsburgh P. O. Box 15597 Montour Branch Pittsburgh, Pennsylvania 15244
Maleic Anhydride	70	Neville Island, PA Island Avenue Neville Island, PA 15225 <i>Same</i>
Maleic Anhydride	70	<i>X</i> Chemcentral/Pittsburgh P. O. Box 15597 Montour Branch Pittsburgh, Pennsylvania 15244
Phthalic Anhydride	70	Neville Island, PA Island Avenue Neville Island, PA 15225 <i>Same</i>
Phthalic Anhydride	70	Chemcentral/Pittsburgh P. O. Box 15597 Montour Branch Pittsburgh, Pennsylvania 15244
Pitch	70	Clairton, PA Tarben Plant 400 State Street Clairton, PA 15025
Various		Aristech Research Laboratory 1000 Tech Center Drive Monroeville, PA 15146
Various		TERN/USS P. O. Box 600 Pasadena, Texas 77501

PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17120

Public Meeting held May 13, 1983

Commissioners Present:

Linda C. Taliaferro, Chairman
Michael Johnson
James H. Cawley

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SEP 15 1989

SECRETARY'S OFFICE
Public Utility Commission

DOCKETED
SEP 19 1989

Application of W. C. McQuaide, Inc., a corporation of the State of Delaware, for amendment to its common carrier certificate, which grants the right, inter alia, to transport, by motor vehicle, property, for Glosser Brothers, Inc., between points in Pennsylvania; subject to the following conditions: That no right, power or privilege is granted to transport commodities in bulk, household goods in use, and property which, because of size or weight, requires special equipment such as winch trucks, pole trailers, extendible trailers or carry-alls: SO AS TO PERMIT the transportation of property (except household goods and office furniture in use, commodities in bulk, mobile homes, commodities, which, because of size or weight, require the use of special equipment, and commodities requiring the use of mechanically refrigerated equipment), between points in Pennsylvania.

A-00084290
F. 7
Am-RR

DOCUMENT
FOLDER

PA PUBLIC UTILITY COMMISSION

DOCKET NO A-00084290 FOLDER NO. 001 Am-7

Am-RR EXHIBIT NO. P-24

HEARING AT Fgh DATE 8-24-89

J. Berkley

- Christian V. Graf for the applicant.
Campbell, Spitzer, Davis & Turgeon by James D. Campbell for New Penn Motor Express, Inc.
Dwight L. Koerber, Jr. and Brian L. Troiano for Preston Trucking Company, Inc.
Bremen & Berns by Joseph E. Bremen for Bremen's Express Company.
Pope and Pope by Kent S. Pope for Don Martin Trucking Co.
Edward L. Ciemiecki for McCormick Dray Line, Inc., A. Duie Pyle, Inc., Kulp & Gordon, Inc. and S. T. S. Motor Freight, Inc.
McNees, Wallace & Nurick by S. Berne Smith for A-P-A Transport Corp.
Pillar and Mulroy by Sally A. Davoren for W. H. Christie & Sons, Inc., Dunlo Transfer Company and Valley Freight Lines, Inc.
James W. Patterson for Interstate Motor Freight System.
Abrahams & Lowenstein by Barry D. Kleban for P. Liedtka Trucking, Inc., West Motor Freight, Inc. and Bob Young Trucking, Inc.

P

O R D E R

BY THE COMMISSION:

This matter comes before the Commission on an application filed January 27, 1982. Public notice of the application was given in the Pennsylvania Bulletin of March 6, 1982. Protests were entered by 16 certificated carriers, however, upon reconsideration, all protests were withdrawn without amendment.

The application is now unopposed and the record is certified to the Commission for its decision without an oral hearing. The record consists of verified statements submitted by the applicant and 106 supporting shippers.

William F. McQuaide, stockholder, director and executive vice president of W. C. McQuaide, Inc. (McQuaide or applicant), 153 Macridge Avenue, Johnstown, Cambria County, sets forth that he is thoroughly familiar with the authority, facilities and operations of his company and that he has been authorized to provide the following information in support of the instant application. The applicant is actively engaged in intrastate and interstate operations. The applicant's interstate authority is extensive and is comprised of authority that permits transportation of property between points in specific western counties and from said counties to points in Pennsylvania, and vice versa; the right to interchange with Class A and D carriers, for pick-up and delivery within a described area, said shipments originating or destined for Allentown and points within 20 miles. It also holds authority limited to specific commodities, or origin and/or destination facilities, and for named accounts. The applicant's authority at Folder 5 and 6 is limited to rendering transportation in dump vehicles. All of the applicant's current authority will be duplicated by the authority sought by the instant application, except for the authorities found at Folders 5 and 6.

McQuaide operates from terminal facilities at Johnstown, Cambria County and at Bethel Township, Berks County. The Johnstown facility is located at 153 Macridge Avenue and is comprised of general offices and a 70-door cross-dock terminal, two-way base station for radio communications and a Pennsylvania State inspection station. This terminal is also a full maintenance facility for both major and minor repairs. The terminal is open 24 hours per day, five days per week and 12 hours on Saturdays, with emergency dispatch of equipment available when the terminal is closed.

The Bethel Township terminal consists of a 16-door freight terminal which is equipped with regular telephone service, WATS line and two-way base station for communications. This terminal is open 24 hours per day, five days per week and 12 hours on Saturdays, with emergency dispatch of equipment while the terminal is closed.

The applicant's radio communication network differs from regular systems in that McQuaide has radio towers located throughout Pennsylvania and it leases telephone lines by which its two terminals are connected to the radio towers. Its dispatchers at either terminal are capable of communicating with any company vehicle at any point within the Commonwealth.

Systemwide, McQuaide operates 50 straight trucks, 64 tractors, 11 service vehicles and 149 trailers. In addition to these vehicles, it leases 35 tractors and 29 trailers. Its trailers are comprised of flatbeds, open tops, vans, expandibles, carry-alls, in addition to dump and tank trailers. McQuaide has an active and ongoing safety program for all equipment as well as employees. It has public liability and property damage insurance in excess of Commission requirements.

Under the applicant's computerized billing system, a driver will report to either terminal by radio, upon pick-up of a shipment, the consignor, the consignee, the weight and commodity. The shipment will be then rated and a freight bill is then generated by the computer. All of the information contained in the freight bill is retained by the computer for later usage.

An unaudited balance sheet and income statement has been entered which sets forth that as of June 30, 1982, McQuaide had current assets of \$1,536,900, total assets of \$5,426,217, current liabilities of \$1,219,614, long-term debt of \$2,041,660 and retained earnings of \$1,676,913. For the first six months of 1982, it suffered a net loss of \$11,180 from total revenue of \$5,883,425. Although it suffered a loss in a loss in the first half of 1982, McQuaide projects a net profit for 1982.

McQuaide will provide the supporting shippers with a complete transportation program for both truckload and less-than-truckload traffic. Multiple deliveries and pick-ups will be available, as will the handling of C.O.D. shipments and Order Notify shipments.

Shipments that originate in or are destined for points in eastern Pennsylvania will be picked up by equipment operating out of the Bethel terminal on less-than-truckload shipments, which will then be taken to the Bethel terminal and loaded on the delivery vehicle for delivery in sequence the next day. On less-than-truckload shipments originating at or destined for delivery to points in western Pennsylvania, the shipment will be picked up by the Johnstown terminal vehicle, and then taken to the terminal for loading on the delivery vehicle and delivered the next day. For truckload shipments, the pick-up will be made by either the Johnstown or Bethel terminal, depending upon location, the shipment will then be transported directly to destinations regardless of said destination.

A summary of traffic (applicant's Appendix I), handled by the applicant on July 12, 1982, lists shipments totaling 440, weighing 630,014 pounds and generating revenue of \$23,765.71. These shipments

were destined for 56 of Pennsylvania's 67 counties. During the month of August, 1982, a summary of traffic transported for named shippers (applicant's Appendix K), indicates that McQuaide transported shipments to 63 Pennsylvania counties. During the two test periods, there were only two counties (Forest and Pike) not covered by the two test periods. McQuaide believes that since it operates daily in practically every county of the Commonwealth, it would have no difficulty in providing the service for which it is seeking authority.

McQuaide is currently engaged in transportation as an agent for American Delivery Systems, Inc (ADS) of Detroit, Michigan. ADS is a freight forwarder operating pursuant to interstate authority. During the month of August, 1982, McQuaide transported 1,287 shipments weighing 764,345 pounds for ADS. This traffic generated for McQuaide revenue of \$54,632.13. Shipments originated in 64 counties and were destined for points in 42 counties. This traffic involved origins or destinations in 65 of 67 counties, with the counties not involved being Cameron and Sullivan. When a shipment has an origin and destination that falls within McQuaide's scope of authority, if the shipment is to move pursuant to ADS's direction, it is transported as an agency shipment, not as a McQuaide shipment.

Fred E. Kessler, manager, eastern traffic, for The Standard Register Company (Standard Register), 121 Mount Zion Road, York, York County, states that Standard Register is engaged in the sales and manufacture of various printed business forms and computing machine paper. Shipments of its production are made from its plant site and warehouse in York and Bedford, to points throughout the Commonwealth. This traffic totals approximately 285,000 pounds per month, with a majority of the traffic being less-than-truckload in nature. The average weight per shipment is approximately 15,000 pounds. Under the proposed authority, Standard Register would tender the applicant all traffic moving from York that is not currently being handled by Central Storage & Transfer Co. to points in 34 eastern counties. The applicant is currently authorized to provide service from the Bedford facility to all points in Pennsylvania, thus no additional service is needed from this facility.

Standard Register has had difficulty in securing overnight service and has had problems with deliveries to points in the east that are beyond Central's area. Shipments destined to points in the western part of the Commonwealth have often been transported via interstate carriers which are required to transport shipments to upper New York, and then brought back for the ultimate delivery in Pennsylvania. Standard Register has also resorted to interline service which has resulted in a loss of time in transit at the interchange point.

Standard Register has found that service under the current system is inefficient because it results in untimely deliveries, excessive transit time while utilizing interstate carriers, diversion of its private carriage equipment from its intended purpose and second-day service or worse when overnight service is necessary.

Robert B. Whittaker, principal stockholder and chief operating officer of Whittaker Associates, Inc. (Whittaker), 426 Bedford Street, Hollidaysburg, Blair County, states in support of the pending application that his company is a building contractor and authorized franchise holder for Stran Steel Products. It would tender the applicant shipments of such items as insulation, doors, windows, panelling, roofing, downspouts, wire mesh, fasteners, hardware, vents, ductwork, electrical materials and supplies, electrical fixtures, switchgears, small electric motors, heating components, air conditioning components, belts, webbing and plumbing supplies.

Whittaker would rely upon the applicant to transport construction building materials to various job sites located throughout the Commonwealth. It would rely upon the applicant for movement from Hollidaysburg to various job sites. Because it is constantly bidding on new construction, it is unable to specify specific points that it would utilize the applicant. It is currently bidding on construction projects at Bethel, King of Prussia, State College, Clearfield and Bedford. It has had business in Towanda, Bellefonte, Carlisle, Lewistown, Punxsutawney, Muncy, State College, Clearfield, Philipsburg and other points throughout Lackawanna County.

Traffic from Hollidaysburg is moving via the applicant. When shipments are destined for points beyond the applicant's area of operation, it moves by whomever can provide equipment or by the supplier. It requires the ability to have a single carrier available when needed.

W. R. Cunningham, manager, truck transportation, for Bethlehem Steel Corporation (Bethlehem Steel), Bethlehem, Lehigh-Northampton County, states in support of the application that Bethlehem Steel is a major manufacturer and shipper of iron and steel and iron and steel articles. Shipments originate at its various plants located in Bethlehem, Steelton, Johnstown, Lebanon and Philadelphia.

Bethlehem Steel's traffic is diverse since it ships such items as structural shapes, pilings, bars, castings, forgings, rolling mill rolls, wire, wire rope, strand, rods, pipe, industrial fasteners, billets and blooms. In addition to these specific items, it also manufactures and ships many other items. In Pennsylvania, its traffic fluctuates and is currently averaging in excess of 30 truckloads per week. It expects to tender to McQuaide two to five truckloads per week in addition to the tonnage it is currently transporting under its existing authority. Bethlehem Steel ships to practically all points in Pennsylvania. It currently relies upon the applicant for shipments moving from Johnstown and shipping points in Cambria County for which the applicant is now authorized. It also relies on McQuaide to and from Bethlehem, Steelton, Williamsport, Lebanon and Philadelphia to the six-county area which they are authorized to serve, namely the counties of Blair, Cambria, Bedford, Fulton, Huntingdon and Somerset.

Bethlehem Steel finds that the carriers currently authorized to provide it with service do not always have flatbed trailers or other equipment required to transport its shipments. It would rely upon the applicant since it would have both the territorial and equipment necessary to meet its traffic demands.

C. A. Payne, traffic manager, eastern United States, for Moore Business Forms, Inc., 900 Buffalo Avenue, Niagara Falls, New York, states in support of the pending application that Moore Business Forms is engaged in the manufacture and shipping of various paper items such as carbon paper, autographic register paper, checks, tickets and various plain, printed and ruled paper forms. It has shipping facilities at Quakertown, Honesdale, Lewisburg, Sidman and Bensalem Township, Bucks County, which are the facilities involved in this application proceeding. To points in Pennsylvania, it ships on the average of 100,000 pounds per day, of which it would give 90 percent to the applicant. Moore Business Forms now relies upon the applicant, Central Storage and Evans Delivery for traffic moving between points in Pennsylvania.

McQuaide now serves Moore Business Forms from Bensalem, but cannot serve all points in Pennsylvania. It also relies upon Central Storage which can also serve Bensalem, but is limited to 26 counties. In addition to these carriers, it also relies upon Evans Delivery which is limited to service within a 75-mile area of Bensalem. A grant of statewide service would be of great benefit to Moore Business Forms.

Samuel W. Elza, traffic manager of Fairmont Supply Company, 437 Jefferson Avenue, Washington, Washington County, indicates that his company is engaged in supplying various materials to steel mills and mines of various types. Shipments are comprised of such items as pipe, tubing, wire, mine roof bolts, fasteners, resins and tools. It has shipments moving on a daily basis and range anywhere from 100 pounds to 10,000 pounds per shipment. It would give McQuaide 90 percent of its outbound traffic.

Traffic would move from Washington, and would be destined to points in the counties of Allegheny, Beaver, Fayette, Greene and Washington in both directions and points east of U.S. Highway 15 and return. It currently relies upon Breman's Express and the applicant which can serve it to points on and west of U.S. 15 and vice versa, except for points in the counties of Allegheny, Beaver, Fayette, Greene and Washington. With McQuaide authorized to handle shipments moving to any point within the Commonwealth, it would find the applicant capable of providing it with daily pick-ups and overnight delivery regardless of the location.

Nicholas M. Seekely, traffic manager of George Worthington Co., P.O. Box 6028, Cleveland, Ohio, states in support of the pending application that his company distributes through its franchised stores, namely Sentry Hardware Stores, a complete line of hardware items. The various stores are provided with hardware items from Cleveland, Ohio, which are transported to the applicant's terminal at Johnstown, from where the applicant then makes deliveries to the various stores.

Inbound materials are transported by McQuaide to its Johnstown terminal where they are picked up by private carriage and returned to Ohio for redistribution to its various stores including those in Pennsylvania.

Under the proposed authority, it would tender McQuaide all of its Pennsylvania traffic with the Johnstown and Bethel terminals being origin points for store deliveries, dividing the state so that the Bethel terminal would handle the eastern stores and the Johnstown terminal would handle the western stores. Merchandise picked up from Pennsylvania suppliers would be delivered to Pennsylvania stores directly by McQuaide rather than bring the merchandise to Cleveland for consolidation.

The traffic to be tendered McQuaide will be destined in western Pennsylvania to some 112 franchise stores and to 28 stores in the eastern portion of the state. Vendor locations in Pennsylvania number 40 and are located throughout the Commonwealth.

Samuel J. Floyd, transportation manager for Belknap, Inc., P.O. Box 32900, Louisville, Kentucky, sets forth in support of the pending application that Belknap sells and distributes hardware items which are usually found in a retail hardware store. It currently, in supplying its stores, is required to transport merchandise by private carriage to the terminal of the applicant where the applicant then makes delivery to the individual stores located within Pennsylvania. On merchandise from Pennsylvania suppliers, transportation is provided by the applicant from the supplier to McQuaide's terminal in Johnstown, for delivery to Kentucky via private carriage. Upon consolidation, the supplies are then shipped back by private carriage to Johnstown where McQuaide then makes delivery.

Under the proposed authority, a store located in eastern Pennsylvania would be supplied from the Bethel terminal while those stores located in western Pennsylvania would be supplied from the applicant's Johnstown terminal. On shipments moving from suppliers, it would have the option of directing shipments from its Pennsylvania suppliers to its Pennsylvania customers without the shipment moving through the Johnstown terminal.

Stores are located in 83 eastern Pennsylvania cities while there are 88 stores located in the western portion of the Commonwealth. It has Pennsylvania suppliers totaling 25 which are currently shipping their merchandise to the Johnstown terminal for distribution. The proposed authority would eliminate the need for the shipper to ship to Kentucky via private carriage and return. This would eliminate substantial transportation and handling costs.

David P. Murray, manager of production, planning and scheduling for Paulsen Wire Rope Corporation, Sunbury, Northumberland County, states in support of the application that his company is engaged in the manufacture of high carbon wire and wire rope, steel rods, fabricated steel with rod assemblies and cordage which it ships throughout the

Commonwealth. Its outbound traffic would originate in Sunbury and would be destined for such points as Pittsburgh and points within 15 miles thereof, points in Cumberland County east of Highway 34, points in western Pennsylvania on and north of U.S. Highway Route 322 and points in eastern Pennsylvania east of U.S. Highway Route 15. The applicant is currently handling a portion of its traffic pursuant to its current authority. Those points which cannot be served on a direct single-line basis involve interlining which results in an additional day in transit. McQuaide will be able to provide consistent overnight service.

Lynn Allen King, general traffic manager of Action Industries, Cheswick, Allegheny County, states in support of the pending application that his company is a manufacturer of housewares, imported crystal and stemware which it produces and warehouses at its Cheswick facilities. It also produces plastic articles such as garbage cans and plastic tableware. It also handles such commodities such as wicker, pots, pans, garden implements and other household items numbering some 3,000 separate categories.

Shipments are made throughout the Commonwealth and actual or potential customers include such clients as retail stores, grocery stores, drugstores or department stores. It has shipped to 60 of 67 Commonwealth counties. These shipments have varied in range from 75 to 100 shipments per month weighing from 500 pounds to a solid truckload. McQuaide is currently receiving approximately 10 percent of its traffic and, if the application is approved, additional volume would be tendered the applicant.

In addition to the applicant, it has relied on other authorized certificated carriers. Utilization of these other carriers has resulted in interline service, but is not satisfactory due to the delay in transit. Also, several of these carriers do not possess 45-foot van trailers which it requires to handle certain commodities which are bulky and require a larger van.

Charles H. Feeney, Jr., territorial traffic manager for Sears, Roebuck and Co., 4640 Roosevelt Boulevard, Philadelphia, states that Sears is engaged in the retail business selling consumer goods throughout the Commonwealth. Sears would tender the applicant shipments of such items as washers, driers, furniture, clothing, tools, air conditioners, freezers and refrigerators. This traffic will average 500 pounds per shipment approximately three times per week. Although Sears has had limited problems with its current service, it does require additional carriers to permit flexibility and to remove such problems as late pick-ups and deliveries and claim problems. Service received from McQuaide has been reliable.

Merle H. Ottenberg, Jr., traffic manager of Toyad, P.O. Box 266, Latrobe, Westmoreland County, states that his employer is a manufacturer of plastic and rubber articles which it ships to points throughout Pennsylvania. These shipments are in both truckload and less-than-truckload quantities requiring 45-foot high-cube volume vans. During

an average week, it ships three to four shipments consisting of both less-than-truckload and truckload quantities. It intends to give the applicant 100 percent of its traffic. All shipments would originate in Latrobe and would be destined to points throughout the Commonwealth.

Toyad relies upon many carriers, however, these carriers are not always able to provide the necessary 45-foot high-cube volume vans needed. Also, certain of its destinations require that the shipments move by interlining. This often results in excess delay during transit. It also has had problems with pick-up which also tend to delay the shipments in transit. A large majority of its traffic requires that the carrier handling said shipment provide overnight delivery.

Clair Mattas, purchasing agent for Woolrich, Inc., Woolrich, Clinton County, states that his company is engaged in the production and distribution of piece goods, clothing and blankets. Inbound shipments are comprised of wool and are received in truckload quantities. Outbound shipments are made on a daily basis and range in weight from 100 to 5,000 pounds. It anticipates tendering the applicant approximately 50 percent of this traffic.

McQuaide is currently handling traffic to points in the counties of Somerset, Bedford, Cambria, Blair, Huntingdon and Fulton. Because the applicant cannot handle all of the inbound or outbound traffic, Woolrich must rely on other carriers which often means that it must ship via interlining. The interlining of shipments often results in delays in transit.

Gary S. Laskey, manager of Laskey's Discount Furniture Center, Sharon, Mercer County, states in support of the application that his employer is a discount furniture center selling household furnishings and furniture and carpets at discount. Inbound and outbound, it receives shipments on a daily basis with a weekly total averaging approximately 1,000 pounds.

Inbound shipments are received from Pittsburgh, Oakmont and Philadelphia to the Sharon location with shipments outbound destined to such points as Pittsburgh, Erie, Philadelphia, Washington, Lancaster, Altoona, Kane, Warren, Uniontown, Hazleton and Williamsport. The main problem with the service currently available is that it must rely upon interline service which results in excess delay in transit. McQuaide has provided excellent service in the past and is familiar with its traffic requirements.

Stanley Starliper, traffic manager for D. L. Martin Machine Company, Mercersburg, Franklin County, indicates that his company ships and receives machine parts. These shipments are usually less-than-truckload in nature and range in weight from 100 to 5,000 pounds. McQuaide will be tendered 100 percent of this traffic from Mercersburg which is destined to such points as Erie, Franklin and York. Current service requires that shipments be interlined which often results in delay in transit.

Diane C. Leland, traffic manager for Eshland Enterprises, Inc., Greencastle, Franklin County, states in support of the application that her company is engaged in the sale and distribution of coal and wood boilers which it ships to points throughout the Commonwealth. It would tender to the applicant all of the traffic originating at Greencastle for destinations such as Brodheadsville, Stockertown, Erie and Fredonia. Under its present system, it is experiencing delays as a result of inter-line movement of its shipments which does not provide for expeditious deliveries.

W. D. Boyer, part owner of West Shore Radiator, Lemoyne, Cumberland County, states that he is a dealer in wholesale radiators and parts therefor. Shipments will consist of radiators on both an inbound and outbound basis. He has shipments moving daily on an outbound basis with shipments weighing from 100 to 1,000 pounds. It is anticipating tendering the applicant all of its inbound and outbound traffic. He requires overnight service on a direct, single-line basis to any point in Pennsylvania.

Richard Raudaugh, materials manager for G. S. Electric, Carlisle, Cumberland County, states that his company deals in electric motors and parts, including such items as bearings and armatures. Shipments move on a daily basis inbound and outbound and range in size from 500 and 1,000 pounds. The applicant would be tendered all of the Pennsylvania traffic since it is currently providing service under its current authority. McQuaide has been providing consistent overnight service which it requires.

Art Bollman, manager of John Deklewa & Sons, Bridgeville, Allegheny County, states that his company is engaged in the general contracting business, specializing in the construction of steel buildings. It ships and receives such items as steel, insulation, wire, electrical fixtures, doors, windows and panelling. During construction season, it averages approximately three shipments per week ranging in weight from 500 to 30,000 pounds. The applicant would be tendered all of its Pennsylvania traffic. Shipments would originate at Bridgeville, and from job sites located throughout the Commonwealth. Its biggest problem with current service is claims and interlining delays. It has also had difficulty in finding a carrier capable of making deliveries between job sites in emergencies.

John Tague, owner of Metco, Leechburg, Armstrong County, states that his company is engaged in the distribution of metal hardware which is shipped to builder's supply houses and hardware stores located throughout the Commonwealth. On a weekly basis, it has less-than-truckload shipments totaling approximately 5,000 pounds per week. McQuaide would be tendered 100 percent of this traffic.

All traffic would originate in Leechburg and would be destined for hardware stores and builder's supply houses and contractors throughout the Commonwealth. Shipments are currently being transported by a number of carriers, however, this involves excessive paperwork and confusion at its docks. When shipments are not delivered on a single-line basis, it has resulted in claims and work delays.

Barnard J. McGarity, vice president of Waynesboro Pipe Products Co., Waynesboro, Franklin County, sets forth in support of the application that his employer is engaged in the distribution of iron and steel pipe fittings and accessories used in their installation. Shipments move from Waynesboro to points throughout the Commonwealth, five days per week and range in weight from 500 to 5,000 pounds. It is anticipated that the applicant would be tendered approximately 50 percent of the Pennsylvania traffic.

The carriers that it currently relies on are unable to handle all shipments on a direct-line basis. A portion of its traffic is receiving second-day delivery when it should have been delivered on an overnight basis.

Roger Klatz, vice president of Action Hardware, Latrobe, Somerset County, states that his company is an independent hardware store with stores located in Somerset, Irwin and Latrobe. The applicant, under its current authority, can service the Somerset store, but not the Irwin or Latrobe stores. On a daily basis, it receives shipments weighing from 100 to 2,000 pounds at the Irwin and Latrobe stores.

Since McQuaide is currently servicing the Somerset store, it would be highly beneficial if McQuaide could also serve the other two stores. McQuaide would be capable of consolidating all traffic and providing expeditious deliveries to the three stores.

Joseph F. Ocafek, assistant to the president of Wiredyne, Inc., Derry, Westmoreland County, states that his employer is a manufacturer of various wire goods which it ships on a less-than-truckload basis to all points in Pennsylvania. It is anticipated that the applicant would be tendered 50 percent of the traffic moving from Derry to points in Pennsylvania. It is relying upon the applicant for a portion of its current traffic requirements, however, the applicant is unable to handle all points. The ability to provide direct single-line service would be highly beneficial.

William H. Smouse, parts manager for Kenworth of Pittsburgh, Greensburg, Westmoreland County, states that his company is engaged in the sale and service of Kenworth trucks and truck parts. Inbound traffic consists of approximately four shipments per month with each shipment weighing from 100 to 1,000 pounds. The applicant would be tendered all of the traffic. Vendors are located at such points as Lancaster, Pittsburgh, Reading, Ford City and Harrisburg. Under its current system, it finds that it must interline shipments which results in tracing problems and delays in transit.

Richard Yeager, parts manager for Fleet Sales and Parts, Inc., McKean, Erie County, states that his company deals in truck parts and heavy-duty trucks and includes such parts as engines, transmissions, rear end parts, windshields, electrical parts, and body parts. Inbound, its traffic consists of approximately two shipments per month weighing from 1,500 to 3,000 pounds. Outbound it ships on the average of three to four shipments per week ranging from 250 pounds. The applicant would

be tendered all of the traffic that it is willing to handle. Inbound shipments would originate at such points as Erie, Pittsburgh, Lancaster, Reading, Philadelphia and New Castle. On its outbound traffic, shipments could go to any point within the Commonwealth. Currently, those shipments traveling via interlining, have resulted in late deliveries. Shipments require that they be delivered in an expeditious manner.

Harry Weiss, president of Toy Warehouse Outlet, Reading, Berks County, states that his company is a warehouse and outlet for toys which ships throughout eastern Pennsylvania. He ships outbound at least once a week and the shipments range in weight from 1,000 to 5,000 pounds. Inbound shipments average three per week and range in weight from 1,000 to 5,000 pounds. It is anticipated that the applicant will be tendered approximately 100 percent of the traffic. During peak shipping periods such as the holidays, he requires that deliveries be made on a timely basis.

Michael Jose, states that he is the shipper for Polychrome, Monroeville, Allegheny County, which deals in printing supplies which it ships to points as far east as Bellefonte. From Monroeville, it ships on a daily basis with shipments varying in weight from 100 to 1,000 pounds. McQuaide would be tendered 75 percent of its outbound traffic. Traffic now must travel a majority of the time on an interline basis which involves an additional day in transit. Service provided by McQuaide has been excellent since it has been able to provide overnight service. To those points that the applicant cannot serve, shipments have moved at a slower rate.

Tom Frisinger, shipper for C. A. McDade, Delmont, Westmoreland County, states that his employer is a wholesale distributor of farm, lawn and garden equipment which it sells to that part of Pennsylvania west of and including Harrisburg. Outbound, it has traffic moving five days per week with shipments ranging from 500 pounds to truckload quantities. McQuaide will be tendered 100 percent of the traffic. The applicant is providing service to its six-county area on a satisfactory basis, but it cannot handle direct points such as Erie, Butler, DuBois, Harrisburg, Wilkes-Barre, Pittsburgh, Washington and State College. It requires a direct service on an overnight basis without interlining.

Tony Carrozza, warehouse manager for Hanes DDS, Monroeville, Allegheny County, states that his company ships from Plum Borough, pantyhose and wooden displays for said commodity. These shipments move from its distribution warehouse to points throughout the Commonwealth. Shipments each week average 100 to 1,000 pounds and all are shipments of less-than-truckload quantities. McQuaide would be tendered 100 percent of this traffic. McQuaide currently does handle traffic to its authorized area, however, to those points beyond McQuaide's area, shipments must move via interlining. It requires overnight deliveries of its merchandise which it is unable to receive from other certificated carriers.

Rebecca Hoffman, traffic manager for Paccar Parts, Lancaster, Lancaster County, states that her company deals in truck parts which it receives inbound and outbound. It ships to Pennsylvania points on a

daily basis and receives inbound shipments also approximately everyday, with shipments ranging in weight from 50 pounds to 1,000 pounds. McQuaide would be tendered 100 percent of its Pennsylvania traffic. McQuaide is being relied upon for the six-county area it is currently authorized and, upon ADF, where the applicant is then the pick-up carrier. Shipments must move on an expeditious basis to the point of destination. When relying upon interlining, this does not occur.

George Harter, traffic manager of L. F. Widman, McElhattan, Clinton County, states that his company is a wholesale distributor of drugs and sundry items which are found in a modern drugstore. These items would also include such commodities as watches, paper products, candy, toiletries and cosmetics. Outbound it ships daily and these shipments range in size from 100 to 1,000 pounds. In addition to the traffic the applicant currently handles, an additional 25 percent would be provided the applicant for transportation. The inbound traffic originates at such points as Philadelphia, Pittsburgh, Scranton and Harrisburg and is destined for McElhattan. The applicant would be utilized to eliminate the need for private carriage which it is currently operating.

Rick Hoover, buyer for Hoover Hardware and Gift Shop, Nine Canton Street, Troy, Bradford County, states in support of the application that his company is a hardware store and gift shop dealing in such items as hardware and gift items. It receives shipments daily that range in weight from 100 to 500 pounds each. It is anticipated that the applicant will be tendered all of this traffic. These shipments would originate at such points as West Chester, York and Pittsburgh. Shipments are currently being transported in supplier's trucks which is not convenient for the gift shop. It requires an overnight direct-line service from the applicant.

Albert Mitchell, traffic manager for C. A. Reed, division of Westvaco Corp., 99 Chestnut Street, Williamsport, Lycoming County, states that his company deals in paper products, toy hats, favors and party supplies. which it ships from Williamsport to points throughout Pennsylvania on a less-than-truckload basis. These shipments will range in weight from 500 to 5,000 pounds per shipment. It will tender the applicant approximately 25 percent of its total Pennsylvania intrastate traffic. It does rely upon the applicant for transportation within the six-county area that the applicant is currently certificated. On those shipments which the applicant can not currently handle, it is often necessary to interline and this results in extensive delays in delivery.

Rose Marie Miller, owner of Miller's Hardware, 206 South German Street, Dushore, Sullivan County, states that she operates a small town hardware store which sells traditional hardware items. Inbound traffic is received on a daily basis and weighs between 100 and 2,000 pounds per shipment. It is her intention to tender the applicant all of the inbound traffic. Under its current authority, the applicant is transporting inbound shipments from Johnstown, however, it is not authorized to handle shipments originating in Parkesburg and Butler.

This is the traffic that will be tendered the applicant since she must currently rely upon interlining of these shipments or upon suppliers' trucks which is not reliable.

Merle Chaapel, manager of Kendall Pro Mart, 47 Canton Street, Troy, Bradford County, states that his company is a hardware store dealing in thousands of items used by homeowners and builders. It receives shipments on an inbound basis on the average of once per week with shipments weighing up to 1,000 pounds. Shipments are received from such points as Johnstown, Pittsburgh and Philadelphia. The applicant is currently transporting the Johnstown traffic, and the Pittsburgh traffic will also be tendered the applicant. These shipments from Pittsburgh are being delivered by the supplier which is not convenient to the store.

Joe Kovalchick, partner in Kovalchick Salvage Company, P.O. Box 279, 1060 Wayne Avenue, Indiana, Indiana County, states that his company is engaged in the salvage business and it ships on an outbound basis such items as rails, bars, cranes, machinery, and transformers. It also receives these materials and other items on an inbound basis. This traffic moves daily and normally consists of truckload quantities. Approximately 25 percent of the traffic will be tendered the applicant.

The applicant is currently providing service within its authorized six-county area. In addition to the applicant, it also relies upon private carriage. The carrier providing service must have accessibility to flatbed trailers, open-top trailers, extendible flatbed trailers or van trailers. When these types of trailers are not available, it must rely upon its private carriage. It is supporting the applicant for the proposed authority because it does not desire to expand its private carriage.

John B. Doran, traffic manager for Star Manufacturing Company, P.O. Box 70, Homer City, Indiana County, states that his company is engaged in the manufacturing, sales and shipping of steel buildings and components. Its shipments will be comprised of such items as steel buildings, and components thereof, including such items as wire, conduit, furnaces and plumbing fixtures. It ships outbound approximately two to three times per week. It currently relies upon John Perfetti, its own vehicles and McQuaide within its authorized area. It will utilize the applicant under the proposed authority as a back-up to the equipment provided by John Perfetti.

Robert H. Lyons, vice president of The Alling and Cory Company, 2920 New Beaver Avenue, Pittsburgh, Allegheny County, states that his company is engaged in the distribution of various paper and packaging products, which are shipped from various points throughout the Commonwealth that are used as distribution and warehouse centers. It also ships from supplier locations and mills to its various divisions and warehouses. Shipments would involve such items as toweling, toilet tissue, duplicating and mimeograph paper, paper for printed forms, brochures, books, catalogues, notepads, office stationery and paper for general printing and lithographing purposes. Its total Pennsylvania volume ranges from 150,000 to 200,000 pounds per week.

Pertinent to this proceeding is its facility in Pittsburgh from which it ships approximately 25,000 pounds daily of which approximately 50 percent will be tendered the applicant. The outbound shipments are destined for such points as State College, Greensburg, Indiana, Butler, Oil City, Clearfield, New Castle and Uniontown. Inbound materials consist primarily of paper coming from such points as Erie, Lock Haven, Roaring Spring, York and four other commodities from Harrisburg, Allentown, Philadelphia, Johnstown, West Chester and Scranton. It currently relies on a multitude of carriers for service, however, a majority of these carriers cannot provide service on a direct single-line basis from Philadelphia, Harrisburg, Allentown, Downingtown, West Chester, Scranton or York, so it is necessary to interline said shipments. It requires an overnight service for both inbound and outbound shipments.

Forest Hanna, manager of Essex Group, 6 Lee Boulevard, Frazer, Chester County, states that his company acts as a manufacturer and distributor of electrical wire, electric motors and parts. Its traffic moves in both truckload and less-than-truckload quantities, with a majority of the traffic being less-than-truckload. Shipments moving to Pennsylvania points total approximately 700,000 pounds per month and range in weight per shipment upwards from 500 pounds. It would tender McQuaide all of the less-than-truckload shipments.

McQuaide is currently being utilized as is American Delivery System. Additional shipments are being transported via private carriage. It requires a carrier that can provide overnight service to its customers regardless of the quantity involved. It believes it can receive this type of service from the applicant.

Ray W. Robinson, manager of Dravo Doyle, Knox, Clarion County, states that his company deals in heavy-duty parts for mining and the construction industry. Shipments weigh up to 10,000 pounds each and are shipped on a daily basis. The applicant will be tendered approximately 75 percent of this traffic. It ships from Knox to such points as Clearfield, Warrendale and Youngsville. Under its current transportation system, it is unable to get prompt deliveries or overnight delivery on an expedited basis.

Wade Harlacher, Jr., traffic manager of Sylvania Shoe Manufacturing Corp., 350 South Street, McSherrystown, Adams County, states that his company is a wholesale manufacturer of shoes which it ships to various points in Pennsylvania. Its traffic is shipped on a daily basis and ranges in weight from 100 to 10,000 pounds. The applicant will be tendered approximately 50 percent of said traffic. Shipments moving from McSherrystown are destined to Pittsburgh and Philadelphia.

It is currently relying upon McQuaide to such points as Johnstown, and for some shipments it relies upon UPS and ADS as well as New Penn and Hall's. It would find it beneficial if the applicant could handle shipments moving to Pittsburgh or Philadelphia. It does have a need for improved overnight service to Pittsburgh and Philadelphia.

J. L. McClure, principal stockholder of McClure Glass Co., Inc., 112 South Fourth Street, Reynoldsville, Jefferson County, states that his company deals in carpet at the wholesale and retail levels. Its inbound shipments move from Philadelphia while outbound shipments move to such areas as Clearfield, Jefferson, Armstrong and Elk Counties. It ships on a five-day-per-week basis and shipments range from 500 to 1,000 pounds. The applicant would be tendered the inbound traffic from Philadelphia and would be relied upon as a back-up to the carriers currently providing outbound service.

Charles Roberts, shipping manager for Little Lord Stuart, Spruce Street, Pine Grove, Schuylkill County, states that his company manufactures various items of children's clothing which it ships to retail stores throughout Pennsylvania. It ships on a daily basis with shipments weighing from 50 to 500 pounds per shipment. The applicant would be tendered approximately 25 percent of the traffic to those points which generally are not served on an expedited basis.

Ron Bucher, traffic manager for Yorktowne Kitchen, Division of Wickes, Inc., 18th and Walnut, Mifflinburg, Union County, indicates that his company is a wholesale manufacturer of kitchen units such as cabinets. It ships outbound on a daily basis with shipments weighing as little as 100 pounds to as much as a solid truckload. It is anticipated that the applicant will be tendered an additional 25 percent of the total outbound traffic over that which it is currently transporting under its current authority. Inbound shipments will originate at York and Philadelphia and would be destined for Mifflinburg. Outbound shipments would originate at Mifflinburg and be destined for Pittsburgh and West Hazleton. It requires job site deliveries on a scheduled basis and clean van equipment.

James R. Marsillett, manager of Peabody ABC, Inc., P.O. Box 33, Waynesburg, Greene County, sets forth that his company is a wholesale distributor of mine and warehouse ventilation equipment. Shipments would be comprised of such items as tarpaulins, tubing, fans, ductwork, and roll goods. Shipments range in weight from 500 to 10,000 pounds and are shipped on a daily basis. It is receiving satisfactory service from the applicant within the applicant's current authorized area of operation and would tender the applicant all of its additional transportation.

Shipments would originate in Waynesburg and would be destined to those points the applicant cannot serve such as Indiana, Washington, Fredricktown, Hegins, Vestaburg, Monongahela and Bruceton. It requires prompt pick-ups and expedited delivery on an overnight basis.

Frederick R. Naval, manager of inbound and international transportation for Sperry New Holland, Division of Sperry Corporation, 500 Diller Avenue, New Holland, Lancaster County, states that his company is a manufacturer of agricultural equipment and machinery and component parts. On the average, it receives 12 shipments inbound per week ranging in size from 250 to 2,000 pounds. Approximately 40 percent of this traffic would be tendered to the applicant. Shipments would

originate at such points as Ambridge, Ashland, Austin and Beaver Falls and would be destined for New Holland. It requires a carrier that can provide it with consistent overnight deliveries.

Gary Pry, shipping and receiving manufacturer for James Havice, Inc., R.D. 4, Box 46A, Lewistown, Mifflin County, indicates that his company is a distributor of wholesale health and beauty aids. It receives inbound shipments on a daily basis which weigh from 100 to 1,000 pounds. Approximately 75 percent of this traffic would be tendered to the applicant. Inbound origins would consist of such points as Philadelphia, Allentown and Johnstown, Scranton, Hamburg, Harrisburg, Lancaster and King of Prussia. Service it is receiving from Altoona, Johnstown and Philadelphia has been satisfactory, however, service from the other points has resulted in excessive delay in transit.

Fred A. Farren, plant supervisor for Morris Paper Company, 21 and A.V.R.R., Pittsburgh, Allegheny County, indicates that his company is engaged in the production of paper and paper products and miscellaneous plastic items. It ships and receives on a daily basis approximately 1,000 to 10,000 pounds. The applicant will be tendered approximately 60 to 80 percent of the inbound and outbound traffic.

Materials moving inbound are received from Pittsburgh, Philadelphia and Allentown. Finished goods moving from Pittsburgh are destined for such points as Johnstown, Altoona, New Castle, Erie, Beaver Falls, Washington and Uniontown. It has had no problems with shipments moving to Johnstown and Altoona that are handled by the applicant, however, it has experienced delays on inbound shipments from Allentown and Philadelphia, and on outbound shipments moving to New Castle and Erie. It requires a carrier that can provide it with consistent overnight deliveries of both inbound and outbound shipments.

Sam Bidelspach, customer service representative of Ott Packaging, 719 Route 522, Selinsgrove, Snyder County, states that his company manufactures chipboard boxes which it ships to various points throughout Pennsylvania. Shipments move on a daily basis and range from 500 pounds to a full truckload. The applicant will be tendered approximately 60 percent of this traffic.

Shipments would originate in Selinsgrove and would be destined to such points as Philadelphia, Washington, Scranton, York and Bradford. It is supporting the applicant for the proposed authority since it knows it can provide consistent service.

James Andrews, owner of Andrew's Hardware, 971 Main Street, Coalport, Clearfield County, states that he operates a hardware store and handles thousands of items such as fasteners, locks, tools and small appliances. He receives shipments inbound weekly with shipments varying in weight from 1,000 to 5,000 pounds. Approximately 50 percent of this business will be tendered the applicant. Shipments will be destined for Coalport and will originate at such points as Johnstown, Pittsburgh, Erie, Reading, Philadelphia, Lancaster and Scranton. Based on past experience, it is felt that the applicant can provide overnight or second-day service.

Daniel C. Helsel, owner of Traco Business Systems, P.O. Box 417, Holsopple, Somerset County, states that his company deals in business systems, forms and related items. Under his present system, he receives these items from suppliers at Holsopple which he then reships to his customers throughout Pennsylvania. It is his intention to utilize the applicant to handle shipments moving directly from suppliers to customers. Origin of shipments would be such points as Philadelphia, Bridgeville, Butler, Williamsport, Scranton and Pittsburgh. He has customer locations throughout the Commonwealth. He requires a carrier that can provide single direct-line overnight service from his supply points to his customer locations. It is his feeling that the applicant can provide this service.

Richard C. Yeager, president of Breco Mechanical Contractors, Inc., 112 Atlee Street, Johnstown, Cambria County, states that his company operates as a mechanical contractor in the field of plumbing, heating and air conditioning throughout Pennsylvania. It moves its materials and supplies from Johnstown to job sites, however, there are frequent occasions when it requires movement of supplies from one job site or to another job site, or from supplier to job site.

Shipments move on a daily basis and range in weight from 500 to 1,000 pounds. These shipments would be comprised of such items as steel pipe, cast iron or plastic pipe, tubing and conduit, fittings, ductwork, fans, heating and air conditioning units, including furnaces and heaters, sinks, tubs, bathroom accessories, building materials and tools and equipment. Materials are shipped directly to job sites located at Philadelphia, Warren, Pittsburgh, Bloomsburg, Macungie, Bradford, Erie, Greencastle, Carbondale and Greenville, as well as Johnstown. It also desires service between job sites for the movement of tools and equipment to eliminate the need to move said items back to Johnstown. Its basic problem with current service is that it is extremely difficult to find a carrier willing to provide service between job sites. It requires a carrier that can provide reliable overnight service between any two points in Pennsylvania.

Barry N. Axe, corporate manager of Burnham Corporation, 1245 Manheim Pike, Lancaster, Lancaster County, states that his company is a manufacturer and distributor of heating, cooling and air conditioning equipment and parts which it ships from the city of Lancaster and Manheim Township to industries, and new construction such as schools, hospitals, plants, warehouses which are located throughout Pennsylvania. Shipments will be comprised of such items as boilers, radiators, casing, pipe fittings, castings, refractory mix, air conditioners and ductwork. On most of its construction jobs, the materials are moved in a truckload basis via private carriage. It also has approximately 10 shipments per month moving on a less-than-truckload basis weighing approximately 300 pounds. It will utilize the applicant because it has available open-top and flatbed trailers.

Robert E. Berguson, traffic manager of Keystone Parts Manufacturing Co., State Street, Covington, Tioga County, states that his company is engaged in the manufacture of automotive parts. It receives inbound shipments of steel, and ships auto parts throughout Pennsylvania. It is anticipated that the applicant will be tendered approximately five percent of its outbound traffic. Outbound shipments will originate at Covington and will be destined for Philadelphia and Huntingdon. It requires a carrier who can provide overnight service.

David Andre, store manager of Andre & Son, Inc., 2 Mill Street, Montrose, Susquehanna County, states that he operates a hardware, feed and farm supply store. Shipments are received inbound everyday and range in weight from 500 to 2,000 pounds. Approximately one-half of this traffic will be tendered the applicant. Inbound traffic is destined for Montrose and originates at New Holland, Elizabethtown, Biglerville, Pittsburgh, Allentown and Johnstown. It requires a carrier which can provide direct single-line service on an overnight basis.

Gary F. Weber, traffic manager of Waymart Knitting Co., Route 296, Waymart, Wayne County, states that his company ships knit shirts and receives on an inbound basis machines and labels. Outbound traffic moves on a daily basis and ranges in weight from 500 to 5,000 pounds. Shipments moving from Waymart can be destined for any of Pennsylvania's 67 counties. It requires a carrier who can provide it with direct single-line service on an expeditious basis.

Terry L. Holdren, plant manager of Pennsylvania Combing, Inc., R.D. 8, Danville, Montour County, states that his company deals in rolls of cloth which it receives on an inbound basis and which it ships combined with vinyl on an outbound basis. Shipments are made on a daily basis with quantities ranging from 500 to 10,000 pounds per shipment. Approximately 75 percent of this traffic will be tendered the applicant. Shipments will originate on an outbound basis at its Danville plant in Anthony Township, Montour County and will be destined to Elizabethville, Pittsburgh, Philadelphia, Scranton, Stroudsburg, Erie and New Castle. It currently relies upon customer pick-ups and on its own private carriage for deliveries. It desires to discourage customer trucks and to reduce the use of its own vehicles.

Edward Seelhorst, foreman of Penn Floor Covering, Inc., Seco Road, Monroeville, Allegheny County, states that his employer distributes floor coverings of various types and receives on an inbound basis carpeting and tile. Shipments are made and received on a daily basis and range in weight from 100 to 1,000 pounds. Approximately 50 percent of this traffic will be rendered the applicant. Inbound shipments originate at such points as Pittsburgh, Philadelphia and Lancaster with outbound traffic destined for Philadelphia, Pittsburgh, Erie, New Castle, Harrisburg and Allentown in addition to points the applicant can already handle.

Two carriers that it had relied upon for service have terminated their operations and, as a result, it is unable to get overnight delivery to some points. It requires a carrier that is capable of providing it with direct, single-line, overnight service on both its inbound and outbound shipments.

Fred Grau, Jr., vice president of Grasslyn, Inc., 641 Pine Grove Road, State College, Centre County, states in support of the instant application that his company is a wholesale distributor of seed which it ships to all points throughout Pennsylvania. During the planting season, it ships three times per week in shipments ranging from 100 to 1,000 pounds each. Fifty percent of this traffic would be tendered the applicant. Shipments would originate at State College and would be destined to Pittsburgh, Washington, Erie, New Castle, Philadelphia, Lancaster, Scranton, Stroudsburg and Wellsboro. It requires a carrier capable of providing overnight deliveries.

Edward Weiss, traffic manager of Marmon Keystone, P.O. Box 991, East Butler, Butler County, states that his employer is a distributor of wrought steel tubing which it ships on an outbound basis, ranging from less-than-truckload quantities of 1,000 pounds to full truckloads. Approximately 20 percent of the traffic would be tendered McQuaide. Shipments would originate at its East Butler location and would be destined for Philadelphia, Wilkes-Barre, Erie and Washington. It has been unable to get effective overnight service for less-than-truckload shipments. In those cases, it has relied upon its own vehicles to be assured that shipments will reach their customers as required.

Nicholas Demian, vice president of traffic for Jerry's Sport Center, Inc., R.D. 1, Olyphant, Lackawanna County, states that his company ships guns, ammunition and hunting supplies throughout Pennsylvania. These shipments move on a daily basis and range in weight from 100 to 2,000 pounds. Of this traffic, the applicant would be tendered approximately 80 percent. Shipments would originate in Montdale, Lackawanna County for delivery to Meadville, Pittsburgh and Erie. Service provided by McQuaide has been highly satisfactory. It requires direct overnight service to those points previously listed which the applicant cannot service.

Robert Fox, traffic manager of Powdered Metal Products, Washington Road, St. Marys, Elk County, states that his company ships bearings to points throughout Pennsylvania. Shipments range in weight from 300 pounds to full truckload shipments and move on an outbound basis daily. Twenty-five percent of this traffic will be tendered the applicant. It would utilize the applicant for shipments moving to Carlisle, Columbia, Colmar and Linwood. It requires overnight deliveries of its less-than truckload shipments.

Rick Thwing, expediter for Pennsylvania Pressed Metals, Inc., Cameron Road, Emporium, Cameron County, states in support of the application that his company deals in iron castings which it ships on a daily basis and which range in size from 500 to 5,000 pounds. Of this traffic, the applicant will be tendered approximately 10 percent. Shipments will originate at Emporium and will be destined to Lancaster, Erie and Philadelphia. To the points named, it has been unable to get overnight delivery.

Robert M. Geitner, purchasing manager for W. R. Case and Sons Cutlery Co., 20 Russell Boulevard, Bradford, McKean County, indicates that his employer is engaged in the production of cutlery. Inbound traffic is comprised of such items as paper products and metal products. Shipments are made on a daily basis and range in size from 100 to several thousand pounds. It would tender McQuaide approximately 20 percent of its inbound traffic.

Shipments inbound to Bradford originate at Selinsgrove, Erie, Williamsport and Leechburg. It requires a carrier capable of providing van equipment and flatbed trailers. It also requires the carrier to provide overnight service from the aforementioned points.

Janet Arashin, traffic manager for Fonas Corp., P.O. Box 759, Latrobe, Westmoreland County, sets forth that his company is a manufacturer of athletic and sporting goods which it ships two to three times per week. Shipments range in weight from 100 to 2,000 pounds. McQuaide will be tendered 80 percent of the traffic.

Inbound traffic moves from Sinking Springs and is destined for its facilities in Latrobe. On the outbound traffic, shipments are destined for Wilkes-Barre, York, Philadelphia, Scranton and Erie. It needs a carrier capable of providing same-day pick-up and overnight delivery on a consistent basis.

Clifford Storms, president of Sugar Grove Farm Supply Co., 10 Main Street, Sugar Grove, Warren County, states that he is a hardware dealer and that he receives shipments twice per week comprised of such items as hardware, chain, paint, gift items and housewares. Approximately 50 percent of this traffic would be tendered the applicant. Shipments would originate at such points as York, New Holland, Belleville, Dunmore and Lewisburg and would be destined for Sugar Grove. It requires a carrier who can provide it with consistent overnight deliveries.

John Pryzware, general traffic manager for Neville Chemical Co., Neville Island, Pittsburgh, Allegheny County, states that his company operates a chemical plant and warehouse at Neville Island. From these facilities, it ships resin, paraffin and chemicals. Its traffic averages 12 shipments per week and weighs between 1,000 pounds and a full truckload. Approximately 50 percent of the traffic would be tendered the applicant. It would rely upon the applicant for transportation of shipments moving from Neville Island to Philadelphia, Scranton, Erie and Williamsport. Current service has resulted in delays in pick-up and extensive transit time. It requires overnight delivery to the aforementioned points.

John Mages, traffic manager for Vesuvius Crucible Co., 2216 Palmer Street, Pittsburgh, Allegheny County, indicates that his employer is a manufacturing plant making crucibles of clay and graphite. It ships on the average of twice per week, mostly in less-than-truckload quantities. McQuaide would be tendered shipments moving from Pittsburgh and destined to Erie, Darby, Fullerton and Philadelphia. It requires overnight deliveries to the points set forth above.

G. H. Pryce, president of Precision Wire Co., 207 East Brown Street, Blairsville, Indiana County, states that his company is manufacturer of various wire products which it ships from Blairsville approximately twice per week in less-than-truckload quantities. It is anticipated that McQuaide would be tendered all of this traffic. Shipments would move from Blairsville to Philadelphia, Lebanon, Columbia and Ephrata. It has experienced delays in pick-ups and desires a carrier that can provide overnight service to the points set forth herein.

Marsha Banto, traffic supervisor for Classic Industries, Container Plant Building 11, Wimmington Industrial Park, Latrobe, Westmoreland County, states that her employer is a manufacturer of plastic bottles which it ships in truckload quantities once or twice per week. It is anticipated that the applicant will be tendered 50 percent of the traffic which will be destined for Erie, Allentown, Lancaster, York, Harrisburg, Philadelphia, Scranton and Pittsburgh. It has been unable to acquire overnight service to the aforementioned points.

Kathleen A. McCarthy, traffic manager for Solidum Plastic Co., 200 Plum Industrial Court, Pittsburgh, Allegheny County, states that her employer is a manufacturer of plastic sheets which it ships two or three times per week in van equipment. This traffic is less-than-truckload and approximately 25 percent will be tendered the applicant. Shipments will originate at Pittsburgh and will be destined for Scranton, Cornwells Heights, York and Aspin. These points are not receiving adequate service since it cannot receive overnight service to those points.

Robert A. Jarzynka, traffic manager of Hussey Metals, 310 Washington Street, Leetsdale, Allegheny County, sets forth that his employer is engaged in manufacturing such items as copper rolls and brass plates, sheets and strips. Its traffic totals approximately 10 shipments per week in less-than-truckload quantities. Shipments moving from Leetsdale are destined for Erie, North East, Philadelphia, Leesport, Phoenixville. Of this traffic, approximately 50 percent will be tendered the applicant. Transit delays have been experienced and it would find it beneficial to have a carrier which can provide van equipment for less-than-truckloads and open-tops for truckloads with the capabilities of providing overnight delivery for all shipments.

Frank Yurcak, traffic manager for Codo Manufacturing Co., Avenue B, Leetsdale, Allegheny County, sets forth that his employer is a manufacturing plant producing such items as carbon paper, typewriter ribbons and printed materials. Shipments move twice per week and the applicant would be tendered all of the traffic.

Shipments would originate at Leetsdale and would be destined for Philadelphia, Scranton and Harrisburg. Shipments moving to these points are interchanged by the carriers it currently relies upon for service and results in second-day or later deliveries. It desires a direct overnight service in place of the current interchange service.

Ray Butler, manufacturing manager of Youngwood Electric Metals, Inc., 460 Norbatrol Avenue, Murrysville, Westmoreland County, states that his employer manufactures conductor parts which it ships twice weekly to points in Pennsylvania. All the traffic will be tendered the applicant.

Shipments will originate in Murrysville and the applicant has listed 56 counties to which it ships. It requires a carrier that can handle said traffic to points beyond Breman's area of operation. This traffic is handled on an interline basis which increases transit time. It desires overnight service to all points in Pennsylvania.

Ruth Pogue, traffic manager of Union Switch and Signal Co., 1789 South Braddock Avenue, Swissvale, Allegheny County, states that his company is a manufacturer of rail-type signals. It ships from two to five times per week and expects to tender the applicant 50 percent of the traffic. Shipments from Swissvale move to Philadelphia, Erie and McKees Rocks, and it desires a consistent overnight service to these points.

David Guerin, vice president of E. H. Griffith, 2250 Palmer Street, Pittsburgh, Allegheny County, sets forth that his employer is a warehouse operation for which it ships lawn products, chemicals, seeds and materials for golf courses. These commodities are destined for garden dealers, golf courses, and hardware stores. During its peak shipping season of March through September, it ships 15 to 20 shipments per week. Fifty percent of this traffic will be tendered to the applicant. Shipments will originate at Pittsburgh and will be destined for any point in Pennsylvania where there is a golf course or lawn and garden supply center. It requires additional carriers to replace service formerly provided by Motor Freight Express.

Louise Deeds, traffic manager for Crown Creative, P.O. Box 578, Greensburg, Westmoreland County, states that here company manufactures a variety of household items which are shipped to furniture stores. Shipments will be comprised of such items as lamps, lamp shades, smoking stands and household furnishings. Shipments will range in weight from 50 pounds to 3,000 pounds and it ships on the average of 20 shipments per week. McQuaide will be tendered 30 percent of the Pennsylvania traffic. Shipments will originate at its plant in Greensburg and will be destined for points in 56 counties in Pennsylvania. It desires a single-line service to avoid damage and claims while in transit.

Allan Daniels, traffic manager for Viviano Mac Co., Box 546, Carnegie, Allegheny County, states in support of the application that his employer manufactures macaroni which it ships in units of 5,000 to 10,000 pounds on the average of 10 times per week. It is anticipated that the applicant will be tendered approximately 20 percent of the traffic. It has shipments moving from Pittsburgh to State College, Harrisburg, York, Philadelphia, Temple and Hanover, Shipments are currently being transported by the applicant and it desires the services of the applicant to points it currently is not authorized to serve.

L. Pryce, traffic manager for Wire Specialties, Inc., P.O. Box 869, Indiana, Indiana County, sets forth that it manufactures wire cages and holders which it ships once or twice per week and range in weight from 300 to 2,000 pounds per shipment. All of the traffic would be tendered the applicant. Shipments will originate at Indiana and will be destined for Erie, Pittsburgh, Lancaster and Pottstown. A carrier is required that can provide it with same-day pick-up and delivery.

R. Cass, traffic manager of Roffler Industry, Inc., 400 Chess, Coraopolis, Allegheny County, sets forth that his employer manufactures shampoos and other toilet preparations. On the average, it ships 10 shipments per month with each shipment weighing from 100 to 10,000 pounds each. From Coraopolis, it ships to Bath, Catasauqua, Philadelphia, Scranton and Easton. All of the traffic from Coraopolis will be tendered the applicant. It desires a carrier that can provide it with consistent overnight delivery in van equipment.

Esther M. Timko, traffic manager for R. B. and W., P.O. Box 347, Coraopolis, Allegheny County, states that the shipper manufactures metal fasteners such as screws and bolts which it ships on the average of 12 to 15 shipments per month. Shipments range in weight from 500 to 10,000 pounds. Approximately 50 percent of the traffic would be tendered the applicant. Shipments from Coraopolis would be destined for Tremont, New Castle, Reading, Erie and Butler. It needs a carrier capable of providing it with direct, overnight service.

Donald P. Yost, general traffic manager for Daily Juice Co., One Daily Way, Verona, Allegheny County, states that his employer produces cocktail mixes and juices which it ships three to five times per week in shipments weighing from 1,000 to 10,000 pounds each. McQuaide will be tendered approximately 25 percent of the traffic. Shipments would be destined to such points as Gettysburg, Beaver, Reading, Ford City, Doylestown, Butler, Zelienople, State College, Clearfield, Lock Haven, Bloomsburg, Meadville, St. Marys, Edinboro, Waynesburg, Brookville, Ellwood City, Jersey Shore, Sharon, Wellsboro, Franklin, Oil City, Sheffield, Canonsburg, Latrobe and Greensburg. A carrier is needed that can provide it with reasonable delivery time to out-of-the-way places. Prompt pick-ups and expedited deliveries are required to meet customer demands.

Joseph A. Seibel, traffic manager for Watson Standard Co., Grand Avenue & Old Neville Road, Pittsburgh, Allegheny County, sets forth that his company manufactures and ships paint from Pittsburgh to points throughout Pennsylvania. Shipments move twice per week and weigh from 10,000 pounds to a full truckload. The applicant will be tendered approximately one-third of this traffic. From Pittsburgh, it ships to Lancaster, Frackville, Philadelphia and Erie. It has experienced both pick-up and delivery delays and claims on its traffic and it foresees a need for overnight service with prompt pick-ups.

Florence Kaminski, traffic manager for Vulcan Materials, 4100 Grand Avenue, Pittsburgh, Allegheny County, states that his company manufactures and ships chemicals and various alloys. Shipments average

1,000 pounds and move to destinations within Pennsylvania, two to three times each week. Approximately 75 percent of its total traffic will be tendered the applicant. Shipments will originate at Pittsburgh and will be destined to Clarion, Oil City, York, Philadelphia and Knox. The service provided by the applicant has been satisfactory, however, those points that McQuaide does not service have been receiving excessive delays in transit. It requires a carrier capable of providing it with next-day delivery service.

Norm Vinsick, traffic manager for Leyabold-Herawise, 5700 Mellon Road, Export, Washington County, states that his company operates a manufacturing plant in Export for vacuum pumps which are shipped to industry and commercial users throughout Pennsylvania. The traffic moves generally on a less-than-truckload basis. Shipments total approximately 50 per month and half of this traffic would be tendered the applicant. From Export, it ships to all major cities in the state. Shipments currently move via interchange which results in delivery delays of four to five days. It requires a carrier that can provide direct service to all points in Pennsylvania on an overnight basis.

Barry W. Mallory, president of The Colonial Machine Co., Inc., P.O. Box 290, 140 West State Street, Pleasantville, Venango County, states that his company ships steel pipe fittings and materials used in the manufacture thereof. Shipments are made on a daily basis either inbound or outbound, or both. All shipments move in less-than-truckload quantities. Of this traffic, it is anticipating tendering the applicant 80 percent. Inbound shipments will be destined for Pleasantville with origins of Frazier and Pittsburgh. Outbound, it ships to Williamsport, Erie and Pittsburgh. Current deficiency in service is that shipment pick-up times are missed on outbound traffic which results in delays in transit. A carrier is needed that can provide it with overnight delivery and timely delivery of inbound freight.

James Winey, manager of Juniata Lumber and Supply Co., Route 34, Box 197, New Bloomfield, Perry County, sets forth that his employer deals in building supplies and hardware at its place of business in New Bloomfield. It would rely upon the applicant for inbound transportation of approximately 20 percent of its daily requirements, which are mostly less-than-truckload shipments weighing in weights from 1,000 pounds upward. Inbound shipments will be destined for Center Township, Perry County, with the origins being Clearfield, Harrisburg, Scranton, Lancaster, Philadelphia and Greensburg. It is supporting the applicant for the proposed service for the availability of flatbeds possessed by the applicant and as a supplement to the carriers it currently relies upon.

Greg Grant, traffic manager of Weyerhaeuser, Water Street, Harmony, Butler County, states that his company manufactures and ships diapers to points throughout Pennsylvania. It ships on the average, 20 to 25 shipments per week, all in less-than-truckload quantities. Approximately 10 percent of the traffic would be tendered the applicant. Shipments originate at Harmony and are destined to all points throughout the Commonwealth. A carrier is needed that can provide it with direct service on an overnight basis. Many of its points are out of the way and pose a problem in acquiring service.

Mark Cortright, manager of A. and M. Truck Center Corp., Route 209, Matamoras, Pike County, states that his company is a truck dealer and repair shop. Inbound and outbound shipments are comprised of truck parts and truck components which it ships on a daily basis in less-than-truckload quantities. Approximately 25 percent of the traffic would be tendered McQuaide. Inbound shipments are received from Ephrata and the general area surrounding its location in Pike County. Outbound, it ships to various Pike County points. It requires a carrier that can provide it with van equipment and overnight service. It would rely upon the applicant as a supplement to its present service.

Barbara Steffen, secretary-treasurer of Blue Valley Industries, Inc., P.O. Box 205, Mexico, Juniata County, states that it ships from Port Royal, Juniata County, park and playground equipment and steel hardware. Shipments are made on a daily basis and weigh under 10,000 pounds. It received inbound materials once per week. Of the total traffic, the applicant would be tendered approximately 20 percent. On inbound shipments, traffic originates at Pittsburgh and Philadelphia and is destined for Port Royal. From Port Royal, it ships to any point in the state where there is a playground or park. It has a problem in having shipments delivered to the Pocono area and in northern Pennsylvania. It requires a carrier with statewide coverage that possesses van equipment and has the capabilities of providing prompt pick-up and overnight service.

Thomas A. Kiepert, district manager for Wohl Shoe Company, P.O. Box 202, St. Louis, Missouri, states that his company ships shoes and handbags to shoe departments in department stores and to small shoe stores. Shipments move on the average of three times per week and range in weight from 200 to 500 pounds. Approximately 70 percent of the traffic would be tendered the applicant. Origins for the proposed traffic would be West Middlesex, State College, Harrisburg, Camp Hill, Pittsburgh, Indiana, Philadelphia, Wilkes-Barre, York, Dushore, Erie, and DuBois with destinations being such points as Harrisburg, Camp Hill, Reading, Lebanon, Wyoming, York, Cornwells Heights, Pottsville, Wilkes-Barre and Williamsport. A carrier that it had relied upon has terminated service and the applicant would be utilized as a replacement for said carrier. Overnight service on a single-line basis is required to meet various sales promotions.

Edward J. Lockie, traffic manager for Shaw Plastics Corp., 201 First Street, Stroudsburg, Monroe County, sets forth in support of the application that his company is a manufacturer of plastic articles. Outbound, it ships plastic articles with inbound shipments comprised of molding compounds. It ships on a daily basis in less-than-truckload quantities and would tender 50 percent of the traffic to McQuaide. Inbound to Stroudsburg, shipments originate at Philadelphia and on outbound shipments, the destinations are Philadelphia, Glenrock and Carlisle. It requires a carrier that can provide it with overnight service.

Paul J. Serrins, president of Serrins Automotive Warehouse, Inc., 426 West Central Avenue, Titusville, Crawford County, states that his company is an auto parts distributor which stocks thousands of items used in the repair or replacement to automobiles. It is anticipated that the applicant would be tendered 20 percent of its inbound traffic. Shipments would originate in Pottstown, Pittsburgh, Philadelphia and Scranton and will be destined for Titusville. The applicant would be relied upon as a substitute for supplier's trucks.

Paul Blum, owner of Blum's General Merchandise and Appliance, 310 Elm Street, Tionesta, Forest County, states that he operates a hardware, appliance, clothing and foodstore at Tionesta. His inbound traffic is comprised of hardware, clothing, small appliances and food-stuffs which he receives on an inbound basis. Approximately 20 percent of this traffic would be tendered the applicant. Shipments would originate at Woolrich, Pittsburgh and Erie and would be destined for Tionesta. His main problems is securing overnight service from Pittsburgh.

Richard D. Clark, traffic manager for Liqui-Box Corp., McKee Road, Oakdale, Allegheny County, sets forth that his company is a manufacturer of plastic containers which it ships two or three times per week. Shipments range from half to full truckloads and approximately 50 percent of the traffic would be tendered the applicant. Shipments would originate at Oakdale and be destined for Philadelphia, North Huntingdon, Altoona and Erie. It has had difficulties in acquiring sufficient numbers of 45-foot-high-cube volume vans for its shipments. It also requires a carrier capable of providing scheduled deliveries to its customers.

James W. Bell, traffic manager for Henry Miller Spring Manufacturing Co., P.O. Box 7826, Pittsburgh, Allegheny County, states that his company is a manufacturer of railroad and industrial coil springs which it ships to industrial users and railroad shops and supply points. Shipments are made approximately six times per week and, of this traffic, McQuaide would be given one or two shipments. From its Pittsburgh facility, it ships to Reading, Harrisburg, Milton and Berwick. Since one of its carriers has discontinued service, it needs a replacement for the service provided by said carrier.

J. E. Reiber, traffic manager for Blaw Knox Equipment Co., P.O. Box 11450, Blaw Knox, Allegheny County, states that his employer is a manufacturer of fabricated steel products for industrial use and of certain types of machinery. Shipments move on the average from 10 to 20 shipments per week and will be comprised of fabricated steel products and machinery. Of this traffic, the applicant will be tendered several shipments. From Blaw Knox, the traffic moves to Philadelphia, York, Lancaster, Berwyn, Berwick, Milton and Altoona. A carrier is required that can provide service overnight with flatbed, van and open-top trailers. It requires the applicant's service as a replacement for a carrier which has terminated service.

Joseph Thomas, president of Thomas Kitchens, Inc., 560 South Poplar, Hazleton, Luzerne County, states that his company deals in kitchen cabinets and appliances which it receives inbound and ships outbound. Outbound shipments move five days per week and inbound traffic one to two times per week. The applicant will be tendered approximately 25 percent of the traffic. Inbound traffic will originate at Old Forge, Philadelphia and Harrisburg. Outbound shipments are destined to Williamsport, Reading, Philadelphia and Allentown. It currently has no basic problems with the service available, but feels that additional authority for McQuaide would improve their service.

Carmen Petote, traffic manager for Airco, 634 Alpha Drive, Pittsburgh, Allegheny County, states that his employer manufactures gas cylinders which it ships outbound. Shipments move once or twice per week and are comprised of compressed gas cylinders. Of the traffic, approximately 50 percent will be tendered the applicant. Shipments from Pittsburgh are destined to Erie, Johnstown, Harrisburg and Philadelphia. It would rely upon the applicant since it requires a carrier who can provide overnight service.

Ronald Black, traffic manager for International Staple Co., Butler, Butler County, states that his company manufactures staples which it ships in less-than-truckload quantities. Inbound, it receives wire used in the manufacture of staples. Outbound, it ships approximately three to five times per week with shipments consisting of less-than-truckload quantities. Approximately three shipments per week will be tendered the applicant. Inbound, it receives wire from Pittsburgh and ships outbound to New Eagle, York, Philadelphia, Erie and Scranton. It has a need for the services of the applicant as a replacement for services previously provided by Motor Freight Express.

Leo M. Luci, owner of Galeton Drug, Galeton Shopping Plaza, Galeton, Potter County, states that he operates a small-town drug store which stocks drugs, sundry items, greeting cards, candy, and some clothing items. Shipments are received everyday and approximately 65 percent of the inbound traffic would be tendered the applicant. Shipments are received inbound from Altoona which the applicant can now serve, and from Philadelphia, Allentown, Harrisburg, Scranton and Pittsburgh. Current deficiency in service consists of its inability to receive overnight shipments.

David C. Richard, traffic manager for Duer Spring and Manufacturing Co., 1400 Second Avenue, Coraopolis, Allegheny County, states that his employer is engaged in the manufacturer of springs and coils which it ships in weights ranging from 1,000 pounds to full truckloads. Shipments are made five days per week and approximately half of the traffic will be tendered the applicant. Shipments originate at Coraopolis and are destined for Bethlehem, Butler, Scranton, Philadelphia and Harrisburg. It requires a carrier that is capable of replacing the service previously provided by Motor Freight Express. Service is needed on an overnight basis.

Geza P. Lux, president of Specialty Rubber Chemicals, P.O. Box 231, 477 North Gallatin Avenue, Ext., Uniontown, Fayette County, states that his company is a manufacturer of chemicals having industrial application. Shipments move one to three times per week and weigh between 100 and 5,000 pounds. It is anticipated that the applicant will be tendered all of the traffic. From Uniontown, shipments are destined for Connellsville, Pittsburgh, Philadelphia and York. A carrier is required to replace the services formerly provided by Motor Freight Express.

Charles L. Maust, traffic manager for Steel Scaffolding Co., P.O. Box 693, Route 119 North, Uniontown, Fayette County, states that his employer is a manufacturer of steel scaffolding which is used by painters, contractors and others requiring scaffolding for repair work. Shipments move approximately three times per week and range in weight from 500 pounds to a full truckload. It is anticipated that the applicant will be tendered 10 percent of the traffic. From Uniontown, shipments move to Harrisburg, Philadelphia, Lancaster and York. It has been unable to get overnight service and has also been unable to acquire flatbed trailers. It also requires a carrier as a replacement for service previously provided by Motor Freight Express.

Keith Battaline, traffic manager for Swindress Bond, 51 Bridge Street, Pittsburgh, Allegheny County, sets forth that his employer manufactures high-temperature bonding mortar which is used in kilns, furnaces and any installation utilizing high temperatures. Shipments move once or twice per week and vary in weight dependent upon the size of the order. Approximately 25 percent of the traffic would be tendered to McQuaide. Shipments move from Pittsburgh to Philadelphia, York, Scranton and Erie. A carrier is needed which can replace services previously provided by Motor Freight Express.

C. H. Smith, traffic manager for Rockwell Manufacturing Co., P.O. Box 487, Uniontown, Fayette County, sets forth that his employer manufactures water meters which are purchased by virtually every municipality which has a water system. Shipments move on the average of 25 times per week and weigh from 100 to 5,000 pounds. Approximately 75 percent of the traffic will be tendered the applicant. Shipments are required to move on an interline basis which results in excessive delivery time. A carrier is needed that can provide prompt pick-up, direct service to all points in Pennsylvania on an overnight basis.

Constantine Diakogeorgiou, secretary of Alpha Machine Works, 1585 Chichester Avenue, Linwood, Delaware County, states that his company is a rebuilder of air compressors. Outbound, it ships approximately five times per day with shipments weighing 50 to 150 pounds per shipment. It anticipates tendering the applicant all of its traffic. It requires a carrier capable of providing it with overnight service to and from all points in Pennsylvania.

DISCUSSION AND FINDINGS

By the instant application, W.C. McQuaide, Inc. seeks by amendment to its common carrier certificate of public convenience, the right to transport property between all points in Pennsylvania. The applicant has excluded from the proposed service the transportation of the commodities of household goods and office furniture in use, commodities in bulk, mobile homes, commodities, which, because of size or weight require the use of special equipment, and commodities requiring the use of mechanically refrigerated equipment. Although 16 protests had been filed, all protests were withdrawn without amendment.

The record in this proceeding consists, in part, of a verified statement entered by the applicant. As appendixes to its verified statement, the applicant has provided several traffic summaries. The balance of the record consists of verified statements submitted by 106 supporting shippers. We will first turn our attention to the evidence presented by the applicant.

McQuaide is actively engaged in both interstate and intrastate commerce. The applicant's interstate authority permits it to provide transportation to and from the states of Pennsylvania, Ohio, West Virginia, Maryland, New York, New Jersey, Delaware, Virginia, Alabama, Georgia, Indiana, Kentucky, North Carolina, Tennessee, Michigan and the District of Columbia. At A-00100747, Folders 2, 3, 4 and 7, McQuaide holds intrastate authority that permits it to transport a variety of commodities from various counties in the eastern portion of the Commonwealth, and from the western portion of the Commonwealth. At A-00100747, Folders 5 and 6, the applicant holds authority to transport bulk commodities. These two folders are not pertinent to this proceeding.

Under its present operations, McQuaide provides the public with service from two terminals, one located in Berks County and one located in Cambria County. Both terminals are equipped with a radio system that is capable of contacting any driver located at any point within the Commonwealth. The terminals are also equipped with a computer system that permits the preparation of the required paper work prior to the arrival of the shipment at one of the terminals.

Additional evidence was presented by the applicant to demonstrate its operational capabilities to provide the proposed service. This evidence consists of two traffic surveys. The first traffic survey (Appendix I) lists 440 shipments transported by the applicant, on July 12, 1982, to 157 destinations located in 57 counties. The second traffic survey (Appendix K), consists of shipments transported for 78 named accounts during the month of August, 1982. These shipments were destined for 359 points in 63 counties.

Also entered by McQuaide, was a traffic summary for shipments transported for Automatic Delivery Service during the month of August, 1982. During this month, McQuaide transported 1,287 shipments. Appendix N to this summary indicates that these shipments originated at 372 points and were destined for 154 points. These shipments either originated at points or were destined for points in all 67 counties of the Commonwealth.

The total picture of the applicant, is of a carrier which has incorporated state of the art equipment into its mode of operations to meet the shipping public's needs. The traffic surveys submitted by the applicant tend to substantiate the applicant's claim that it is capable of operating in all 67 counties of the Commonwealth.

The 106 supporting shippers are comprised of a variety of businesses, ranging in size from the small-town business to national corporations. These supporting shippers have stated a need for a carrier capable of providing single-line, overnight or next day delivery to points throughout the Commonwealth.

A majority of the supporting shippers have indicated a need for the applicant's proposed service to eliminate the need to interline a shipment that is moving from western counties to eastern counties, or from northern counties to southern counties, or any combination thereof. The shippers have also expressed a need for transportation on an overnight or second day basis. Those supporting shippers that currently rely upon the applicant for service, have found the applicant to be responsive to their needs.

As an indication of the need for service throughout the Commonwealth, the applicant submitted Appendix P to its verified statement which lists the origins of the shipments mentioned by the supporting shippers in their verified statements. The summary indicates that the supporting shippers have shipments originating at 242 points in 61 counties. Appendix Q, a summary of destinations, indicates that the supporting shippers would ship 714 different points in 61 counties. Although these points reflect only a limited number of possible origins and destinations, the applicant is not required to demonstrate a need for the proposed transportation to every point in the Commonwealth, only to a representative number of points. The evidence presented by the supporting shippers is sufficient, quantitatively and qualitatively, to support a grant of authority as sought by the instant application.

An analysis of the applicant's present authority indicates that it has been granted 86 separate rights since issuance of its certificates of public convenience at Folders 2, 3 and 4. A certificate of public convenience was also issued on October 23, 1962 for the authority held at Folder 7. The authority held at Folders 2, 3, 4 and 7 are varied and consist of authority limited to area and specific commodity; area, commodity and shipper; and to property from a specific limited area, to all points in Pennsylvania, and vice versa. The applicant's authority can be best described as providing for transportation from the southwestern area of the Commonwealth to points in Pennsylvania, and vice versa, and from the southeastern area to points in Pennsylvania, and vice versa. Inasmuch as the supporting shippers in this proceeding have expressed a desire for service from an area not currently served by the applicant, it would appear that this application would be the final step in meeting the needs of the shipping public.

The authority sought by the instant application will result in a duplication of the applicant's authority at Folders 2, 3, 4 and 7. We are not issuing the following authority in lieu of the applicant's authority at the aforementioned folders, since to do so would result in the applicant being unable to transport certain commodities which have been excluded herein by the applicant. The applicant is advised that the authority granted herein and its authority at said folders are considered one right and are not severable.

We find:

1. That the applicant possesses the equipment, experience and fitness necessary to provide the proposed transportation.
2. That the applicant has met its statutory burden of demonstrating that a public need exists.
3. That approval of the application will be an accommodation and convenience to the public; THEREFORE,

IT IS ORDERED: That the application be and is hereby approved, and that the certificate issued on October 23, 1962, as amended, be further amended to include the following right:

To transport, as a Class D carrier, property,
between points in Pennsylvania.

subject to the following conditions:

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

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

That no right, power or privilege is granted to transport mobile homes.

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

That no right, power or privilege is granted to transport commodities requiring the use of mechanically refrigerated equipment.

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

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

IT IS FURTHER ORDERED: That the authority currently held at A-00084290, Folders 3, 4 and 7, and amendments thereto, and the authority granted herein are considered one right and are not severable.

BY THE COMMISSION,



Jerry Rich
Secretary

(SEAL)

ORDER ADOPTED: May 13, 1983

ORDER ENTERED: **MAY 19 1983**

DOCUMENT
FOLDER

PM-26
(Rev. 10/84)

FILED
SEP 19 1989

INTERSTATE COMMERCE COMMISSION

CERTIFICATE

SERVICE DATE
AUG 18 1987

No. MC 116280 (Sub 32)

W. C. MCQUAIDE, INC.
JOHNSTOWN, PA

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

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

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

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

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

By the Commission.

NORETA R. MCGEE,
Secretary.

(SEAL)

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

PA. PUBLIC UTILITY COMMISSION

DOCKET NO. P00102471 FOLDER NO. 001, Am-P
~~7-27~~

Protestants EXHIBIT NO. P-27

HEARING AT Pgk DATE 8-24-89
L. Berkeley

P-27

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting general commodities (except classes A and B explosives, household goods, and commodities in bulk), between points in the United States (except Alaska and Hawaii).

TERMINALS FACILITIES

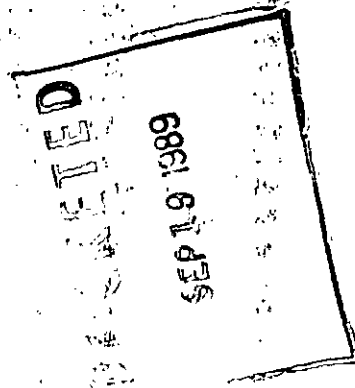


Exhibit No. _____

Witness: McQuaide

Bethel

Location:	Richland Twp./Cambria Co.	Bethel Twp./Berks Co.
Acreage	40	21
Dock Area	80,000 sq. ft.	42,000 sq. ft.
Doors	100	50
Maintenance	Yes	Yes
Fueling	Yes	Yes
2 Way Radio Base station	Yes	Yes
WATS Lines	Yes	Yes
EDP	Yes	Yes



EMPLOYEES

Full time:	<u>Johnstown</u>	<u>Bethel</u>	<u>TOTAL</u>
Management	7	2	9
Clerical	61	3	64
Dock	71	14	85
Mechanic	46	12	58
Driver	165	41	206
Warehouse	11	0	11
Customer Relations	6	0	6
	<u>367</u>	<u>72</u>	<u>439</u>
Part time:			
Clerical	10	4	14
Driver	6	1	7
Dock	8	5	13
Mechanic	0	2	2
Warehouse	1	0	1
	<u>25</u>	<u>12</u>	<u>37</u>

PA. PUBLIC UTILITY COMMISSION

DOCKET NO. 00102471 FOLDER NO. 001, Am-7

Protestants EXHIBIT NO. P-28

HEARING AT Pgh DATE 8-24-89

L. Bentley

P-28

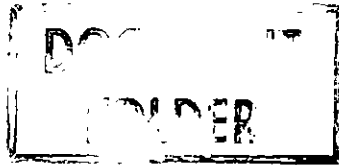
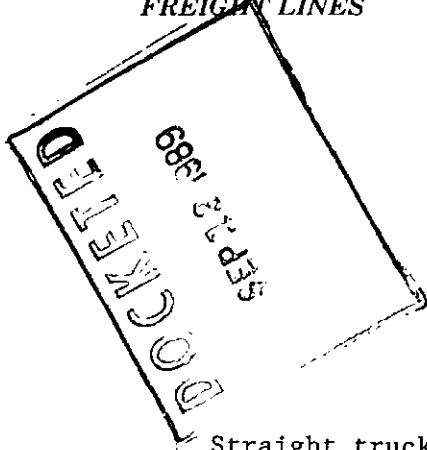
W. C. McQUAIDE INC.



FREIGHT LINES

153 MACRIDGE AVE.

JOHNSTOWN, PA 15904



August 23, 1989

EQUIPMENT SUMMARY

	<u>OWNED</u>	<u>LEASED</u>	<u>TOTAL</u>
Straight trucks	69	0	69
Tractors	125	75	200
Service Vehicles	26	0	26
Trailers	341	54	395
Converter Dollies	32	0	32

TYPES OF TRAILERS

	<u>OWNED</u>	<u>LEASED</u>	<u>TOTAL</u>
Flats	23	38	61
Open Tops	7	0	7
Vans	302	16	318
Expandable	2	0	2
Carryall	3	0	3
Dump	1	0	1
Tank	3	0	3

PA. PUBLIC UTILITY COMMISSION

DOCKET NO A0010247/FOLDER NO. 001, Am-P

Protestants EXHIBIT NO. P-29

HEARING AT Pgh DATE 8-24-89

L. Berkeley



JOHNSTOWN, PA.
800-452-0291 In PA
800-452-3619 Outside PA

PA PUC #A 84290
I.C.C. #MC 116280

P-29

SUMMARY RECAP

1989

			WEIGHT	REVENUE	SHIPMENTS
TUSCORA PLASTICS	BLACKHOUSE RUN RD PO BOX 448	NEW BRIGHTON PA	772	268.21	2
HIGHWAY EQUIPMENT CO	RD 1 RTE 19 N	ZELIENOPLE PA	2,300	164.56	3
HIGHWAY EQUIPMENT CO	PO BOX 523 RTE 601 N	SOMERSET PA	2,103	196.32 28.75	5
HIGHWAY EQUIPMENT CO	1-79 & WEST RD	MCKEAN PA	300	35.00	1
HIGHWAY EQUIPMENT CO	PO BOX 625 RTE 219 N	DUBOIS PA	1,057	227.19	5
PITTSBURGH MACK SALES	1501 BEAVER AVE	PITTSBURGH PA	3,292	428.13	7
NEVILLE CHEMICAL CO	GRAND AVE NEVILLE ISLAND	PITTSBURGH PA	825	112.22	2
LINCOLN ALUM DIST CO	105 LINCOLN WAY E	JEANNETTE PA	140	47.09	1
ALLING & CORY	485 TERMINAL RD	CAMP HILL PA	653	79.78	1
ALLING & CORY	4748 PACIFIC AVE	ERIE PA			
ALLING & CORY	1300 W LEHIGH AVE	PHILADELPHIA PA	3,950	245.46	2
ALLING & CORY	2920 NEW BEAVER AVE	PITTSBURGH PA	5,890	245.65	8
J A WILLIAMS & CO	650 SECO RD BLDG #6	MONROEVILLE PA	502	70.00	2
A R CHAMBERS	111 35TH ST	PITTSBURGH PA	5,032	535.09 38.03	11
TOTALS			26,816	2,859.70 66.78	50

DOCUMENT FOLDER

PA PUBLIC UTILITY COMMISSION

DOCKET NO A00102471 FOLDER NO. 001 Am-P

Protestants EXHIBIT NO. P-30

HEARING AT PL DATE 8-24-89

L. Berkeley

RECEIVED
SEP 19 1989

P 30

SUMMARY RECAP

1989

			WEIGHT	RUN	REVENUE	SHIPMENTS
TUSCORORA PLASTICS	BLACKHOUSE RUN RD	PO BOX 448 NEW BRIGHTON PA				
HIGHWAY EQUIPMENT CO	RD 1 RTE 19 N	ZELIENOPLE PA	2,829		367.36	5
HIGHWAY EQUIPMENT CO	PO BOX 523 RTE 601 N	SOMERSET PA	750		157.68	3
HIGHWAY EQUIPMENT CO	I-79 & WEST RD	MCKEAN PA	500		43.03	1
HIGHWAY EQUIPMENT CO	PO BOX 625 RTE 219 N	DUBOIS PA	74		36.00	1
PITTSBURGH MACK SALES	1501 BEAVER AVE	PITTSBURGH PA	533		95.67	2
NEVILLE CHEMICAL CO	GRAND AVE NEVILLE ISLAND	PITTSBURGH PA	2,905		186.09	3
LINCOLN ALUM DIST CO.	105 LINCOLN WAY E	JEANNETTE PA	1,600		294.18	7
ALLING & CORY	485 TERMINAL RD	CAMP HILL PA				
ALLING & CORY	4748 PACIFIC AVE	ERIE PA				
ALLING & CORY	1300 W LEHIGH AVE	PHILADELPHIA PA				
ALLING & CORY	2920 NEW BEAVER AVE	PITTSBURGH PA	5,000		199.50	1
J A WILLIAMS & CO	650 SECO RD BLDG #6	MONROEVILLE PA	636		108.00	3
A R CHAMBERS	111 35TH ST	PITTSBURGH PA	14,910		1,050.09	11

DOCUMENT FOLDER

TOTALS 29,737 2,537.60 37

PA. PUBLIC UTILITY COMMISSION

DOCKET NO A0010247 FOLDER NO. 001 AM-P

Protestants EXHIBIT NO. P-31

HEARING AT 792 DATE 8-24-89

L. Berkley

DOCKETED
SEP 19 1989

P-31