

ORIGINAL

HENRY M. WICK, JR.  
DIXON R. RICH  
ALLAN L. FLUKE  
CHARLES J. STREIFF  
DAVID M. O'BOYLE  
DONALD J. BALSLEY, JR.  
LEROY L. METZ  
VINCENT P. SZELIGO  
LUCILLE N. WICK  
JAMES K. WOOD  
DAVID A. MURDOCH

LAW OFFICES  
WICK, RICH, FLUKE & STREIFF  
1610 TWO CHATHAM CENTER  
PITTSBURGH, PA 15219

ROBERT R. WERTZ  
OF COUNSEL  
(412) 765-1600

January 6, 1983

Re: Klapec Trucking Company  
Docket No. A.102306, F.1, Am-C  
Our File 2762-2

RECEIVED

JAN 10 1983

Mr. Jery Rich, Secretary  
Pennsylvania Public  
Utility Commission  
P.O. Box 3265  
Harrisburg, Pa. 17120

SECRETARY'S OFFICE  
Public Utility Commission

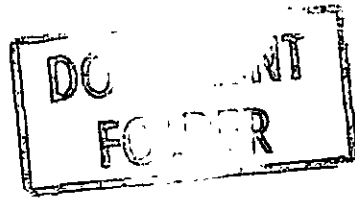
Dear Mr. Rich:

We enclose for filing with the Commission the signed original and two copies of Restrictive Amendment on behalf of applicant in the above-captioned proceeding.

We understand that this amendment will satisfy the interests of all opposing parties. By copy of this letter to protestants, we request that they notify the Commission of whether the restrictions are acceptable. We are also forwarding a copy of this letter and the enclosed to Administrative Law Judge Michael A. Nemec who has been assigned to this case.

In accord with applicant's request, we understand that the hearing scheduled for January 7, 1983 has been cancelled since we anticipate that the protests shall be withdrawn in the near future which will allow for the case to be transferred to the Technical Review Staff.

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



Sincerely yours,

WICK, RICH, FLUKE & STREIFF

David M. O'Boyle

rd  
Enclosure

cc: Michael A. Nemec, ALJ  
Thomas M. Mulroy, Esq.  
Donald Schullek  
Klapec Trucking Company

ORIGINAL  
ORIGINAL

RECEIVED

JAN 10 1983

Before the  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
SECRETAR  
Public Utility Commission

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KLAPEC TRUCKING COMPANY

DOCKET NO. A.102306, F.1, Am-C

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RESTRICTIVE AMENDMENT

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Applicant hereby requests that Paragraph 8 of the above-captioned application (Scope of Authority Sought) be amended to read as follows:

To transport, as a Class D carrier, iron and steel, iron and steel articles, and machinery and machinery parts, between points in the city of Oil City, Venango County, and within an airline distance of 30 statute miles of the limits of said city; and from points in said territory, to points in Pennsylvania, and vice versa;

Subject to the following conditions:

- (1) Provided that no right, power or privilege is granted to transport property in bulk in dump vehicles, between points within fifty (50) miles of the limits of the borough of Homestead, Allegheny County, and from points in said territory to points in Pennsylvania, and vice versa;
- (2) Provided that no right, power or privilege is granted to transport used and rebuilt equipment that is used in the deep mining of coal, for the Barnes and Tucker Company, from points in the counties of Cambria and Indiana to points within an airline distance of seventy-five (75) statute miles of the limits of the borough of Barnesboro, Cambria County, and vice versa.

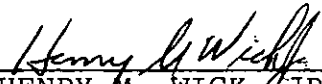
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- (3) Provided that no right, power or privilege is granted to transport new, used and rebuilt machinery, equipment, supplies and parts for Greenwich Collieries Co. from the plant site of the Joy Manufacturing Co. located in the city of Franklin, Venango County, and from points in Pennsylvania east of the eastern boundaries of the counties of McKean, Cameron, Clarfield, Indiana, and Bedford to its mines located in the counties of Indiana, Clarfield and Cambria.
- (4) Provided that no right, power or privilege is granted to transport property for Cyclops Corp. and its divisions located at plants in the city of Titusville, Crawford County, the city of Pittsburgh and township of Collier, Allegheny County, and West Aliquippa, Beaver County.

Respectfully submitted,

  
HENRY M. WICK, JR.  
Attorney for Applicant  
KLAPEC TRUCKING COMPANY

Of Counsel:

WICK, RICH, FLUKE & STREIFF  
1610 Two Chatham Center  
Pittsburgh, Pa. 15219  
(412) 765-1600

# KNOLD TRANSFER INC.

GENERAL HAULING

RECEIVED

FEB 3 1983

Mr. Jerry Rich, Sec. P.U.C.

P.O. Box 3265

Harrisburg, Pa. 17120

SECRETARY'S OFFICE  
Public Utility Commission

Date Jan. 30-83

Re: Klapek Trucking Co. - Bucket No. A102306  
F.I, Am.-C

Dear Mr. Rich:

This letter is to inform you to withdraw the protest of Knold Transfer Inc. concerning the above application for additional hauling rights, pursuant to the inclusion in paragraph 8 the following restrictive amendment; subject to the following condition: provided that no right, power or privilege is granted to transport property for Cyclops Corp. and its divisions located at plants in the city of Titusville, Crawford County, the city of Pittsburgh and Township of Collier, Allegheny County and West Aliquippa, Beaver County.

DOCKETED  
FEB 3 1983

Sincerely  
Donald J. Schuller  
Knold Transfer Inc.

Copies to:  
Klapek Trucking Co.  
David M. O'Boyle

DOCKETED  
FEB 3 1983

ORIGINAL

RECEIVED

*Handwritten initials*

PILLAR AND MULROY

ATTORNEYS-AT-LAW  
1500 BANK TOWER  
307 FOURTH AVENUE  
PITTSBURGH, PA. 15222  
TELEPHONE (412) 471-3300

FEB 9 1983

SECRETARY'S OFFICE  
Public Utility Commission

JOHN A. PILLAR  
THOMAS M. MULROY  
SALLY A. DAVOREN  
KEVIN W. WALSH

February 7, 1983

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

Re: Application of Klapec Trucking Company  
Docket No. A-00102306, F.1, Am-C

Dear Mr. Rich:

We are in receipt of the restrictive amendment tendered by applicant to the Commission on January 6, 1983.

Contingent upon the Commission's acceptance of this restrictive amendment, we are authorized to withdraw the protests of Wayne W. Sell Corporation and Ritchey Trucking, Inc.

Very truly yours,

*Handwritten signature of Thomas M. Mulroy*

THOMAS M. MULROY

sal

cc: David M. O'Boyle, Esq.

DOCKETED  
FEB 9 1983

URGENT  
FOLDER

**ORIGINAL**

*AG*

HENRY M. WICK, JR.  
DIXON R. RICH  
ALLAN L. FLUKE  
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DAVID A. MURDOCH

LAW OFFICES

**WICK, RICH, FLUKE & STREIFF**

1610 TWO CHATHAM CENTER

PITTSBURGH, PA 15219

February 9, 1983

ROBERT R. WERTZ  
OF COUNSEL

(412) 765-1600

Re: Klapec Trucking Company  
Docket No. A. 102306, F. 1, Am-C  
Ou File 2762-2

**RECEIVED**

**FEB 11 1983**

**SECRETARY'S OFFICE  
Public Utility Commission**

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

Dear Mr. Rich:

We represent applicant in this proceeding in which the protests have been withdrawn.

We ask that the Commission fix a date for the filing of verified statements by applicant in support of the application and we suggest the date of March 15, 1983 as the due date for such statements.

We will look forward to hearing from you on this requested due date.

Very truly yours,

WICK, RICH, FLUKE & STREIFF

*Henry M. Wick, Jr.*  
Henry M. Wick, Jr.

ch

cc: Klapec Trucking Company

**DOCUMENTED**  
FEB 14 1983

**DOCUMENT  
HOLDER**

February 23, 1983

Henry M. Wick, Jr.  
Attorney at Law  
1610 Two Chatham Center  
Pittsburgh, PA 15219

In re:

A-00102306, F. 1, Am-C - Application of Klapec Trucking Company

Dear Mr. Wick:

The above referenced application has been assigned for review without an oral hearing. In order to reach a determination on the application, the following information is needed:

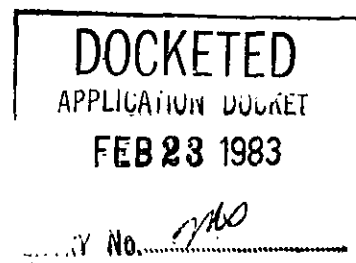
- A. VERIFIED STATEMENT OF APPLICANT.
- B. VERIFIED STATEMENTS IN SUPPORT OF APPLICATION.

Attached hereto is an outline of the minimum information required in support of the application.

Verified statements are due in duplicate on March 26, 1983.

Very truly yours,

By Richard H. White  
For Peter S. Marzolf, Chief  
Technical Review Section  
Bureau of Non-Rail Transportation



March 21, 1983

Application of Klapec Trucking Company, a corp. of the Commonwealth  
of PA

A. 102305

Klapec Trucking Company  
R. D. #1,  
673 North Seneca Street  
Oil City, PA 16301

NOTICE OF SUSPENSION

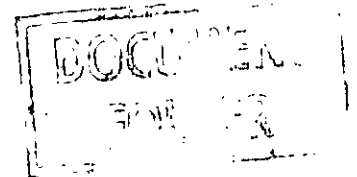
- Bodily Injury and Property Damage  
 - Cargo

This is to notify you that effective as of the above date your Certificate of Public Convenience or Permit is suspended because of your failure to have filed with this Commission a Certificate of Insurance to renew expired or cancelled insurance as indicated above. Operation without insurance coverage is subject to prosecution as unauthorized operation.

If evidence of insurance coverage is not received by the Commission within ten (10) days, a complaint will be instituted against you for failure to comply with the Commission's insurance requirements.

Any one of the following may be submitted as evidence of insurance coverage pending the Commission's receipt of a Certificate of Insurance:

1. A copy of your insurance identification card (for vehicles registered in Pennsylvania only);
2. A copy of the declaration page of your insurance policy;
3. A copy of a valid binder of insurance; or
4. A copy of a valid application for insurance to the Pennsylvania Automobile Insurance Plan.



If you wish to submit one of the listed items as evidence of insurance, you must submit it in verified form, i.e. it must be attached to an affidavit attesting to its authenticity and validity.

Insurance Section A. 102306

PS Form 3831, Dec. 1989

SENDER: Complete items 1, 2, 3, and 4.  
Add your address in the "RETURN TO" space on reverse.

(CONSULT POSTMASTER FOR FEES)

1. The following service is requested (check one).

- Show to whom and date delivered .....
- Show to whom, date, and address of delivery ..

RESTRICTED DELIVERY

The restricted delivery fee is charged in addition to the return receipt fee.)

TOTAL \$

3. ARTICLE ADDRESSED TO:

Klapec Trucking Company, a corp.  
of the Commonwealth of PA

4. TYPE OF SERVICE:

- REGISTERED  INSURED
- CERTIFIED  COD
- EXPRESS MAIL

ARTICLE NUMBER

44483

(Always obtain signature of addressee or agent)

I have received the article described above.

SIGNATURE  Addressee  Authorized agent

*K. Stahlman*

5. DATE OF DELIVERY

3-24-83

POSTMARK

1983

MAR

ADDRESSEE'S ADDRESS (Only if requested)

7. UNABLE TO DELIVER BECAUSE:

7a. EMPLOYEE'S INITIALS

*RP*

RETURN RECEIPT, REGISTERED, INSURED AND CERTIFIED MAIL

LAW OFFICES

WICK, RICH, FLUKE & STREIFF

1610 TWO CHATHAM CENTER  
PITTSBURGH, PA 15219

ROBERT R. WERTZ  
OF COUNSEL

(412) 765-1600

HENRY M. WICK, JR.  
DIXON R. RICH  
ALLAN L. FLUKE  
CHARLES J. STREIFF  
DAVID M. O'BOYLE  
DONALD J. BALSLEY, JR.  
LEROY L. METZ, II  
VINCENT P. SZELIGO  
LUCILLE N. WICK  
JAMES K. WOOD  
DAVID ALAN MURDOCH

March 25, 1983

Re: Klapec Trucking Co.  
Docket No. A. 102306, F.1, Am-C  
Our File 2762.2

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MAR 28 1983  
SECRETARY'S OFFICE  
Public Utility Commission

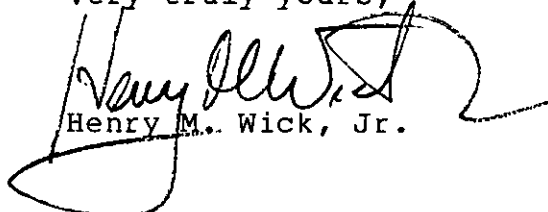
Mr. Jerry Rich, Secretary  
Pennsylvania Public Utility Commission  
P.O. Box 3265  
Harrisburg, PA 17120

Dear Mr. Rich:

We enclose for filing with the Commission the signed original and two copies of Applicant's Verified Statements in connection with the above-captioned case. This application proceeding is unopposed and has been assigned for handling pursuant to the non-hearing procedure.

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

Very truly yours,

  
Henry M. Wick, Jr.

bj

RECEIVED

MAR 28 1983

Non-Rail Transportation  
Public Utility Commission

DOCUMENT  
FOLDER

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Before The  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

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DOCKET NO. A. 102306, F.1, Am-C <sup>MAR 28 1983</sup>

KLAPEC TRUCKING CO.

SECRETARY'S OFFICE  
Public Utility Commission

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APPLICANT'S VERIFIED STATEMENTS

---

RECEIVED

MAR 28 1983

Non-Rail Transportation  
Public Utility Commission

HENRY M. WICK, JR.  
LUCILLE N. WICK  
Attorneys for  
KLAPEC TRUCKING CO.  
Applicant

Of Counsel:

WICK, RICH, FLUKE & STREIFF  
1610 Two Chatham Center  
Pittsburgh, PA 15219

Due Date: March 26, 1983

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DOCUMENT  
FOLDER

DOCKETED  
APPLICATION DOCKET  
MAR 28 1983

ENTRY No. *ms*

Before the  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

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KLAPEC TRUCKING COMPANY  
DOCKET NO. A.102306, F.1, Am-C

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APPLICANT'S VERIFIED STATEMENTS

I. STATEMENT OF THE CASE.

By application, as amended, published in the Pennsylvania Bulletin on September 25, 1982, Klapec Trucking Company (Klapec or applicant) seeks authority as a common carrier by motor vehicle, over irregular routes, to provide the following service:

To transport, as a Class D carrier, iron and steel, iron and steel articles, and machinery and machinery parts, between points in the city of Oil City, Venango County, and within an airline distance of 30 statute miles of the limits of said city; and from points in said territory, to points in Pennsylvania, and vice versa;

Subject to the following conditions:

- (1) Provided that no right, power or privilege is granted to transport property in bulk in dump vehicles, between points within fifty (50) miles of the limits of the borough of Homestead, Allegheny County, and from points in said territory to points in Pennsylvania, and vice versa;
- (2) Provided that no right, power or privilege is granted to transport used and rebuilt equipment that is used in the deep mining of coal, for the Barnes and Tucker Company, from points in the counties of Cambria and Indiana to points within an airline distance

of seventy-five (75) statute miles of the limits of the borough of Barnesboro, Cambria County, and vice versa;

- (3) Provided that no right, power or privilege is granted to transport new, used and rebuilt machinery, equipment, supplies and parts for Greenwich Collieries Co. from the plant site of the Joy Manufacturing Co. located in the city of Franklin, Venango County, and from points in Pennsylvania east of the eastern boundaries of the counties of McKean, Cameron, Clearfield, Indiana, and Bedford to its mines located in the counties of Indiana, Clearfield and Cambria;
- (4) Provided that no right, power or privilege is granted to transport property for Cyclops Corp. and its divisions located at plants in the city of Titusville, Crawford County, the city of Pittsburgh and township of Collier, Allegheny County, and West Aliquippa, Beaver County.

Protests were filed by Ritchey Trucking, Inc., Wayne W. Sell Corporation and Knold Transfer, Inc. By letter dated January 6, 1983, applicant restrictively amended the application as set forth above and protestants withdrew their opposition. Accordingly, the Commission has assigned this proceeding for review without an oral hearing.

Applicant now submits its verified statements in support of the application.

II. VERIFIED STATEMENT OF J. BERNARD KLAPEC  
ON BEHALF OF KLAPEC TRUCKING COMPANY

1. Legal Name and Domicile of Carrier.

The applicant is Klapec Trucking Company, a Pennsylvania Corporation with its general business office at R.D. #1, 673 North Seneca Street, Oil City, PA 16301.

2. Identity and Qualifications of Testifying Witness.

My name and business address are J. Bernard Klapec, R.D. #1, 673 North Seneca Street, Oil City, PA 16301. I am President and sole stockholder and director of applicant which position I have held since applicant was incorporated on July 2, 1979. As applicant's chief executive, I have responsibility for daily supervision of the operation and I am completely familiar with applicant's authority, equipment, facilities and service. I have been authorized to present this statement to the Commission in support of the application at Docket No. A.102306, F.1, Am-C.

3. Authority Sought.

By this application, as amended, Klapec seeks to amend its Certificate of Public Convenience and Necessity to include the following authority:

To transport, as a Class D carrier, iron and steel, iron and steel articles, and machinery and machinery parts, between points in the city of Oil City, Venango County, and within an airline distance of 30 statute miles of the limits of said city; and from points in said territory, to points in Pennsylvania, and vice versa;

Subject to the following conditions:

- (1) Provided that no right, power or privilege is granted to transport property in bulk in dump vehicles, between points within fifty (50) miles of the limits of the borough of Homestead, Allegheny County, and from points in said territory to points in Pennsylvania, and vice versa;
- (2) Provided that no right, power or privilege is granted to transport used and rebuilt equipment that is used in the deep mining of coal, for the Barnes and Tucker Company, from points in the counties of Cambria and Indiana to points within an airline distance of seventy-five (75) statute miles of the limits of the borough of Barnesboro, Cambria County, and vice versa;
- (3) Provided that no right, power or privilege is granted to transport new, used and rebuilt machinery, equipment, supplies and parts for Greenwich Collieries Co. from the plant site of the Joy Manufacturing Co. located in the city of Franklin, Venango County, and from points in Pennsylvania east of the eastern boundaries of the counties of McKean, Cameron, Clearfield, Indiana, and Bedford to its mines located in the counties of Indiana, Clearfield and Cambria;
- (4) Provided that no right, power or privilege is granted to transport property for Cyclops Corp. and its divisions located at plants in the city of Titusville, Crawford County, the city of Pittsburgh and township of Collier, Allegheny County, and West Aliquippa, Beaver County.

#### 4. Operating Authority.

##### A. General Scope of Presently Authorized Operations

By Order adopted October 9, 1980 and entered October 20, 1980, the Commission authorized Klapac at Docket No. A.102306 to purchase all the rights granted to myself, J. Bernard Klapac, under the certificate issued at Docket No. A.82176. Klapac's lead certificate authorizes the transportation of a

wide variety of commodities, including cinders, slag, limestone, stone, rock, soil, tile, amesite, concrete and cinder blocks, building materials, brick, coal, sand, gravel, ingots and ingot molds and scrap metal. It should be pointed out that Klapec already holds authority to transport the commodities involved in this application: iron and steel, iron and steel articles and machinery and machinery parts. The territorial scope of Klapec's authorized operations varies considerably depending upon the commodity. Klapec's base of operations is located in Oil City, Venango County and the majority of its operations are conducted in central and western Pennsylvania. However, it does hold authority to provide service between the plant sites of certain named shippers and all points in Pennsylvania.

By Order adopted November 5, 1982 and entered November 19, 1982, at Docket No. A.102306, F.1, Am-B, the Commission modified the Order adopted October 9, 1980 at Docket No. A.102306 and authorized Klapec to purchase from J. Bernard Klapec certain additional authority. This order authorized Klapec to serve two additional shippers.

Klapec is actively conducting operations pursuant to Certificates issued by the Commission.

B. Duplicating Authority Resulting From Grant of Application.

This application involves a minimal amount of duplicating operating rights. For instance, in paragraph 2 of Klapec's lead certificate, it is authorized to transport scrap iron,

and scrap steel for a named shipper from its facilities in Oil City, Venango County to points in Oil City and within an airline distance of 100 statute miles, and vice versa. This grant would be encompassed by the requested authority. Similarly, paragraphs 9 and 11 of Klapac's lead certificate authorize service from certain shippers' facilities in Oil City to points in Pennsylvania. Paragraph 13 authorizes transportation of property, with certain exceptions, between points in Oil City, and within 25 highway miles. There are various other grants that may involve some duplication. However, applicant does not seek any duplicating authority and it would not object to the Commission imposing a restriction that, to the extent there is any duplication, it will be construed as only one grant of authority.

C. Dual Operations Resulting From Grant of Application.

There will be no dual operations resulting from approval of this application.

5. Pertinent Terminal Facilities and Communications Network.

Klapac maintains its headquarters and main terminal at Oil City, PA, which is located in northwestern Pennsylvania in Venango County. This terminal is located on two acres of land and consists of the following: a maintenance garage, two storage buildings, and an office building.

Klapac has a full time staff in its operations which consists of 25 drivers, 3 mechanics and 3 office personnel.

Klapec maintains a central dispatch system whereby drivers remain in touch with our office by means of telephone when they are out on the road. This system has enabled us to coordinate our entire operation and it has worked effectively and efficiently in serving the shipping public.

6. Pertinent Equipment.

Klapec operates a substantial fleet of equipment and attached as Appendix 1 to my Statement is a recent equipment list. As indicated in Appendix 1, applicant owns and operates 16 truck-tractors, 8 tri-axle trucks, 12 flatbed trailers, 6 dump trailers, 1 lowboy trailer, one drop deck trailer, and one double drop trailer. In addition, applicant leases 3 truck-tractors and 8 trailers. All of this equipment is suitable for rendering the proposed service.

7. Safety Program.

Klapec has its own maintenance program and performs most of the maintenance work on its equipment. The vehicles are inspected on a regular basis in order to prevent breakdowns on the road and to avoid safety hazards.

Klapec conducts an extensive safety program which is supervised by a Safety Director. Before anyone is hired, prospective employees are screened in compliance with the Department of Transportation regulations. Driving records of prospective employees are fully investigated by checking with the state from which their license is issued. Previous employers are also contacted for information concerning their

driving records and safety habits. Meetings are held throughout the year with drivers to discuss important safety issues and brochures are issued concerning safety matters.

Appliant's safety and maintenance program has shown good results over the years. To the best of my knowledge, applicant is in compliance with all safety regulations of federal and state agencies. If this application is approved, Klapec will continue to remain in compliance with those regulations.

8. Service Now Provided to Supporting Shippers.

Applicant is familiar with the operations of the supporting shippers and it has rendered service pursuant to its interstate and/or intrastate authority for the following: United States Steel Corporation, Chicago, Pneumatic Tool Company - Drill Division, Brown Boiler & Tank Works, Ltd. and Keystone Honing Corporation. By this application Klapec seeks to expand the scope of its authorized territory to provide a more complete and satisfactory service for these shippers.

9. Type of Service Offered.

Klapec specializes in providing service for steel manufacturers, iron and steel fabricators and distributors, and manufacturers of machinery and machinery parts. Klapec has invested in flatbed trailers and highly specialized equipment, such as a lowboy, drop deck and double drop deck trailers. Klapec also operates dump trailers, dump trucks

and roll off containers, which are especially useful in scrap hauling. This type of equipment is required by the shippers supporting this application. Applicant is well aware of the fact that availability of the right type of equipment is crucial to the operations of the supporting shippers. Klapec's service will be available 24 hours a day, 7 days per week, whenever it is requested. Our terminal is located in the same general area as the facilities of the supporting shippers and this will enable us to provide equipment on short notice to handle rush shipments.

Applicant intends to provide both a scheduled pickup and scheduled delivery service, which are standard requirements for the shippers we serve. Klapec holds itself out to transport both truckload and less-than-truckload shipments. Multiple stop-off delivery service is available on request and all shipments are handled on a direct, single-line basis. Applicant expects to provide overnight delivery service in handling most of the shipments destined to the application territory.

Klapec prides itself in being capable of adjusting its operations to accommodate the needs of individual shippers. This type of individual treatment has earned Klapec the reputation among the shipping public as a dependable carrier which can fulfill its commitments and get the job done. Klapec proposes to provide the same type of satisfactory service in the application territory as it presently provides in its authorized service area.

10. Financial Data.

There is attached to my statement as Appendix 2 the latest available balance sheet of Klapec. Appendix 2 shows that Klapec is in sound financial condition and is financially able to perform additional service needed by the public.

There is also attached to my statement as Appendix 3, the latest available income statement of Klapec. Appendix 3 indicates that Klapec operated at a profit during the period detailed therein.

11. Feasibility of Operations; Environmental Impact.

Applicant is experienced in the transportation of iron and steel, iron and steel articles and machinery and machinery parts. Klapec is also familiar with the application territory as a result of our past and existing operations pursuant to PUC and ICC authority. Applicant presently provides service to various shippers located throughout western Pennsylvania and in particular in the Venango County area.

The 30 mile radius surrounding Oil City, which is involved in this application, lies at the very heart of Klapec's operations. Its terminal is located in this area and applicant expects to be able to coordinate the proposed service with its existing operations. This will permit Klapec to conduct a more balanced two-way service and to avoid unnecessary deadheading of equipment.

Applicant has the ability to trip-lease equipment to other authorized carriers in the event that there is no return haul traffic on any given movement, provided that such trip-leasing does not interfere with service rendered to the shipping public. In this manner, deadhead mileage should be kept to a minimum and valuable fuel energy will be conserved. However, applicant is optimistic that, given the extensive nature of its PUC and ICC authority, trip-leasing will not play a significant part of the proposed operation.

Applicant submits that the proposed service will not have an adverse effect on the quality of the human environment. Moreover, there will be substantial benefits to the supporting shippers and the shipping public as a result of the availability of applicant's service.

Klapec Trucking Company requests that the Commission approve this application, as amended, in its entirety.

APPENDIX 1

KLAPEC TRUCKING COMPANY

EQUIPMENT LIST

|                   | <u>Truck #</u>  | <u>Year</u> | <u>Make</u>  | <u>Serial #</u> | <u>GV WT.</u> |        |
|-------------------|-----------------|-------------|--------------|-----------------|---------------|--------|
| Truck<br>Tractors | 11              | 71          | Kenworth     | 120835          | 73,280        |        |
|                   | 18              | 73          | Mack         | FS785LST14877   | 73,280        |        |
|                   | 20              | 73          | Mack         | FS785LST14879   | 73,280        |        |
|                   | 21              | 73          | Mack         | F785ST11573     | 73,280        |        |
|                   | 57              | 72          | Peterbilt    | 47531P          | 80,000        |        |
|                   | 69              | 78          | Mack         | R686ST17668     | 80,000        |        |
|                   | 70              | 78          | Mack         | R686ST18399     | 80,000        |        |
|                   | 73              | 78          | Mack         | R686ST21647     | 80,000        |        |
|                   | 78              | 79          | GMC          | T49CJ9V619356   | 80,000        |        |
|                   | 80              | 78          | Peterbilt    | 95960N          | 80,000        |        |
|                   | 81              | 80          | Freightliner | CA213HP168159   | 80,000        |        |
|                   | 84              | 80          | Freightliner | CA213HL184720   | 80,000        |        |
|                   | 85              | 80          | Freightliner | CA213HL184723   | 80,000        |        |
|                   | 86              | 80          | Mack         | RWS788LST52263  | 80,000        |        |
|                   | 87              | 80          | Mack         | RWS788Lst52264  | 80,000        |        |
|                   | 88              | 81          | Mack         | RWS788LST52265  | 80,000        |        |
|                   | Tri-Axle Trucks | 68          | 79           | GMC             | T17DE9V57524  | 73,280 |
|                   |                 | 71          | 78           | Mack            | RD686S4239    | 73,280 |
| 72                |                 | 78          | Mack         | RD686S4645      | 73,280        |        |
| 74                |                 | 71          | Mack         | DM685S7746      | 73,280        |        |
| 76                |                 | 79          | Mack         | DM685S39109     | 73,280        |        |
| 77                |                 | 79          | Mack         | DM685S39881     | 73,280        |        |
| 83                |                 | 79          | Mack         | DM686S5777      | 73,280        |        |
| 91                |                 | 79          | Mack         | DM686S5159      | 73,280        |        |

3 Leased Truck Tractors

(EQUIPMENT LIST CONTINUED)

Flat Bed & Drop Deck Trailers

| <u>Trailer #</u> | <u>Year</u> | <u>Make</u> | <u>Model</u> | <u>Serial No.</u> |
|------------------|-------------|-------------|--------------|-------------------|
| 205              | 63          | Strick      | Flat         | DC54039           |
| 211              | 72          | Rodgers     | LoBoy        | 15828             |
| 215              | 78          | Fontaine    | Flat         | 28913             |
| 216              | 78          | Dorsey      | Flat         | 138103            |
| 217              | 78          | Fruehauf    | Flat         | FWZ312986         |
| 219              | 79          | Dorsey      | Flat         | 145149            |
| 220              | 78          | Fruehauf    | Flat         | FWE312957         |
| 222              | 79          | Dorsey      | Flat         | 146208            |
| 223              | 79          | Dorsey      | Flat         | 146209            |
| 224              | 69          | Trailmobile | Flat         | F64316            |
| 225              | 80          | Transcraft  | Flat         | TC15703           |
| 228              | 80          | Fontaine    | Dropdeck     | 32331             |
| 229              | 81          | Dorsey      | Flat Alum.   | 15305             |
| 230              | 81          | Dorsey      | Flat Alum.   | 15306             |
| 233              | 81          | Fontaine    | Double/Drop  | 30888             |

Dump Trailers

|     |    |           |      |            |
|-----|----|-----------|------|------------|
| 203 |    | Gilmore   | Dump | 2153       |
| 218 | 78 | Fruehauf  | Dump | FWZ287012  |
| 221 | 80 | Gilmore   | Dump | 3371       |
| 226 | 69 | City      | Dump | A414811    |
| 231 | 81 | Messenger | Dump | 8111001-02 |
| 232 | 81 | Messenger | Dump | 8101003-04 |

Tank Trailer

|     |  |                    |                      |       |
|-----|--|--------------------|----------------------|-------|
| 227 |  | <del>Bennett</del> | <del>Fuel Tank</del> | 11097 |
|-----|--|--------------------|----------------------|-------|

8 Leased Trailers

KLAPEC TRUCKING COMPANY  
BALANCE SHEET  
December 31, 1982 and January 5, 1982

|                                                                                                                                                        | 1982              |                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------------------|
|                                                                                                                                                        | December 31,      | January 5, *      |
| <b>ASSETS</b>                                                                                                                                          |                   |                   |
| Current Assets:                                                                                                                                        |                   |                   |
| Cash                                                                                                                                                   | \$ 2,622          | \$ 100            |
| Accounts receivable                                                                                                                                    | 249,359           | 196,133           |
| Prepaid insurance                                                                                                                                      | 18,600            | 20,079            |
| Advances to employees                                                                                                                                  | 4,584             | 4,212             |
| Prepaid taxes                                                                                                                                          | 8,000             | 486               |
| Total Current Assets                                                                                                                                   | <u>283,165</u>    | <u>221,010</u>    |
| Equipment:                                                                                                                                             |                   |                   |
| Trucks, trailers and service vehicles                                                                                                                  | 1,104,406         | 1,076,381         |
| Machinery and other equipment                                                                                                                          | 174,053           | 174,053           |
| Office furniture and equipment                                                                                                                         | 30,569            | 6,606             |
|                                                                                                                                                        | <u>1,309,028</u>  | <u>1,257,040</u>  |
| Less accumulated depreciation                                                                                                                          | (773,827)         | (611,041)         |
| Total Equipment                                                                                                                                        | <u>535,201</u>    | <u>645,999</u>    |
| Other Assets:                                                                                                                                          |                   |                   |
| Operating rights                                                                                                                                       | 9,046             | 8,758             |
| Organization cost                                                                                                                                      | 876               | 1,095             |
| Total Other Assets                                                                                                                                     | <u>9,922</u>      | <u>9,853</u>      |
|                                                                                                                                                        | <u>\$ 828,288</u> | <u>\$ 876,862</u> |
| <b>LIABILITIES AND SHAREHOLDERS' EQUITY</b>                                                                                                            |                   |                   |
| Current Liabilities:                                                                                                                                   |                   |                   |
| Accounts payable                                                                                                                                       | \$ 36,452         | \$ 59,704         |
| Notes payable                                                                                                                                          | -                 | 30,000            |
| Accrued fuel and use taxes                                                                                                                             | 1,896             | 1,728             |
| Accrued Pennsylvania corporate taxes                                                                                                                   | 4,537             | -                 |
| Accrued payroll                                                                                                                                        | 4,880             | -                 |
| Accrued and withheld payroll taxes                                                                                                                     | 3,079             | -                 |
| Total Current Liabilities                                                                                                                              | <u>50,844</u>     | <u>91,432</u>     |
| Long-term debt:                                                                                                                                        |                   |                   |
| Promissory note payable                                                                                                                                | 70,000            | 70,000            |
| Other liabilities:                                                                                                                                     |                   |                   |
| Advances from related enterprises                                                                                                                      | <u>276,081</u>    | <u>288,081</u>    |
| Total Liabilities                                                                                                                                      | <u>396,925</u>    | <u>449,513</u>    |
| Shareholders' Equity:                                                                                                                                  |                   |                   |
| Common stock, par value \$100;<br>authorized 5,000 shares;<br>issued 1,400 shares                                                                      | 140,000           | 140,000           |
| Preferred stock, 8% non-cumulative,<br>par value \$100; authorized 5,000<br>shares; issued 1,500 shares<br>(preference on liquidation at<br>par value) | 150,000           | 150,000           |
| Capital in excess of par value                                                                                                                         | 137,349           | 137,349           |
| Retained earnings                                                                                                                                      | 4,014             | -                 |
| Total Shareholders' Equity                                                                                                                             | <u>431,363</u>    | <u>427,349</u>    |
|                                                                                                                                                        | <u>\$ 828,288</u> | <u>\$ 876,862</u> |

\* As adjusted

APPENDIX 3

KLAPEC TRUCKING COMPANY  
STATEMENT OF INCOME AND RETAINED EARNINGS  
For the Period January 5 through December 31, 1982

|                                                                         |                  |
|-------------------------------------------------------------------------|------------------|
| Revenues:                                                               |                  |
| Freight and other operating revenues                                    | \$1,747,345      |
| Other                                                                   | <u>6,195</u>     |
|                                                                         | <u>1,753,540</u> |
| Costs and Expenses:                                                     |                  |
| Operating costs                                                         | 1,451,284        |
| General and administrative                                              | 126,512          |
| Depreciation and amortization                                           | 163,005          |
| Interest                                                                | <u>8,254</u>     |
|                                                                         | <u>1,749,055</u> |
| Income before Income Taxes                                              | 4,485            |
| Provision for Income Taxes                                              | <u>471</u>       |
| Net Income for the Period and<br>Retained Earnings at December 31, 1982 | <u>\$ 4,014</u>  |



III. VERIFIED STATEMENTS OF SHIPPER WITNESSES

VERIFIED STATEMENT OF RICHARD J. CAREY  
ON BEHALF OF CHICAGO PNEUMATIC TOOL COMPANY-DRILL DIVISION

1. Legal Name And Domicile of Supporting Shipper.

The supporting shipper is the Chicago Pneumatic Tool Company (Chicago Pneumatic) which has a plant location at Franklin, Pennsylvania.

2. Identity And Qualifications of Testifying Witness.

My name is Richard J. Carey and my business address is 191 Howard Street, Franklin, PA 16323. I am Manager of Production Control and Traffic of Chicago Pneumatic and I have held this position for 10 years. As Traffic Manager, my duties include responsibility for transportation functions at Chicago Pneumatic's plant locations. I am familiar with the transportation requirements of our company and I have been authorized by Chicago Pneumatic to submit this statement in support of the application of Klapac Trucking at Docket No. A.102306, F.1, Am-C.

3. General Description of Supporting Shipper.

Chicago Pneumatic is engaged in the manufacture of portable drilling equipment, accessories and spare parts for the drills, plus repair parts for compressors and gas booster equipment previously manufactured in the Franklin facility. We have a plant at 191 Howard Street, Franklin, PA.

|                                                                                |
|--------------------------------------------------------------------------------|
| <p>DOCKETED<br/>APPLICATION DOCKET<br/>MAR 28 1983<br/>ENTRY No. <u>no</u></p> |
|--------------------------------------------------------------------------------|

120

4. Description of Commodities for Which Application Has Been Made.

Our company's support for this application is in connection with the transportation outbound from our facility at Franklin of portable rigs, both truck and crawler mounted, accessories and spare parts for the drills, plus repair parts for compressors and gas booster equipment, as well as castings and forgings to outside facilities for machining operations not done in house. Inbound traffic to our plant at Franklin, PA includes the return of drilling rigs to the plant for repair or retrofit and the return of castings and forgings from outside machining facilities.

5. Volume And Frequency of Traffic.

Chicago Pneumatic has approximately 50 outbound shipments per year to points in Pennsylvania. We pay the freight charges on 60% of all outbound shipments. In addition, we have about 30 inbound shipments per year from points in Pennsylvania. We pay the freight charges on 75% of all inbound shipments.

Our company is responsible for routing our traffic and we select the carriers.

6. Amount of Traffic To Be Tendered To Applicant.

Our company projects that it will tender Klapac 10 inbound and 20 outbound shipments per year.

7. Specific Origins And Destinations.

All outbound shipments of our product will originate at our company's facilities at Franklin, PA. Our portable drilling rigs move anywhere there is a demand for a rig. Recent moves include such destinations as Philipsburg, Taylor, Erie, King of Prussia and Pittsburgh, PA. Castings and forgings will move to outside facilities for machining operation not done in house.

Inbound shipments of drilling rigs are received from destinations listed above. Castings and forgings can originate at any place there is an outside machining facility.

8. How The Traffic Now Moves.

Our company presently relies on motor common carrier in 50% of the movement and 40% in private carriage. The remaining 10% moves by rail.

9. Existing Services And Deficiencies.

Existing motor carriers have not been able to meet all of our company's transportation needs. Our major difficulty is that we need specialized equipment on short notice for movement of large items and we have found that this equipment is generally not available on short notice. Some of our shipments are very heavy and require reinforced trailers. Klapac has supplied us with specialized equipment and its personnel have experience in handling oversize loads.

10. Type of Service Required.

Chicago Pneumatic requires specialized equipment to move oversized loads on short notice to customers who have equipment broken down in the field. The carrier who provides such service must not only have the specialized equipment but the expertise in transporting these large size products. Our primary reason in supporting this application is to have additional availability through Klapec of specialized equipment and personnel to move large and/or oversized material. The granting of this application of Klapec Trucking will fill that need and assist us in improving our customer service.

11. Similar Applications Supported.

Chicago Pneumatic is not supporting any other carrier for authority similar to that requested in this application.

12. Other Information Deemed Pertinent By The Witness.


We are confident that Klapec has the necessary expertise and equipment to provide this specialized intrastate service in Pennsylvania and will therefore allow us to operate more efficiently. Klapec has served our company for many years under interstate or present intrastate authority. Approval of the application will be beneficial to our company.

Chicago Pneumatic requests that the Commission grant this application so that Klapec can provide service for our company in the application territory.

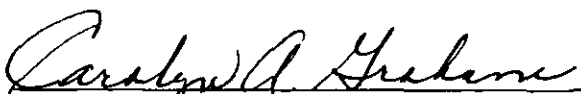
AFFIDAVIT

STATE OF PENNSYLVANIA) )  
COUNTY OF VENANGO ) ) ss:

RICHARD J. CAREY, being duly sworn according to law,  
deposes and says that he has read the foregoing statement,  
knows the contents thereof, and that the same are true as  
stated.

  
RICHARD J. CAREY

Subscribed and sworn to before me this 16<sup>th</sup> day of  
March, 1983.

  
Notary Public

(SEALED)

My Commission expires July 5, 1985

VERIFIED STATEMENT OF JOHN J. DECHANT  
ON BEHALF OF BROWN BOILER & TANK WORKS, LTD.

1. The Legal Name And Domicile of Supporting Shipper.

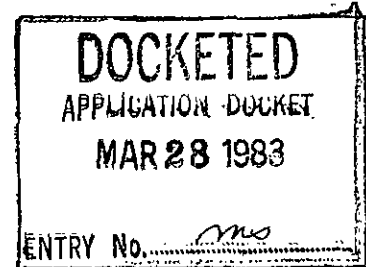
The supporting shipper is Brown Boiler & Tank Works, Ltd., (Brown Boiler) which has its general business offices located in Franklin, Pennsylvania.

2. Identity And Qualifications of Testifying Witness.

My name is John J. Dechant and my business address is 1027 Chestnut Street, Franklin, PA 16323. I am Vice President - Operations of Brown Boiler & Tank Works, Ltd., and I have held that position for approximately 30 years. It is my responsibility to supervise the transportation operations of Brown Boiler, including the securing of motor carrier services. I am completely familiar with the transportation needs and problems of Brown Boiler and have been authorized to submit this statement on its behalf in support of Klapac Trucking Company at Docket No. A.102306, F.1, Am-C.

3. General Description of Supporting Shipper.

The facilities of Brown Boiler are located in Franklin, Pennsylvania. We are fabricators and erectors of steel tanks.



4. Specific Description of Commodities for Which Application Has Been Made.

Brown Boiler ships outbound to points in Pennsylvania fabricated steel for erection in the field, steel tanks fabricated and assembled, and shipped as a complete unit, and machinery and equipment used for erection of tanks.

Brown Boiler is also supporting this application for inbound shipments of steel plates and structurals.

5. Volume And Frequency of Traffic.

We will have approximately 2,500 tons being shipped inbound from Pennsylvania origins, of which 75% of the freight charges are paid for by the company. We also ship about 2,500 tons outbound to Pennsylvania destinations annually. This is the equivalent of 125 truckloads inbound and 125 truckloads outbound. Brown Boiler pays the freight charges on 90% of the outbound shipments and 75% of the inbound shipments. We arrange the transportation on almost every shipment.

6. Amount of Traffic to Be Tendered Applicant.

We anticipate tendering about 50% of our inbound and outbound traffic to Klapec if this authority is granted.

7. Specific And/Or Representative Origins And Destinations.

The origin point for the outbound movement of the fabricated steel and the steel tanks will be our plant at Franklin, Pennsylvania, which is located in Venango County. The origins for inbound shipments of steel plates and structurals are steel-producing areas, such as Allegheny County, Erie, Coatesville and Allentown, Pennsylvania. Steel tanks may be shipped to any points in Pennsylvania. Representative destinations to which shipments have been made include Pittsburgh, Petrolia, Bradford and Erie, Pennsylvania.

8. How The Traffic Now Moves.

Our company moves its total traffic by truck. About fifty percent is handled by motor common carriers and about fifty percent moves by our own truck.

9. Existing Services And Deficiencies.

Existing motor carriers have not been able to meet all of our company's transportation needs. Our major difficulty is that truckers have been late for pickups and deliveries, causing us numerous problems. We have used Klapac on a number of jobs and they have been on time for pickups and deliveries. Being able to utilize Klapac's services would enable Brown Boiler to operate more efficiently, thereby effecting economies for our company.

10. Type of Service Required.

Brown Boiler requires the services of a motor common carrier which is willing to have trucks available when we need them and which will be able to make deliveries and pickups on schedule. We have found that Klapac Trucking Company is competitive with other motor carriers. Their service is marked by promptness and dependability. Klapac has the equipment to handle our scrap hauling in both dump trucks and roll off containers.

11. Similar Applications Supported.

Brown Boiler is not supporting any other carrier for authority similar to that requested in this application.

Brown Boiler asks that this application be granted.



VERIFIED STATEMENT OF DARLENE WATSON  
ON BEHALF OF KEYSTONE HONING CORPORATION

1. Legal Name And Domicile of Supporting Shipper.

The supporting shipper is Keystone Honing Corporation (Keystone Honing) which has its general business offices located at Titusville, Pennsylvania.

2. Identity And Qualifications of Testifying Witness.

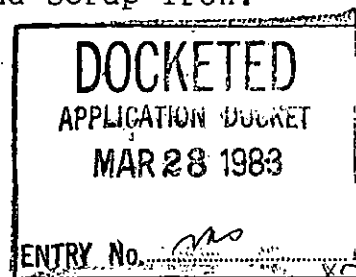
My name is Darlene Watson and my business address is P.O. Box 187, Titusville, PA 16354. I am Traffic Manager of Keystone Honing and I have held this position for 10 years. As Traffic Manager, my duties include the responsibility for transportation functions at Keystone Honing's plant locations. I am familiar with the transportation requirements of our company and I have been authorized by Keystone Honing to submit this statement in support of the application of Klapac Trucking at Docket No. A.102306, F.1, Am-C.

3. General Description of Supporting Shipper.

Keystone Honing operates a general machine shop at Titusville Industrial Park, Titusville, PA.

4. Description of Commodities for Which Application Has Been Made.

Our company's support for this application is in connection with transportation of steel tubing and scrap iron.



5. Volume And Frequency of Traffic.

Keystone Honing ships approximately 500 tons of steel tubing and scrap iron per year to points in Pennsylvania. In addition, we receive about 400 tons of steel tubing per year inbound from points in Pennsylvania within the application area.

My office is responsible for routing our traffic and we select the carriers which handle the freight.

6. Amount of Traffic to be Tendered to Applicant.

Our company estimates that it will tender to Klapac 320 tons of traffic inbound and outbound per year.

7. Specific Origins And Destinations.

All outbound shipments of our product will originate at our company's facilities at Titusville, PA and move to such points as Darlington, New Castle, Pittsburgh, Reading, Mercersburg, King of Prussia, Philadelphia and Bradford, PA.

Inbound shipments are presently received from such points as Beaver Falls, Pittsburgh, New Castle and Butler, PA..

8. How The Traffic Now Moves.

Our company relies solely upon motor common carriers to transport our product to customers and bring materials into our facility. Our company is very much interested in securing additional common carrier service from a carrier, such as applicant, which is experienced in transporting our type of product.

9. Existing Services And Deficiencies.

Existing motor carriers have not been able to meet all of our company's transportation needs. Our major difficulty has been that the carriers have missed pickups and deliveries.

10. Type of Service Required.

Keystone Honing requires the services of a motor common carrier which will provide prompt and dependable service. Klapac is always there when we need them. One of the reasons for this is that Klapac's terminal is only 15 miles from Keystone Honing. Keystone Honing needs a carrier which will spot trailers for loading and unloading. Klapac is able to provide this service. In addition, Klapac has the equipment to handle our scrap hauling in both dump trucks and roll off containers.

11. Similar Applications Supported.

Keystone Honing is not supporting any other carrier for authority similar to that requested in this application.

12. Other Information Deemed Pertinent by The Witness.

Our company first began utilizing the services of Klapac to handle interstate shipments. We are satisfied with Klapac's services and we know Klapac is familiar with our transportation requirements and experienced in handling our product. We are confident that Klapac has the necessary expertise and equipment to provide intrastate service in Pennsylvania in the same satisfactory manner as it has provided interstate service. Approval of the application will be beneficial to our company.

**FILE**

**CONTINUED**