

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

VERIFIED STATEMENT OF DONALD A. FORD
ON BEHALF OF GRAND VALLEY MANUFACTURING CO.

1. Legal Name and Domicile of Supporting Shipper.

The supporting shipper is Grand Valley Mfg. Co. (Grand Valley).

2. Identity and Qualifications of Testifying Witness.

My name is Donald A. Ford and my business address is 220 South Washington Street, P.O. Box 129, Titsuville, PA 16354. I am Manager of Production Control and Traffic for Grand Valley and I have been employed by Grand Valley for twelve years. As Manager of Production Control and Traffic, my duties include responsibility for transportation functions at Grand Valley's facilities. I am familiar with the transportation requirements of our company and I have been authorized by Grand Valley to submit this statement in support of the application of Klapec Trucking at Docket No. A. 102306, F.1 Am-C.

3. General Description of Supporting Shipper.

Grand Valley operates a job machine shop and is a manufacturer of oil field equipment.

4. Specific 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

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at Titusville of finished machine forgings and castings, sucker rods, and other oil field related equipment. We also receive inbound to our facilities from points in Pennsylvania rough machine forgings and castings.

5. Volume and Frequency of Traffic.

Grand Valley has about one shipment per week inbound. We pay about 25% of the freight charges on inbound shipments. Outbound shipments average approximately 5 to 10 per week. We pay the freight charges about 20% of the time.

6. Amount of Traffic to Be Tendered to Applicant.

Our company projects that it will tender Klapec about 5% of the inbound traffic and 10% of the outbound traffic.

7. Specific and/or Representative Origins and Destinations.

All outbound shipments of our product originate at our company's facility at Titusville, PA. Recent moves to customers include such destinations as Pittsburgh and Ellwood City, PA.

8. How the Traffic Now Moves.

Our company presently relies on motor common carrier in 35% of the movements; 65% is in private carriage.

9. Existing Services and Deficiencies.

One of our major difficulties has been that flatbed trucks have been unavailable. In addition, existing motor

carriers have not been able to supply open-top trucks. It is essential that our finished machine parts be handled carefully. However, it has been our experience that the machine parts have received poor handling.

10. Type of Service Required.

Grand Valley requires that flatbed trucks and open-top trucks be available. In addition, the carrier must be willing to provide service in a rural area where the availability of trucking facilities is limited. Klapec will be able to supply the required equipment and will provide the needed service in our area. Our company has need for another trucking source. The granting of this application of Klapec Trucking will fill that need.

11. Similar Applications Supported.

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

Grand Valley requests that the commission grant this application so that Klapec can provide service for our company in the application territory.

VERIFIED STATEMENT OF PETER R. SOLLE
ON BEHALF OF SHAW INDUSTRIES, INC.

1. Legal Name and Domicile of Supporting Shipper.

The supporting shipper is Shaw Industries, Inc. (Shaw) which has a plant located at Franklin, Pennsylvania.

2. Identity and Qualifications of Testifying Witness.

My name is Peter R. Solle and my business address is R.D. #2, Box 591, Franklin, PA 16323. I am Plant Manager of Shaw Industries and have been employed by the company for thirty-three years. As Plant Manager, my duties include responsibility for transportation functions at Shaw Industries.

3. General Description of Supporting Shipper.

Shaw Industries is engaged in the manufacture of steel molds for the plastics industry. We also perform general machining of steel castings and fabrications. We have facilities at Franklin and Oil City, Pennsylvania.

4. Specific 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 facilities at Franklin and Oil City of finish steel molds and machined partscastings. Inbound traffic to our plants includes steel forgings and castings, structural steel and flat bars and cold rolled bars.

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5. Volume and Frequency of Traffic.

Shaw Industries ships approximately 250 tons outbound from our facilities per year to points in Pennsylvania. We arrange for the transportation in 50% of those shipments. In addition, we have about 300 tons on inbound shipments per year from points in Pennsylvania. We are responsible for arranging the transportation on 75% of those shipments.

6. Amount of Traffic to Be Tendered to Applicant.

Our company projects that it will tender Klapec approximately 90 tons inbound and 63 outbound shipments per year.

7. Specific and/or Representative Origins and Destinations.

All outbound shipments of our products will originate at our company's facilities at Franklin and Oil City, PA and move to such points as Erie, Pittsburgh, Scranton and Bradford, PA.

Inbound shipments are presently received at Franklin and Oil City, PA from such points as Erie, Pittsburgh, Latrobe, Lancaster and Scranton, PA.

8. How the Traffic Now Moves.

Our company presently relies on motor common carrier for 25% of its shipments. Seventy-five percent moves by private carriage.

9. Existing Services and Deficiencies.

Existing motor carriers have not been able to meet our company's transportation needs. We experienced so many problems with deliveries that we decided to purchase our own equipment. Because Klapec Trucking is located one mile from our Oil City plant and eight miles from our Franklin Plant Klapec will be able to provide a more dependable service.

10. Type of Service Required.

Our customers require next day delivery. It has been difficult for us to accommodate these customers. Because of Klapec Trucking's proximity to our plants, we would be able to fulfill our customer's needs through Klapec's service. Another reason for supporting Klapec Trucking in this application is that it has facilities with dump trucks and roll off containers to handle our scrap disposal. Approval of this application will therefore benefit our company.

Shaw Industries requests that the Commission grant this application so that Klapec can provide service for our company and the application territory.

11. Similar Applications Supported.

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

VERIFIED STATEMENT OF FRANCIS P. JOHNSON
ON BEHALF OF CENTERVILLE CASTINGS, INC.

1. Legal Name and Domicile of Supporting Shipper.

The supporting shipper is Centerville Castings, Inc. (Centerville), which has its general business offices located at Centerville, Pa.

2. Identity and Qualifications of Testifying Witness.

My name is Francis P. Johnson and my business address is P. O. Box 4, Centerville, Pa. 16404. I am Executive Vice President of Centerville Castings, Inc. and I have held this position for one year. I am familiar with the transportation requirements of our company and I have been authorized by Centerville Castings to submit this statement in support of the application of Klapec Trucking at Docket No. A. 102306, F. 1, Am-C.

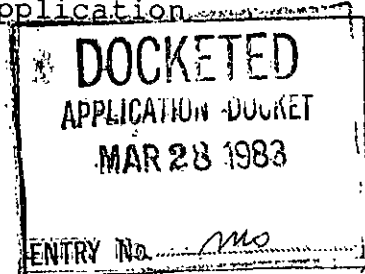
3. General Description of Supporting Shipper.

The facilities of Centerville Castings are located in Centerville, Pa., on Route 8, about 35 miles south of Erie. We are manufacturers of steel and high-alloy castings.

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

Centerville Castings ships steel and high-alloy castings outbound to points in Pennsylvania.

Centerville Castings is also supporting this application for inbound shipments of sand, binders and scrap.



5. Volume and Frequency of Traffic.

We receive about 150 shipments inbound per year. We arrange for transportation on approximately 50% of the shipments.

We have about 100 outbound shipments a year. Our company is responsible for routing 100% of our outbound shipments and we select the carriers.

6. Amount of Traffic to Be Tendered to Applicant.

Our traffic is presently handled by motor carriers. We anticipate tendering about 25 percent of our inbound traffic and 100 percent of our 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 steel and high-alloy castings is Centerville, Pa., which is located in Crawford County. Representative destinations to which shipments have been made include Morgan, Oil City, Blairsville, Wheatland, Pittsburgh, Erie and Lanape, Pa. The origins for inbound shipments to our facility at Centerville include Pittsburgh, Erie, Oil City, Franklin, Mercer, and Coatesville, Pa.

8. How the Traffic Now Moves.

Our company moves its total traffic by motor carrier.

9. Existing Services and Deficiencies.

Because our plant is located in an out-of-the-way place, we have to wait a few days longer for almost all of our shipments. Since Klapec Trucking is close to our plant we could expect shorter delivery lead times, thereby allowing us to be more efficient.

10. Type of Service Required.

Centerville Castings requires the services of a motor common carrier which is willing to provide timely service. We have had experience with Klapec in the past on interstate shipments and have found that they give us the kind of service we need.

11. Similar Applications Supported.

Centerville Castings is not supporting any other carrier for authority similar to that requested in this application. Centerville Castings asks that this application be granted.

VERIFIED STATEMENT OF CYNTHIA LANDER
ON BEHALF OF BERT KLAPEC, INC.

1. Legal Name And Domicile of Supporting Shipper.

The supporting shipper is Bert Klapec, Inc. (Bert Klapec).

2. Identity And Qualifications of Testifying Witness.

My name is Cynthia Lander and my business address is R.D. #1, Oil City, PA. I am Vice President of Bert Klapec, Inc. and I have been employed by Bert Klapec, Inc. for seven years. As Vice President, my duties include responsibility for transportation functions at Bert Klapec's facilities. I am familiar with the transportation requirements of our company and I have been authorized by Bert Klapec, Inc. to submit this statement in support of the application of Klapec Trucking at Docket No. A. 102306, F.1, Am-C.

3. General Description of Supporting Shipper.

Bert Klapec is engaged in railroad contracting, site preparation, construction and equipment and machinery rental.

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

Our company's support for this application is in connection with the transportation of structural steel of various shapes, railroad and supplies related to a railroad operation, and machinery.

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5. Volume And Frequency of Traffic.

We shipped about 2,200 tons inbound and 2,200 tons outbound within the State of Pennsylvania during 1982.

6. Amount of Traffic To Be Tendered Applicant.

Our company will tender Klapec all of our inbound and outbound shipments.

7. Specific And/Or Representative Origins And Destinations.

All outbound shipments for our company originate at Oil City and Reno, PA. These shipments move to Williamsport, Sharon, Polk, Sandy Lake, Greenville, New Castle, Sligo, and Shippenville, PA. Inbound shipments to Oil City and Reno, PA originate in Williamsport, Sharon, Polk, Sandy Lake, Greenville, New Castle, Sligo, and Shippenville, PA.

8. How Intrastate Traffic Now Moves.

Our company has relied solely on its private fleet to transport its products.

9. Existing Services and Deficiencies.

Our shipments move by our private fleet. For that reason we cannot point to a deficiency in the service. However, having Klapec Trucking's service available will allow our company to eliminate its truck fleet and therefore, enable us to utilize these resources to a better advantage.

10. Type of Service Required.

Bert Klapec, Inc. requires the services of a company which can spot trailers for loading at our company's

convenience. The structural steel we ship and receive requires heavy duty trailers and Klapac is able to supply this kind of equipment. Also any trucker serving us must be able and willing to handle rough scrap at various job sites such as rail sidings where we are dismantling track and rail materials. Our company needs a reliable carrier which will provide service on a daily basis.

11. Similar Applications Supported.

Bert Klapac, Inc. is not supporting any other carrier for authority similar to that requested in this application.

VERIFIED STATEMENT OF PAUL F. SOMERS
ON BEHALF OF GKO ENTERPRISES, INC.

1. Legal Name And Domicile of Supporting Shipper.

The supporting shipper is GKO Enterprises, Inc. (GKO) which has its general business offices located at Titusville, PA.

2. Identity And Qualifications of Testifying Witness.

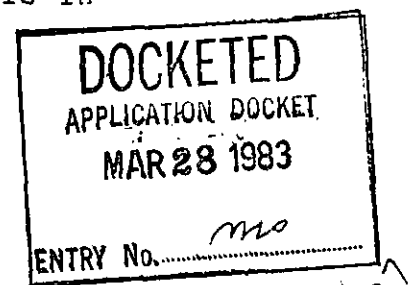
My name is Paul F. Somers and my business address is P.O. Box A, Titusville, PA 16354. I am Secretary and Controller of GKO Enterprises, Inc. and I have held this position for two years. My duties include responsibility for transportation functions at GKO's plant. I am familiar with the transportation requirements of our company and I have been authorized by GKO 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.

GKO is a manufacturer of steel rolls and machine parts for the steel industry, a custom rebuilder of coal crusher cones for public utilities and does general and custom machining at our facility on Route 27 east of Titusville, PA.

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 Titusville of steel rolls, machine parts and custom rebuilt coal crusher cones. We will also use Klapec to haul scrap, flux waste and grindings, which moves from our plant to scrap processors or to waste dumps.

5. Volume And Frequency of Traffic.

GKO has approximately 75 outbound shipments of manufactured or rebuilt products per year to points in Pennsylvania. We pay the freight charges on 100% of all outbound shipments. Scrap moves out on an irregular basis, depending on our level of production.

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

6. Amount of Traffic To Be Tendered To Applicant.

Our company projects that it will tender Klapec all of the shipments not shipped by GKO truck.

7. Specific Origins And Destinations.

All outbound shipments of our product originate at our company's facility at Titusville, PA. Recent moves to customers include such destinations as Pittsburgh, Johnstown, Canonsburg, Erie, and Irvine, PA.

8. Existing Services And Deficiencies.

GKO uses primarily its own trucks for shipments. Klapec is the only outside carrier used, but it does not presently have broad enough authority to meet our needs.

9. Type of Service Required.

GKO specializes in quick delivery and turn around of rebuilt rolls and machine parts. Klapec is always available the same day when a GKO truck is unavailable and emergency delivery is needed. Klapec also has dump truck equipment for hauling out scrap, flux waste and grindings.

10. Other Information Deemed Pertinent By The Witness.

Our customers include companies such as Allegheny Drop Forge, Pennsylvania Electric, National Forge, GAF Corporation, Whitaker Metals, Clad Metals, Zevon, Inc., and Quin-T-Corp. These companies demand same day or overnight services on many of their jobs, and our company trucks cannot handle all of these shipments.

GKO has need of Klapec's service for these shipments on same-day pickup. Klapec also has the necessary equipment to transport our scrap in bulk in dump trucks from our facility at Titusville, PA. We do not operate any dump trucks to handle the scrap which is a waste product to us.

VERIFIED STATEMENT OF K. P. LEHMANN
ON BEHALF OF UNITED STATES STEEL CORPORATION

1. Legal Name And Domicile of Supporting Shipper.

The supporting shipper is United States Steel Corporation (USS) which is a corporation with its headquarters at 600 Grant Street, Pittsburgh, PA.

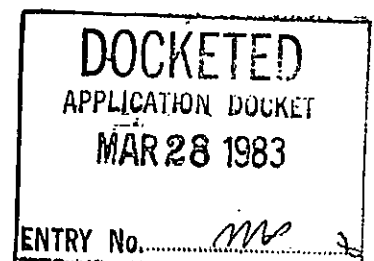
2. Identity And Qualifications of Witness.

My name is K. P. Lehmann and I am Manager Traffic - USS Divisions. My business address is 850 Two Chatham Center, Pittsburgh, PA. 15219.

I have been employed by our company for 28 years and I have held my present position for 6 years. As Manager Traffic - USS Divisions, my duties include the responsibility for transportation functions at USS Oilwell Division, Imperial Works Plant, Oil City, PA. I am familiar with the transportation requirements of our company and I have been authorized by USS to submit this statement in support of the application of Klapec Trucking at Docket No. A.102306, F.1, Am-C.

3. General Description of Supporting Shipper.

USS Oilwell Division, Imperial Works Plant is located at Oil City, PA. We manufacture oil field machinery, parts and equipment, custom designed machinery and parts for industrial applications, i.e., reduction gears, bi-metallic cylinders and continuous casters and molds for steel mills.



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

Our company's support for this application is in connection with the transportation of sucker rods, steel machine parts, steel castings, mining equipment and steel production equipment.

5. Volume And Frequency of Traffic.

We shipped outbound about 1,200 tons of products within the state of Pennsylvania during 1982. Inbound shipments of heavy mining equipment was not part of the 1982 shipping experience.

6. Amount of Traffic To Be Tendered Applicant.

Our company projects that it will tender Klapec approximately 600 tons of intrastate outbound shipments per year and will need Klapec for inbound transportation of mining equipment.

7. Specific And/Or Representative Origins And Destinations.

All outbound shipments of our products will originate at our company's facilities at Oil City, PA. Sucker rods move to Bradford and Mars, PA; steel machine parts to Erie, Homestead, Johnstown, McKeesport, Pittsburgh, Reno and Titusville, PA; steel castings to Erie and Johnstown, PA; and various other points in Pennsylvania from time to time. Inbound shipments of mining equipment will be received from Uniontown, PA. and the Pittsburgh Area.

8. How Intrastate Traffic Now Moves.

Our company has relied solely upon general commodity carriers to transport our products to customers. One general commodity carrier used is Lyons Transportation. The major portion of inbound steel is transported via carriers which serve our steel facilities within the Pittsburgh Area.

9. Existing Services and Deficiencies.

Because of the lack of available intrastate carriers in the Oil City Area with flatbed equipment, we are forced to use general commodity carriers such as Lyons who can only provide van equipment. This often requires long transit times due to delays at terminals and also requires special handling equipment other than overhead loading.

10. Type of Service Required.

USS, Oilwell Division, requires the services of a motor common carrier with flatbed equipment and dependable service. Emergency orders should be handled without abnormal delays, i.e., trailers should be spotted and picked up for shipment without long delays. Due to the fact that Klapac Trucking has a terminal about 5 miles from the plant, and with flatbed equipment, it should be able to meet these requirements.

11. Similar Applications Supported.

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

12. Other Information Deemed Pertinent by The Witness.

Klapec Trucking has been servicing USS Oilwell Division at Oil City on interstate shipments and some limited intrastate shipments under its present limited PUC authority. The service provided by Klapec has been dependable. USS Oilwell will soon need flatbed service to and from USS mines in the Uniontown, PA area. We will require service to pick up used machinery and equipment for reconditioning at Oil City and for returning reconditioned machinery and equipment to the USS mines. Having a dependable local carrier, like Klapec, for intrastate shipments may prevent the need for USS Oilwell Division to establish private trucking in order to handle this service. We know, from experience, that Klapec has the necessary expertise and equipment to provide intrastate service to satisfy our transportation needs. Approval of the application will be beneficial to our company. USS requests that the Commission grant this application so that Klapec can provide service for our company in the application territory.

VERIFIED STATEMENT OF GARY S. TARLETON
ON BEHALF OF FRANKLIN STEEL COMPANY

1. Legal Name and Domicile of Supporting Shipper.

The supporting shipper is Franklin Steel Company (Franklin), which has its general business offices in Franklin, Pa.

2. Identity and Qualifications of Testifying Witness.

My name is Gray S. Tarleton and my business address is P.O. Box 671, Franklin, Pa. 16323. I am Traffic Manager of Franklin Steel and I have held that position for approximately 20 years. It is my responsibility to supervise the transportation operations of Franklin Steel, including the securing of motor carrier services. I am familiar with the transportation needs and problems of Franklin Steel 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 Franklin Steel are located in Franklin, Pa. We operate a rolling mill, utilizing scrap railway track as raw materials. Rails are heated, slit and re-rolled into various products and shapes, such as steel channel signposts, steel fence posts, steel reinforcing bars and various merchant bar shapes (angles, rounds, hexes, grousers, flats).

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#02

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

Franklin Steel ships outbound to points in Pennsylvania hot-rolled steel products, such as steel signposts, steel fence posts, steel reinforcing bars, steel angles, hexes, rounds, flats and grousers.

5. Volume and Frequency of Traffic.

We ship approximately 300 truckloads annually, for which we arrange the transportation.

6. Amount of Traffic to Be Tendered to Applicant.

We anticipate tendering about 25 percent of our 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 our hot-rolled steel products will be at our plant at Franklin, Pa., which is located in Venango County. Representative destinations to which shipments have been made include Phoenixville, Philadelphia, Harrisburg, New Holland and Lewistown, Pa.

8. How the Traffic Now Moves.

Our company moves its total traffic by motor carrier. About 75 percent is handled by motor common carrier and about 25 percent by private carriage.

9. Existing Services and Deficiencies.

The recent closing of Hall's Motor Bengal Division has created delays in those areas served by that company. Our shipments must move almost immediately following fabrication, as a lack of warehouse space exists. Klapec's facilities are located very close to the facilities of Franklin Steel. Therefore, pickups can be made very quickly.


10. Type of Service Required.

Franklin Steel requires the services of a motor common carrier which can supply the type of equipment we need. Shipments from Franklin Steel's facilities are made primarily on flatbed-type trailers and require a minimum of six chains and binders, along with tarps. Klapec is located close to our plant and has the necessary equipment to handle outbound scrap steel generated at our facility.

11. Similar Applications Supported.

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

Franklin Steel asks that this application be granted.



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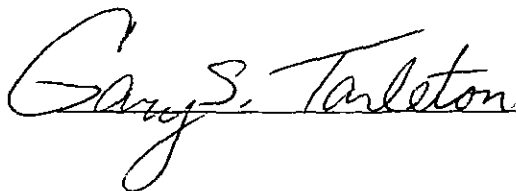
STATE OF PENNSYLVANIA)

)

ss:

COUNTY OF VENANGO)

Gary S. Tarleton (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.



Subscribed and sworn to before me this 17 day of
March, 1983.



Notary Public

(SEALED)

GLENN A. STEELE, NOTARY PUBLIC
FRANKLIN, VENANGO COUNTY
MY COMMISSION EXPIRES JAN. 23, 1986
Member, Pennsylvania Association of Notaries

My Commission expires _____

IV. CONCLUSION

For the reasons set forth in the foregoing statements submitted in support of the application, Klapec Trucking Co. respectfully requests that the Commission grant the application in its entirety.

Respectfully submitted,

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

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

Due Date: March 26, 1983

March 30, 1983

IN REPLY PLEASE
REFER TO OUR FILE

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 Co.

Dear Mr. Wick:

We have received the verified statements filed in the above referenced proceeding.

The record will be reviewed and will be put before the Commission for its decision. You will be notified of the Commission's action.

Very truly yours,

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

DOCUMENT
FOLDER

DOCKETED
APPLICATION DOCKET
MAR 31 1983
ENTRY No. *mo*

#030



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

MAR 30 1983

IN REPLY PLEASE
REFER TO OUR FILE

102306


KLAPEC TRUCKING COMPANY
673 N. SENECA STREET, R.O. 1
OIL CITY, PA. 16301

In reply to your recent request, an extension of time to April 29, 1983, is granted to file the 1982 Annual Report of the above-docketed carrier with the Pennsylvania Public Utility Commission.

Any further extension of time must be in the form of a formal petition for consideration by the Commission, stating the specific reasons therefore.

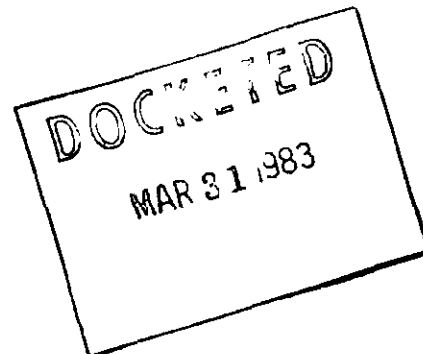
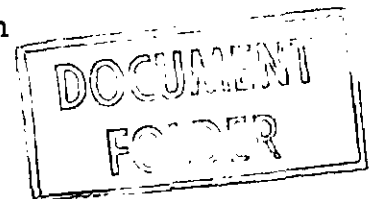
Failure to file the Annual Report within the extension period may result in the imposition of penalties, including cancellation of the carrier certificate, as provided by law.

Very truly yours,


Paul I. Kenney
Finance Division

PIK: dmm

cc: (P.U.C.) File Section
John May & Co.



April 1, 1983

A. 102306

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

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

Gentlemen:

We have received evidence of insurance and you may disregard
the Notice of Suspension of your Certificate of Public Convenience.

Very truly yours,

James J. McCarthy
Chief of Insurance

JJM:cd
cc:enforcement division

