

Docket No. A-00102306, F.1, Am-C

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 thirty (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 Company, from the plant site of the Joy Manufacturing Company 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 the Township of Collier, Allegheny County, and West Aliquippa, Beaver County.

Docket No. A-00102306, F.1, Am-D

To transport, as a Class D carrier, property for Witco Chemical Corporation, from points in the City of Bradford, McKean County, the Borough of Petrolia, Butler County, the Township of Conewango,

Docket No. A-00102306, F.1, Am-D (Continued)

Warren County, and the Borough of Plum and the Township of Richland, Allegheny County, to points in the said city, boroughs and townships; and from points in said city, boroughs and townships, to other points in Pennsylvania, and vice versa;

subject to the following conditions:

- (1) That no right, power or privilege is granted to transport refined petroleum products, in bulk in tank vehicles.
- (2) That no right, power or privilege is granted to transport fertilizer, sand and stone between points within an airline distance of one hundred (100) statute miles of the limits of the Township of Conemaugh, Somerset County.
- (3) That no right, power or privilege is granted to transport coal, solid fuels, limestone, lime, sand and clay between points within an airline distance of sixty (60) statute miles of the limits of the Borough of Curwensville, Clearfield County.
- (4) That no right, power or privilege is granted to transport property in bulk for R. T. Merryman Trucking, Inc. and Merryman Enterprises.

Docket No. A-00102306, F.1, Am-E

To transport, as a common carrier, property, between points in the County of Venango, and from points in said county, to points in Pennsylvania, and vice versa.

To transport, as a Class D carrier, property, between points in the City of Titusville, Crawford County, and from points in said city, to points in Pennsylvania, and vice versa.

subject to the following conditions:

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

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

That no right, power or privilege is granted to transport shipments weighing less than 10,000 pounds from one consignor to one consignee.

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

That no right, power or privilege is granted to transport sand, in bulk, from Pennsylvania Glass Sand Corporation located in the Counties of Mifflin and Huntingdon.

That no right, power or privilege is granted to transport limestone and limestone products from points in York County.

That no right, power or privilege is granted to provide any service to or from the Townships of Penn and Shrewsbury and the Boroughs of New Freedom, Shrewsbury and Hanover, York County.

That no right, power or privilege is granted to provide service to or from the facilities of (1) American Home Foods Division located in Turbot Township and the Borough of Milton, Northumberland County, and (2) Hammermill Paper Company located in the City of Erie, Erie County, and the City of Lock Haven, Clinton County.

That no right, power or privilege is granted to provide service to or from the facilities of Zurn Industries, Inc., Copes-Vulcan, General Electric Co. and Insul-Board Co., located in the County of Erie.

EQUIPMENT LIST

<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NO.</u>	<u>GVW</u>	<u>LICENSE NO.</u>
20	1973	Mack	FS785LST14879	73,280	CY98173
40	1977	Mack	R686ST12360	80,000	AA38301
57	1972	Peterbilt	47531P	80,000	AA19338
69	1977	Mack	R686ST17668	80,000	AA23664
70	1978	Mack	R686ST18399	80,000	AA23665
73	1978	Mack	E686ST21647	80,000	AA23666
78	1979	GMC	T49CJ9V619356	80,000	AA19339
80	1978	Peterbilt	95960N	80,000	AA23667
81	1980	Freightliner	CA213HP168159	80,000	AA23668
84	1980	Freightliner	CA213HL184720	80,000	AA23669
85	1980	Freightliner	CA213HL184723	80,000	AA23670
86	1980	Mack	RWS788LST52263	80,000	AA23671
87	1980	Mack	RWS788LST52264	80,000	AA23672
88	1980	Mack	RWS788LST52265	80,000	AA23673
96	1984	Mack	1M1AR07Y1EM002359	80,000	AA34848
97	1984	Mack	1M2V215Y7EM001999	80,000	AA39331
98	1984	Mack	1M2V215Y3EM001997	80,000	AA39332
99	1984	Mack	1M2V215Y5EM001998	80,000	AA39333
100	1984	Mack	1M2V215Y8EM002000	80,000	AA39330
101	1985	Freightliner	1FUPYSYB1EH248820	80,000	AA39909
102	1985	Freightliner	1FUPYSYB3EH248821	80,000	AA39910
103	1985	Freightliner	1FUPYSYB5EH248822	80,000	AA39911
104	1985	Freightliner	1FUPYSYB7EH248823	80,000	AA39912
105	1985	Freightliner	1FUPYSYB9EH248824	80,000	AA39913
106	1985	Mack	1M1AR07Y4FM005712	80,000	AA43123
107	1985	Mack	1M1AR07Y6FM005713	80,000	AA43124
108	1985	Mack	1M1AR07Y8FM005714	80,000	AA43125
109	1985	Mack	1M1AR07YXFM005715	80,000	AA43126
110	1985	Mack	1M1AR07Y1FM005716	80,000	AA43127
111	1985	Mack	1M1AR07Y7FM005722	80,000	AA43128
112	1985	Mack	1M1AR07Y9FM005723	80,000	AA43129
113	1985	Mack	1M1AR07Y0FM005724	80,000	AA43130
114	1985	Mack	1M1AR07Y2FM005725	80,000	AA43131
115	1985	Mack	1M1AR07Y4FM005726	80,000	AA43132
116	1985	Mack	1M1AR07Y3FM005717	80,000	AA44792
117	1985	Mack	1M1AR07Y5FM005718	80,000	AA44793
118	1985	Mack	1M1AR07Y7FM005719	80,000	AA44794

TRACTORS:

<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NO.</u>	<u>GVW</u>	<u>LICENSE NO.</u>
119	1985	Mack	1M1AR07Y3FM005720	80,000	AA44795
120	1985	Mack	1M1AR07Y5FM005721	80,000	AA44796
123	1986	Mack	VG6BA04X2GB050258	60,000	AA53972
124	1987	Mack	VG6BA04X4HB050733	60,000	YB12759

TRUCKS

44	1977	Brockway	K761LL92360	73,280	41532CB
71	1978	Mack	RD686S4239	73,280	CR47077
72	1978	Mack	RD686S4645	73,280	CR47079
74	1971	Mack	DM685S7746	73,280	CR76015
76	1979	Mack	DM685S39109	73,280	YB40458
77	1979	Mack	DM685S39881	73,280	CX36266
83	1979	Mack	DM686S5777	73,280	85470CH
91	1979	Mack	DM686S6159	73,280	AA45849
122	1986	Mack	VG6BA02B5GB070057	32,500	50196CG
125	1986	Mack	1M2B120C0GA059870		85470CH
126	1986	Mack	1M2B120C2GA059871		YC76445
127	1986	Mack	1M2B120C4GA059872		YC76446
128	1986	Mack	1MsB120C6GA059873		YC76447

TRAILERS

<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>	<u>SERIAL NO.</u>	<u>LICENSE NO.</u>
101	1974	Thiele	Dump	19066	TJ98958
102	1966	Fruehauf	Sand Tank	UNF230904	TJ98953
107	1974	Hill	Dump	ADT2891	TJ98955
108	1966	Butler	Sand Tank	3876BPSM	TJ98952
111	1979	Fontaine	Flat	31425	AA23675
203		Gilmore	Dump	2153	TG23283
211	1972	Rodgers	Lo-boy	15828	TL87914
212	1973	Penn	Dump	2150	TG61198
215	1978	Fontaine	Flat	28913	TG23281
216	1978	Dorsey	Flat	138103	AA23676
217	1978	Fruehauf	Flat	FWZ312986	AA23677
219	1979	Dorsey	Flat	145149	AA19332
221	1979	Gilmore	Dump	3371	TM89093
222	1979	Dorsey	Flat	146208	AA19334
223	1979	Dorsey	Flat	146209	AA19335
225	1980	Transcraft	Flat	TC15703	AA33667
226	1969	City	Dump	A414811	TJ80294
228	1980	Fontaine	Dropdeck	32331	AA37679
229	1981	Dorsey	Flat-Aluminum	15305	AA19336
230	1981	Dorsey	Flat-Aluminum	15306	AA19337
232	1981	Messenger	Dump-Aluminum	8101003-04	TG61199
233	1981	Fontaine	Double Drop	30999	TH74172
235	1983	General	Lo-boy	112HGS245DT350046	TJ98959
237	1979	Fruehauf	Flat	FWV476601	AA33000
238	1979	Fruehauf	Flat	FWV476602	AA33001
239	1984	Fontaine	Flat-45'	1A1-1452C-8-E1538368	AA39343
240	1984	Fontaine	Flat-45'	1A1-1452C-X-E1538369	AA38344
241	1984	Fontaine	Flat-45'	1A1-1452C-6-E1538370	AA38345
242	1984	Fontaine	Flat-45'	1A1-1452C-8-E1538371	AA38346
243	1984	Fontaine	Flat-stretch		AA38820
244	1985	Dorsey	Flat-45'	1DTP10W23FP018570	AA40072
245	1985	Dorsey	Flat-45'	1DTP16W23FP018572	AA40073
246	1985	Dorsey	Flat-45'	1DTP16W25FP018573	AA40074
247	1984	Fruehauf	Van-48'	1H2V04828EB014606	AA43911
248	1984	Fruehauf	Van-48'	1H2V0482XEBO14607	AA43912
249	1985	Vulcan	Flat-stretch	1LZF45209F1000097	TL95102

TRAILERS:

<u>UNIT NO</u>	<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>	<u>SERIAL NO</u>	<u>LICENSE NO</u>
250	1985	Strick	Van	1S12E9487FD268960	TJ82233
251	1985	Dorsey	Flat-45'	1DTP16W24FP)20914	AA44782
252	1985	Dorsey	Flat-45'	1DTP16W26FPO20915	AA44783
253	1985	Dorsey	Flat-45'	1DTP16W28FPO20916	AA44784
254	1985	Dorsey	Flat-45'	1DTP16W2XFPO20917	AA44785
255	1985	Dorsey	Flat-45'	1DTP16W21FPO20918	AA44786
256	1985	Dorsey	Flat-45'	1DTP16W23FPO20919	AA44787
257	1985	Dorsey	Flat-45'	1DTP16W2XFPO20920	AA44788
258	1985	Dorsey	Flat-45'	1DTP16W21FPO20921	AA44789
259	1985	Dorsey	Flat-45'	1DTP16W23FPO20922	AA44790
260	1985	Dorsey	Flat-45'	1DTP16W25FPO20923	AA44791
261	1985	Great Dane	Flat-45'	1GRDM9026FM100901	AA45824
262	1985	Great Dane	Flat-45'	1GRDM9028FM100902	AA45748
263	1985	Great Dane	Flat-45'	1GRDM902XFM100903	AA45749
264	1985	Great Dane	Flat-48'	1GRDM9623FM100801	TJ98957
265	1985	Great Dane	Flat-48'	1GRDM9625FM100802	TJ72808
266	1985	Great Dane	Flat 45'-75'	1GRDM9021FM104001	TM65120
267	1986	Great Dane	Van- 48'x102	1GRAA9626GB042501	AA19333
268	1986	Great Dane	Van-48'X 102	1GRAA9628GB042502	AA47240
269	1986	Great Dane	Flat-45'	1GRDM9024GM031501	AA23674
270	1986	Great Dane	Flat-45'	1GRDM9026GM031502	AA48407
271	1986	Great Dane	Flat-45'	1GRDM9028GM031503	AA48408
272	1986	Great Dane	Flat-45'	1GRDM902XGM0031504	AA48409
273	1986	Great Dane	Flat-45'	1GRDM9021GM0031505	AA48410
274	1986	Great Dane	Flat-45'	1GRDM9023GM0031506	AA48411
275	1981	Monon	Van	1NNVX4527BM054234	AA50259
276	1981	Monon	Van	1NNVX4526BM054063	AA49978
277	1981	Monon	Van	1NNVX4522BM054271	AA50260
278	1977	Hobb	Van	BLY798476	AA50261
279	1986	Great Dane	Van	1GRAA9624GB121701	AA51476
280	1986	Great Dane	Van	1GRAA9626GB121702	AA51477
281	1986	Great Dane	Van	1GRAA9628GB121703	AA51478
282	1986	Great Dane	Van	1GRAA962XGB121704	AA51479
283	1986	Great Dane	Van	1GRAA9621GB121705	AA51480
284	1986	Great Dane	Van	1GRAA9623GB121706	AA51481

Trailers

<u>UNIT NO</u>	<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>	<u>SERIAL NO.</u>	<u>LICENSE NO</u>
285	1986	Great Dane	Stretch	1GRDM9627GMO70901	TG23277
286	1986	Great Dane	Stretch	1GRDM9629GMO70902	TJ98954
287	1960	Gindy	Tag a long	RB325	TP37559

SMALL EQUIPMENT

<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NO.</u>	<u>LICENSE NO.</u>
39	1977	Chevy Dual Wheel	CCL3371159038	CA79307
42	1978	Cad. El Dorado	6L47S8Q261880	4M3106
45	1980	Chevy Luv	CLN14A8265313	CW64512
46	1982	Chevy 4 X 4	1GCGK24M2CF371048	CZ90264
79 <i>SOLD</i> <i>2-3-87</i> <i>to K. Blasius</i>	1980	GMG 1 ton	TKM33A1503853	CU25800
53	1975	Chevy 1 ton	CCY3351118124	CZ58426
90	1981	Olds Omega	1G3AE6954BW151429	CDS505
93	1981	Cad. El Dorado	1G6A15790BE636360	DLE181
94	1975	Chevy Step side	CPY3553304870	CZ30620
48	1984	Chevy Blazer S-10	1G8CT18B3E0131599	GHG672
	1983	Chevy 4 X 4	2GCGJ24N3D1146274	CX52131
121	1985	Chevy S-10	1GCBS14EpF2227411	67580CH

Fork Truck 31,320 Gross Front axle 16,720 Rear 14,600
S/N 55752368

KLAPEC TRUCKING COMPANY
BALANCE SHEET
December 31, 1986 and 1985

	<u>1986</u>	<u>1985</u>
ASSETS		
Current Assets:		
Cash	\$ 62,428	\$ 13,341
Accounts receivable	515,654	494,553
Unexpired insurance	35,730	26,083
Expense advances	4,814	5,189
Refundable taxes	50,792	-
Total Current Assets	<u>669,418</u>	<u>539,166</u>
Equipment:		
Trucks, trailers and service vehicles	3,533,227	3,305,103
Other equipment	222,902	200,161
Office furniture and equipment	66,387	34,278
	<u>3,822,516</u>	<u>3,539,542</u>
Less accumulated depreciation	<u>2,096,001</u>	<u>1,647,966</u>
Total Equipment	<u>1,726,515</u>	<u>1,891,576</u>
Other Assets:		
Operating rights	12,896	12,896
Organization cost	-	219
Total Other Assets	<u>12,896</u>	<u>13,115</u>
	<u>\$2,408,829</u>	<u>\$2,443,857</u>
 LIABILITIES AND SHAREHOLDERS' EQUITY		
Current Liabilities:		
Notes payable-affiliated companies	\$ 138,400	\$ 97,000
Accounts payable	143,077	103,882
Accrued fuel and use taxes	11,825	11,680
Accrued corporate taxes	-	22,317
Accrued payroll	30,454	19,124
Accrued and withheld payroll taxes	10,732	9,594
Current portion of long-term debt	<u>298,581</u>	<u>256,248</u>
Total Current Liabilities	633,069	519,845
Long-term debt	471,644	667,920
Other liabilities:		
Advances from related enterprises	276,092	276,263
Deferred income taxes	89,392	78,240
Total Liabilities	<u>1,470,197</u>	<u>1,542,268</u>
Shareholders' Equity:		
Common stock, par value \$100; authorized 5,000 shares; issued 1,400 shares	140,000	140,000
Preferred stock, 8% non-cumulative, par value \$100; authorized 5,000 shares; issued 1,500 shares	150,000	150,000
Capital in excess of par value	137,349	137,349
Retained earnings	<u>511,283</u>	<u>474,240</u>
Total Shareholders' Equity	<u>938,632</u>	<u>901,589</u>
	<u>\$2,408,829</u>	<u>\$2,443,857</u>

The accompanying notes and accountants' compilation report should be read with this statement.

KLAPEC TRUCKING COMPANY
STATEMENT OF INCOME AND RETAINED EARNINGS
Years Ended December 31, 1986 and 1985

	<u>1986</u>	<u>1985</u>
Revenues:		
Freight and other operating revenues	\$4,270,290	\$4,203,772
Other income	40,995	70,892
Refunds and adjustments	<u>(51,223)</u>	<u>(37,105)</u>
	<u>4,260,062</u>	<u>4,237,559</u>
Costs and Expenses:		
Operating costs	2,986,984	3,168,450
General and administrative	652,421	382,948
Depreciation and amortization	471,787	409,870
Interest	<u>107,825</u>	<u>86,026</u>
	<u>4,219,017</u>	<u>4,047,294</u>
Income before Income Taxes	41,045	190,265
Provision for Income Taxes	<u>4,002</u>	<u>26,365</u>
Net Income	37,043	163,900
Retained Earnings, Beginning	<u>474,240</u>	<u>310,340</u>
Retained Earnings, Ending	<u>\$ 511,283</u>	<u>\$ 474,240</u>

The accompanying notes and accountants' compilation report should be read with this statement.

Appendix 3

STATEMENT OF GEORGE A. ANDERSON
FOR PENNZOIL PRODUCTS COMPANY

I. Pennzoil Products Company is a corporation domiciled in Oil City, Venango County, Pennsylvania. The principal facilities of Pennzoil Products Company from which shipments are made are located in Rouseville and Reno, Venango County, and Mundy's Corner, Cambria County. However, other origins are also involved.

II. My name and business address are George A. Anderson, Pennzoil Products Company, P. O. Box 808, Oil City, PA 16301. I am the Marketing Traffic Manager of Pennzoil Products Company. I have been employed by Pennzoil for 13 years. I am responsible for, and familiar with, the transportation requirements of Pennzoil Products Company between points in Pennsylvania, in addition to other traffic responsibilities. I am authorized by Pennzoil Products Company to submit this statement in support of the application of Klapec Trucking Company.

III. Pennzoil Products Company is a manufacturer of various petroleum products. Petroleum products include such commodities as motor oil, greases, gear lubes, rust preventive compounds, brake fluid, and transmission fluid. These products are manufactured at our Rouseville, Reno and Mundy's Corner

facilities. We support the application of Klapec Trucking Company for the transportation of these commodities in various types of containers, and primarily in van trailers, between points in Pennsylvania. We also ship these commodities from company owned, branch and warehouse facilities located in Erie, Pittsburgh, Pittston and Huntingdon Valley, PA, to various customers in Pennsylvania.

IV. Pennzoil Products Company ships 20 to 25 truckloads per week of packaged petroleum products from our facilities in Rouseville, Reno and Mundy's Corner, PA to points in Pennsylvania. These shipments range in weight from 43,000 43,500 pounds each. In addition, Pennzoil Products Company receives inbound shipments of containers and finished products in volumes of five to eight truckloads per week from suppliers in Pittsburgh and New Kensington, PA; inbound shipments of containers from Bradford, PA in volumes of three to four truckloads per week; inbound shipments of pallets from our branch facilities, as well as returned product from our branch facilities on the average of two to three truckloads per week. These returned shipments move on a new bill of lading and require operating authority; they are not merely refused or rejected shipments. Inbound shipments would be received at our principal manufacturing facilities located in Rouseville, Reno and Mundy's Corner. We would expect the applicant to transport additional

shipments over and above the two truckloads per week Klapec is presently handling intrastate under its Pennsylvania Public Utility Commission operating authority. The volume of additional shipments Klapec will handle will depend on the availability of its equipment, but we would expect Klapec to handle additional shipments weekly, if not daily, if this application is granted. Klapec also transports three to four truckload shipments daily in interstate commerce for Pennzoil Products Company.

V. Outbound shipments from our manufacturing facilities, as well as from our branch locations, are destined to such points as Erie, Clearfield, Meadville, Pittsburgh, Washington, Johnstown, Harrisburg, York, Reading, Pittston, Huntingdon Valley, Philadelphia, and Paxinos, all in Pennsylvania. Inbound shipments of containers and finished products originate at Pittsburgh and New Kensington. Inbound shipments of containers originate at Bradford. Inbound shipments of pallets and returned product originate at our branch locations in Erie, Pittsburgh, Pittston and Huntingdon Valley. In addition, smaller volume shipments of finished product from our branch and warehouse facilities presently move by company owned peddle trucks directly to local customers. The balance of our shipments referred to above move by multiple motor common carriers, including the applicant. Pennzoil Products Company has a need for the applicant's service in connection with all of the

traffic referred to above, although it is unlikely that we will use the applicant for peddle deliveries from our branch and warehouse facilities to local customers in and around the branch or warehouse facilities. However, Klapec Trucking would be called upon to transport all other outbound and inbound shipments referred to in my statement.

VI. As stated previously, all of our shipments referred to in my statement move in van trailers, or on wide body reefer trailers. Flats could be used for some inbound shipments. Applicant has provided van trailers to Pennzoil Products Company for transportation in interstate commerce, as well as within Pennsylvania, to the extent of applicant's authority, in a satisfactory manner. It also operates flatbeds. Outbound shipments of packaged petroleum products move in cases consisting of either plastic bottles, plastic pails, metal pails, metal drums, or 55 gallon drums. These shipments are normally palletized and shipped in truckload quantities. All of our outbound shipments from our manufacturing facilities are loaded by Pennzoil Products Company. Ninety-seven percent of deliveries are unloaded by the consignee, although approximately three percent require some driver assistance. Klapec Trucking has provided such service to Pennzoil Products Company in the past, and we expect it will continue to provide service to a greater extent, within Pennsylvania in the future, if this

application is granted. In addition, although ninety percent of our shipments move in solid truckload lots from origin to destination, about ten percent of our shipments require multiple drop-off deliveries. The average multiple drop-off shipment would involve three to four drops, plus a final delivery. Multiple drop-off shipments could involve up to 18 drops, plus a final delivery. This is the reason we require a carrier that can provide broad, statewide service to Pennzoil Products Company, such as is sought by Klapec Trucking Company in this application. All of the traffic that would be handled by Klapec Trucking Company would originate, or be destined to, facilities owned or used by Pennzoil Products Company, which include all of our manufacturing facilities, as well as our branch and warehouse facilities. Pennzoil Products Company expects to increase its volume of traffic in the future, and requires additional motor carrier service such as proposed by Klapec in this application. Our company supports the application, and urges the Commission to approve the application in its entirety.

VII. Pennzoil Products Company is not presently supporting any similar application. Our company has supported other applicants in the past, and may continue to do so in the future, as our needs increase. Pennzoil Products Company supports



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

August 13, 1987

IN REPLY PLEASE
REFER TO OUR FILE

John A. Pillar
Attorney at Law
312 Boulevard of the Allies
Pittsburgh, PA 15222

In re: A-00102306, Folder 1, Am-G
Application of Klapac Trucking Company.

Dear Mr. Pillar:

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 Gale E. Travitz
For Peter S. Marzolf, Supervisor
Technical Review Section
Bureau of Transportation

