

Before The  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

APPLICATION OF : DOCKET NO.  
J. F. LOMMA, INC. : A. 00105101

PREPARED TESTIMONY OF  
ANGELO M. MONACO, VICE PRESIDENT  
J. F. LOMMA, INC.

*Applicant's Ex. No. 1*

*A. 105101*

*6/28/84*

*Phil, PA*

*B.S.*

RECEIVED

JUL 19 1984

SECRETARY'S OFFICE  
Public Utility Commission

I. LEGAL NAME AND DOMICILE OF APPLICANT

J. F. Lomma, Inc. ("Lomma" or "Applicant") is a New Jersey corporation incorporated in 1973 and domiciled at 286 Central Avenue, South Kearny, New Jersey 07032. Lomma qualified to do business in Pennsylvania by registering with the Secretary of the Commonwealth on December 5, 1983.

II. IDENTITY AND QUALIFICATIONS OF TESTIFYING WITNESS

My name is Angelo M. Monaco. I am Vice President of Applicant and active in the operation of its business. I have been Vice President of Lomma since May, 1980. By virtue of my duties and responsibilities, I am familiar with the equipment, facilities, operations, finances and administration of Lomma. I am authorized to testify on behalf of Lomma in this proceeding.

III. AFFILIATION WITH OTHER CARRIERS

Lomma is not affiliated with any other motor carrier regulated by either the Pennsylvania Public Utility Commission or the Interstate Commerce Commission.

IV. AUTHORITY SOUGHT

The instant application was published at page 3740 of the Pennsylvania

DOCUMENT  
FOLDER

DOCKETE

JUL 20 1984

Bulletin for Saturday, November 26, 1983, and sought the following common carrier operating authority:

Property, which because of size or weight requires the use of rigging, special handling or special equipment, between points in Pennsylvania.

Since publication, the application has been restrictively amended to satisfy the interests of certain protestants, to the extent amendment was possible consistent with the basic intent of this application. We have provided a copy of the operating authority sought, as amended, to all parties and for the record.

J. F. Lomma considers this to be an application for traditional "heavy hauling" authority and not for the right to transport general commodities or iron and steel on ordinary flatbed equipment; that is, for the right to transport heavy and bulky articles required to be handled on specialized vehicles such as pole trailers, winch trucks, low-boys, drop-decks and the like, or which require the carrier to employ special rigging or handling devices to load or unload the lading.

#### V. GENERAL SCOPE OF PRESENTLY AUTHORIZED OPERATIONS

Lomma conducts operations in interstate and foreign commerce pursuant to common carrier authority issued by the Interstate Commerce Commission at Docket No. MC-151667. Lomma's ICC Certificate authorizes the transportation of general commodities throughout a 15 state base territory in the eastern United States (including, among others, Pennsylvania and all states contiguous to Pennsylvania) and from that territory to the rest of the continental United States and vice versa. A copy of Lomma's ICC Certificate at MC-151667, Sub-8 is attached hereto as Appendix 1.

Lomma is known in the trucking industry as a "heavy-hauler" and has been engaged in the transportation of "size and weight" commodities for approximately ten years in interstate commerce. Lomma is a member of the Heavy and Specialized Carriers and Rigging Association, a Conference of the

A.T.A. and other similar organizations of size and weight carriers.

Lomma is not presently providing any service in Pennsylvania intrastate commerce and has not done so, to my knowledge. Lomma does operate to and from Pennsylvania points on a regular basis handling interstate shipments. In this connection, service has been provided by Lomma to or from the following Pennsylvania points during 1984.

ORIGINS

DESTINATIONS

Sharon

Philadelphia

Williamsport

Mt. Top

Berwick

Allentown

Orwigsburg

Fairless Hills

Easton

Berwick

Allentown

Mehoopany

Stroudsburg

Jeanette

Reading

Midland

Lester

Export

Boyertown

Sheffield

York

Donora

Bath

Wilkes Barre

King of Prussia

Temple

North Wales

Greensburg

Souderton

W. Elizabeth

Hatboro

Hershey

Birdsboro

Altoona

Philadelphia

Warminster

New Cumberland

Latrobe

The Pennsylvania points mentioned are representative only and not a

complete compilation of all points served in the period.

Lomma is better known for its services involving the transportation of super heavy loads — loads in the 40 ton to 400 ton range. To illustrate the type and kind of service referred to, I have attached hereto as Appendix 2, an article from the January, 1984 edition of VIA, a magazine published by the Port Authority of New York and New Jersey regarding our modular, steerable 400 ton transport system along with several photographs depicting several jobs we have accomplished.

On a revenue basis, however, we attribute somewhat less than 40% of our sales to this more exotic, super heavy type of service. Approximately 60% to 65% of our revenue is attributable to more conventional heavy hauling involving transportation of machinery and other articles of lesser size and weight where each occurrence of transportation is not an intensively planned, coordinated "event".

We expect to participate in Pennsylvania in both types of heavy hauling.

#### VI. DUPLICATING AUTHORITY AND DUAL OPERATIONS TO RESULT FROM A GRANT OF THE APPLICATION

As indicated, Lomma presently holds no authority issued by this Commission. Therefore, no duplicating authority and no dual operations will result from approval of the instant application.

#### VII. TERMINAL FACILITIES, COMMUNICATIONS NETWORK AND EMPLOYEES

Lomma maintains its principal terminal in South Kearny, Essex County, New Jersey. The South Kearny terminal is owned by Lomma and consists of corporate offices, a five bay maintenance facility, parking area for equipment and warehouse space. The facility is located on 4 1/2 acres of ground.

Lomma also maintains facilities in Shrewsbury, MA and Baltimore, MD. Both the Shrewsbury and Baltimore facilities are used in connection with our

heavy hauler operations. In addition, Lomma has found two available terminal facilities in Pittsburgh and will likely sign a lease on one of them by early July. We expect to be up and running by July 15, 1984. We have already hired a terminal manager for the Pittsburgh terminal and we are interviewing applicants for operations and dispatch at the present time. Driver interviews will begin with the next 30 days.

All terminals are linked by WATS lines. All local equipment is two-way radio equipped — the entire fleet is just now in the process of being two-way radio equipped.

At the present time Lomma employs sixty-one employees, broken down into the following categories:

Management	3
Supervisory	5
Office	6
Drivers	32
Dispatchers	3
Platform	2
Mechanics	7
Sales	3
	<hr/>
Total	61

With only occasional exception, Lomma utilizes company-employed drivers and helpers. Owner-operators are not used because, in our view, the utilization of employees rather than independent contractors maximizes the ability of management to directly control operations.

#### VIII. EQUIPMENT

Attached hereto as Appendix 3 is an Equipment List which reflects the present equipment complement of Lomma. This equipment is suitable for the specialized nature of the proposed operation. All of the equipment set forth on Appendix 1 is owned by a commonly controlled leasing company (J.F.L. Leasing Co., Inc.) and includes some highly specialized equipment which I will describe more fully in my supplemental testimony.

Our equipment is not utilized to capacity and is available for the transportation service proposed. Should additional equipment be required in order to meet the demands for service made upon us by shippers located in the application territory, Lomma is willing and financially capable of acquiring such equipment.

#### IX. SAFETY AND MAINTENANCE

In order to maintain necessary levels of safety and equipment availability, Lomma has designed a formal program of Preventive Maintenance Inspection which is rigorously followed for all vehicles. This program utilizes fixed time and mileage schedules for the physical inspection, adjustment and/or correction of all component systems on each vehicle in addition to daily inspection and maintenance routines. These inspection procedures are specified on check lists. Records are maintained of all inspections performed, along with any subsequent corrections and/or repairs. The Preventive Maintenance system is monitored on an ongoing daily basis by our Maintenance Supervisor.

Lomma has an ongoing safety program which is geared towards insuring compliance with all state and federal safety rules and regulations. A Safety-Supervisor is employed to monitor the safety program including driver training, review of driving procedures and D.O.T. compliance. All drivers are advised regularly concerning federal and state regulations and are required to attend periodic safety meetings in order to keep abreast of all changes and new developments. Drivers are also required to make daily reports on the operating condition of the equipment.

All new employees are investigated and tested as to character and driving ability. Drivers are not permitted to operate equipment until they are thoroughly familiar with all of the safety rules and regulations. Drivers must, of course, meet the physical requirements and maintain current physical

certifications. Drivers are also specially trained in order to insure their competence in handling overdimensional and heavy weight loads, working in conjunction with rigging operations and operating the highly specialized transport systems Lomma utilizes.

X. FINANCIAL DATA

Attached hereto as Appendix 4 is the Balance Sheet of J.F. Lomma as of December 31, 1983 and, as Appendix 5, Lomma's Income Statement for the year ending December 31, 1983.

Lomma is in a healthy financial condition and is entirely capable of providing the service proposed herein.

XI. INSURANCE; REGULATORY FITNESS

Lomma carries public liability and cargo insurance coverage in excess of that required by the Pennsylvania Public Utility Commission, in the following limits:

Public Liability	\$10,000.00 (Combined single limit)
Cargo	\$1,000,000.

To the extent additional coverage is required for a given job it is obtained on an as-needed basis.

Lomma, to the best of its knowledge, is in compliance with the regulations of the New Jersey Department of Transportation the Interstate Commerce Commission the United States Department of Transportation, and other regulatory bodies to which it is subject. Lomma makes every effort to insure that its operations are conducted in accordance with all applicable regulations, and will continue to do so if this application is approved by the Commission.

## XII. DESCRIPTION OF PROPOSED SERVICE

J.F. Lomma proposes, by this application, to transport shipments consisting of heavy and bulky-commodities which, because of their size or weight require the use of rigging, special handling or special equipment. It is not Lomma's purpose to become a general commodity carrier or a steel hauler. If granted authority within Pennsylvania, we intend to concentrate, initially on the movement of super heavy loads - generally exceeding 35 to 40 tons. We expect to somewhat more gradually become involved in more conventional heavy hauling service, transporting size and weight commodities such as machinery, electrical equipment, pollution control devices and chemical processing equipment of lesser weights.

Our service, particularly in connection with super heavy loads, involves the following related services.

1. Planning (route of movement, bridges, loading and unloading, site evaluation, and so forth).
2. Preparation (bridge reinforcement; contact and coordination with: electric, gas, telephone and water utilities whose facilities are located on, under or over the route of movement; with state permitting agencies, engineers and police; and with local authorities).
3. Use of professional, experienced riggers.

Lomma is confident of its ability to provide the above services on the scale necessary to adequately meet the requirements of the shipping public located within the application territory. We have served many Pennsylvania shippers and receivers in the past and count a number of Pennsylvania-based

concerns as current customers. Some of the Pennsylvania companies we presently serve are:

KEELER CO., WILLIAMSPORT  
ARGO INC., BERWICK  
JONES & HUNT INC., ORWIGSBURG  
ECOLAIRE INC., EASTON  
FULLER CO., ALLENTOWN  
FRICK ERECTING & RIGGING, ALLENTOWN  
PATTERSON KELLY CO., STROUDSBURG  
INTERNATIONAL BOILER CO., STROUDSBURG  
METROPOLITAN EDISON, READING  
PA. POWER AND LIGHT CO., ALLENTOWN  
WESTINGHOUSE, LESTER  
ALLIS CHALMERS, YORK  
L & M FABRICATORS, BATH  
PENN IRON WORKS, READING  
BAUERLE & MORRIS, KING OF PRUSSIA  
STAINLESS, INC., NORTH WALES  
TUBULAR PRODUCTS, SOUDERTON  
BRADLEY PULVERIZER, ALLENTOWN  
HULL CORP., HATBORO  
IVOR J. LEE CO., SHARON  
CRY-O-CHEM, BOYERTOWN  
BIRDSBORO FOUNDRY, BIRDSBORO

The experience gained in providing service similar to that proposed herein led J.F. Lomma to file this application. We operate in Pennsylvania now, albeit in interstate commerce and seek authority to do so between Pennsylvania points in intrastate commerce. We see that as a natural extension of our present business and believe that we possess the capabilities necessary to provide the proposed service in an efficient, profitable manner.

This application seeks geographically broad-based authority because items such as we intend to handle, generally speaking, do not move with regularity between known, fixed origins and destinations. Construction sites, utility generating stations, and other common origins and destinations of the commodities we handle tend to be geographically widespread and unable to be predicted. We understand that the Pennsylvania Public Utility Commission has recognized this state of affairs and has, as a matter of policy, granted geographically broad territory in heavy hauling cases.

INTERSTATE COMMERCE COMMISSION  
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC-151667 SUB 8

SERVICE DATE

J.F. LOMMA, INC.,  
S. KEARNY, NEW JERSEY

JAN 4 1983

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

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

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

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

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

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

By the Commission.

(SEAL)

Agatha L. Mergenovich  
Secretary

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





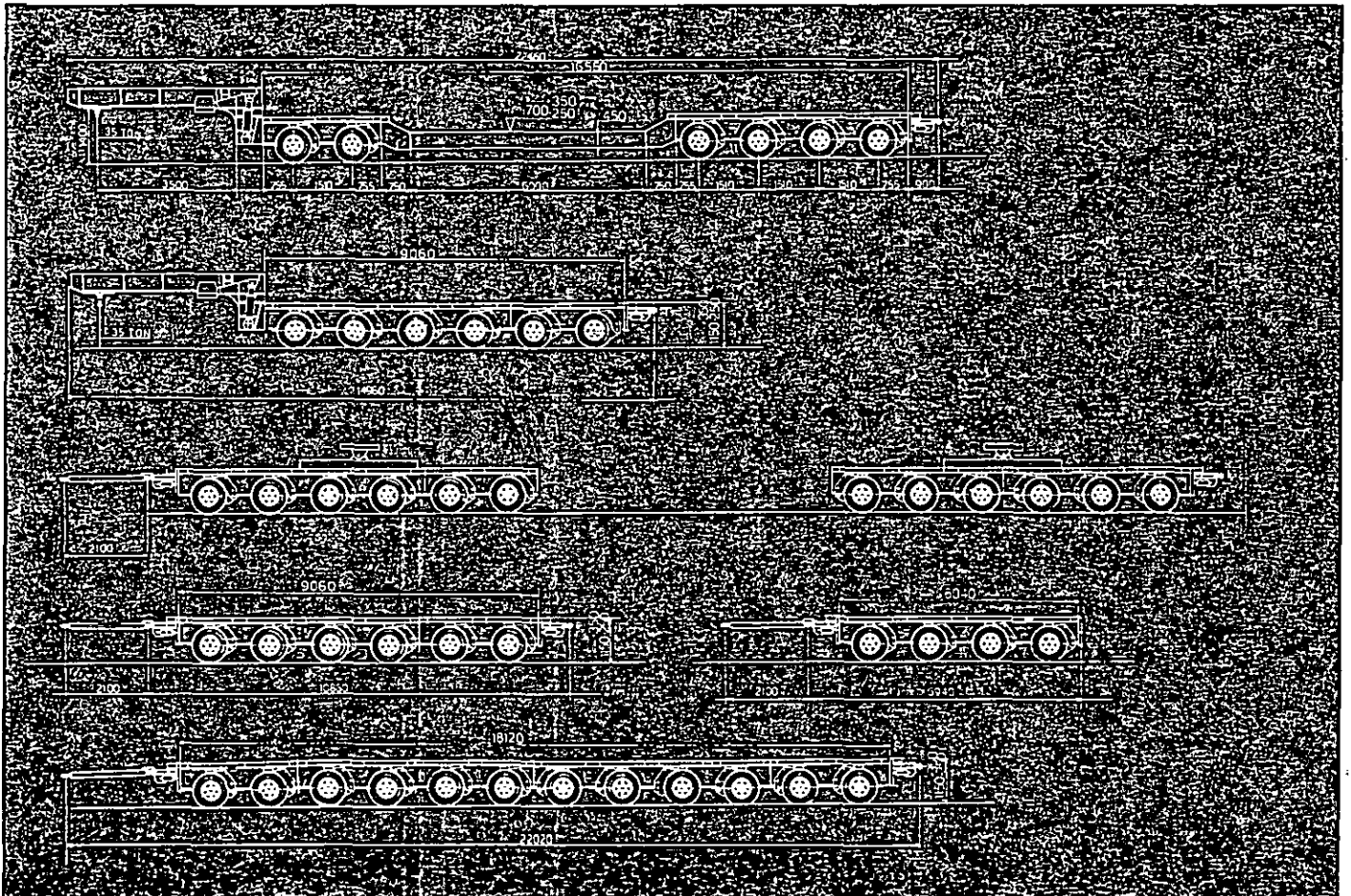
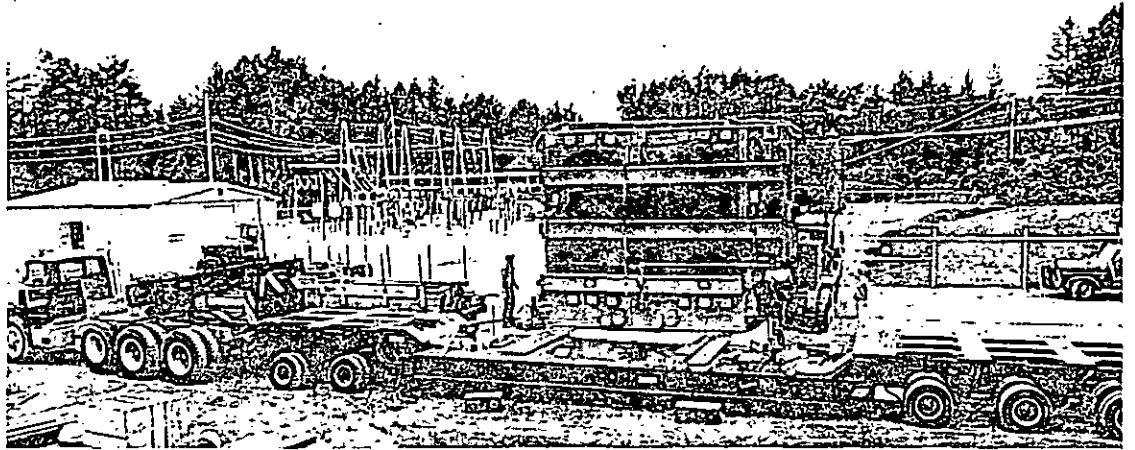
ble of hauling up to 40 tons.

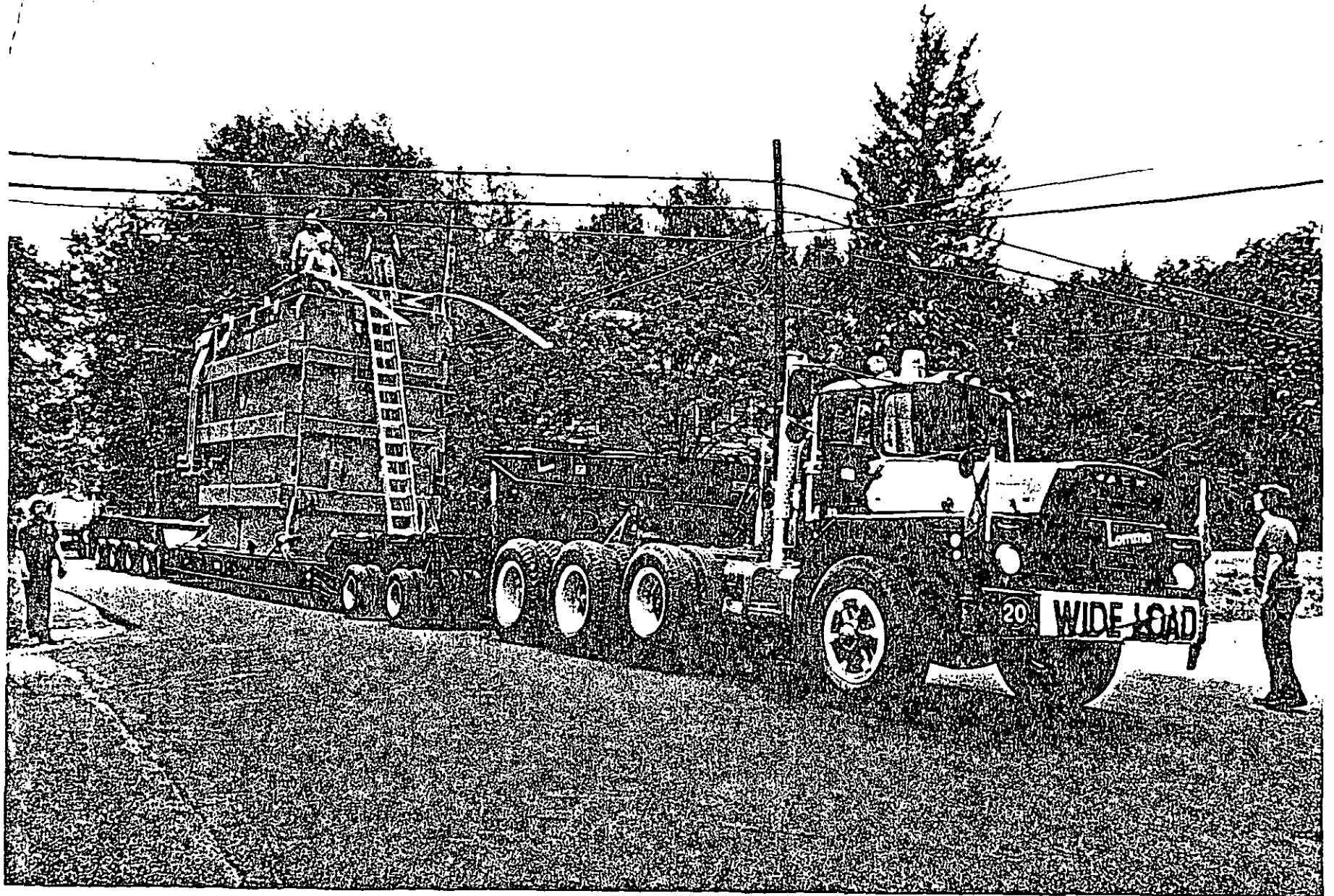
■ Lomma Trucking and Rigging of South Kearny, New Jersey, is another firm in the bi-state port region that specializes in hauling heavy and over-size equipment. Trailer types range from 35 to 450 tons and include vans, flatbeds, lowboys, beam, tank-tub and dolly systems. Lomma's 400-ton modular, hydraulic, steerable transport system – manufactured by Cometto Manufacturing in Cuneo, Italy – consists of a number of heavy duty platform trailers on hydraulic suspensions. The hydraulic suspension ensures an equal distribution of the load, a significant advantage in over-size cargo handling. Two or more modules can be coupled back-to-back

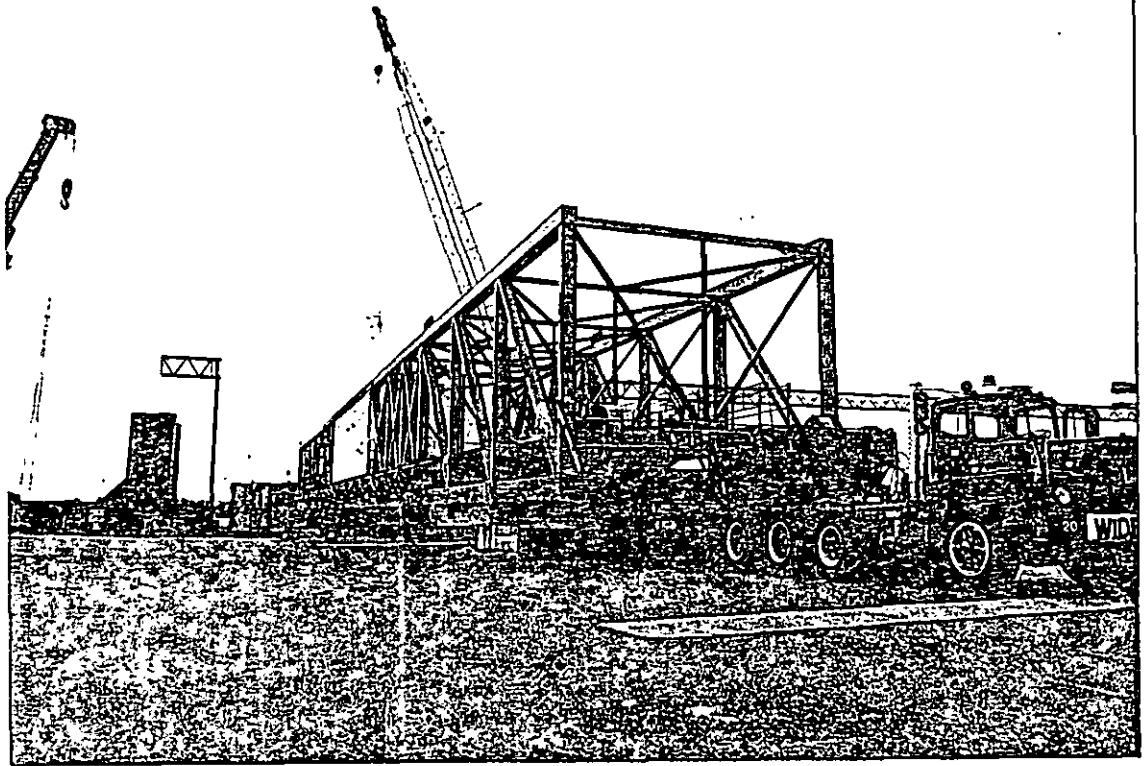
to operate a train which can be towed from both directions and steered on its center line.

■ Farrell Lines, Inc. is experimenting with a new means of hauling over-size cargo in containerships. The sea shed, which is a huge box-like, 33-ton frame – not unlike an open-rack container – is lowered into regular 40-foot container cells. Over-size cargo is then placed onto the floor of the shed and additional sheds or containers can be placed on top. Each sea shed has a gross capacity of 143 tons. The sea shed concept is essentially designed to enable odd-shaped military equipment to be handled by containerships, but Farrell Lines is testing its commercial applicability.

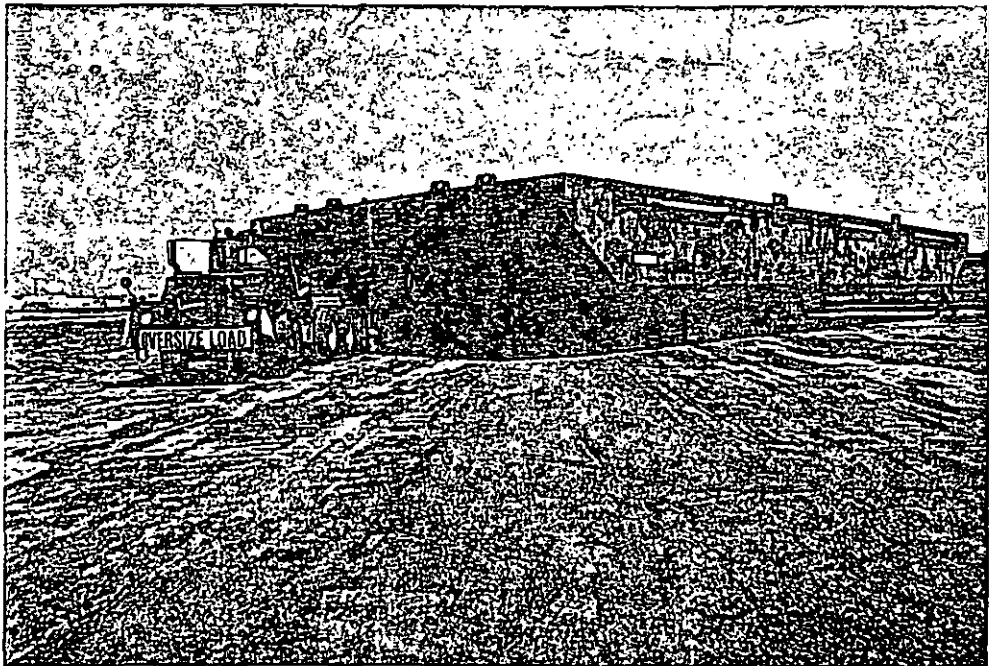
Lomma's 400-ton modular, hydraulic, steerable transport system has at least six different configurations. The equipment can be used to haul virtually any type of over-size cargo.



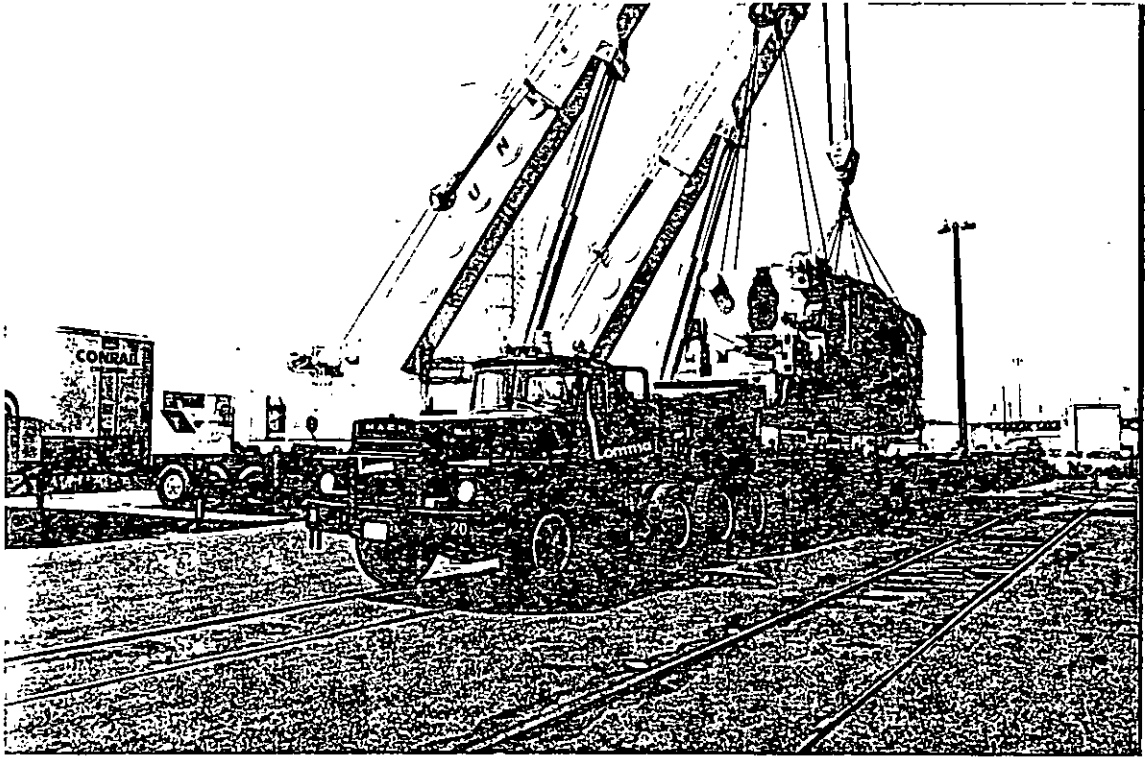




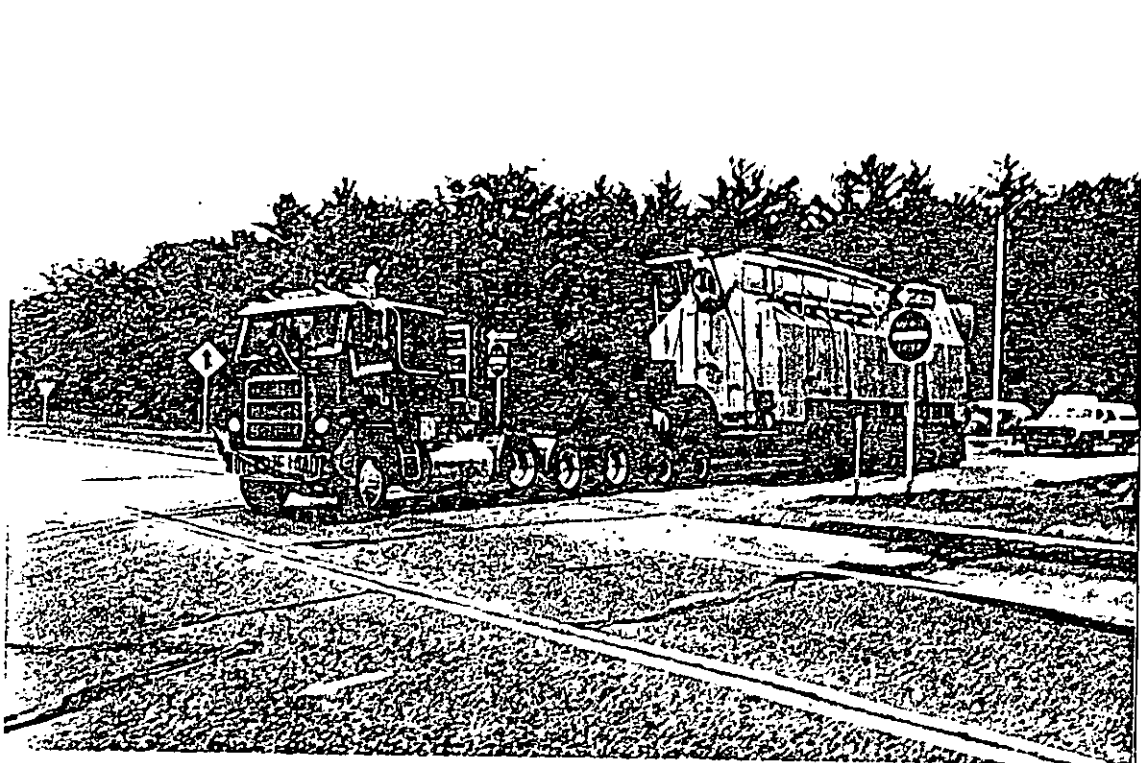
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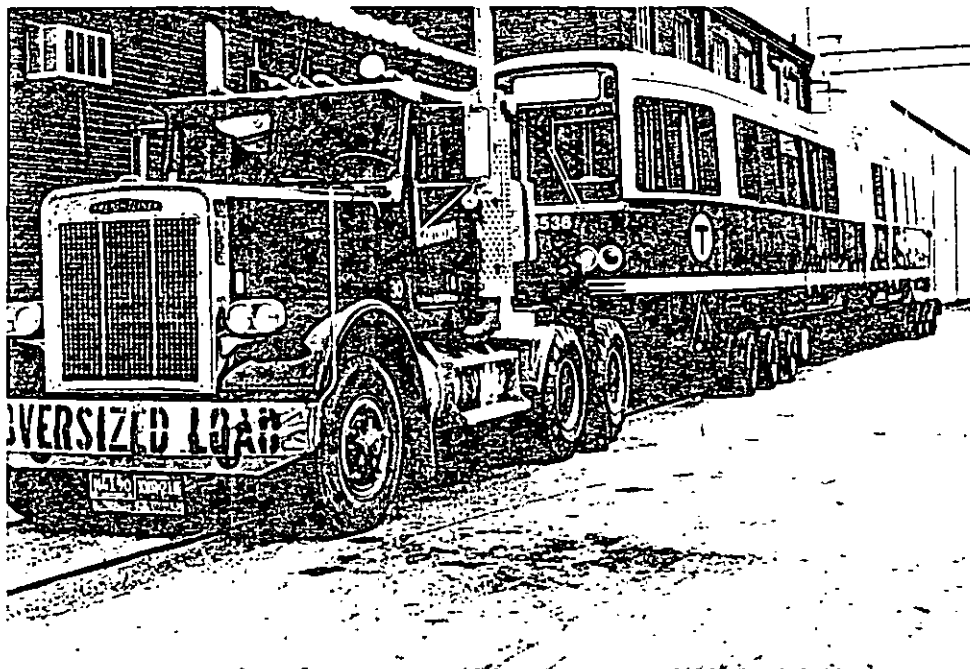
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J. F. LOMMA, INC. / 286 Central Avenue / South Kearny, N.J. 07032 / (201) 589-2122

JANUARY 1984 EQUIPMENT LIST

<u>UNIT</u>	<u>MAKE</u>	<u>YEAR</u>	<u>MODEL</u>	<u>SERIAL NUMBER</u>	<u>PLATE NUMBER</u>
1	CADILLAC	1981	EL DORADO	16076	LOMMA
1-A	MERCEDES BENZ	1983	300 SD	B049444	DAY66
1-B	H DAVIDSON	1981	M/C	Y034113	167RJ
2	CHEVROLET	1983	EL CAMINO	16CW00H0DR103751	XC86KK
3	OLDSMOBILE	1980	ROYAL	38036	289NNE
4	CHEVROLET	1982	CAPRICE	52295	844UZI
5	OLDSMOBILE	1981	CUTLASS	82245	DAY66
6	FORD	1977	RACK TRUCK	88521	XSS84N
7	CHEVROLET	1980	PICK UP	23591	XTM96A
8	BUICK	1982	LA SABRE	1G4AP69NXCH428127	866UGT
9	FORD	1973	CREW CAR	23005	XWS50C
10	G M C	1984	PICK UP	754366	DAY66
11	CHEVROLET	1983	CAPRICE	2G1AN6996D1253031	775VYY

**APPENDIX 3**



J. F. LOMMA, INC. / 286 Central Avenue / South Kearny, N.J. 07032 / (201) 589-2120

JANUARY 1, 1984

<u>UNIT</u>	<u>MAKE</u>	<u>YEAR</u>	<u>MODEL</u>	<u>SERIAL NUMBER</u>	<u>PLATE NUMBER</u>
16	MACK	1977	TRACTOR	U686ST2674	AE90968 MASS.
20	MACK	1970	TRACTOR	DM863SX1208	XA52XZ N.J.
25	FREIGHTLINER	1980	TRACTOR	CB113HP183152	XWR13K N.J.
27	FREIGHTLINER	1981	TRACTOR	1FUPYDY858H194140	XWS57B N.J.
29	PETERBUILT	1982	TRACTOR	1XP29X3CD53331	XB42BT N.J.
30	FREIGHTLINER	1981	TRACTOR	UPYDYB78H194298	XWR21K N.J.
31	MACK	1960	TRACTOR	DB61T31159	AE90969 MASS.
32	FREIGHTLINER	1982	TRACTOR	UPYDYBLBH204691	XWR92Z N.J.
34	FREIGHTLINER	1982	TRACTOR	UPYDYB8BH204692	XWR93Z N.J.
36	MACK	1982	TRACTOR	IM2N179Y8CA073843	XWR87N N.J.
38	MACK	1982	TRACTOR	IMZN179YCA073844	XXR85N N.J.
40	FREIGHTLINER	1979	TRACTOR	CA213HM168974	XWR14K N.J.
41	FREIGHTLINER	1979	TRACTOR	CA213BM168973	XWR15K N.J.
42	KENWORTH	1979	TRACTOR	269024K	XWR16K N.J.
43	FREIGHTLINER	1980	TRACTOR	CA213HL182818	XWR17K N.J.
44	MACK	1979	TRACTOR	WS7681ST41316	XD63DV N.J.
46	FREIGHTLINER	1982	TRACTOR	UEYDYB7CH204689	XWR24Y N.J.
48	FREIGHTLINER	1982	TRACTOR	UEYDYB3CH204690	XWR23Y N.J.
52	MACK	1977	TRACTOR	F767ST1155	AE90967 MASS.
53	MACK	1979	TRACTOR	R685ST76618	XD16XW N.J.
54	MACK	1979	TRACTOR	R685ST76622	XD65KF N.J.
55	MACK	1979	TRACTOR	R685ST76624	XA52XZ N.J.
60	MACK	1981	TRACTOR	1M2K127COBM004154	XWR88L N.J.
70	MACK	1982	TRACTOR	1M2Y209C5CM001215	XA89YB N.J.
72	MACK	1982	TRACTOR	1M26209C7CM001216	XA88YB N.J.
74	MACK	1980	TRACTOR	ARS688LST55105	XD34KF N.J.
80	PETERBUILT	1982	TRACTOR	1XP9D29X50D153332	XB43BT N.J.
81	FREIGHTLINER	1983	TRACTOR	223899	XD81KH N.J.
82	FREIGHTLINER	1983	TRACTOR	223900	XD82KH N.J.
83	FREIGHTLINER	1983	TRACTOR	223901	XD67X2 N.J.
84	FREIGHTLINER	1983	TRACTOR	223902	XD66X2 N.J.
85	FREIGHTLINER	1983	TRACTOR	223898	XD17XW N.J.
86	FREIGHTLINER	1983	TRACTOR	224673	XD12XW N.J.
87	FREIGHTLINER	1983	TRACTOR	224675	XD14XW N.J.
88	FREIGHTLINER	1983	TRACTOR	224674	XD13XW N.J.
89	FREIGHTLINER	1983	TRACTOR	224676	XD15XW N.J.
90	FREIGHTLINER	1983	TRACTOR	224677	XD16XW N.J.
100	AUTO CAR	1972	TRACTOR	B070259	



J. F. LOMMA, INC. / 286 Central Avenue / South Kearny, N.J. 07032 / (201) 589-2122

JANUARY 1984

<u>UNIT</u>	<u>MAKE</u>	<u>YEAR</u>	<u>MODEL</u>	<u>SERIAL NUMBER</u>	<u>PLATE NUMBER</u>
105	BROWN	1968	FLAT	M688332C	677TEG
106	TRAILMOBILE	1974	FLAT	K32199	678TEG
107	FONTAINE	1973	FLAT	18580	679TEG
110	STARCRAFT	1969	F/S	151169	680TEG
112	FONTAINE	1970	FLAT	32133	675TEG
113	FONTAINE	1973	F/S	17072	682TEG
114	FONTAINE	1979	FLAT	30829	681TEG
115	FONTAINE	1979	FLAT	30830	
117	TRANSCRAFT	1980	F/S	TC16445	683TEG
118	ROGERS	1969	FLAT	14332	722TEG
120	TRANSCRAFT	1981	FLAT	TF44207B1021332	186TFD
121	TRANSCRAFT	1981	FLAT	TF44205B1021331	187TFD
122	TRANSCRAFT	1982	F/S	ITTF45303C1018390	510TLK
123	TRANSCRAFT	1982	F/S	ITTF45305C1018391	509TLK
124	TRANSCRAFT	1982	FLAT	ITTF44200C1018746	144TJN
125	TRANSCRAFT	1982	FLAT	ITTF44202C1018747	145TJN
126	TRANSCRAFT	1982	FLAT	ITTF44204C1018748	143TJN
104	HERC	1970	FLAT	4070738	676TEG
127	TRANSCRAFT	1983	FLAT-L	ITTF44200D1019154	406TLX
128	TRANSCRAFT	1983	FLAT-L	ITTF44202D1019155	408TLX
129	TRANSCRAFT	1983	FLAT-L	ITTF44201D1019146	401TLX
130	TRANSCRAFT	1983	FLAT-L	TC-19147	402TLX
131	TRANSCRAFT	1983	FLAT-L	ITTF44205D1019148	403TLX
132	TRANSCRAFT	1983	FLAT-L	ITTF44207D1019149	404TLX
133	TRANSCRAFT	1983	FLAT-L	ITTF44203D1019150	405TLX
170	FRUEHAUF	1981	F/S	1H4P04027BF051307	549TLX
171	FRUEHAUF	1981	F/S	1H4P04029BF051308	547TLX
172	FRUEHAUF	1981	F/S	1H4P04023BF013010	546TLX
173	FRUEHAUF	1981	F/S	1H4P04025BF051306	548TLX



J. F. LOMMA, INC. / 286 Central Avenue / South Kearny, N.J. 07032 / (201) 589-2124

JANUARY 1984

<u>UNIT</u>	<u>MAKE</u>	<u>YEAR</u>	<u>MODEL</u>	<u>SERIAL NUMBER</u>	<u>PLATE NUMBER</u>
301	TOTEM	1972	3/SP	53563	684TEG
302	TRANSCRAFT	1978	2/AR	10648	685TEG
304	TRANSCRAFT	1978	AIR	11650	686TEG
305	TRANSCRAFT	1978	AIR	11555	TU664X
306	TRANSCRAFT	1978	AIR	11556	TU663X
307	TRANSCRAFT	1979	3/AR	13313	688TEG
308-S	FONTAINE	1979	3/AR	32132	689TEG
309-L	TRANSCRAFT	1980	2/SP	13745	690TEG
310	ROGERS	1966	LEAF	12000	691TEG
311	VULCAN	1980	LEAF	54580	692TEG
312	VULCAN	1980	LEAF	54680	693TEG
313	VULCAN	1980	LEAF	54780	694TEG
314	VULCAN	1980	LEAF	54880	696TEG
315	VULCAN	1980	LEAF	54980	695TEG
316	VULCAN	1980	LEAF	55080	697TEG
317	VULCAN	1980	LEAF	71780	698TEG
318	VULCAN	1980	LEAF	71980	699TEG
319	VULCAN	1980	LEAF	71880	700TEG
320	VULCAN	1980	LEAF	71680	701TEG
321	TRANSCRAFT	1981	LEAF	16756	702TEG
322	TRANSCRAFT	1981	LEAF	16757	703TEG
323	TRANSCRAFT	1981	LEAF	16758	704TEG
324	TRANSCRAFT	1981	LEAF	16759	705TEG



J. F. LOMMA, INC. / 286 Central Avenue / South Kearny, N.J. 07032 / (201) 589-2121

JANUARY 1984

<u>UNIT</u>	<u>MAKE</u>	<u>YEAR</u>	<u>MODEL</u>	<u>SERIAL NUMBER</u>	<u>PLATE NUMBER</u>
325	TRANSCRAFT	1981	LEAF	16760	706TEG
326	TRANSCRAFT	1981	LEAF	16761	707TEG
327	TRANSCRAFT	1981	LEAF	16762	708TEG
328	TRANSCRAFT	1981	LEAF	16763	709TEG
329	TRANSCRAFT	1981	LEAF	16764	710TEG
330	TRANSCRAFT	1981	LEAF	16765	711TEG
331	TRANSCRAFT	1981	3AX-AR	16865	719TEG
332	TRANSCRAFT	1981	3AX-AR	16964	718TEG
333	TRANSCRAFT	1981	3AX-AR	16967	717TEG
334	TRANSCRAFT	1981	LEAF-3	16968	716TEG
335	TRANSCRAFT	1981	LEAF-3	16969	899TFU
336	TRANSCRAFT	1981	LEAF-3	16970	896TFU
337	TRANSCRAFT	1981	LEAF-3	16971	895TFU
338	TRANSCRAFT	1981	LEAF	TL16699	678TGN
339-S	TRANSCRAFT	1981	AR-3AX	ITT43306B1017197	961TFU
340-S	TRANSCRAFT	1981	AR-3AY	ITTE43308B1017198	959TFU
341-S	TRANSCRAFT	1982	AR	ITTE45207C1018874	511TLK



J. F. LOMMA, INC. / 286 Central Avenue / South Kearny, N.J. 07032 / (201) 589-2124

JANUARY 1984

<u>UNIT</u>	<u>MAKE</u>	<u>YEAR</u>	<u>MODEL</u>	<u>SERIAL NUMBER</u>	<u>PLATE NUMBER</u>
501	TRANSCRAFT	1978	AR	10651	674TEG
502-S	FONTAINE	1979	AR	32097	712TEG
505-S	FONTAINE	1980	AR	33295	721TEG
506	FONTAINE	1980	AR	33233	704TAC
507	HOMO	1970	AR	GD436	714TEG
508	TRANSCRAFT	1981	AR	21021	922TEG
509	TRANSCRAFT	1981	AR	02102	921TEG
510-S	TRANSCRAFT	1982	AR	TC18186	798TGN
511-S	TRANSCRAFT	1982	AR	TC18187	799TGN
512	ARROW	1966	1AX	63723	750TJA
513	SMITHCO				
514	SMITHCO				
515	ROGERS				



J. F. LOMMA, INC. / 286 Central Avenue / South Kearny, N.J. 07032 / (201) 589-2124

JANUARY 1984

<u>UNIT</u>	<u>MAKE</u>	<u>YEAR</u>	<u>MODEL</u>	<u>SERIAL NUMBER</u>	<u>PLATE NUMBER</u>
703	FRUEHAUF	1973	AR	07003	724TEG
705	FRUEHAUF	1973	AR	07004	723TEG
707	TRAILMOBILE	1976		N68048	
601	TALBERT	1974	3AY	4352	499TGY
602	ROGERS	1970	75 TON	15709	500TGY
603	TUSCO	1982	4AY	2T900182932	571TKR
604	TALBERT	1978	3AY	4869	
805	BIRMINGHAM	1970	7AX-AR	52595	501TGY
806	BIRMINGHAM	1983	50 TON 4 AXLE	1BM3M5048DAB10764	840TKV
TA-1	TRANSCRAFT	1981	S/D-1	TC17185	522TGY
TA-2	FONTAINE	1980	S/D-1	10179	
801	COMETTO	1980	RAIL CAR	TRANSPORTER-7143	572TKR
802	COMETTO	1982	12AX	7334	614TKR
802-A	COMETTO	1982	12AX	7335	615TKR
802-B	COMETTO	1982	12AX	7332	616TKR
802-C	COMETTO	1982	12AX	7333	613TKR
803	ASTL	1981	STEERABLE	818208	
5L-5	CATERPILLAR	1978	3 TON NEMATIC		
FL-6	LJUNGBYTRUCK	1978	12.5 TON		
FL-7	KALMAR	1982	50 TON		
YH-1	OTTAWA	1973	COMMANDO	48712	



J. F. LOMMA, INC. / 286 Central Avenue / South Kearny, N.J. 07032 / (201) 589-2124

JANUARY 1984

<u>UNIT</u>	<u>MAKE</u>	<u>CAPACITY</u>	<u>TIRES</u>
FL-1	LJUNGBYTRUCK	24,000	PNEUMATIC
FL-2	KALMAR	30,000	PNEUMATIC
FL-3	CLARK	13,500	SOLID
FL-4	KALMAR	52,000	PNEUMATIC
FL-5	KALMAR	30,000	PNEUMATIC
FL-6	CAT	4,000	CUSHION
FL-7	CAT	5,000	SOLID
FL-8	CLARK	3,000	SOLID
FL-9	WHITE	3,000	SOLID
FL-10	WHITE	3,000	SOLID
FL-11	TAYLOR	15,000	PNEUMATIC

J. F. LOMMA, INC.  
BALANCE SHEET  
DECEMBER 31, 1983

ASSETS

Current Assets:		
Cash in Banks		\$ 31,204.
Accounts Receivable	\$949,788.	
Less: Allowance for Uncollectable A/Cs.	<u>(45,208.)</u>	
Net Receivable		904,580.
Note Receivable-Transport Equipment Sales		<u>175,000.</u>
Total Current Assets		\$1,110,784.
Fixed Assets:		
Equipment		\$ 24,365.
Less: Accum. Depreciation		<u>24,365.</u>
Total Fixed Assets		-0-
Total Assets		<u>\$1,110,784.</u>

LIABILITIES & STOCKHOLDERS EQUITY

Current Liabilities:		
Accounts Payable		\$138,204.
Federal & State Income Tax Payable		<u>11,777.</u>
Total Current Liabilities		149,981.
Stockholders Equity:		
Capital Stock		\$ 10,000.
Retained Earnings -1/1/83	\$776,068.	
Net Profit to 12/31/83	<u>174,735.</u>	
Retained Earnings 12/31/83		<u>950,803.</u>
Total Stockholders Equity		960,803.
		<u>\$1,110,784.</u>

" U N A U D I T E D "

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APPENDIX 4

J. F. LOMMA, INC.  
STATEMENT OF OPERATIONS  
JANUARY 1, 1983-DECEMBER 31, 1983

Revenues Earned:		\$2,813,226.
Expenses-Direct:		
Fuel & Tolls	\$508,219.	
Salaries & Wages	496,708.	
Sub-Contractors	899,427.	
Road Expense	37,370.	
Escort Service	19,665.	
Maintenance	33,250.	
Equipment Rental	180,436.	
Freight Charges	7,844.	
Insurance	84,973.	
Permits	23,879.	
Loading & Pier Charges	14,222.	
Road Use Taxes	14,887.	
Payroll Taxes	61,770.	
Total Direct Expenses	2,382,650.	
Gross Profit Before General Expenses		\$ 430,576.
Expenses-General & Administrative:		
Miscellaneous Expenses	\$ 28,902.	
Telephone	37,263.	
Travel & Entertainment	10,084.	
Office Supplies & Exp.	46,279.	
Utilities	14,855.	
Advertising	9,288.	
Legal & Accounting Fees	7,100.	
Officer's Salary	68,000.	
Depreciation	4,230.	
Total General Expenses	226,001.	
Net Pre-Tax Profit		\$ 204,575.
Taxes on Income		29,840.
Net Profit for Period		\$ 174,735.

" U N A U D I T E D "

GILLMORE & GILLMORE

APPENDIX 5

Applicant's Ex. No. 2

A. 105101

6/26/84

Phila, PA

R.S.

Before The  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

APPLICATION OF  
J. F. LOMMA, INC.

:  
:

DOCKET NO.  
A. 00105101

AMENDMENT TO APPLICATION

COMES NOW, J. F. Lomma, Inc. and hereby requests leave to restrictively amend its application so as to seek the following operating right:

"Property, which because of size or weight, requires the use of rigging, special handling, or special equipment, between points in Pennsylvania.

Provided that, no right, power or privilege, is granted:

1. To provide service in connection with any shipment weighing less than thirty-five (35) tons to or from the Monroe County facilities of:
  - a. Pocono Fabricators, Division of Patterson-Kelly Company, Inc.
  - b. Patterson-Kelly Company, Inc. Division of Harsco Corp.
  - c. International Boiler Works
2. To transport bulldozers, graders, draglines and other earth moving and coal moving equipment between points in and west of the counties of Potter, Clinton, Centre, Blair and Bedford.

DOCKETED  
JUL 20 1984

DOCUMENT  
FOLDER

Respectfully submitted,  
J. F. LOMMA, INC.

By: Angelo Monaco

Angelo Monaco, Vice President