



COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
P.O. BOX 3265, HARRISBURG, PA 17105-3265

IN REPLY PLEASE  
REFER TO OUR FILE

March 24, 1994

LLOYD R PERSUN  
ATTORNEY AT LAW  
3401 NORTH FRONT STREET  
HARRISBURG PA 17110

In re: A-00107087, F. 1, Am-F - Application of Independent  
Freightway, Inc.

Dear Mr. Persun:

The above referenced application has been assigned for review without an oral hearing. In order to reach a determination on the application, you are being required to file verified statements in accordance with 52 Pa. Code §3.381(e)(1). You will be required to file:

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

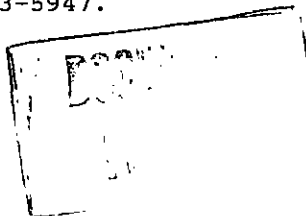
The verified statements should be in paragraph form. Each heading contained in the attached minimum outline should be a separate section or paragraph.

You should be aware of the fact that the verified statements will be reviewed based on the Commission's decision in the Application of Bluebird Coach Lines, Inc. A-00088807, F. 2, Am-K, which indicates: (1) the supporting witnesses must give evidence which is probative and relevant to the application proceeding; (2) the supporting witnesses must identify Pennsylvania origin and destination points between which they require transportation and those points must correspond with the scope of the operating territory specified in the application including requests for vice versa authority; and (3) the number of witnesses which will represent a cross section of the public on the issue of need will vary with the breadth of the intended territory and commodity description.

You are being granted an initial thirty (30) days to file verified statements. They will be due on or before April 25, 1994.

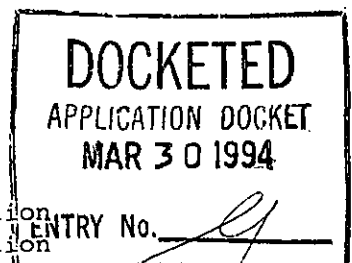
If additional time is required, it may be requested by telephone but must be followed in writing with the reasons for the extension stated.

Questions about your application should be directed to Douglas A. Pike (717)783-5947.



Very truly yours,

Douglas A. Pike  
Technical Review Section  
Bureau of Transportation



DAP:lg



COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
P.O. BOX 3265, HARRISBURG, PA 17105-3265

April 25, 1994

IN REPLY PLEASE  
REFER TO OUR FILE

LLOYD R PERSUN  
ATTORNEY AT LAW  
3401 NORTH FRONT STREET  
HARRISBURG PA 17110

In re: A-00107087, F. 1, Am-F - Application of Independent  
Freightway, Inc.

Dear Mr. Persun:

In accordance with your request of April 22, 1994 for an extension of time to file verified statements, we are granting an additional thirty (30) days for filing of statements.

Please be advised that verified statements are now due on May 25, 1994. If said statements are not filed with this office by that date we shall assume that you do not desire to pursue this matter and shall recommend to the Commission that the application be dismissed for lack of prosecution.

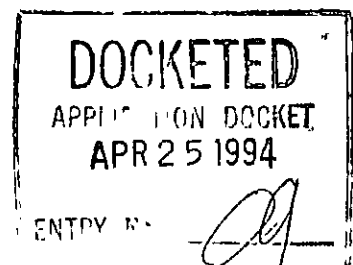
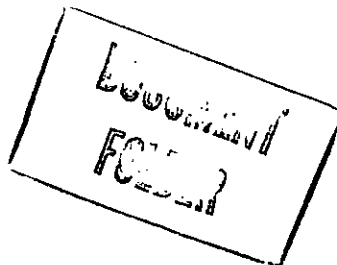
If you have any questions, please do not hesitate to contact us.

Very truly yours,

By Douglas A. Pike  
For Peter S. Marzolf, Supervisor  
Technical Review Section  
Bureau of Transportation

CERTIFIED MAIL  
RETURN RECEIPT REQUESTED

DAP:lg



Is your RETURN ADDRESS completed on the reverse side?

**SENDER:**

- Complete items 1 and 2 for additional services.
- Complete items 3, a & b.
- Print your name and address on the reverse of this form so that we can return this card to you.
- Attach this form to the front of the mailpiece, or on the back if space does not permit.
- Write "Return Receipt Requested" on the mailpiece below the article number.
- The Return Receipt will show to whom the article was delivered and the date delivered.

I also wish to receive the following services (for an extra fee):

- 1.  Addressee's Address
- 2.  Restricted Delivery

Consult postmaster for fee.

3. Article Addressed to:

A-00107087, F. 1, Air-f  
 LLOYD R PERSUN  
 ATTORNEY AT LAW  
 3401 NORTH FRONT STREET  
 HARRISBURG PA 17110

Independent Freightway, inc.

5. Signature (Addressee)

6. Signature (Agent)

*Edward M. Persun*

4a. Article Number

1144743

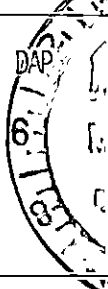
4b. Service-Type

- Registered  Insured
- Certified  COD
- Express Mail  Return Receipt for Merchandise

7. Date of Delivery

APR 28 1991

8. Addressee's Address (Only if requested and fee is paid)



RETURN TO TECH REV/KM/LS  
Thank you for using Return Receipt Service.

**METTE, EVANS & WOODSIDE** RECEIVED

A PROFESSIONAL CORPORATION  
ATTORNEYS AT LAW

3401 NORTH FRONT STREET  
P.O. BOX 5950  
HARRISBURG, PA 17110-0950

94 APR 26 PM 2:29

HOWELL C. METTE  
JAMES W. EVANS  
ROBERT MOORE  
CHARLES B. ZWALLY  
PETER J. RESSLER  
LLOYD R. PERSUN  
CRAIG A. STONE  
JAMES A. ULSH  
MARIA P. COGNETTI  
DANIEL L. SULLIVAN  
STEVEN D. SNYDER  
GLEN R. CRELL  
CHRISTOPHER C. CONNER  
ELYSE E. ROGERS

ANDREW H. DOWLING  
MICHAEL D. REED  
ROBERT P. HAYNES III  
PAULA J. LEIGHT  
DAVID A. FITZSIMONS  
GUY P. BENEVENTANO  
MICHAEL D. PIPA  
KAREN N. CONNELLY  
ROBYN J. KATZMAN  
JAYSON R. WOLFGANG  
SCOTT D. MOORE  
ANDREW J. OSTROWSKI  
ELIZABETH M. CALCAGNO  
EMILY L. LONG

PA PUC  
BUREAU OF  
TRANSPORTATION

RETIRED  
ROBERT E. WOODSIDE  
TELEPHONE  
(717) 232-5000  
FAX  
(717) 236-1816  
IRS NO.  
23-1985005

April 25, 1994

2480.6

Re: Application of Independent Freightway, Inc.  
A.107087, F.1, Am-F

Mr. Douglas A. Pike  
Technical Review Section  
Bureau of Transportation  
Pennsylvania Public Utility  
Commission  
P.O. Box 3265  
Harrisburg, PA 17105-3265

Dear Mr. Pike:

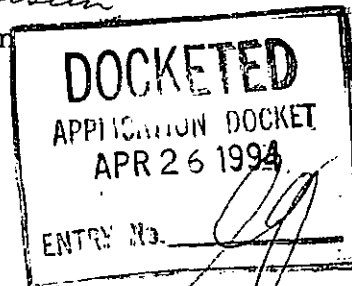
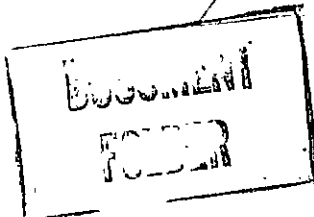
We are writing in accordance with our telephone conversation last Friday. On behalf of the Applicant, we hereby request an extension of time to and including May 25, 1994 for the submission of the verified statements in support of this Application. This is Applicant's first request for an extension of time.

The reason for the extension of time is that one of the supporting shippers has not returned his verified statement. His busy schedule has not permitted him to do so. He assures me that it will be returned shortly.

Very truly yours,

*Lloyd R. Persun*  
Lloyd R. Persun

LRP:hmc



JP

dp

**METTE, EVANS & WOODSIDE**

RECEIVED

94 MAY -2 PM 2:47

PA. P. U. C.  
INFO. CONTROL DIV.

ROBERT E. WOODSIDE  
RETIRED  
TELEPHONE (717) 232-5000  
FAX (717) 236-1816  
IRS NO. 23-1985005

HOWELL C. METTE  
JAMES W. EVANS  
ROBERT MOORE  
CHARLES B. ZWALLY  
PETER J. RESSLER  
LLOYD R. PERSUN  
CRAIG A. STONE  
JAMES A. ULSH  
MARIA P. COGNETTI  
DANIEL L. SULLIVAN  
STEVEN D. SNYDER  
GLEN R. GRELL  
CHRISTOPHER C. CONNER  
ELYSE E. ROGERS  
ANDREW H. DOWLING

MICHAEL D. REED  
ROBERT P. HAYNES III  
PAULA J. LEICHT  
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DAVID A. FITZSIMONS  
GUY P. BENEVENTANO  
MICHAEL D. PIPA  
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ROBYN J. KATZMAN  
JAYSON R. WOLFGANG  
SCOTT D. MOORE  
ANDREW J. OSTROWSKI  
ELIZABETH M. CALCAGNO  
EMILY L. LONG

A PROFESSIONAL CORPORATION  
ATTORNEYS AT LAW  
3401 NORTH FRONT STREET  
P.O. BOX 5950  
HARRISBURG, PA 17110-0950

May 2, 1994



2480.6

Re: Application of Independent Freightway, Inc.  
A.107087, F.1, Am-F

Secretary  
Pennsylvania Public Utility  
Commission  
North Office Building  
Harrisburg, PA 17105-3265

Dear Sir:

This Application is unprotested and is before the Commission on modified procedure without hearing. In accordance with Mr. Pike's letters dated March 24, 1994 and April 25, 1994, we deliver herewith the original and two (2) copies of the following documents:

1. Applicant's verified statement -- the Affidavit of Mr. Renna, its Vice President - Eastern Region;
2. Supporting shipper's affidavit from New Columbia Joist Co. -- the Affidavit of Mr. Zakszeski, its Traffic Manager; and
3. Supporting shipper's affidavit from Steel Systems Installation, Inc. -- the Affidavit of Mr. Kauffman, its Manager.

Very truly yours,

*Lloyd R. Persun*

Lloyd R. Persun



LRP:hmc  
Enclosures  
HAND DELIVERED

BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

In re: Application of : Application Docket No.  
Independent Freightway, Inc. : A.00107087, F.1, Am-F

AFFIDAVIT

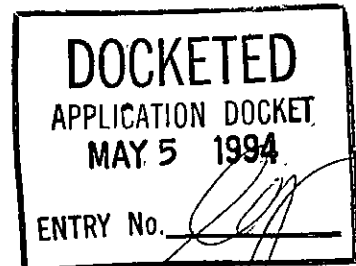
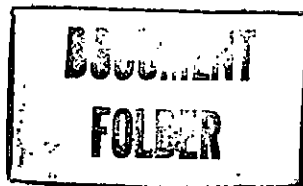
STATE OF NEW JERSEY :  
: SS:  
COUNTY OF GLOUCESTER :

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PA. P. U. C.  
INFO. CONTROL DIV.

GEORGE J. RENNA, being duly sworn according to law,  
deposes and says:

1. He is an adult individual who is employed by Applicant as Vice President of its Eastern Region. He is familiar with Applicant's day-to-day operations in Pennsylvania including the operations at Applicant's Coatesville Terminal and at its Beavertown Terminal. He is authorized to make this Affidavit on Applicant's behalf.

2. Applicant is a Delaware corporation which is authorized to do business in Pennsylvania. Its Pennsylvania operating authority is described on Exhibit "A" attached hereto and made a part hereof. Applicant currently is providing service in Pennsylvania in accordance with this authority. Applicant also provides transportation as a common carrier of



property in interstate commerce, subject to the jurisdiction of the Interstate Commerce Commission. The proposed operating authority will not duplicate Applicant's existing operating authority. No dual operations will result.

3. Applicant's Coatesville Terminal is located in the City of Coatesville, Chester County which is approximately one hour's drive from the facilities of Steel Systems Installation, Inc. (Steel Systems) in the Borough of Quarryville, Lancaster County. The facilities of New Columbia Joist Co. (New Columbia) in White Deer Township, Union County are located at mid-point between Applicant's Beavertown Terminal and Coatesville Terminal and may be served from either terminal. At each terminal, Applicant employs two dispatchers, a receptionist and support clerical personnel.

4. Applicant's fleet available in Pennsylvania consists of 120 van trailers, 180 flatbed trailers and 300 tractors. The van trailers are 48 feet long, 3 feet 6 inches high and 102 and 96 inches wide respectively. The flatbed trailers are 48 feet and 45 feet long respectively and 96 inches wide. This fleet will be available for use in providing common carrier service for Steel Systems and New Columbia.

5. Applicant proposes to transport as a Class D carrier mining equipment from the facilities of Steel Systems in the Borough of Quarryville, Lancaster County, Pennsylvania to points in Pennsylvania and return and also steel joists from the facilities of New Columbia in White Deer Township, Union County, Pennsylvania to points in Pennsylvania and return. Applicant has received demands for this service weekly during the last six months. The demands were received by telephone from Steel Systems and New Columbia whose personnel called Applicant's terminals in Beavertown and Coatesville. Steel Systems and New Columbia have filed verified statements in support of this Application.

6. Steel Systems manufactures mining equipment at its Quarryville facilities and New Columbia manufactures steel joists to its customers' specifications at its White Deer Township facilities. Applicant proposes to use flatbed trailers to transport these products to points in Pennsylvania for Steel Systems and New Columbia. The transportation will be available on 24 hours' notice or less. Applicant is prepared to make multiple deliveries at multiple destination points in a single truck load whenever required by the shippers.

7. Applicant presently provides transportation service to Steel Systems and New Columbia by flatbed between



points in interstate commerce. They are satisfied with this service. Applicant has not received any complaints about it.

8. Applicant's fleet is inspected monthly as of course. Drivers' daily write-ups for inspection repair also are serviced regularly. At least four times each year, Applicant conducts regularly scheduled safety meetings with its drivers. There are 300 such drivers. Neither Applicant nor its drivers nor its equipment are under any citation or are convicted of any motor vehicle violation. The drivers and Applicant are not under any safety investigation or suspension.

9. Applicant is financially fit to provide the proposed service. Exhibit "B" attached hereto and made a part hereof contains a true and correct copy of the balance sheet and income schedules filed by Applicant as part of its 1993 Interstate Commerce Commission Report Form M for the year ended December 31, 1993. Applicant's financial condition has not changed materially since December 31, 1993. Applicant continues to operate at a profit and is financially fit to provide the proposed service. Applicant has operated profitably in Pennsylvania subject to your Commission's jurisdiction continuously since early 1987 when it originally was certificated.

10. As rates for the proposed service, Applicant proposes to charge the rates and to apply the rules contained in its currently effective tariffs which are on file with your Commission and effective, as amended from time to time according to law. No rates, fares or charges are under suspension. There has not been granted or denied any special permission request to file rates, fares or charges on less than 30 days' notice in connection with any application covering the same territory as the instant Application.

11. There are no labor unions which represent or which in the past 12 months have requested or which have filed a petition to represent employees of Applicant with the National Labor Relations Board or the Pennsylvania Labor Relations Board. There is no threatened or existing labor dispute which affects applicant or its employees.

12. The instant Application was not filed as a result of any warning, road check or investigation by the Commission.

13. Applicant's Certificate of Insurance is on file with your Commission. Its Certificate of Public Convenience was never revoked or suspended. Applicant is in compliance

with all rules and regulations of your Commission and the requirements of the Public Utility Code.

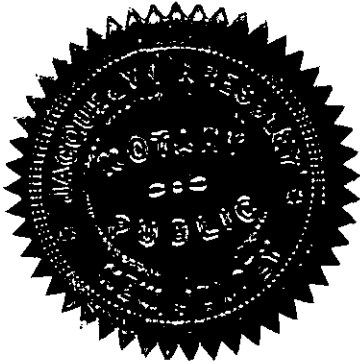
*George J. Reina VP*  
George J. Reina

SWORN TO AND SUBSCRIBED  
before me this 19<sup>th</sup> day  
of April, 1994

*Jacqueline Kressley*  
Notary Public

My Commission Expires:

(SEAL)



JACQUELINE KRESSLEY  
NOTARY PUBLIC OF NEW JERSEY  
My Commission Expires Jun. 13, 1994



A

PENNSYLVANIA  
PUBLIC UTILITY COMMISSION

IN THE MATTER OF THE APPLICATION OF

INDEPENDENT FREIGHTWAY, INC., a corporation  
of the State of Delaware

CERTIFICATE  
OF  
PUBLIC CONVENIENCE

A. 00107087  
Folder 1

The Pennsylvania Public Utility Commission hereby certifies that after an investigation and/or hearing had on the above entitled application, it has, by its report and order made and entered, a copy of which is attached hereto and made a part hereof, found and determined that the granting of said application is necessary or proper for the service, accommodation, convenience and safety of the public, and this certificate is issued evidencing its approval of the said application as set forth in said report and order.

In Testimony Whereof, The PENNSYLVANIA PUBLIC UTILITY COMMISSION has caused these presents to be signed and sealed, and duly attested by its Secretary at its office in the city of Harrisburg this 1st day of JULY, 1987.

PENNSYLVANIA  
PUBLIC UTILITY COMMISSION

Attest:

  
SECRETARY

EXHIBIT "A"

PENNSYLVANIA  
PUBLIC UTILITY COMMISSION  
Harrisburg, PA 17120

Public Meeting held May 7, 1987

Commissioners Present:

Linda C. Taliaferro, Chairman  
Frank Fischl  
Bill Shane

Application of Independent Freightway,  
Inc., a corporation of the State of  
Delaware, for approval of the transfer  
to it of part of the rights held by  
Noerr Motor Freight, Inc. at A-00075088,  
consisting of all the transferor's  
Class D authority, subject to the same  
limitations and conditions.

A-00107087

John E. Fullerton for the applicant.

ORDER

BY THE COMMISSION:

This matter comes before the Commission on an application filed August 13, 1986. Corresponding applications for emergency temporary authority and temporary authority were also filed. By order adopted September 18, 1986, we granted emergency temporary authority. Public notice of the application was given in the Pennsylvania Bulletin of September 20, 1986.

On December 4, 1986, we adopted a tentative decision that denied the transfer to Independent Freightway, Inc. (IFI or applicant) of part of the operating authority of Noerr Motor Freight, Inc. (Noerr or transferor). The Commission found that as Noerr was to retain six (6) Class A rights while transferring forty-four paragraphs of Class D rights, numerous conflicts and duplications of authority would occur. At least thirty (30) of the Class D rights would impinge on the retained Class A rights and require thirty (30) restrictive paragraphs to be lodged on the six (6) rights retained by Noerr. This result was deemed to be against the public interest and the application was denied. However, the Tentative Decision advised that should Noerr desire to transfer all of its rights to IFI or file an application for discontinuance of its Class A authority, the Commission's objection to the transfer could be overcome.

On December 23, 1986, Noerr filed its application at A-00075088, Folder 2, Amendment P, to discontinue its Class A authority. Simultaneously, Noerr filed an application with the Bankruptcy Court for approval of the abandonment. In its application before this Commission, Noerr indicates that it has not rendered any service under its Class A authority since at least 1983 and there is no present demand for service thereunder. IFI has no desire to purchase the Class A authority and Noerr has not been able to sell the authority to any other entity. On February 2, 1987, the United States Bankruptcy Court for the Middle District approved Noerr's action to discontinue the Class A authority.

IFI attempted to file exceptions to the Commission's Tentative Decision denying the proposed transfer by letter filed December 31, 1986. Unfortunately, they were filed one day after the time period had run. By letter filed February 2, 1987, IFI withdrew its exceptions and requested that the letter filed December 31, 1986, be treated as a petition for reconsideration.

By order adopted February 19, 1987, we granted IFI's petition for reconsideration. Since Noerr has filed an application for discontinuance of its Class A rights and since we have already found IFI to be fit and since no issue of dormancy is indicated in the record with regard to the Class D rights, we shall approve the transfer.

After a complete review of the record before us, we find that:

1. The applicant is fit to receive a certificate of public convenience.
2. The applicant seeks to obtain by transfer all of the transferor's Class D operating authority.
3. The transferor has applied for the discontinuance of its remaining Class A operating authority.
4. A continuing need exists for the service involved herein.
5. Approval of the application is necessary for the accommodation and convenience of the public; THEREFORE,

IT IS ORDERED: That the application for the transfer of part of the rights held by Noerr Motor Freight, Inc. at A-00075088, Folder 2, and all of the rights at Folders 3, 4, 6, 7 and 8, be and is hereby approved and that a certificate of public convenience be issued to the applicant granting the following rights:

1. To transport, as a Class D carrier, property for the Great Atlantic and Pacific Tea Company from the borough of Lewistown, Mifflin County, to its stores in the counties of Mifflin, Juniata, and Perry;

2. To transport, as a Class D carrier, property between points in the borough of Lewistown, Mifflin County, and within ten (10) miles by the usually traveled highways of the limits of the said borough;
3. To transport, as a Class D carrier, household goods in use from points in the borough of Lewistown, Mifflin County, and within ten (10) miles by the usually traveled highways of the limits of the said borough to other points in Pennsylvania and vice versa;
4. To transport, as a Class D carrier, rayon and rayon products from points in the borough of Lewistown, Mifflin County, and within ten (10) miles by the usually traveled highways of the limits of the said borough, to points in Pennsylvania, east of a north and south line from the center of the City of Harrisburg, Dauphin County, and the return of accessories;
5. To transport, as a Class D carrier, milk from points in the borough of Lewistown, Mifflin County, and within ten (10) miles by the usually traveled highways of the limits of the said borough, to the city of Lancaster, Lancaster County, and the city and county of Philadelphia;
6. To transport, as a Class D carrier, groceries and returned milk cans from the city and county of Philadelphia, to points in the borough of Lewistown, Mifflin County, and within ten (10) miles by the usually traveled highways of the limits of the said borough;
7. To transport, as a Class D carrier, castings and machinery parts from the Standard Steel Works, Division of Baldwin Locomotive Works, in the borough of Lewistown, Mifflin County, and within ten (10) miles by the usually traveled highways of the limits of the said borough to other points in Pennsylvania in emergencies only, provided that emergency trips shall be reported to the Commission immediately after they are made;
8. To transport, as a Class D carrier, artificial silk and artificial silk products and accessories from the American Viscose Corporation, in the borough of Marcus Hook, Delaware County, and



from points in the township of Granville, Mifflin County to points in Pennsylvania, east of the line running north and south through the borough of Huntingdon, Huntingdon County, and vice versa, excluding transportation from the borough of Marcus Hook, Delaware County, to the city of Lancaster, Lancaster County;

9. To transport, as a Class D carrier, builders' equipment, steel, brick and lumber for P. M. Rhodes of Lewistown, Mifflin County, from points in the county of Mifflin, to points in Pennsylvania and vice versa, provided such transportation shall either originate or terminate at points of construction;
10. To transport, as a Class D carrier, rayon, rayon products, cotton and cotton products, wool or wool products, or intermixtures of said materials for Cluett, Peabody and Company, Inc., from its plant in the borough of Lewistown, Mifflin County, to points in the borough of Shamokin, Northumberland County, and the return of damaged or refused merchandise;
11. To transport, as a Class D carrier, finished and unfinished products, materials and supplies, armaments and munitions from the Standard Steel Works Division of Baldwin Locomotive Works in the borough of Burnham, Mifflin County, to points in Pennsylvania and vice versa;
12. To transport, as a Class D carrier, oil, grease, and other petroleum products from points in the city of Philadelphia, and within thirty-five (35) miles of the Philadelphia City Hall to mines of Rochester and Pittsburgh Coal Company in the villages of Ernest, McIntyre and Luzerne, Indiana County, Helvetia, Clearfield County, and Yatesboro, Armstrong County, and the return of empty containers and accessories;
13. To transport, as a Class D carrier, fibrous glass textiles, containers and accessories for the Owens-Corning Fiberglass Corporation from points in the borough of Huntingdon, Huntingdon County, to points in the cities of Allentown, Lehigh County, Easton, Northampton County, Hazleton and Wilkes-Barre, Luzerne County, and Sunbury, Northumberland County, and the borough of Kingston, Luzerne County, and the return of shipping containers

and accessories from said cities and boroughs to points in the borough of Huntingdon;

14. To transport, as a Class D carrier, doors and other products of Overhead Door Company and Modern Doors, Inc., from the borough of Lewistown, Mifflin County, to points in Pennsylvania and merchandise, material, hardware, and supplies from points in Pennsylvania to Overhead Door Company and Modern Doors, Inc., in the borough of Lewistown;
15. To transport, as a Class D carrier, farm machinery and parts thereof for the Hertzler and Zook Company, the New Holland Machine Company and the New Holland Machine Division of the Sperry-Rand Corporation from their plant in the village of Belleville, Mifflin County; to points in Pennsylvania;
16. To transport, as a Class D carrier, supplies and materials for the Hertzler and Zook Company, the New Holland Machine Company and the New Holland Machine Division of the Sperry-Rand Corporation from points in Pennsylvania to the plant of the said companies in the village of Belleville, Mifflin County;
17. To transport, as a Class D carrier, ferrous scrap, non-ferrous scrap, non-metallic scrap and salvage materials for Joe Krentzman & Sons, Inc., from points in the county of Mifflin to points in Pennsylvania;
18. To transport, as a Class D carrier, ferrous scrap, non-ferrous scrap, non-metallic scrap and salvage materials for Joe Krentzman & Sons, Inc., from points in Pennsylvania to points in the county of Mifflin;

with right number 18 subject to the following condition:

That no right, power or privilege is granted to transport scrap metal from points in the city of Williamsport, Lycoming County;

19. To transport, as a Class D carrier, property, from the facilities of C. H. Masland & Sons in the borough of Carlisle, Cumberland County, to its facilities in the township of Granville, Mifflin County, and vice versa;

20. To transport, as a Class D carrier, property, from the facilities of C. H. Masland & Sons in the borough of Carlisle, Cumberland County, to the facilities of Volkswagen Manufacturing Corp. of America in the township of East Huntingdon, Westmoreland County, and vice versa;
21. To transport, as a Class D carrier, property, from the facilities of C. H. Masland & Sons in the township of Granville, Mifflin County, to the facilities of Volkswagen Manufacturing Corp. of America in the township of East Huntingdon, Westmoreland County, and vice versa;

with rights numbers 20 and 21 subject to the following restriction:

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

22. To transport, as a Class D carrier, property, for Corning Glass Works, from its facilities located in the township of College, Centre County, to the facilities of RCA, located in the borough of Dunmore, Lackawanna county, and vice versa;
23. To transport, as a Class D carrier, property from the facilities of Cerro Metal Products located in the borough of Bellefonte and the township of Spring, Centre County, to points in Pennsylvania and vice versa;
24. To transport, as a Class D carrier, carpet, carpeting and metal racks from the facilities of Magee Carpet Co. in the town of Bloomsburg, Columbia County to the facilities of Volkswagen Corp. of America in the township of East Huntingdon, Westmoreland County and vice versa with the right to use shipper trailers;
25. To transport, as a Class D carrier, property from the facilities of Carlisle Tire & Rubber Co. and Carlisle Syntec Systems in the county of Cumberland to points in Pennsylvania and vice versa;
26. To transport, as a Class D carrier, property from the facilities of C. H. Masland & Sons in the borough of Carlisle, Cumberland County and the township of Granville, Mifflin County to the facilities of Magee Carpet Co. in the town of Bloomsburg, Columbia County and vice versa;

27. To transport, as a Class D carrier, scrap metal for Thalheimer Bros. Inc. from its facilities in the city and county of Philadelphia to points in the counties of Allegheny, Armstrong, Beaver, Butler, Cambria, Clarion, Fayette, Greene, Indiana, Lawrence, Mercer, Somerset, Venango, Washington and Westmoreland and vice versa;
28. To transport, as a Class D carrier, property, for Jones and Hunt, Inc., from its facilities located in the township of West Brunswick, Schuylkill County, to points in Pennsylvania, and vice versa;

with right number 28 subject to the following condition:

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

29. To transport, as a Class D carrier, fire brick and other clay products from brick plants in the boroughs of Mount Union and Alexandria, Huntingdon County, the villages of Claysburg and Sproul, Blair County, and the village of Vandyke, Juniata County, to the plant of the Bethlehem Steel Company in the city of Bethlehem, Lehigh and Northampton Counties, and the return of empty shipping facilities;
30. To transport, as a Class D carrier, fire brick and other clay products on flatbed trailers for Haws Refractories Company from its plant in the village of Hawstone, Mifflin County, to points in Pennsylvania;
31. To transport, as a Class D carrier, empty shipping facilities, materials and supplies used or useful in the manufacture of fire brick and other clay products on flat trailers from points in Pennsylvania to the Haws Refractories Company plant in the village of Hawstone, Mifflin County;
32. To transport, as a Class D carrier, fire brick and clay brick on flatbed trailers from the General Refractories Company plants in the borough of Mt. Union, Huntingdon County, and the villages of Sproul and Claysburg, Greenfield Township, Blair County, to points in Pennsylvania; and the return of shipping facilities and damaged or refused shipments;
33. To transport, as a Class D carrier, fire brick and clay brick on flatbed trailers from the

Harbison-Walker Company plant in the borough of Mt. Union, Huntingdon County, to points in Pennsylvania; and the return of shipping facilities and damaged or refused shipments;

34. To transport, as a Class D carrier, fire clay for the General Refractories Company from its plants located in the villages of Sproul and Claysburg, Greenfield Township, Blair County, to points in Pennsylvania, and the return of shipping facilities and damaged or refused shipments;
35. To transport, as a Class D carrier, fire brick and clay products for the United States Steel Company from the villages of Sproul and Claysburg, Greenfield Township, Blair County, to its plant in the township of Falls, Bucks County, and the return of shipping facilities and damaged or refused shipments;
36. To transport, as a Class D carrier, fibrous glass products and materials used in the manufacture, processing and shipment of such products and supplies for Owens-Corning Fiberglass Corporation from its plant located in the borough of Huntingdon, Huntingdon County, and from its warehouse located within five (5) miles of the limits of said borough to points in Pennsylvania, and vice versa;
37. To transport, as a Class D carrier, fiberglass reinforced plastic products and materials and supplies used in the manufacture, processing and shipment of said products from the facilities of Owens-Corning Fiberglass Corporation located in the township of Shirley, Huntingdon County, and within an airline distance of ten (10) statute miles of the limits thereof to points in Pennsylvania, and vice versa;
38. To transport, as a Class D carrier, glass and glass products, from the facilities of Chromalloy American Corporation, located in the township of Granville, Mifflin County, to points in Pennsylvania;
39. To transport, as a Class D carrier, glass and property used in the manufacture, processing and production of glass and glass products, from points in Pennsylvania, to the facilities of Chromalloy American Corporation, located in the township of Granville, Mifflin County;

with rights numbers 38 and 39 subject to the following condition:

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

40. To transport, as a Class D carrier, property, from the facilities of Owens-Corning Fiberglass Corporation, in the counties of Dauphin and Cumberland, to points in Pennsylvania, and vice versa;
41. To transport, as a Class D carrier, property, for Georgia Pacific Corporation, from its facilities in Richland Township, Bucks County, to points in Pennsylvania, and vice versa;

with right number 41 subject to the following condition:

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

42. To transport, as a Class D carrier, property for Avtex Fibers, Inc., from its facilities located in Pennsylvania, to points in Pennsylvania, and vice versa;

with right number 42 subject to the following conditions:

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

That no right, power or privilege is granted to transport property, to or from the facilities of New Enterprise Stone & Lime Co., Narehood Limestone, Inc., Detwiler Industries, Inc., Martin Limestone, Inc., Anthracite Industries, Inc., National Gypsum Company, Asbury Graphite Mills, Inc., McKesson Chemical Co., Mid-State Chemicals and Lumax Industries, Inc.

43. To transport, as a Class D carrier, fire brick and other refractory articles on flatbed trailers for E. J. Lavine & Company from its plant in the township of Plymouth, Montgomery County, to the city of Harrisburg, and the borough of Steelton, Dauphin County, and the city of Johnstown, Cambria County, and the return of empty shipping facilities and refused or rejected shipments.
44. To transport, as a Class D carrier, fire brick and other silica and clay products, on flatbed

trailers, from the plants of General Refractories Company in Worth Township and the borough of Port Matilda, Centre County, to points east of the eastern boundary of the counties of McKean, Cameron, Clearfield, Cambria and Somerset, and the return of refused or rejected articles and shipping containers.

with all of the rights above subject to the following general conditions:

1. That the approval hereby given is not to be understood as committing the Commission, in any proceedings that may be brought before it for any purpose, to fix a valuation on the rights to be acquired by applicant from the present certificate holder equal to the consideration to be paid therefor, or equal to any value that may be placed thereon by applicant, or to approve or prescribe rates sufficient to yield a return thereon.
2. That applicant shall not record in its utility accounts any amount representing the rights herein granted in excess of the actual cost of such rights to the original holder thereof.
3. That the applicant charge to Account 1550, Other Intangible Property, \$17,500, being the amount of the consideration payable by it for the rights and going concern value attributable thereto; less any amount recorded under condition 2 above.
4. That the certificate holder shall comply with all of the provisions of the Public Utility Code as now existing or as may hereafter be amended, and 52 Pa. Code §31, as now existing or as may hereafter be amended, and any other rules and regulations as may hereafter be prescribed by the Commission. Failure to comply shall be sufficient cause to suspend, revoke or rescind the rights and privileges conferred by the certificate.
5. That the certificate holder shall not transfer, sell or in any way convey any of its outstanding capital stock to any individual, partnership, corporation or any entity, without the prior filing of an application and approval thereof by the Commission under 66 PA C.S.A. §1102(3).

IT IS FURTHER ORDERED: That the authority granted herein, to the extent that it duplicates authority now held by or subsequently granted to the carrier, shall not be construed as conferring more than one operating right.

IT IS FURTHER ORDERED: That the applicant shall not engage in any transportation granted herein until it has complied with the requirements of the Pennsylvania Public Utility Code and the rules and regulations of this Commission relative to the filing and acceptance of evidence of insurance and a tariff adoption supplement in accordance with 52 Pa. Code §23.13(c).

IT IS FURTHER ORDERED: That, with the adoption of the instant order, the temporary authority application is hereby dismissed.

IT IS FURTHER ORDERED: That issuance of the certificate be withheld pending receipt of the 1986 Annual Report of the transferor.

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

IT IS FURTHER ORDERED: That upon compliance with this order, the rights granted the transferor, Noerr Motor Freight, Inc., at A-00075088, Folders 2, 3, 4, 6, 7 and 8 be cancelled and the record be marked closed.

BY THE COMMISSION,



Jerry Rich  
Secretary

(SEAL)

ORDER ADOPTED: May 7, 1987

ORDER ENTERED: <sup>F</sup> May 12, 1987



PENNSYLVANIA  
PUBLIC UTILITY COMMISSION  
Harrisburg, PA 17120

Public Meeting held February 11, 1988

Commissioners Present:

Bill Shane, Chairman  
William H. Smith, Vice-Chairman  
Linda C. Taliaferro  
Frank Fischl

Application of Independent Freightway, Inc., for the right to begin to transport, property, from the facilities of Atlas Energy Products, Division of Atlas Roofing Corporation, in the borough of Camp Hill, Cumberland County, to points in Pennsylvania; subject to the following condition: That no right, power or privilege is granted to transport property in bulk.

A-00107087  
F. 2

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John E. Fullerton for the applicant.

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O R D E R

BY THE COMMISSION:

This matter comes before the Commission through an application filed March 13, 1987. Public notice of the application was given in the Pennsylvania Bulletin of April 4, 1987. There were no protests and the record is now certified to the Commission for its decision without oral hearing. The record consists of verified statements entered by the applicant and the supporting shipper.

Independent Freightway, Inc. currently operates the sought authority under emergency temporary authority granted April 2, 1987. The applicant also holds authority granted May 7, 1987, to operate the authority formerly held by Noerr Motor Freight, Inc.

Applicant conducts its Pennsylvania operations out of facilities located at Lewistown, PA. These facilities include a maintenance and repair garage. Applicant conducts a comprehensive safety program and a strict preventative maintenance and inspection program is in effect. The applicant has 15 tractors and 25 semi trailers in use in its Pennsylvania operation.

The unaudited balance sheet submitted by the applicant shows a net operating profit in 1986 of \$2,688 and in the first six months of 1987 \$2,053.

The authority sought here is necessary since the authorization in the above mentioned transfer grants the right to perform service from the facilities of Owens-Corning Fiberglass Corporation (O-C) (Emphasis added). O-C has sold the facilities to Atlas Energy Products, Division of Atlas Roofing Corporation (Atlas). The same operations will be conducted by Atlas as previously were performed by O-C. Emergency temporary authority was granted so that Atlas could continue the O-C operation without lack of carrier service.

A review of the record shows that the applicant has the equipment, experience, ability and fitness necessary to provide the service proposed. The previous use of the carrier by O-C has demonstrated that there is a need for the service requested.

We find:

1. That the applicant currently operates pursuant to a common carrier certificate granted May 7, 1987.
2. That the applicant has the equipment, experience and fitness necessary to provide the proposed service; THEREFORE,

IT IS ORDERED: That the application be, and is, hereby approved so that the right No. 45 entered by supplemental order August 20, 1987, shall be amended to read as follows:

To transport, as a Class D carrier, by motor vehicle, property, from the facilities of Atlas Energy Products, Division of Atlas Roofing Corporation, in the borough of Camp Hill, Cumberland County, to points in Pennsylvania and vice versa;

subject to the following condition:

No right, power or privilege is granted to transport property in bulk.

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

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

IT IS FURTHER ORDERED: That the authority granted herein, to the extent that it duplicates authority now held by or subsequently granted to the carrier, shall not be construed as conferring more than one operating right.

BY THE COMMISSION,

A handwritten signature in black ink, appearing to read "Jerry Rich", written over a large, stylized, looped scribble.

Jerry Rich  
Secretary

(SEAL)

ORDER ADOPTED: February 11, 1988

ORDER ENTERED: February 19, 1988

PENNSYLVANIA  
PUBLIC UTILITY COMMISSION  
Harrisburg, PA 17120

Public Meeting held September 29, 1988

Commissioners Present:

Bill Shane, Chairman  
William H. Smith, Vice-Chairman  
Linda C. Taliaferro  
Joseph Rhodes, Jr.  
Frank Fischl

Application of Independent Freightway, Inc., a corporation of the State of Delaware, for amendment to its common carrier certificate, which grants the right, inter alia, to transport, by motor vehicle, property between points in the borough of Lewistown, Mifflin County, and within ten (10) miles by the usually traveled highways of the limits of the said borough: SO AS TO PERMIT the transportation of equipment, parts and supplies used in the manufacturing of stereo speakers, from points in Pennsylvania, to the facilities of Sanyo Audio Manufacturing (U.S.A.) Corp. located in the township of Armaugh, Mifflin County, and vice versa.

A-00107087  
F. 1  
Am-A

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Shearer, Mette, Evans & Woodside, by Lloyd R. Persun, for the protestant.

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O R D E R

BY THE COMMISSION:

This matter comes before the Commission on an application filed July 28, 1988. Public notice of the application was given in the Pennsylvania Bulletin of August 20, 1988. No protests were filed and the application is now certified to the Commission for its decision without oral hearing. The record consists of verified statements submitted on behalf of the applicant and the supporting shipper.

Corresponding applications for emergency temporary and temporary authority were also filed. By Tentative Decision adopted August 18, 1988, we denied the applicant's request for emergency temporary authority. The application for temporary authority is still pending.

Independent Freightway, Inc. (IFI or applicant), is a Delaware corporation, with its corporate headquarters in Rockford, Illinois. The applicant was initially certificated in 1987 and currently operates under forty-five paragraphs of rights. IFI also holds common carrier authority from the Interstate Commerce Commission. By this application, IFI seeks authority to serve one additional shipper.

The proposed operation will be conducted from the applicant's terminal, located in Reedsville, Mifflin County. IFI has a fleet of fifty tractors and one hundred trailers available for service in Pennsylvania. A comprehensive safety program for drivers and vehicles is currently in operation. As evidence of its financial capacity to perform the additional service, the applicant reports assets of \$21,032,000, with liabilities of \$12,697,000, leaving a shareholders' equity of \$8,335,000. Gross intrastate operating revenue in 1987 was \$517,000.

William P. McCoy, manager of material control, production control and traffic for Sanyo Audio Manufacturing (U.S.A.) Corp. (Sanyo or shipper), submitted a verified statement in support of the application. Sanyo, formerly Fisher Corporation, manufactures stereo speakers at a plant in Armaugh Township, Mifflin County, approximately five miles from the applicant's terminal. The shipper plans to discontinue its private carriage operation and have all inbound and outbound shipments transported by common carrier. Raw materials and supplies are delivered to the factory at a rate of two or three full trailer loads each business day. Current Pennsylvania origins for inbound freight include Allentown, Bloomsburg, Harrisburg, Mount Carmel, Philadelphia, Pittsburgh and Williamsport. Much of the inbound freight will be moved as a backhaul for earlier intrastate and interstate outbound traffic of finished products.

After a complete review of the record before us, we find:

1. That the applicant has shown that there is a public need for the proposed service.
2. That the applicant possesses the necessary equipment, experience, and financial capacity to perform the proposed service.
3. That approval of the application is necessary for the accommodation and convenience of the public; THEREFORE,

IT IS ORDERED: That the application be and is hereby approved and that the certificate issued to the applicant on July 1, 1987, be amended to include the following right:

To transport, as a Class D carrier, equipment, parts and supplies used in the manufacturing of stereo speakers, from points in Pennsylvania, to the facilities of Sanyo Audio Manufacturing (U.S.A.) Corp., located in the township of Armaugh, Mifflin County, and vice versa.

IT IS FURTHER ORDERED: That the exceptions filed to the tentative decision, adopted August 18, 1988, at A-00107087, P. 602, be and are hereby dismissed.

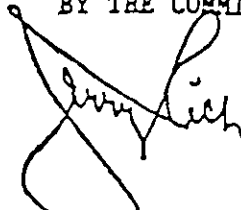
IT IS FURTHER ORDERED: That, upon compliance with the conditions set forth in this order, the application for temporary authority be and is hereby dismissed.

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

IT IS FURTHER ORDERED: That the authority granted herein to the extent that it duplicates authority now held by or subsequently granted to the applicant, shall not be construed as conferring more than one operating right.

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

BY THE COMMISSION,



Jerry Rich  
Secretary

(SEAL)

ORDER ADOPTED: September 29, 1988

ORDER ENTERED: OCT 5 1988

PENNSYLVANIA  
PUBLIC UTILITY COMMISSION  
Harrisburg, PA 17105-3265

Public Meeting held August 1, 1991

Commissioners Present:

Joseph Rhodes, Jr., Vice-Chairman  
Wendell F. Holland, Commissioner  
David W. Rolka, Commissioner

Application of Independent Freightway, Inc., a corporation of the State of Delaware, for amendment to its common carrier certificate, which grants the right, inter alia, to transport, by motor vehicle, property from the facilities of Carlisle Tire & Rubber Co. and Carlisle Syntec Systems in the county of Cumberland to points in Pennsylvania, and vice versa: SO AS TO PERMIT the transportation of roofing materials and roofing accessories from the facilities of Goodyear Tire & Rubber Co., in the borough of Carlisle, Cumberland County, to points in Pennsylvania; and metal building products from the facilities of Billy Penn Corporation in the city and county of Philadelphia, to points in Pennsylvania.

A-00107087  
F. 1  
Am-B

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Lloyd R. Persun for the applicant.

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O R D E R

BY THE COMMISSION:

This application, filed December 13, 1990, is before the Commission for its decision without oral hearing. Public notice of the application was given in the Pennsylvania Bulletin of February 9, 1991. There were no protests and the record, which consists of statements entered by the applicant and the two supporting shippers is now certified to the Commission for its decision.

The applicant, Independent Freightways, Inc., is a Delaware corporation with terminals located on Route 665, Reedsville, Mifflin County and 641 North Easton Road, Glenside, Montgomery County. The shippers, Goodyear Tire & Rubber Co., Carlisle, Cumberland County and Billy Penn Corporation, city and county of Philadelphia, will be served by these terminals. Applicant's available fleet consists of fifty (50) tractors, seventy-five (75) flatbed trailers and one hundred (100) van trailers. Applicant employs two dispatchers and clerical support personnel at each terminal.

Applicant's fleet is inspected monthly at Hunter's Garage in Maitland, Mifflin County. The drivers' daily write-ups for inspection and repair are also serviced there. Four times each year, applicant conducts safety meetings with its drivers. Equipment is dispatched by telephone and communications with shippers is by phone. An unaudited balance sheet submitted by the applicant shows total assets of \$41,571,000 with total liabilities of \$23,638,000 leaving stockholders' equity of \$17,933,000. An income statement shows total net income for the first three months of 1991 to be \$336,000.

Eric Hersh, controller of Billy Penn Corporation submitted a verified statement on its behalf. Billy Penn is engaged in the business of manufacturing and selling residential metal building products such as downspouts, gutters, heating-ventilating-air conditioning (HVAC) products and accessories thereto. Billy Penn requires the transportation of four full truckloads of residential metal building products each week, using vans. Movements will originate at its warehouse in the city of Philadelphia. The destination points are over two hundred retail lumber yards at points throughout the Commonwealth of Pennsylvania. Each truckload involves up to ten stops for delivery at various lumber yards. Damaged or rejected merchandise is returned to the shipper.

Louis R. Macedo, warehouse manager of Goodyear Tire & Rubber Co., Carlisle, Cumberland County, submitted a verified statement on its behalf. Goodyear ships roofing materials, adhesives, screws, flashings and fasteners on flatbed equipment. The roofing materials and accessories are distributed from this facility to points throughout Pennsylvania. Goodyear requires the transportation of six to seven full truckloads of roofing materials and accessories each week. Among the destination points are Philadelphia, Pittsburgh, Milford, Concordville, McKees Rock, New Castle, Greensburg, Bethlehem, Washington, Altoona, Duncansville, Ambridge, Bakerstown, Beaver Falls, Roaring Springs, West Mifflin and Cheswick. Shipments often require multiple stops enroute to the final destination. Damaged and rejected merchandise is returned to the shipping point.

A review of the record shows that the applicant has the ability, equipment, experience and fitness necessary to provide the proposed service. The supporting shipper has demonstrated a need for the services of the applicant.



We find:

1. That the applicant currently operates pursuant to a common carrier certificate granted July 1, 1987.
2. That the applicant has the equipment, experience and fitness necessary to provide the proposed service; THEREFORE,

IT IS ORDERED: That the application be and is hereby approved, and that the certificate issued on July 1, 1987, as amended, be further amended to include the following rights:

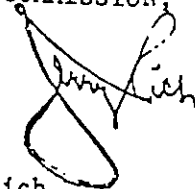
1. To transport, as a Class D carrier, roofing materials and roofing accessories from the facilities of Goodyear Tire & Rubber Co., in the borough of Carlisle, Cumberland County, to points in Pennsylvania;
2. To transport, as a Class D carrier, metal building products from the facilities of Billy Penn Corporation, in the city and county of Philadelphia, to points in Pennsylvania.

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

IT IS FURTHER ORDERED: That the authority granted herein, to the extent that it duplicates authority now held by or subsequently granted to the carrier, shall not be construed as conferring more than one operating right.

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

BY THE COMMISSION,



Jerry Rich  
Secretary

(SEAL)

ORDER ADOPTED: August 1, 1991

ORDER ENTERED: August 2, 1991

**PENNSYLVANIA  
PUBLIC UTILITY COMMISSION  
Harrisburg, PA 17105-3265**

Public Meeting held November 5, 1992

**Commissioners Present:**

**David W. Rolka, Chairman  
Joseph Rhodes, Jr., Vice-Chairman  
Wendell F. Holland, Commissioner**

Application of Independent Freightway, Inc., a corporation of the State of Delaware, for amendment to its common carrier certificate, which grants the right, inter alia, to transport, by motor vehicle, property, from the facility of Owens-Corning Fiberglass Corporation, in the counties of Dauphin and Cumberland, to points in Pennsylvania, and vice versa: the transportation of (1) manufactured pre-cast concrete units from the facilities of Beavertown Cast Stone, Inc., located in the township of Franklin, Snyder County, to points in Pennsylvania; (2) industrial water treatment chemicals from the facilities of Betz Laboratories, Inc., located in the township of Middletown, Bucks County, to points in Pennsylvania; (3) feed grade pre-mixes for livestock in bags, not in bulk, from the facilities of Precise Agri-Products, Inc., located in the township of Middlecreek, Snyder County, to points in Pennsylvania; and (4) vitamins and minerals in bags, not in bulk, from points in the borough of Braddock, Allegheny County and the borough of Lititz, Lancaster County to the facilities of Precise Agri-Products, Inc., located in the township of Middlecreek, Snyder County.

A-00107087  
F. 1  
Am-C

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Mette, Evans & Woodside by Lloyd R. Persun for the applicant.

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O R D E R

BY THE COMMISSION:

This matter comes before the Commission on an application filed June 11, 1992. Public notice of the application was given in the Pennsylvania Bulletin of July 4, 1992 and no protests were received.

The unopposed application is certified to the Commission for its decision without oral hearing. The record consists of verified statements entered by the applicant and three (3) supporting parties.

Independent Freightway, Inc. (applicant or Freightway) is a corporation of the State of Delaware with Pennsylvania facilities located at Beavertown, Snyder County and Coatesville, Chester County. Both facilities are located less than one-half hour's drive from the three supporting shippers herein. At each terminal applicant employs two dispatchers, a receptionist and support clerical personnel. Freightway's fleet available in Pennsylvania consists of 120 van trailers, 180 flatbed trailers and 300 tractors. A comprehensive safety and maintenance program is in effect.

The balance sheet of the applicant for the period ended December 1991 shows total current assets of \$39,322,000, total assets of \$46,117,000, total current liabilities of \$11,151,000, long-term debt of \$12,023,000, total equity of \$20,540,000 and total liabilities of \$25,577,000. The statement of income and expenses for the same period of time shows total revenue of \$158,656,000, cost of operations totaling \$142,919,000, an operating profit of \$7,616,000 was reported, and a net income of \$2,943,000 was shown.

Beavertown Cast Stone, Inc. (supporting shipper or Beavertown) is a manufacturing plant located in Franklin Township, Snyder County, engaged in the manufacture of architectural and structural precast concrete units. These units consist principally of columns, double T's, copings and facia. The supporting shipper manufactures the precast concrete units to customer specifications. As part of Beavertown's contract with its customers, it is required to deliver the units to construction sites. Beavertown is downsizing its fleet as it wants to get out of the trucking business. Beavertown was required to make deliveries of its product during 1991 on 251 days. These shipments involved 923 separate full truckloads on drop deck trailers and flatbed trailers. During 1992 the same level of traffic has continued and is expected to continue hereafter. It is anticipated that Beavertown will tender applicant approximately two (2) full truckloads per day. Transportation is required from the

supporting shipper's plant in Franklin Township, Snyder County to construction sites located throughout Pennsylvania. Representative points of destination include: Norristown, Philadelphia, Chester, Levittown, West Chester, Reading, Allentown, Scranton, Wilkes-Barre, Lancaster, Williamsport, State College, Altoona, Johnstown, Milton and Hazleton.

Betz Laboratories, Inc. (supporting shipper or Betz) is engaged in the business of manufacturing and selling industrial water treatment chemicals. Betz maintains plant and warehouse facilities in Middletown Township, Bucks County. The industrial water treatment chemicals must be delivered to the customers in containers. The containers are polytanks (plastic) and stainless steel tanks; each container holds approximately 300 gallons of product. Betz's private fleet is inadequate to meet its demands to its customers. The supporting shipper will tender applicant three to four (3-4) full truckloads per week. Betz requires flatbed trailers because it is easy to load and unload without a loading dock. Forklifts simply remove the product from the flatbed. Traffic will originate from Betz's plant and warehouse in Middletown Township, Bucks County, destined to such customers in Pennsylvania as steel mills, paper mills, hospitals and electricity generating plants. Representative points of destination include: Saint Marys, DuBois, Erie, Pittsburgh, Altoona, York, Allentown, Scranton, Wilkes-Barre, Philadelphia, Steelton and Monongahela.

Renaissance Nutrition, Inc. (supporting shipper or RNI) is engaged in the business of manufacturing and selling feed grade pre-mixes for livestock. RNI's feed grade pre-mixes are manufactured at the plant of Precise Agri-Products, Inc. (PAP) which is located in the borough of Middle Creek (sic), Snyder County. The supporting shipper requires the transportation of its product from PAP's plant to customers located in Pennsylvania which include RNI's distributors, large farms and feed mills. RNI requires the transportation of grade pre-mixes delivered in bags each holding approximately 50 pounds of product. Each movement consists of a flatbed fully underload. During the summer, applicant will be tendered three to four (3-4) outbound movements per week; during the fall, four to six (4-6) movements per week. Representative points of destination include: Butler, Carlisle, Ephrata, Philipsburg, Slippery Rock, Thompsontown, Tyrone, Hanover and Loganton. RNI also requires inbound movement to PAP's plant consisting of vitamins and minerals in bags, not in bulk. Service is required from RNI's suppliers located in the borough of Braddock, Allegheny County and the borough of Lititz, Lancaster County. These vitamins and minerals are ingredients used in the manufacture of RNI's feed grade pre-mixes. On the inbound movement applicant will be tendered four (4) flatbed loads per month.

## DISCUSSION AND FINDINGS

Independent Freightway, Inc. is a common carrier currently certificated by this Commission to transport generally, under 49 grants of authority, various commodities for numerous shippers to and from their facilities located throughout Pennsylvania. Applicant seeks the additional rights to transport specific commodities from the facilities of two shippers and from and to named facilities for a third shipper. The application was published in the Pennsylvania Bulletin and no protests were filed.

Beavertown Cast Stone, Inc. and Betz Laboratories, Inc., supporting shippers, are both manufacturers requiring the transportation of specifically named commodities from their facilities to points in Pennsylvania. These two (2) shippers have demonstrated a requirement for the service as proposed under rights captioned (1) and (2).

Renaissance Nutrition, Inc., supporting shipper, states it is a manufacturer and seller, requiring the transportation of its commodities in bags to and from the plant of Precise Agri-Products, Inc. (PAP), located in the borough of Middle Creek, Snyder County. In this instance, the supporting shipper is not giving support for service from its facilities. It is supporting service from the facilities of another business. As Renaissance Nutrition, Inc. is the supporting shipper and all service will be performed "for" it, we shall modify the grant of authority to read "for Renaissance Nutrition, Inc." from and to the facilities of Precise Agri-Products, Inc.

Renaissance Nutrition, Inc. sets forth in its verified statement that service is required from the plant of PAP, which is located in the borough of Middle Creek, Snyder County. By letter dated October 15, 1992, applicant verifies that PAP's facilities are located in the township of Middlecreek, Snyder County, as captioned.

Independent Freightway, Inc. has amply demonstrated a need for the service as modified. Applicant has the ability, experience and equipment to provide the service. Approval of the application as modified is in the public interest and is necessary for the accommodation and convenience of the public.

We find that:

1. Applicant currently operates pursuant to a common carrier certificate issued by the Commission on July 1, 1987, with amendments thereto.

2.. Two (2) of the supporting shippers have demonstrated a need for the service as proposed.

3. The support of the third shipper, RNI, indicates that service will be rendered "for" it but from the facilities of another business; therefore, the authority should be modified to read "for RNI".

4.. Applicant has the equipment, experience and fitness necessary to render the service as modified.

5. The evidence of record establishes necessity for the service as modified.

6. The applicant has established that approval of the application, as modified, is necessary for the accommodation and convenience of the public; THEREFORE,

IT IS ORDERED: That the application be and is hereby approved, as modified, and that the certificate issued on July 1, 1987 as amended, be further amended to include the following rights:

To transport, as a Class D carrier, manufactured pre-cast concrete units from the facilities of Beavertown Cast Stone, Inc., located in the township of Franklin, Snyder County, to points in Pennsylvania.

To transport, as a Class D carrier, industrial water treatment chemicals from the facilities of Betz Laboratories, Inc., located in the township of Middletown, Bucks County, to points in Pennsylvania.

To transport, as a Class D carrier, feed grade pre-mixes for livestock in bags, not in bulk, for Renaissance Nutrition, Inc., from the facilities of Precise Agri-Products, Inc., located in the township of Middlecreek, Snyder County, to points in Pennsylvania.

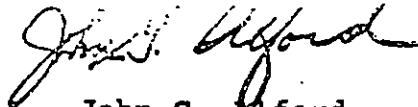
To transport, as a Class D carrier, vitamins and minerals in bags, not in bulk, for Renaissance Nutrition, Inc., from points in the borough of Braddock, Allegheny County and the borough of Lititz, Lancaster County to the facilities of Precise Agri-Products, Inc., located in the township of Middlecreek, Snyder County.

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

IT IS FURTHER ORDERED: That the authority granted herein to the extent that it duplicates authority now held by or subsequently granted to the applicant, shall not be construed as conferring more than one operating right.

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

BY THE COMMISSION,



John G. Alford  
Secretary

(SEAL)

ORDER ADOPTED: November 5, 1992

ORDER ENTERED: NOV 13 1992

B



SCHEDULE 100 — BALANCE SHEET — ASSETS

LINE NO.	ACCOUNT (a)	RESPONDENT ONLY		CONSOLIDATED	
		BALANCE CLOSE OF YEAR (b)	BALANCE BEGINNING OF YEAR (c)	BALANCE CLOSE OF YEAR (d)	BALANCE BEGINNING OF YEAR (e)
1	1010-1030 Cash, deposits and temporary investments	\$	\$	\$	\$
2	1111 Notes receivable; Officers, stockholders & employees				
3	1112 Notes receivable; Others				
4	1120 Receivable from affiliated companies	24,642,108	23,791,209		
5	1130 Accounts receivable customer and interline (net)	26,039,953	18,788,495		
6	1133 Accounts receivable; Officers, stockholders & empl.				
7	1132-1138 Accounts receivable, all other	3,852,815	3,278,898		
8	1140 Prepayments	862,355	422,817		
9	1151-1160 Materials, supplies and other current assets				
10	1170 Deferred income tax charges				
11	<b>TOTAL CURRENT ASSETS</b>	55,397,231	46,281,419		
12	1211-1245 Carrier operating property	8,545,540	7,633,180		
13	1214-1244 Less: Accumulated depreciation	(2,723,012)	(3,510,815)	( )	( )
14	1251 Carrier operating property—leased to others				
15	1252 Less: Accumulated depreciation	( )	( )	( )	( )
16	1261 Property used in other than carrier operations				
17	1262 Less: Accumulated depreciation & amortization	( )	( )	( )	( )
18	<b>TOTAL TANGIBLE PROPERTY</b>	5,822,528	4,122,365		
19	<b>TOTAL INTANGIBLE PROPERTY (GOODWILL)</b>	3,218,071	4,608,448		
20	1410 Investments and advances—affiliated companies				
21	1420 Undistributed earnings—certain investments in affiliated companies				
22	1430-1451 Investments & advances—Other				
23	<b>NET-INVESTMENTS AND ADVANCES</b>				
24	1512 Deferred debts	220,000	220,000		
25	1520 Accumulated deferred Income tax charges				
26	1551 Clearing accounts				
27	<b>TOTAL DEFERRED CHARGES</b>	220,000	220,000		
28	<b>TOTAL ASSETS</b>	64,657,830	55,232,232		

Motor Carrier Annual Report M  
EXHIBIT "B"

**SCHEDULE 100 — BALANCE SHEET — LIABILITIES**

LINE NO.	ACCOUNT (a)	RESPONDENT ONLY		CONSOLIDATED	
		BALANCE CLOSE OF YEAR (b)	BALANCE BEGINNING OF YEAR (c)	BALANCE CLOSE OF YEAR (d)	BALANCE BEGINNING OF YEAR (e)
29	2010 Notes Payable & Matures Obligations	\$	\$	\$	\$
30	2021 Payables to affiliated companies	916,000	870,000		
31	2031 Accounts payable officers, stockholders & empl.				
32	2032-2034, 2051 Accounts— Interline, empl. withholdg, COD's, other	5,697,639	3,820,118		
33	2041 Salaries and wages payable	1,242,042	1,205,189		
34	2110-2120 Accrued taxes				
35	2130-2150 Other current & accrued liabilities	7,673,268	6,033,609		
36	2161 Current equipment obligations and other debt	799,000	464,000		
37	2172-2181 Estimated liabilities accrued	2,206,991	2,225,855		
38	2190 Deferred income tax credits				
39	<b>TOTAL CURRENT LIABILITIES</b>	<b>18,534,940</b>	<b>14,618,771</b>		
40	2310 Advances payable— Affiliated companies	12,023,000	12,023,000		
41	2320 Other advances payable				
42	2331-2341 Other long-term debt due after one year-Fixed rate		Ø		
43	2331-2341 Other long-term debt due after one year-Floating rate				
44	2412-2511 Deferred credits & estimated liabilities	4,853,934	4,058,879		
45	2420 Accumulated deferred income tax credits				
46	<b>TOTAL LIABILITIES</b>	<b>35,411,874</b>	<b>30,700,650</b>		
47	2530 Equity of minority stockholders of subsidiaries	xxx	xxx		
48	2611 Capital stock— preferred				
49	2612-2621 Capital stock— common	1000	1000		
50	2631-2641 Additional paid in capital	13,387,000	13,387,000		
51	2651-2655 Retained earnings & net unrealized loss on securities	15,857,956	11,143,582		
52	2661 Less— Treasury stock				
53	2711-2811 Proprietary or Partnership Capital			xxx	xxx
54	<b>TOTAL OWNERS' EQUITY OR CAPITAL</b>	<b>29,245,956</b>	<b>24,531,582</b>		
55	<b>TOTAL LIABILITIES AND EQUITY</b>	<b>64,657,830</b>	<b>55,232,232</b>		
<b>SCHEDULE 200— STATEMENT OF CHANGES IN TOTAL OWNERS'S EQUITY</b>					
1	Balance at Beginning of Year	11,143,582	7,036,667		
2	Prior Period Adjustments to Beginning Balance (PURCHASE ACCOUNTING)	(226,000)			
3	Capital Stock Issued				
4	Net Income (Loss)	4,940,374	4,106,915		
5	Dividends				
6	Other (Please itemize)				
7					
8	Balance at the End of Year	15,857,956	11,143,582		

NOTE: This schedule should include all elements of owners' equity including proprietor capital, common and preferred stock, capital surplus and retained earnings.

**SCHEDULE 300 — STATEMENT OF OPERATIONS**

LINE NO.	ACCOUNT (a)	RESPONDENT (b)	CONSOLIDATED (c)
1	3100 Freight revenue—Intercity common carrier	\$210,081,058	\$
2	3200 Freight revenue—Intercity contract carrier		
3	3300 Freight revenue—Local cartage		
4	3400 Intercity transportation for other motor carriers	8,801,320	
5	3900 Other operating revenue		
6	3990 Private carriage & CIH revenues		
7	3100-3900 Household goods carrier operating revenue		
8	<b>TOTAL OPERATING REVENUES</b>	<b>218,882,378</b>	
9	4000-5900 Carrier operating expenses		
10	4100-8900 Household goods carrier operating expense		
11	<b>TOTAL OPERATING EXPENSES</b>	<b>208,575,185</b>	
12	<b>NET CARRIER OPERATING INCOME</b>	<b>10,307,193</b>	
13	8100/9100 Income from noncarriers operations—credit		
14	8100/9100 Expense from noncarriers operations—(debit)		
15	8210-8220/ 9210-9220 Interest and dividend income		
16	8310-8320/ 9310-9320 Lease of distinct operating unit—net (debit) credit		
17	8410-8445/ 9410-9445 Other nonoperating income (deductions)	(86,377)	
18	8510-8540/ 9510-9540 Non-operating gains (losses) on disposition of assets, land, and structures		
19	8600/9600 Interest & Amortization of debt discount exp. & premium	(1,947,442)	
20	<b>TOTAL OTHER INCOME (EXPENSE)</b>	<b>(2,033,819)</b>	
21	<b>ORDINARY INCOME BEFORE TAXES</b>	<b>8,273,374</b>	
22	8710/9710 Income taxes currently payable—Federal	2,663,000	
23	8720-8730/ 9720-9730 Income taxes currently payable—State & Other	397,000	
24	8740/9740 Deferred taxes	273,000	
25	Deferred Investment Tax Credit, if applicable		
26	Amortization of Investment Tax Credit, if applicable		
27	<b>TOTAL PROVISION FOR INCOME TAX</b>	<b>3,333,000</b>	
28	<b>ORDINARY INCOME (LOSS) AFTER TAXES</b>	<b>4,940,374</b>	
29	Earnings (Losses) App. to Minority Stockholders or Subsids.		
30	Equity in Undistributed Earnings (Losses) of Affiliates		
31	8750-8755/ 9750-9755 Gain or (loss) on discontinued segments		
32	<b>Income/(Loss) before extraordinary losses and accounting changes (Line 28 plus/minus 29, 30 &amp; 31)</b>		
33	8810-8850/ 9810-9850 Extraordinary Items (Net) + Income Taxes on Extr. Items		
34	8851/9851 Provisions for deferred taxes—extraordinary items		
35	8860/9860 Cumulative effect of changes in accounting principles		
36	<b>TOTAL EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES</b>		
37	<b>NET INCOME (LOSS)</b>	<b>4,940,374</b>	
38	<b>OPERATING RATIO (L. 11 ÷ L. 8)</b>	<b>95.29</b>	

Note: Include HHG accounts 4300 and 4400 on lines 13 and 14.

**SCHEDULE 400 — OPERATING EXPENSES (Respondent only)**

This schedule shall be completed by all respondents except those respondents opting to complete Schedule 500. Household goods operating expenses shall be reported on Schedule 400HG.

LINE NO.	ACCOUNT (a)	TOTAL (b)
1	4100 Total salaries—Officers & supervisors	\$ .
2	4200/4300 Total wages and misc paid time off—Others	7,776,881
3	4450 —Pension and retirement plans	127,421
4	4460 —Health & welfare expenses	622,268
5	4410-4490 —Other fringes	572,548
6	4400 Total fringe benefits	1,322,237
7	4510/4520 —Fuel, oil & lubricants for motor vehicle	Ø
8	4530 —Vehicle parts	Ø
9	4540 —Outside maintenance	1,373,560
10	4550 —Tires & tubes	677,483
11	4590 —Other operating supplies & expenses	357,645
12	4500 Total operating supplies & expenses	2,408,688
13	4600 Total general supplies and expenses	16,908,619
14	4700 Total operating taxes and licenses	,185,371
15	4810 —Liability & property damage insurance	3,817,638
16	4820 —Cargo loss and damage insurance	959,828
17	4830-4890- —Other insurance expense	(439,260)
18	Total insurance expense	4,338,206
19	5110/5120 Total communication & Utilities	1,571,947
20	5310-5370 —Depreciation—Building, structures & improvements	7,145
21	5320 —Depreciation—Revenue equipment	1,041,764
22	5330-5360/5380 —Depreciation—Other property	149,792
23	5390 —Amortization	Ø
24	5300 Total Depreciation and amortization	1,198,701
25	5410-5430 —Vehicle rents—Motor carriers	169,025,094
26	5440/5480 —Other purchased transportation/Allowances	3,260,881
27	5490 —Equipment rents—Credits	(3,894,984)
28	5400 Total Equipment rents and purchased transportation	168,390,991
29	5500 Total building rents and office equipment rents	979,636
30	5700 Total (gain)/loss on disposal of operating assets	(60,978)
31	5900 Total miscellaneous expenses	3,554,886
32	Grand total—Operating expenses	208,575,185

BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

In re: Application of : Application Docket No.  
Independent Freightway, Inc. : A.00107087, F.1, Am-F

RECEIVED  
MAY -2 P11 2:48  
PA. P.U.C.  
INFO. CONTROL DIV.

AFFIDAVIT

COMMONWEALTH OF PENNSYLVANIA :  
: SS:  
COUNTY OF UNION :

EDWARD ZAKSZESKI, being duly sworn according to law,  
deposes and says:

1. He is an adult individual who is employed by New Columbia Joist Co. (New Columbia) as its Traffic Manager. New Columbia is a corporation which maintains its manufacturing plant in White Deer Township, Union County, Pennsylvania. New Columbia is authorized to do business in Pennsylvania.

2. He is authorized to make this affidavit on behalf of New Columbia and is responsible for its transportation needs at its White Deer Township plant. His duties as Traffic Manager include traffic management and arranging for transportation of

DOCUMENT  
FOLDER

DOCKETED  
APPLICATION DOCKET  
MAY 5 1984  
ENTRY No. *[Signature]*

steel joists which New Columbia manufactures to its customers' specifications. Approximately one-half of the steel joists manufactured at the plant are shipped to customers located inside Pennsylvania. The other one-half of the steel joists manufactured at the plant are shipped outside Pennsylvania predominantly to points in New England, Ohio, Virginia, Maryland and Delaware.

3. The steel joists are manufactured to the customers' specifications. They range in length from 12 feet to 120 feet. The average length is 48 feet.

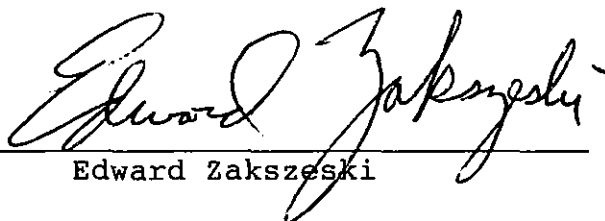
4. The steel joists must be transported by flatbed. New Columbia proposes to offer Applicant approximately 14 to 20 trailer loads per day. All movements will originate at New Columbia's manufacturing plant in White Deer Township, Union County, Pennsylvania. The destination points are detailed on Exhibit "A" attached hereto and made a part hereof. New Columbia also desires the return of damaged or rejected steel joists to its origin point. The transportation must be available on short notice, often less than 24 hours.

5. New Columbia presently uses Applicant's transportation services to transport steel joists from plant to points in New England, Ohio, Virginia, Maryland and Delaware. New Columbia is satisfied with the transportation services presently provided by Applicant between points in interstate commerce.

6. New Columbia presently uses Milton Transportation Co., Jones Motor Freight, Inc. and Graham Transportation Co. in an attempt to meet its transportation needs. These carriers lack the tractors and trailers necessary to satisfy New Columbia's transportation needs in Pennsylvania. They also are not available on less than 24 hours' notice. These factors make their transportation services inadequate to satisfy New Columbia's transportation needs fully. Applicant possesses adequate tractors and flatbed trailers for New Columbia's purposes and is available on 24 hours' notice or less. These factors are necessary to satisfy New Columbia's transportation needs.

7. New Columbia has not supported any other application for permanent, temporary or emergency temporary

authority covering all or any part of Applicant's service territory. New Columbia's support for this Application will not be withdrawn. Immediate need exists for the service which Applicant proposes. That need is expected to continue on a permanent basis.

  
Edward Zakszeski

SWORN TO AND SUBSCRIBED  
before me this 20th day  
of April, 1994.

  
Nancy L. Aunkst  
Notary Public

My Commission Expires: 8/03/96

(SEAL)

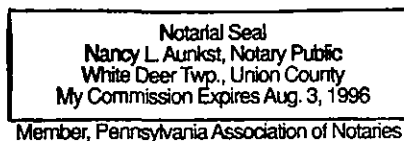




EXHIBIT "A"

DESTINATION POINTS IN PENNSYLVANIA

Washington, Washington County  
Altoona, Blair County  
Lansdale, Montgomery County  
Sunbury, Northumberland County  
Scranton, Lackawanna County  
Wilkes-Barre, Luzerne County  
Shamokin, Northumberland County  
Northumberland, Northumberland County  
Sayre, Bradford County  
Allentown, Lehigh County  
Philadelphia, Philadelphia County  
Pittsburgh, Allegheny County  
Reading, Berks County  
Easton, Northampton County  
Bethlehem, Lehigh and Northampton Counties  
Harrisburg, Dauphin County  
Erie, Erie County  
Johnstown, Cambria County  
York, York County  
Lancaster, Lancaster County  
Lebanon, Lebanon County  
Hazelton, Luzerne County  
Leetsdale, Allegheny County  
Wexford, Allegheny County  
Meadville, Crawford County

EXHIBIT "A"

BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

RECEIVED  
MAY 2 1994  
PA. P. U. C.  
INFO. CONTROL DIV.

In re: Application of : Application Docket No.  
Independent Freightway, Inc. : A.00107087, F.1, Am-F

AFFIDAVIT

COMMONWEALTH OF PENNSYLVANIA :  
: SS:  
COUNTY OF LANCASTER :

DWIGHT KAUFFMAN, being duly sworn according to law,  
deposes and says:

1. He is an adult individual who is employed by Steel Systems Installation, Inc. (Steel Systems) as its Manager. Steel Systems is a corporation which maintains a manufacturing plant in the Borough of Quarryville, Lancaster County, Pennsylvania. Steel Systems is authorized to do business in Pennsylvania.

2. He is authorized to make this Affidavit on behalf of Steel Systems and is responsible for its transportation needs at its Quarryville Plant. His duties include traffic management and arranging for the transportation of mining equipment which is manufactured there and shipped to points in Pennsylvania and outside Pennsylvania. The mining equipment

EQUIPMENT  
FOLDER

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APPLICATION DOCKET  
MAY 5 1994  
ENTRY No.

includes conveyors, screen towers, crusher bases, shoots and bends. Such equipment is completed except for assembly in the field. It is used to mine limestone and to make lime and crushed rock from the limestone which is mined.

3. The equipment must be transported by flatbed. Steel Systems proposes to offer Applicant at least three truck loads each week. All movements will originate at Steel Systems' manufacturing plant in the Borough of Quarryville, Lancaster County, Pennsylvania. The destination points are detailed on Exhibit "A" attached hereto and made a part hereof. Steel Systems also desires the return of damaged or rejected mining equipment to its origin point.

4. Steel Systems presently uses a local carrier in Quarryville, Omni Transport and Daily Express, Inc. These carriers are not able to respond on 24 hours' notice and lack the tractors and flatbed trailers sufficient to meet Steel Systems' transportation needs. Short notice delivery is critical to the needs of Steel Systems' customers. These factors are necessary to satisfy Steel Systems' transportation needs. Applicant possesses adequate tractors and flatbed trailers to meet those needs and is available on 24 hours' notice. Applicant presently provides transportation service to

Steel Systems in interstate commerce and Steel Systems is satisfied with that service.

5. Steel Systems has not supported any other application for permanent, temporary or emergency temporary authority covering all or any part of Applicant's service territory. Steel Systems' support of this Application will not be withdrawn. Immediate need exists for the service which Applicant proposes. That need is expected to continue on a permanent basis.

  
Dwight Kauffman

SWORN TO AND SUBSCRIBED  
before me this 28 day  
of April, 1994.

  
Notary Public

My Commission Expires: Jan 17, 1998

(SEAL)

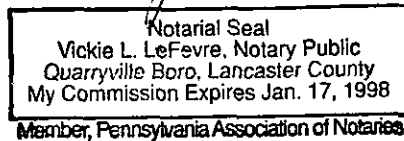


EXHIBIT "A"

DESTINATION POINTS IN PENNSYLVANIA

Annville, Lebanon County  
Tamaqua, Schuylkill County  
Devalt, Chester County  
Lancaster, Lancaster County  
Pittsburgh, Allegheny County and its environs

EXHIBIT "A"



COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
P.O. BOX 3265, HARRISBURG, PA 17105-3265

May 5, 1994

IN REPLY PLEASE  
REFER TO OUR FILE

LLOYD R PERSUN  
ATTORNEY AT LAW  
3401 NORTH FRONT STREET  
PO BOX 5950  
HARRISBURG PA 17110-0950

In re: A-00107087, F. 1, AmF - Application of Independent Freightway, Inc.

Dear Mr. Persun:

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 Douglas A. Pike  
For Peter S. Marzolf, Supervisor  
Technical Review Section  
Bureau of Transportation

DAP:lg

