



ORIGINAL

DOCUMENT
FOLDER

PILLAR · MULROY & FERBER 97 OCT 20 AM 11:21

October 15, 1997

RECEIVED
PROTHONOTARY'S OFFICE

Re: Professional Transportation, Inc.,
t/d/b/a Professional Carriers
Docket No. A-00113003, F.1, Am-A

DOCKETED

Hon. James J. McNulty, Acting Secretary
Pennsylvania Public Utility Commission
P. O. Box 3265
Harrisburg, PA 17105-3265

OCT 23 1997

Dear Mr. McNulty:

Upon further consideration, we are hereby authorized to withdraw the protest of D & T Limousine Service, Inc. to the above docketed application proceeding. A copy of this letter has been forwarded to applicant's representative.

We desire to remain a party of record for receipt of any future notices or orders issued by the Commission in this proceeding.

Very truly yours,


JOHN A. PILLAR

sw

cc: David M. O'Boyle, Esq.
D & T Limousine Service, Inc.

CF
b
CI
DU

64

Application of Professional Transportation, Inc. t/d/b/a Professional Carriers

For amendment to its common carrier certificate SO AS TO PERMIT the transportation of rail carrier employees and their equipment and baggage, in paratransit service, for Norfolk Southern Corporation, between points in Pennsylvania.

PROFESSIONAL TRANSPORTATION INC
T/A PROFESSIONAL CARRIERS
PO BOX 5205
EVANSVILLE IN 47715
(812) 471-2440

DOCUMENT
FOLDER

DAVID M O BOYLE ESQUIRE
WICK STREIFF MEYER METZ & O BOYLE
1450 TWO CHATHAM CENTER
PITTSBURGH PA 15219
(412) 765-1600
Fax Number: (412) 261-3783
(Representing applicant)

013160

JAMES D CAMPBELL JR ESQUIRE
CALDWELL & KEARNS
3631 NORTH FRONT STREET
HARRISBURG PA 17110-1533
(717) 232-7661
Fax Number: (717) 232-2766
(Representing LoMa, Inc.)

97 OCT 16 PM 12:27
RECEIVED
PROTHONOTARY'S OFFICE

JOHN A PILLAR ESQUIRE
PILLAR MULROY & FERBER
1106 FRICK BUILDING
PITTSBURGH PA 15219
(412) 471-3300
Fax Number: (412) 471-6068
(Representing D & T Limousine Service, Inc.)

ORIGINAL

LAW OFFICES

WICK, STREIFF, MEYER, McGRAIL & O'BOYLE, P.C.

HENRY M. WICK, JR.
CHARLES J. STREIFF
CARL F. MEYER
PATRICIA L. McGRAIL
DAVID M. O'BOYLE
VINCENT P. SZELIGO
LUCILLE N. WICK
DOUGLAS P. SPENCE
JOHN M. SMITH

1450 TWO CHATHAM CENTER

PITTSBURGH, PA 15219-3427

(412) 765-1600

FACSIMILE
(412) 261-3783

E-MAIL
wsmmo@sgi.net

3001 JACKS RUN ROAD
WHITE OAK, PA 15131-2507

(412) 864-4433

97 OCT 29 PM 3:47

DUFF OFFICE CENTER, SUITE 203

10 DUFF ROAD
PITTSBURGH, PA 15235-3206

PROTHONOTARY (412) 241-7227

October 27, 1997

Re: Professional Transportation, Inc., t/d/b/a Professional Carriers
Docket No. A-00113003, F. 1, Am-A
Our File: 5999.003

**DOCUMENT
FOLDER**

James J. McNulty, Acting Secretary
Pennsylvania Public Utility Commission
P.O. Box 3265
Harrisburg, PA 17105-3265

Dear Mr. McNulty:

Enclosed for filing with the Commission the signed original and two copies of Restrictive Amendment and Withdrawal of Protest in connection with the above-captioned proceeding. This Restrictive Amendment satisfies the interests of Protestant LoMa, Inc., t/d/b/a A.B.E. Limousine Service.

We are also enclosing a copy of a letter, dated October 15, 1997, from John A. Pillar, Esq. withdrawing the Protest of D & T Limousine Service, Inc.

This application case is now unopposed. On behalf of Applicant, we request that the Commission cancel the hearing scheduled for December 2, 1997, and that the Commission transfer the case to the Application and Review Section for handling on a non-hearing basis.

We are serving a copy of this letter upon Administrative Law Judge Fred R. Nene and all parties of record.

31

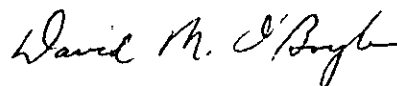
WICK, STREIFF, MEYER, McGRAIL & O'BOYLE, P.C.

Jame J. McNulty, Acting Secretary
October 27, 1997
Page 2

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

Very truly yours,

WICK, STREIFF, MEYER,
McGRAIL & O'BOYLE, P.C.



David M. O'Boyle

DOB/mab
Enclosures

cc: Hon. Fred R. Nene, ALJ (w/encl.)
James D. Campbell, Jr., Esq. (w/encl.)
John A. Pillar, Esq. (w/encl.)
Professional Transportation, Inc. (w/encl.)

ORIGINAL

Before the
PENNSYLVANIA PUBLIC UTILITY COMMISSION

014988

97 OCT 29 PM 3:47

Application of
PROFESSIONAL TRANSPORTATION, INC. t/d/b/a
PROFESSIONAL CARRIERS

RECEIVED
PROTHONOTARY'S OFFICE

DOCUMENT
FOLDER

Docket No. A-00113003, F.1, Am-A

DOCKETED

NOV 03 1997

**RESTRICTIVE AMENDMENT
AND WITHDRAWAL OF PROTEST**

AND NOW, comes Applicant Professional Transportation, Inc. t/d/b/a Professional Carriers, and submits this Restrictive Amendment, which amends the scope of the above application, and Withdrawal of Protest on behalf of LoMa, Inc. t/d/b/a A.B.E. Limousine Service and in support thereof states as follows:

1. Professional Transportation, Inc. t/d/b/a Professional Carriers hereby amends its application at the above Docket No. to read as follows:

Transportation of rail carrier employees and their equipment and baggage, in paratransit service, for Norfolk Southern Corporation, between points in Pennsylvania;

Subject to the following condition:

That no right, power or privilege is granted to provide limousine service or group and party service between points in the Counties of Lehigh and Northampton, and from points in said Counties to points in Pennsylvania, and vice versa.

2. Based on the foregoing Restrictive Amendment, and conditioned upon its acceptance by the Commission and any grant of authority being consistent with the Restrictive Amendment, LoMa, Inc. t/d/b/a A.B.E. Limousine Service, which is the protestant listed on the attached Appendix "A", hereby withdraws its protest to the

application.

3. Counsel for Protestant LoMa, Inc., t/d/b/a A.B.E. Limousine Service will remain a party of record for the purpose of receiving copies of all future notices and orders issued by the Commission in this proceeding. The name and address of Protestant's counsel are as follows:

James D. Campbell, Jr., Esq.
Caldwell & Kearns
3631 North Front Street
Harrisburg, PA 17110-1533

Dated at Pittsburgh, PA, this 21st day of October, 1997.

PROFESSIONAL TRANSPORTATION, INC.
t/d/b/a PROFESSIONAL CARRIER

By: David M. O'Boyle
David M. O'Boyle
1450 Two Chatham Center
Pittsburgh, PA 15219
Counsel for Professional Transportation, Inc.
t/d/b/a Professional Carriers

ORIGINAL

Before the
PENNSYLVANIA PUBLIC UTILITY COMMISSION


Application of
PROFESSIONAL TRANSPORTATION, INC. t/d/b/a
PROFESSIONAL CARRIERS

Docket No. A-00113003, F.1, Am-A

WITHDRAWAL OF PROTEST

LoMa, Inc., t/d/b/a A.B.E. Limousine Service, by and through its counsel, James D. Campbell, Jr., Esq., hereby withdraws its protest to the above application based on the Restrictive Amendment dated October 21, 1997 to which this Withdrawal of Protest is attached.

Dated: 10/24/97

By: 
James D. Campbell, Jr., Esq.
Caldwell & Kearns
3631 North Front Street
Harrisburg, PA 17110-1533
Counsel for Protestant,
LoMa, Inc., t/d/b/a
A.B.E. Limousine Service

COMMONWEALTH OF PENNSYLVANIA
PUBLIC UTILITY COMMISSION

DATE: November 3, 1997

SUBJECT: A-00113003F0001, Am-A - Application of Professional Transportation, Inc. t/d/b/a
Professional Carriers
Modified Procedure

TO: Peter Marzolf
Transportation & Safety

FROM: Judy Weaver, Scheduling Officer
Office of Administrative Law Judge

Since the protest(s) in the above-captioned proceeding has/have been withdrawn, the application is referred to your bureau for review and report to the Commission.

pc: Judge Nene
Aggie Brewster, Docket Section
Norma R. Lewis
Beth Plantz
Office File

DOCKETED
NOV 03 1997

DOCUMENT
FOLDER

RECEIVED
PROTHONOTARY'S OFFICE
97 NOV -3 AM 10:44

015814



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

IN REPLY PLEASE
 REFER TO OUR FILE

November 3, 1997

In Re: **A-00113003F0001, Am-A**

(See letter dated 10/7/97)

Application of Professional Transportation, Inc. t/d/b/a Professional Carriers

For amendment to its common carrier certificate SO AS TO PERMIT the transportation of rail carrier employees and their equipment and baggage, in paratransit service, for Norfolk Southern Corporation, between points in Pennsylvania.

Cancellation of Hearing Notice

This is to inform you that the hearing on the above-captioned case has been **canceled** as shown below:

Type: **Initial Hearing**
Date: **Tuesday, December 2, 1997**
Time: **10:00 a.m.**
Location: **Pittsburgh, Pennsylvania**
Presiding Officer: **Administrative Law Judge Fred R. Nene**

Please mark your records accordingly.

pc: Judge Nene
 Norma Lewis
 Judy E. Weaver, Scheduling Officer
 Beth Plantz
 Docket Section
 Calendar File

DOCKETED
 NOV 03 1997

**DOCUMENT
 FOLDER**

RECEIVED
 PROTHONOTARY'S OFFICE

97 NOV - 3 11:10:44

015810



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

REFER TO OUR FILE

November 18, 1997

DAVID M O'BOYLE
ATTORNEY AT LAW
1450 TWO CHATHAM CENTER
PITTSBURGH PA 15219-3427

DOCKETED APPLICATION DOCKET NOV 18 1997 ENTRY No. <u>72</u>
--

In re: A-00113003, F. 1, AM-A -Application of Professional Transportation, Inc., t/d/b/a Professional Carriers.

Dear Sir:

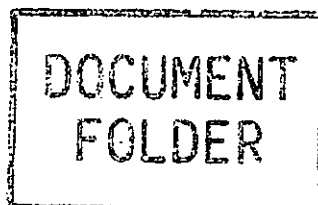
The above referenced application has been assigned for review without oral hearing. In order to reach a determination on the application, you are being required to file verified statements in accordance with 52 Pa. Code Section §3.381(e)(1). You will be required to file:

- A. VERIFIED STATEMENT OF APPLICANT
- B. VERIFIED STATEMENT(S) IN SUPPORT OF THE 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 Blue Bird Coach Lines, Inc., (A-00088807, F. 2, Am-K) 72 Pa. P.U.C. 262 (1990), 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 December 18, 1997.



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 the application should be directed to Tim Zeigler at 717-783-5946.

Very truly yours,

Tim Zeigler
Technical Unit
Bureau of Transportation & Safety

LAW OFFICES

WICK, STREIFF, MEYER, McGRAIL & O'BOYLE, P.C.

HENRY M. WICK, JR.
CHARLES J. STREIFF
CARL F. MEYER
PATRICIA L. McGRAIL
DAVID M. O'BOYLE
VINCENT P. SZELIGO
LUCILLE N. WICK
DOUGLAS P. SPENCE
JOHN M. SMITH
RICHARD T. SCHADLE

1450 TWO CHATHAM CENTER
PITTSBURGH, PA 15219-3427

(412) 765-1600

FACSIMILE
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wsmmo@sgi.net

3001 JACKS RUN ROAD
WHITE OAK, PA 15131-2507
(412) 664-4433

DUFF OFFICE CENTER, SUITE 203
10 DUFF ROAD
PITTSBURGH, PA 15235-3206
(412) 241-7227

December 15, 1997

Re: Application of Professional Transportation, Inc. t/d/b/a Professional Carriers
Docket No. A-00113003, F.1, Am-A
Our File: 5999.003

Mr. Tim Zigler
Pennsylvania Public Utility Commission
Bureau of Transportation and Safety
Technical Unit
P.O. Box 3265
Harrisburg, PA 17105-3265

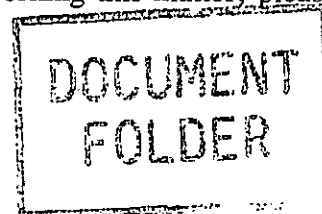
DOCKETED APPLICATION DOCKET DEC 17 1997 ENTRY No. <u>12</u>
--

Dear Mr. Zigler:

By letter dated November 18, 1997, you advised that Verified Statements in support of the above application were due on or before December 18, 1997. We have not received the Verified Statement from the supporting witness, Norfolk Southern Corporation. As you may know, Norfolk Southern is involved in a major application proceeding before the Surface Transportation Board to merge with or take over operations of Conrail. We understand that this proceeding is taking a considerable amount of time for the staff of Norfolk Southern. It is also our understanding that preventive measures are being undertaken by Norfolk Southern to avoid the operational problems which have plagued railroad operations in the West due to the Union Pacific Railroad's take over of the Southern Pacific Railroad.

We understand that Norfolk Southern's legal department has to review and approve the statement before we will have access to it for filing with the Commission.

Accordingly, we have requested and you been granted our request for a 45 day extension of time until February 2, 1998 to file Verified Statements on behalf of Applicant and the supporting witness. If you have any questions concerning this matter, please contact me.



WICK, STREIFF, MEYER, McGRAIL & O'BOYLE, P.C.

Mr. Tim Zigler
December 15, 1997
Page 2

Please acknowledge receipt of this letter on the duplicate copy which is enclosed and return it in the self-addressed, stamped envelope which is provided for your convenience. Thank you for your cooperation and assistance.

Very truly yours,

WICK, STREIFF, MEYER,
McGRAIL & O'BOYLE, P.C.



David M. O'Boyle

DOB/mab

cc: Professional Transportation, Inc.

5999ltr.2359

97 DEC 17 AM 8:58



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

DECEMBER 17, 1997

DAVID M O'BOYLE
ATTORNEY AT LAW
1450 TWO CHATHAM CENTER
PITTSBURGH PA 15219-3427

In Re: A-00113003, F. 1, Am-A - Application of
Professional Transportation, Inc., t/d/b/a
Professional Carriers.

DOCKETED
APPLICATION DOCKET

DEC 17 1997

ENTRY No. 72

Dear Sir:

In accordance with your request of December 15, 1997, for an extension of time to file verified statements, we are granting an additional forty-five (45) days for filing of statements.

Please be advised that verified statements are now due on February 2, 1998. 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,

Tim Zeigler
Compliance Office

DOCUMENT
FOLDER

LAW OFFICES

WICK, STREIFF, MEYER, McGRAIL & O'BOYLE, P.C.

HENRY M. WICK, JR.
CHARLES J. STREIFF
CARL F. MEYER
PATRICIA L. McGRAIL
DAVID M. O'BOYLE
VINCENT P. SZELIGO
LUCILLE N. WICK
DOUGLAS P. SPENCE
JOHN M. SMITH
RICHARD T. SCHADLE

1450 TWO CHATHAM CENTER
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(412) 765-1600

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1714 LINCOLN WAY
WHITE OAK, PA 15131-1718
(412) 864-4433

DUFF OFFICE CENTER, SUITE 203
10 DUFF ROAD
PITTSBURGH, PA 15235-3206
(412) 241-7227

January 28, 1998

Re: Application of Professional Transportation, Inc.
t/d/b/a Professional Carriers
Docket No. A-00113003, F.1, Am-A
Our File 5999.003

Mr. Tim Zeigler
Pennsylvania Public Utility Commission
Bureau of Transportation and Safety
Technical Unit
P.O. Box 3265
Harrisburg, Pennsylvania 17105-3265

DOCKETED
APPLICATION DOCKET
JAN 30 1998
ENTRY No. <u>72</u>

98 JAN 30 AM 10:24

Dear Mr. Zeigler:

This is to confirm that you have granted our request for a thirty (30) day extension of time to file Applicant's Verified Statements in support of the above application. The reason for the extension is that I have been in contact with Norfolk Southern and I am waiting to receive either a verified statement or operational information to prepare a verified statement on behalf of Norfolk Southern. There is not sufficient time to submit Applicant's evidence by the deadline of February 2, 1998, and an extension of time is needed.

We understand that Applicant's Verified Statements are now due on or before March 5, 1998. Thank you for your cooperation and consideration in this matter.

Please acknowledge receipt on the enclosed copy and return it in the self-addressed, stamped envelope which is provided for your convenience.

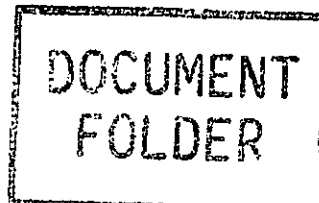
Very truly yours,

WICK, STREIFF, MEYER,
McGRAIL & O'BOYLE, P.C.

David M. O'Boyle
David M. O'Boyle

DOB/mm/PT12442.ltr

cc: Professional Transportation, Inc.



LAW OFFICES

WICK, STREIFF, MEYER, McGRAIL & O'BOYLE, P.C.

HENRY M. WICK, JR.
CHARLES J. STREIFF
CARL F. MEYER
PATRICIA L. McGRAIL
DAVID M. O'BOYLE
VINCENT P. SZELOGO
LUCILLE N. WICK
DOUGLAS P. SPENCE
JOHN M. SMITH
RICHARD T. SCHADLE

1450 TWO CHATHAM CENTER
PITTSBURGH, PA 15219-3427

(412) 765-1600

FACSIMILE
(412) 281-3783

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wsmmo@sgl.net

1714 LINCOLN WAY
WHITE OAK, PA 15131-1716
(412) 684-4433

DUFF OFFICE CENTER, SUITE 203
10 DUFF ROAD
PITTSBURGH, PA 15235-3206
(412) 241-7227

March 2, 1998

Re: Application of Professional Transportation, Inc.
t/d/b/a Professional Carriers
Docket No. A-00113003, F.1, Am-A
Our File 5999.003

Mr. Tim Zeigler
Pennsylvania Public Utility Commission
Transportation and Safety Bureau
Technical Unit
P.O. Box 3265
Harrisburg, PA 17105-3265

DOCKETED APPLICATION DOCKET MAR 05 1998 ENTRY No. <u>TZ</u>

Dear Mr. Zeigler:

As we discussed, I received correspondence from Norfolk-Southern Corporation confirming that it is willing to support the above Application. Norfolk Southern's concern is that it will not be able to provide definitive information about its needs for service in transporting its train crews until the Service Transportation Board has reached its decision concerning Norfolk Southern's and CSX's joint Application to acquire control of Conrail.

In view of the fact that Norfolk Southern has just recently informed Applicant of this decision to support the Application, I am requesting a 30 day extension of time to submit Applicant's Verified Statements in the above case. I understand that you have approved this request and Applicant's Verified Statements are now due April 6, 1998. Thank you for your consideration in this matter.

Please acknowledge receipt of on the enclosed copy of this letter and return it in the self-addressed, stamped envelope which is provided for your convenience.

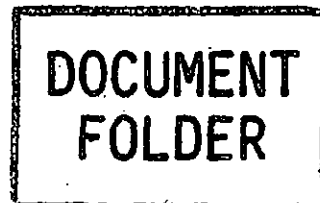
Very truly yours,

WICK, STREIFF, MEYER,
McGRAIL & O'BOYLE, P.C.

David M. O'Boyle
David M. O'Boyle

02:0111 4-81185

DOB/pac
Enclosures
cc: Professional Transportation, Inc.





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

January 28, 1998

DAVID M O'BOYLE
ATTORNEY AT LAW
1450 TWO CHATHAM CENTER
PITTSBURGH PA 15219-3427

DOCKETED APPLICATION DOCKETED JAN 28 1998 ENTRY No. <u>72</u>
--

In Re: A-00113003, F. 1, AM-A - Application of Professional
Transportation, Inc., t/d/b/a Professional Carriers.

Dear Sir:

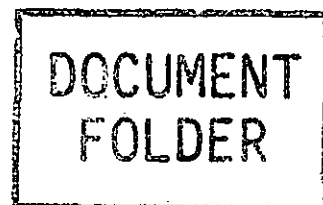
In accordance with your request of January 28, 1998, for an extension of time to file verified statements, we are granting an additional thirty (30) days for filing of statements.

Please be advised that verified statements are now due on March 5, 1998. 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,

Tim Zeigler
Compliance Office





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

March 5, 1998

DAVID M O'BOYLE
ATTORNEY AT LAW
1450 TWO CHATHAM CENTER
PITTSBURGH PA 15219-3427

In Re: A-00113003, F. 1., AM-A - Application of Professional
Transportation, Inc., t/d/b/a Professional Carriers.

DOCKETED APPLICATION DOCKET MAR 05 1998 ENTRY No. <u>72</u>

Dear Sir:

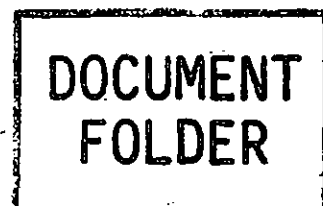
In accordance with your request of March 2, 1998, for an extension of time to file verified statements, we are granting an additional thirty (30) days for filing of statements.

Please be advised that verified statements are now due on April 6, 1998. 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,

Tim Zeigler
Compliance Office



LAW OFFICES

WICK, STREIFF, MEYER, McGRAIL & O'BOYLE, P.C.

HENRY M. WICK, JR.
CHARLES J. STREIFF
CARL F. MEYER
PATRICIA L. McGRAIL
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VINCENT P. SZELIGO
LUCILLE N. WICK
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1450 TWO CHATHAM CENTER
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1714 LINCOLN WAY
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(412) 664-4433

DUFF OFFICE CENTER, SUITE 203
10 DUFF ROAD
PITTSBURGH, PA 15235-3206
(412) 241-7227

March 30, 1998

Re: Professional Transportation, Inc.
t/d/b/a Professional Carriers
Docket No. A-00113003, F.1, Am-A
Our File 5999.003

140168

John G. Alford, Secretary
Pennsylvania Public Utility Commission
P.O. Box 3265
Harrisburg, PA 17105-3265

Dear Mr. Alford:

Please find enclosed for filing with the Commission a signed original and one copy of Applicant's Verified Statements on behalf of Professional Transportation, Inc., t/d/b/a Professional Carriers in connection with the above-captioned case. If you have any questions concerning this matter, please contact the undersigned.

We ask that you please acknowledge receipt of the enclosed on the duplicate copy of this letter of transmittal, and return it to the undersigned in the stamped, self-addressed envelope which is provided for that purpose.

98 APR 1 11 30 AM '98
RECEIVED
PROPERTY DIVISION
OFFICE

Very truly yours,

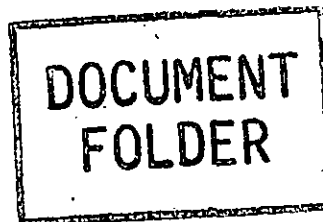
WICK, STREIFF, MEYER,
McGRAIL & O'BOYLE, P.C.

David M. O'Boyle
David M. O'Boyle

DOB/pac

cc: Professional Transportation, Inc. (w/encl.)

cc: 111-2 P: 11:17



h

Before the

PENNSYLVANIA PUBLIC UTILITY COMMISSION

Docket No. A-00113003, F.1, Am-A

**APPLICATION OF PROFESSIONAL TRANSPORTATION, INC.
t/d/b/a PROFESSIONAL CARRIERS**

DOCKETED

APPLICATION DOCKET

APR 02 1998

APPLICANT'S VERIFIED STATEMENTS

140159

ENTRY No. _____

I. Statement of the Case

By application published in the Pennsylvania Bulletin on July 26, 1997, Professional Transportation, Inc., t/d/b/a Professional Carriers ("Applicant" or "PTI") initially sought authority to operate as a motor common carrier to provide the following service:

Transportation of rail carrier employees and their equipment and baggage, in paratransit service, for Norfolk Southern Corporation, between points in Pennsylvania.

Protests in opposition to the application were filed by D & T Limousine Service, Inc. and LoMa, Inc., t/d/b/a A.B.E. Limousine Service. By letter dated October 20, 1997, the protest filed on behalf of D & T Limousine Service, Inc. was withdrawn.

Applicant submitted a Restrictive Amendment dated October 21, 1997, which modified the scope of the application to read as follows:

Transportation of rail carrier employees and their equipment and baggage, in paratransit service, for Norfolk Southern Corporation, between points in Pennsylvania;

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Subject to the following condition:

That no right, power or privilege granted to provide limousine service or group and party service between points in the counties of Lehigh and Northampton, and from points in said counties to points in Pennsylvania, and vice versa.

Based on this Restrictive Amendment, LoMa, Inc. t/d/b/a A.B.E. Limousine Service signed a Withdrawal of Protest, dated October 24, 1997.

This application is now unopposed. Applicant hereby submits its Verified Statements in support of this application.

II. Verified Statement of Robert S. Tevault

On Behalf of Applicant

1. **Legal Name and Domicile of Applicant.**

Applicant is Professional Transportation, Inc. ("PTI") which is an Indiana corporation which has registered to do business in Pennsylvania under the assumed name of Professional Carriers. Applicant's principal place of business is located at 1700 Theater Drive, Evansville, IN 47715.

2. **Identity and Qualifications of Witness.**

My name is Robert S. Tevault, and my business address is 1700 Theater Drive, P.O. Box 5205, Evansville, IN 47715. I am Vice President of Applicant and I am in charge of supervising Applicant's operations in transporting train crews for Applicant's railroad customers. I am very well acquainted with Applicant's existing operations and with the paratransit service proposed by this application at Docket No. A-00113003, F.1, Am-A.

3. **Applicant's Affiliation With Other Carriers.**

Applicant is not affiliated with any other carrier which holds authority from the Pennsylvania Public Utility Commission.

4. **Authority Sought By This Application.**

Applicant initially applied for authority to transport rail carrier employees and their equipment and baggage, in paratransit service, for Norfolk Southern Corporation, between points in Pennsylvania. Applicant subsequently agreed to certain restrictions in order to eliminate the interests of the sole remaining protestant. This application, as amended by the Restrictive Amendment dated October 21, 1997, seeks the following authority:

Transportation of rail carrier employees and their equipment and baggage, in paratransit service, for Norfolk Southern Corporation, between points in Pennsylvania;

Subject to the following condition:

That no right, power or privilege granted to provide limousine service or group and party service between points in the counties of Lehigh and Northampton, and from points in said counties to points in Pennsylvania, and vice versa.

5. **General Scope of Currently Authorized Operations.**

PTI has been granted common carrier authority to transport railroad crews, in paratransit service, for CSX Transportation, Inc., between points in Pennsylvania. This authority was granted by order entered May 28, 1997, and the Certificate of Public Convenience was issued on June 5, 1997. PTI conducts intrastate operations in Pennsylvania on a daily basis in transporting train crews for CSX. In addition, PTI holds interstate operating authority to transport persons between points in the United States. Pursuant to this grant of authority, PTI provides paratransit service in transporting train crews in or through approximately 15 states in the eastern part of the United States.

6. **Duplicating Authority Which Will Result From Grant of Application.**

This application requests authority to provide service for one named railroad, and approval of this application will not result in a grant of any duplicating operating authority.

7. **Pertinent Terminal Facilities and Communications Network.**

PTI has vehicles stationed at over 40 locations in the Midwestern and eastern states where it provides service for its railroad customers. At the present time, PTI has three operating locations in Pennsylvania where equipment is stationed. PTI has 6 vans stationed at

Connellsville, 4 vans at New Castle and 1 van in Pittsburgh. Stationing equipment at these locations makes it possible for PTI to respond quickly to requests for service at different locations in Southwestern Pennsylvania. PTI is considering establishing another operating location in Philadelphia. PTI also utilizes local certificated carriers to supplement its supply of equipment whenever necessary. PTI's communications system utilizes a Central Dispatch operation which is located at its company headquarters in Evansville, Indiana. PTI has invested over \$50,000 in computer and electronic equipment in order to make electronic data transfer available to customers for both dispatch of vehicles and for billing purposes. The customer calls our Central Dispatch for service, regardless of where service is requested in our system, and PTI assigns drivers at the nearest PTI location to provide the requested service. The Central Dispatch system is very efficient, and it enables PTI to provide service in a prompt and reliable manner. Upon request, PTI will establish a computer hookup so that a customer can request service directly via computers. In addition, PTI provides a toll free telephone number to our Central Dispatch in the event that service is needed by train crews while on duty.

In order for the drivers of vehicles to communicate with a railroad customer and its train crews, all of PTI's vehicles are equipped with two-way radios with railroad channels. This enables a driver to communicate directly with a railroad dispatcher or with a train crew waiting to be picked in order to facilitate locating the crew or receiving further instructions concerning pick up and destination points.

8. **Equipment.**

PTI has a fleet of approximately 266 seven passenger (plus driver) extended vans. These vans are all late model vehicles of which 2 were manufactured in 1994, 189 manufactured in

1995, and 75 manufactured in 1997. All of our vehicles are in good to excellent condition. Vehicles are generally replaced before reaching 250,000 miles or 18 to 24 months in service, whichever occurs first. Attached to my Statement as Exhibit "A" is a list of the vehicles that PTI owns and operates and the location where each vehicle is assigned. If the application is approved, PTI will purchase or lease additional equipment if it is necessary to meet the service needs of Norfolk Southern.

9. **Safety Program.**

PTI has an extensive safety and maintenance program. PTI has very stringent driver qualification standards in order to employ drivers capable of providing safe, efficient service to our customers. Driver qualifications include, but are not limited to, the following: 7 years driving experience, at least 23 years of age, valid driver's license in the state where they are employed; and no more than 2 moving violations or one accident and one moving violation in a 2 year time frame. Although PTI does not require a driver to have a commercial driver's license or a chauffeur's license, applicants which hold those licenses are given a hiring preference. A Motor Vehicle Report is generated for all applicants before they are hired in order to review the applicant's current and past driving record. Motor Vehicle Reports are also generated at least once a year on all driver employees. PTI's policy is that more frequent and intermittent Motor Vehicle Reports are generated and reviewed on a case by case basis as deemed necessary.

PTI employs a Safety Manager who is certified by the Nation Safety Council to instruct the defensive driving course. The Safety Manager earned his certification by attending classes in safe and defensive driving conducted by the National Safety Council. Our Safety Manager's

position is a full-time position that has as its primary responsibility on site training of safe and defensive techniques. Tests, videos and railroad safety information are used in the classroom to train drivers. PTI also works closely with railroad customers in many locations by providing drivers the opportunity to attend safe driving classes given by instructors of the railroads. These classes provide yet additional training and emphasis on safe driving.

New and existing employees are subject to drug and alcohol testing. Drivers are also required to adhere to the company's policy with regard to length of driving time on duty. For instance, drivers are allowed to be behind the wheel of a vehicle for no longer than 12 continuous hours. After completing 12 continuous hours of driving duties, the employees are required to rest or "code out" for a period of at least 8 hours. In addition, drivers are not allowed to be behind the wheel performing driving duties for more than 16 hours of total driving time in any 24 hour period. Drivers found to be in violation of these policies are subject to disciplinary procedures, up to and including termination of employment. PTI also has accident reporting and disciplinary procedures. All accidents must be reported by the drivers to the manager at the time of the accident and under no circumstances later than by the end of the driver's shift. Additional policies concerning accident reporting are set forth in Exhibit "B" to my Statement.

PTI places the highest priority in providing safe transportation services to its customers. In addition to employing safe drivers, PTI seeks to accomplish this goal by having a vigorous safety maintenance program for all of its vehicles. All vehicles have supplemental restraint systems on the driver's side and all 1996 model vehicles have the systems on both passenger and driver side. All vehicles are equipped with the following: seat belts for all occupants, back-up

alarms, striped reflective tape on rear bumper, deer whistles, first-aid kit with bandages and various medical ointments and solutions, fire extinguisher and 3 road flares. PTI has contracted with GE Fleet Services to perform regular maintenance on our vehicles. A description of that routine maintenance is set forth in Exhibit "C".

If this application is approved, PTI will conduct the same safety and preventive maintenance program in connection with its Pennsylvania operations for Norfolk Southern as it utilizes throughout its system.

10. **Service Currently Provided to Supporting Witness.**

PTI does not provide any service for Norfolk Southern at this time. The purpose of this application is to secure operating rights within Pennsylvania so that PTI will be in a position to offer service to Norfolk Southern when Norfolk Southern receives approval of its application to acquire certain assets and trackage rights now held by Conrail. Conrail has various railroad lines throughout the state of Pennsylvania. Approval of this application would place PTI in a position to be able to provide a statewide service for Norfolk Southern regardless of what trackage rights the Surface Transportation Board decides to authorize Norfolk Southern to take over from Conrail.

11. **Type of Service Offered.**

PTI intends to offer the same high quality, paratransit service for Norfolk Southern that it provides to its existing railroad customers throughout its system. The vehicles that will be utilized are vans which will have a seating capacity of 15 or less passengers, and most likely these vans will seat 7 passengers besides the driver. This is a type of equipment that PTI presently operates. PTI handles hundreds of trips each day involving over the road service in

picking up and delivering crews. It also offers dedicated, yard van service in transporting crews within a railroad yard in order to switch out trains or perform other duties. PTI routinely provides service 24 hours per day, 7 days per week, including holidays. Service is rendered on an advanced registration basis, but there are times when PTI is requested to provide equipment at a pick up point within 30 minutes.

In addition to transporting crews, PTI also transports the baggage and equipment that the crews carry with them. This equipment consists of end of train devices and all of our vans have sufficient cargo space to transport these items. There is no separate or additional charge for transporting the baggage or equipment that is transported in the same vehicle as the crew. The charge for our service is for transporting passengers, and we consider transporting baggage and equipment with the crew as incidental to our primary business function.

PTI provides a number of other services including Central Dispatch, electronic data transfer for dispatch and billing and our unique specialized communications system, which is described above. If this application is approved, PTI is confident that it will be able to meet the transportation needs of Norfolk Southern within Pennsylvania.

12. **Financial Data.**

Attached to my Statement as Exhibit "D" is a balance sheet as of June 30, 1997. This balance sheet indicates that PTI is financially sound and capable of expanding its operations to provide the proposed intrastate service for Norfolk Southern. PTI's assets of \$1,191,995 substantially exceed its liabilities of \$1,044,560. PTI's total equity amounts to \$147,435. Expansion of PTI's operations into Pennsylvania for Norfolk Southern will not pose any unusual

or significant financial burden upon PTI. PTI has expanded its operations considerably over the past 5 years, and it is experienced in taking the necessary steps to implement such expansion.

Attached to my Statement as Exhibit "E" is an Income Statement for the period ending June 30, 1997. This Statement indicates that, during the first 6 months of 1997, PTI had gross revenues of in excess of \$8,500,000 which yielded a net profit of approximately \$23,000. By adding Norfolk Southern to our customer base, this will allow PTI to generate more revenue and make more efficient utilization of the equipment that we already have stationed in Pennsylvania. This will increase the efficiency of our operation, which in turn will help increase our profit margin.

13. **Other Information Deemed Pertinent.**

It is a well publicized fact that Norfolk Southern and CSX Transportation have filed a joint application with the Surface Transportation Board (STB) to take control over Conrail. This application is pending before the STB at Finance Docket No. 33388. The STB has adopted a procedural schedule which provides that a final decision will be issued no later than 350 days after the filing of the application. According to this time table, the STB's decision should be issued prior to July 1, 1998.

The purpose of PTI's application is to take the necessary steps to have in place adequate passenger transportation for the crews of Norfolk Southern when Norfolk Southern takes over a portion of the operations of Conrail within Pennsylvania. There is no way of accurately predicting how the STB will split up Conrail's operations between Norfolk Southern and CSX, but there is a good possibility that Norfolk Southern will receive the majority of Conrail's Pennsylvania rail lines. Therefore, in order to be in a position to meet all of Norfolk Southern's

needs, regardless of where it extends its operations in Pennsylvania, PTI must secure statewide authority to provide service for Norfolk Southern.

This type of planning for the future is in the public's best interest because it is designed to eliminate a problem which could interfere with a smooth transition in the split up of Conrail. Approval of this application will not only benefit Norfolk Southern and its train crews, but it will also benefit the shipping public by helping to prevent the type of operational nightmares that have plagued other recent railroad mergers, such as Union Pacific's takeover of the Southern Pacific.

PTI already holds statewide authority to provide service for CSX. It makes good operational sense for PTI to expand its operations in Pennsylvania to include Norfolk Southern. Through our Central Dispatch, we will be able to coordinate and maximize utilization of equipment so that PTI will be better able to serve both Norfolk Southern and CSX.

For all the foregoing reasons, Professional Transportation, Inc., t/d/b/a Professional Carriers respectfully requests that the Commission grant this application, as amended, in its entirety.

PROFESSIONAL TRANSPORTATION, INC.

TODAY'S DATE

11/11/97

BRANCH	LEASE			FULL VIN	4 DIGIT
	NUM	YR	MAKE		VIN
VINCENNES	257	94	CHEV	1GNNDM19Z2RB175940	5940
REG-LES	272	94	GMC	1GKDM19W7RB535433	5433
LOUISVILLE	468	95	CHEV	1GNNDM19WXS209084	9084
NASHVILLE	504	95	GMC	1GKDM19W8SB552439	2439
HAMLET	338	95	GMC	1GKDM19W0SB532881	2881
LIMA	389	95	CHEV	1GNNDM19WXS2196997	6997
HAMLET	334	95	GMC	1GKDM19W8SB533602	3602
HAMLET	335	95	GMC	1GKDM19W6SB554254	4254
HAMLET	336	95	CHEV	1GNNDM19W9SB201042	1042
NASHVILLE	510	95	GMC	1GKDM19W7SB552240	2240
LIMA	367	95	CHEV	1GNNDM19W6SB208160	8160
LIMA	303	95	CHEV	1GNNDM19W6SB215352	5352
NASHVILLE	506	95	GMC	1GKDM19W8SB535480	5480
MEMPHIS	447	95	GMC	1GKDM19W6SB535543	5543
MEMPHIS	512	95	CHEV	1GNNDM19W9SB187627	7627
HANDLEY	479	95	GMC	1GKDM19W1SB511179	1179
MEMPHIS	381	95	CHEV	1GNNDM19W2SB533627	3627
LOUISVILLE	363	95	GMC	1GKDM19W3SB537122	7122
LOUISVILLE	467	95	CHEV	1GNNDM19W7SB216400	6400
LOUISVILLE	394	95	CHEV	1GNNDM19WXS214818	4818
LAFAYETTE	395	95	CHEV	1GNNDM19W1SB245973	5973
LAFAYETTE	517	95	CHEV	1GNNDM19W1SB200015	0015
LOUISVILLE	509	95	CHEV	1GNNDM19W2SB125003	5003
NASHVILLE	492	95	CHEV	1GNNDM19W4SB205600	5600
HAMLET	345	95	CHEV	1GNNDM19W6SB199900	9900
NASHVILLE	508	95	CHEV	1GNNDM19W7SB176089	6089
NASHVILLE	452	95	CHEV	1GNNDM19W5SB127070	7070
LOUISVILLE	503	95	GMC	1GKDM19W2SB548077	8077
NASHVILLE	481	95	CHEV	1GNNDM19W6SB209261	9261
NASHVILLE	480	95	CHEV	1GNNDM19W7SB209611	9611
LOUISVILLE	429	95	CHEV	1GNNDM19W3SB208777	8777
LOUISVILLE	314	95	CHEV	1GNNDM19W5SB217609	7609
TOLEDO	411	95	CHEV	1GNNDM19WXS238620	8620
VINCENNES	493	95	CHEV	1GNNDM19W4SB187955	7955
TOLEDO	406	95	GMC	1GKDM19W2SB557135	7135
TOLEDO	410	95	CHEV	1GNNDM19W4SB239357	9357
VINCENNES	498	95	CHEV	1GNNDM19W2SB209998	9998
VINCENNES	502	95	GMC	1GKDM19W2SB552047	2047
VINCENNES	495	95	CHEV	1GNNDM19W4SB199409	9409
VINCENNES	496	95	CHEV	1GNNDM19W4SB530907	0907
TOLEDO	404	95	GMC	1GKDM19W6SB556070	6070
TERRÉ HAUT	461	95	CHEV	1GNNDM19W9SB210050	0050
TERRÉ HAUT	463	95	GMC	1GKDM19W0SB548207	8207
TERRÉ HAUT	445	95	CHEV	1GNNDM19W0SB217632	7632
TERRÉ HAUT	438	95	CHEV	1GNNDM19W2SB217714	7714
TOLEDO	393	95	GMC	1GKDM19W6SB534649	4649
TOLEDO	403	95	GMC	1GKDM19W1SB552606	2606
TOLEDO	397	95	CHEV	1GNNDM19W3SB198171	8171
TOLEDO	402	95	GMC	1GKDM19W3SB556575	6575
POOL	497	95	CHEV	1GNNDM19W4SB196266	6266
POOL	350	95	GMC	1GKDM19W9SB552790	2790
POOL	325	95	CHEV	1GNNDM19W7SB210743	0743

EXHIBIT "A"

POOL	323	95	CHEV	1GNNDM19W4SB217471	7471
POOL	310	95	CHEV	1GNNDM19W4SB208349	8349
POOL	466	95	CHEV	1GNNDM19W7SB195158	5158
POOL	332	95	GMC	1GKDM19W0SB551883	1883
POOL	324	95	CHEV	1GNNDM19W0SB208834	8834
WILLARD	399	95	GMC	1GKDM19WXS540342	0342
VINCENNES	457	95	CHEV	1GNNDM19W3SB198994	8994
VINCENNES	469	95	CHEV	1GNNDM19W5SB217612	7612
VINCENNES	483	95	CHEV	1GNNDM19W0SB179772	9772
VINCENNES	450	95	CHEV	1GNNDM19W6SB188136	8136
WILLARD	391	95	GMC	1GKDM19W6SB555825	5825
WILLARD	392	95	GMC	1GKDM19W7SB556093	6093
VINCENNES	470	95	CHEV	1GNNDM19W6SB176634	6634
WILLARD	383	95	GMC	1GKDM19W1SB532419	2419
RUSSELL	401	95	GMC	1GKDM19W3SB554082	4082
RUSSELL	412	95	GMC	1GKDM19W6SB548518	8518
RUSSELL	485	95	CHEV	1GNNDM19W4SB210490	0490
RUSSELL	489	95	GMC	1GKDM19WXS535416	5416
RUSSELL	326	95	CHEV	1GNNDM19W4SB200008	0008
RUSSELL	322	95	CHEV	1GNNDM19W0SB205304	5304
RUSSELL	491	95	GMC	1GKDM19W1SB552699	2699
RUSSELL	462	95	CHEV	1GNNDM19W9SB209139	9139
RUSSELL	486	95	CHEV	1GNNDM19W2SB178087	8087
ROCKY MT	327	95	CHEV	1GNNDM19W8SB172102	2102
ROCKY MT	341	95	GMC	1GKDM19W4SB527537	7537
ROCKY MT	330	95	CHEV	1GNNDM19W7SB219054	9054
ROCKY MT	331	95	CHEV	1GNNDM19W4SB206651	6651
RUSSELL	490	95	GMC	1GKDM19W0SB535490	5490
RUSSELL	488	95	CHEV	1GNNDM19W2SB152766	2766
ROCKY MT	348	95	CHEV	1GNNDM19W1SB183099	3099
RUSSELL	482	95	CHEV	1GNNDM19W2SB220371	0371
SPARTANB	340	95	GMC	1GKDM19W3SB532440	2440
SPARTANB	342	95	CHEV	1GNNDM19W9SB177860	7860
SHELBY	451	95	CHEV	1GNNDM19W5SB189505	9505
SHELBY	455	95	GMC	1GKDM19WXS520334	0334
TERRE HAUT	453	95	CHEV	1GNNDM19W6SB180649	0649
TERRE HAUT	501	95	CHEV	1GNNDM19W5SB209476	9476
SPARTANB	343	95	CHEV	1GNNDM19W3SB215468	5468
TERRE HAUT	499	95	GMC	1GKDM19W7SB535714	5714
SHELBY	396	95	CHEV	1GNNDM19W4SB211199	1199
SHELBY	290	95	GMC	1GKDM19W7SB556269	6269
SHELBY	390	95	CHEV	1GNNDM19W8SB196240	6240
SHELBY	513	95	CHEV	1GNNDM19W9SB205544	5544
SHELBY	514	95	CHEV	1GNNDM19W1SB177979	7979
SHELBY	328	95	CHEV	1GNNDM19W4SB194694	4694
SHELBY	356	95	CHEV	1GNNDM19W1SB207966	7966
SHELBY	291	95	GMC	1GKDM19W5SB556061	6061
SHELBY	316	95	CHEV	1GNNDM19W8SB222660	2660
BALTIMORE	431	95	GMC	1GKDM19W6SB557512	7512
BALTIMORE	432	95	GMC	1GKDM19W6SB557445	7445
BALTIMORE	433	95	GMC	1GKDM19W4SB557475	7475
CORBIN	294	95	CHEV	1GNNDM19W5SB222454	2454
BALTIMORE	430	95	GMC	1GKDM19WXS532192	2192
CORBIN	507	95	CHEV	1GNNDM19W0SB217923	7923
COLLINSVIL	448	95	CHEV	1GNNDM19WXS5199138	9138
COLLINSVIL	446	95	CHEV	1GNNDM19W5SB199225	9225
COLLINSVIL	444	95	CHEV	1GNNDM19W3SB188062	8062

BIRMINGHAM	476	95	CHEV	IGNDM19W	3198976	8976
COLUMBUS	369	95	CHEV	IGNDM19W7SB215229		5229
COLLINSVIL	465	95	GMC	IGKDM19WXS530720		0720
BALTIMORE	464	95	CHEV	IGNDM19W4SB198440		8440
BALTIMORE	426	95	CHEV	IGNDM19W2SB204090		4090
CUMBERLND	423	95	GMC	IGKDM19W9SB557326		7326
BALTIMORE	417	95	GMC	IGKDM19WXS541040		1040
CUMBERLND	418	95	GMC	IGKDM19W6SB553847		3847
AUGUSTA	319	95	GMC	IGKDM19W7SB553517		3517
BALTIMORE	419	95	GMC	IGKDM19W3SB524953		4953
BALTIMORE	454	95	CHEV	IGNDM19W0SB177200		7200
CORBIN	296	95	CHEV	IGNDM19W2SB199912		9912
CORBIN	295	95	CHEV	IGNDM19W8SB209729		9729
CUMBERLND	422	95	GMC	IGKDM19W9SB557424		7424
CUMBERLND	420	95	GMC	IGKDM19W0SB557506		7506
CORBIN	297	95	CHEV	IGNDM19W0SB209546		9546
BOSTIC	339	95	CHEV	IGNDM19W1SB211189		1189
CHICAGO	436	95	GMC	IGKDM19W9SB534077		4077
CHICAGO	515	95	GMC	IGKDM19W5SB535484		5484
CAYCE	329	95	CHEV	IGNDM19W8SB217457		7457
CHICAGO	440	95	CHEV	IGNDM19W0SB180629		0629
CHICAGO	439	95	CHEV	IGNDM19W7SB171684		1684
CHICAGO	437	95	CHEV	IGNDM19W9SB188065		8065
CHATTANGA	306	95	GMC	IGKDM19WXS53950		3950
CHICAGO	449	95	CHEV	IGNDM19WXS5187619		7619
CHICAGO	288	95	GMC	IGKDM19WXS556198		6198
CHARLOTTE	344	95	CHEV	IGNDM19W1SB209331		9331
CHARLOTTE	309	95	CHEV	IGNDM19WXS5183022		3022
CHARLOTTE	312	95	GMC	IGKDM19W9SB554328		4328
CHICAGO	441	95	GMC	IGKDM19W8SB535625		5625
BRUNSWICK	425	95	GMC	IGKDM19W9SB552854		2854
CINCY	357	95	CHEV	IGNDM19W7SB217367		7367
CAYCE	427	95	CHEV	IGNDM19W0SB170621		0621
CINCY	302	95	CHEV	IGNDM19W1SB212438		2438
CINCY	478	95	GMC	IGKDM19W9SB535407		5407
BRUNSWICK	416	95	GMC	IGKDM19W3SB553675		3675
CHICAGO	443	95	GMC	IGKDM19W8SB532935		2935
CHICAGO	442	95	GMC	IGKDM19W0SB511156		1156
CAYCE	313	95	GMC	IGKDM19W7SB551766		1766
CAYCE	355	95	CHEV	IGNDM19W7SB207969		7969
CINCY	400	95	GMC	IGKDM19W8SB548634		8634
CHICAGO	459	95	GMC	IGKDM19W3SB553921		3921
CUMBERLND	421	95	GMC	IGKDM19WXS555391		5391
GR RAPIDS	360	95	CHEV	IGNDM19W1SB208602		8602
EVANSVILLE	511	95	GMC	IGKDM19W1SB511361		1361
EVANSVILLE	494	95	CHEV	IGNDM19W2SB206762		6762
GARRETT	366	95	CHEV	IGNDM19W8SB198425		8425
GR RAPIDS	358	95	CHEV	IGNDM19W8SB210783		0783
HAGRSTOW	398	95	GMC	IGKDM19W6SB554593		4593
ABBEVILLE	346	95	GMC	IGKDM19W2SB554865		4865
EVANSVILLE	519	95	GMC	IGKDM19W7SB520629		0629
GR RAPIDS	361	95	CHEV	IGNDM19W4SB223854		3854
GR RAPIDS	362	95	CHEV	IGNDM19W3SB207841		7841
GARRETT	352	95	GMC	IGKDM19W9SB554152		4152
GARRETT	477	95	GMC	IGKDM19W7SB538340		8340
GALLATIN	500	95	CHEV	IGNDM19W7SB189070		9070
ABBEVILLE	349	95	CHEV	IGNDM19W9SB217743		7743

FLORENCE	456	95	CHEV	1GNNDM19W5SB209481	9481
FLORA	458	95	CHEV	1GNNDM19W5SB217884	7884
GARRETT	365	95	CHEV	1GNNDM19W7SB197461	7461
FLORENCE	292	95	CHEV	1GNNDM19W7SB200570	0570
GARRETT	415	95	CHEV	1GNNDM19W7SB230989	0989
GARRETT	520	95	GMC	1GKDM19W9SB548612	8612
ETOWAH	307	95	GMC	1GKDM19W0SB556050	6050
DANVILLE	409	95	CHEV	1GNNDM19W9SB200604	0604
HAGRSTOW	424	95	GMC	1GKDM19W6SB557476	7476
DETROIT	408	95	CHEV	1GNNDM19W6SB238792	8792
DETROIT	359	95	CHEV	1GNNDM19W5SB107000	7000
AUGUSTA	300	95	GMC	1GKDM19W6SB535512	5512
AUGUSTA	315	95	GMC	1GKDM19W3SB553059	3059
AUGUSTA	318	95	CHEV	1GNNDM19W4SB208268	8268
DANVILLE	518	95	GMC	1GKDM19W5SB535551	5551
HAGRSTOW	434	95	GMC	1GKDM19W8SB555440	5440
HAGRSTOW	413	95	GMC	1GKDM19WXS548568	8568
ERWIN	308	95	GMC	1GKDM19WXS555732	5732
ERWIN	311	95	GMC	1GKDM19WXS556010	6010
ETOWAH	305	95	GMC	1GKDM19W4SB556102	6102
ETOWAH	304	95	CHEV	1GNNDM19W2SB198968	8968
DETROIT	384	95	CHEV	1GNNDM19W6SB208398	8398
ERWIN	301	95	CHEV	1GNNDM19W6SB216243	6243
ABBEVILLE	353	95	GMC	1GKDM19W1SB548653	8653
ABBEVILLE	354	95	GMC	1GKDM19W9SB554362	4362
REG-GLENN	562	96	CHEV	1GNNDM19W6TB159429	9429
REG-DOLPH	525	96	CHEV	1GNNDM19W5TB173192	3192
ABBEVILLE	575	96	CHEV	1GNNDM19W6TB121408	1408
BIRMINGHM	373	96	CHEV	1GNNDM19W1TB118769	8769
BIRMINGHM	371	96	CHEV	1GNNDM19W0TB111084	1084
ABBEVILLE	565	96	CHEV	1GNNDM19WXTB164214	4214
BIRMINGHM	375	96	CHEV	1GNNDM19W6TB118668	8668
ABBEVILLE	552	96	CHEV	1GNNDM19W9TB120902	0902
POOL-45	528	96	CHEV	1GNNDM19W4TB176360	6360
BALTIMORE	376	96	CHEV	1GNNDM19W2TB110227	0227
WILLARD	372	96	CHEV	1GNNDM19W3TB118935	8935
POOL	370	96	CHEV	1GNNDM19W7TB111101	1101
ANDREWS	377	96	CHEV	1GNNDM19W2TB120577	0577
BOSTIC	563	96	CHEV	1GNNDM19W2TB156690	6690
BOSTIC	385	96	CHEV	1GNNDM19W5TB111159	1159
TOLEDO	577	96	GMC4	1GKEL19W5TB515812	5812
ABBEVILLE	529	96	CHEV	1GNNDM19W8TB132037	2037
POOL	548	96	CHEV	1GNNDM19W7TB131381	1381
BIRMINGHM	380	96	CHEV	1GNNDM19W9TB119295	9295
ABBEVILLE	531	96	CHEV	1GNNDM19W7TB111518	1518
BIRMINGHM	386	96	CHEV	1GNNDM19W4TB120998	0998
BOSTIC	530	96	CHEV	1GNNDM19W1TB146863	6863
POOL	574	96	CHEV	1GNNDM19W3TB127344	7344
DANTE	576	96	GMC4	1GKEL19W1VB519889	9889
DANTE	539	96	CHEV	1GNNDM19W1TB179152	9152
NASHVILLE	374	96	CHEV	1GNNDM19W6TB111168	1168
ERWIN	542	96	CHEV	1GNNDM19W6TB159818	9818
DANVILLE	554	96	CHEV	1GNNDM19W9TB121788	1788
DANVILLE	547	96	CHEV	1GNNDM19W0TB159703	9703
NEW CASL	522	96	CHEV	1GNNDM19W3TB162031	2031
CUMBERLAN	578	96	GMC4	1GKEL19W9TB531687	1687
PITTSBURG	523	96	CHEV	1GNNDM19W6TB153050	3050

ROCKY MT	561	96	CHEV	1GNNDM19W	B145607	5607
NEW CASL	524	96	GMC	1GKDM19W4TB51	2280	2280
NEW CASL	581	96	GMC4	1GKEL19W3TB51	1144	1144
NEW CASL	521	96	CHEV	1GNNDM19W6TB1	15219	5219
FLORENCE	567	96	CHEV	1GNNDM19W5TB1	62659	2659
FLORENCE	569	96	CHEV	1GNNDM19W8TB1	22205	2205
LIMA	527	96	CHEV	1GNNDM19W6TB1	78238	8238
HAMLET	526	96	CHEV	1GNNDM19W7TB1	58886	8886
HAMLET	572	96	CHEV	1GNNDM19WXTB1	62379	2379
HAMLET	532	96	CHEV	1GNNDM19W7TB1	12457	2457
LIMA	378	96	CHEV	1GNNDM19W5TB1	19939	9939
LOUISVILLE	379	96	CHEV	1GNNDM19W7TB1	19425	9425
ERWIN	579	96	CHEV4	1GNEL19W8TB1	63716	3716
ERWIN	550	96	CHEV	1GNNDM19W8TB1	20289	0289
FLORENCE	568	96	CHEV	1GNNDM19W2TB1	65602	5602
FLORA	545	96	GMC	1GKDM19WXTB51	3496	3496
EVANSVILLE	560	96	CHEV	1GNNDM19W5TB1	29869	9869
CINCY	535	96	CHEV	1GNNDM19W7TB1	59617	9617
CINCY	534	96	CHEV	1GNNDM19W5TB1	08956	8956
CINCY	533	96	CHEV	1GNNDM19W4TB1	69120	9120
SHELBY	557	96	CHEV	1GNNDM19W7TB1	14385	4385
CINCY	544	96	CHEV	1GNNDM19W8TB1	20342	0342
CINCY	537	96	CHEV	1GNNDM19W1TB1	74033	4033
CINCY	536	96	GMC	1GKDM19W4TB5	20587	0587
TERRE HAUT	556	96	GMC	1GKDM19W5TB5	29136	9136
CHICAGO	573	96	CHEV	1GNNDM19W5TB1	19990	9990
TERRE HAUT	571	96	GMC	1GKDM19W3TB51	7406	7406
SPARTANB	540	96	CHEV	1GNNDM19W9TB1	25369	5369
TERRE HAUT	538	96	CHEV	1GNNDM19W4TB1	20144	0144
TERRE HAUT	553	96	GMC	1GKDM19WXTB51	4423	4423
CINCY	546	96	CHEV	1GNNDM19W2TB1	59301	9301
CONELSVIL	558	96	CHEV	1GNNDM19W0TB1	65906	5906
CONELSVIL	570	96	CHEV	1GNNDM19W5TB1	45831	5831
RUSSELL	564	96	CHEV	1GNNDM19W8TB1	63790	3790
CORBIN	580	96	CHEV4	1GNEL19W7TB1	40153	0153
CORBIN	543	96	CHEV	1GNNDM19W6TB1	56434	6434
CONELSVIL	559	96	GMC	1GKDM19W6TB5	30649	0649
CONELSVIL	555	96	CHEV	1GNNDM19W3TB1	26985	6985
CINCY	388	96	CHEV	1GNNDM19W3TB1	10737	0737
CINCY	566	96	CHEV	1GNNDM19W5TB1	78196	8196
CINCY	541	96	CHEV	1GNNDM19W4TB1	59512	9512
COLUMBUS	382	96	GMC	1GKDM19W1SB5	38432	8432
COLLINSVIL	551	96	CHEV	1GNNDM19W3TB1	20541	0541

Professional Transportation, Inc.

Accident Reporting and Disciplinary Procedures

*The driver must complete an accident report which must be turned into Manager before the end of the drivers shift.

*For disciplinary purposes accidents will be classified in one of two categories:

-An accident will be classified as a MAJOR ACCIDENT when any property damage totals more than \$1,000.00.

-An accident will be classified as a MINOR ACCIDENT when any property damage totals less than \$1,000.00.

*The discipline that will be consistently administered to all employees will be as follows:

-Accident fault will be determined by either the legal authorities and/or P.T.I. management. When agreement as to the fault of the accident cannot be reached by management and the employee, the Company's insurance representative will determine the party at fault.

-When it is determined that the employee is not at fault, no disciplinary action will be taken.

-When it is determined that the employee is at fault, the following will apply:

In the case of major accidents, management retains the right to terminate the employee. However, specific circumstance will be taken into account as well as the employees driving record. Fair and equitable treatment will be applied in all cases.

The minimum disciplinary action to be taken in the case of a major at fault accident will be a written reprimand to the employee's file. Further discipline can range up to three day suspension without pay.

In the case of minor accidents, the discipline will be as follows:

First offense, the employee will receive a written reprimand to his file. Second offense, the employee will receive a three-day suspension without pay. Third offense, the employee will receive a three-day suspension, subject to termination.

Safety Equipment.

The 1996 model vehicles have Supplemental Restraint Systems on both passenger and driver side. The 1994 & 1995 models have SRS on the driver side only.

All vehicles also include:

- *Seat belts(with extensions where necessary) for all 8 occupants.
- *Two-way radios with railroad channels.
- *Back-up alarms.
- *Striped reflective tape on rear bumper.
- *Deer whistles.
- *First-aid kit with: bandages, antiseptic pads & ointment, iodine, eyewash and bee sting solution.
- *Fire extinguisher mounted to the right of the drivers seat on the floor of the vehicle.
- *Three road flares.

All vehicles are equipped with the standard OEM spare tire and changing tools.

Professional Transportation, Inc.

Vehicle Maintenance

Professional Transportation, Inc. vans will be serviced and maintained regularly. The regular maintenance should be performed at any reputable facility that is set up with G.E. Capital Fleet Services.

When service of any type is performed, record the repair on the PTI maintenance log sheet for that particular vehicle.

In order to maintain company vehicles on a scheduled basis, the following maintenance schedule will be followed:

"A" Service -20,000 MILE SERVICE - DYV & OTR VANS

- *Change engine oil and filter.
 - a. Use only quality 100% synthetic oil and filters as specified by the manufacturer in the owner's manual.
- *Lubrication.
 - a. Lubricate and grease fittings in front suspension and steering linkage. Lubricate transmission/transmission axle shaft linkage, hood latch, door hinges, sliding door rollers and tracks and door locks.
- *Check fluid levels.
 - a. Power steering, brakes, automatic transmission, differential, engine coolant and windshield washer fluids.
 - b. Fill fluids to proper levels, if necessary.
- *Tires
 - a. Check all tire pressures, including spare.
 - b. Rotate and balance tires.
- *Inspect Brakes
- *Check all belts.
- *Check battery terminals, tighten and clean if necessary.

"B" SERVICE -60,000 MILE SERVICE/ INSPECTION - DYV & OTR VANS

- *Complete "A" Service as specified above.
- *Check wheel bearings.
- *Scope engine, correct idling and timing problems if necessary.
- *Any problems with vehicles since the last service should be addressed and repaired after receiving proper authority.
- *Replace Air Filter and PVC filter and fuel filter.

MAINTENANCE INTERVALS FOR DYV & OTR VANS
"A" & "B" SERVICE

<u>MILES</u>	<u>"A" SERVICE</u>	<u>"B" SERVICE</u>
20,000	X	
40,000	X	
60,000	X	X
80,000	X	
100,000	X	
120,000	X	X
140,000	X	
160,000	X	
180,000	X	X
200,000	X	
220,000	X	
240,000	X	X

BALANCE SHEET AS OF JUNE 30, 1997

		<u>ASSETS</u>	
<i>CURRENT ASSETS</i>			
CASH		\$0	
ACCOUNTS RECEIVABLE		1,120,332	
PREPAID ASSETS		37,899	
TOTAL CURRENT ASSETS			\$1,158,231
 <i>FIXED ASSETS</i>			
FIXED ASSETS--NET OF DEPRECIATION		\$33,764	
TOTAL FIXED ASSETS			\$33,764
	TOTAL ASSETS		<u>\$1,191,995</u>
		<u>LIABILITIES & EQUITY</u>	
<i>LIABILITIES</i>			
ACCOUNTS PAYABLE		\$593,521	
NOTES PAYABLE-OFFICER		30,000	
NOTES PAYABLE-BANK		136,373	
PAYROLL & RELATED TAXES		284,666	
TOTAL LIABILITIES			\$1,044,560
 <i>EQUITY</i>			
COMMON STOCK		\$5,000	
TREASURY STOCK		(\$200,000)	
RETAINED EARNINGS		342,435	
TOTAL EQUITY			\$147,435
	TOTAL LIABILITIES & EQUITY		<u>\$1,191,995</u>

PREPARED BY MANAGEMENT

**INCOME STATEMENT
PERIOD ENDING JUNE 30, 1997**

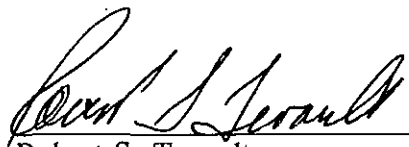
	<u>\$</u>	<u>%</u>
SALES	\$8,772,726	100.00%
OPERATING EXPENSES	8,428,001	96.07%
ADMINISTRATIVE EXPENSES	321,748	3.67%
NET PROFIT	<u>\$22,977</u>	<u>0.26%</u>

PREPARED BY MANAGEMENT

VERIFICATION

The undersigned, Robert S. Tevaut, deposes and says that he is Vice President of Professional Transportation, Inc., t/d/b/a Professional Carriers, that he is authorized to and does make this Verification on its behalf, and that the facts set forth in the attached Verified Statement are true and correct to the best of his knowledge, information and belief. The undersigned understands that false statements herein are made subject to the penalties of 18 Pa.C.S. Section 4904 relating to unsworn falsification to authorities.

Date: November 13, 1997



Robert S. Tevaut

III. VERIFIED STATEMENT OF BRUCE J. BULMER
ON BEHALF OF NORFOLK SOUTHERN CORPORATION

1. **Applicant's Name and Docket No. of the Application Supported.**

Applicant's name is Professional Transportation, Inc., t/d/b/a Professional Carriers ("PTI") and the Applicant's Docket No. is A-00113003, F.1, Am-A.

2. **Legal Name and Domicile of Supporting Party.**

This Verified Statement is being submitted on behalf of Norfolk Southern Corporation ("NS") which is a corporation with its headquarters located in Norfolk, Virginia.

3. **Identity and Qualifications of Witness.**

My name is Bruce J. Bulmer and my business address is 110 Franklin Road, S.E., Roanoke, VA 24042-0072. I have been employed by NS for approximately 31 years and I have held my present position of Manager Service Contracts for almost 3 years. In my present position, my duties and responsibilities include soliciting bids from transportation providers, including evaluating and negotiating the terms and provisions of contracts with motor carriers which transport the train crews of NS. I am authorized on behalf of NS to support the Application of PTI in a general manner as more fully explained below.

4. **General Description of Supporting Party.**

NS is a Class 1 railroad which conducts operations throughout the eastern portion of the United States. NS conducts operations as far west as Chicago, Kansas City and New Orleans, and our operations extend all the way to the East Coast.

NS has filed a joint application with CSX Corporation for control of Consolidated Rail Corporation ("Conrail"). The Application is pending before the Service Transportation Board ("STB"). As pertinent to PTI's Application, NS's joint application requests that the STB authorize NS to take over certain assets and trackage rights of Conrail in Pennsylvania, including a railroad line which runs from Pittsburgh through Harrisburg to Philadelphia. In addition, NS and CSX are seeking to have joint access to trackage rights to certain areas around Philadelphia. The scope of the Application involves approximately 44,000 miles of rail line that criss-crosses about 1/3 of the United States. A significant amount of the involved trackage is located within the boundaries of Pennsylvania.

The STB has established a schedule for the parties to submit their evidence and briefs, and it is expected that the STB will issue its decision in or about August, 1998.

NS is supporting PTI in anticipation that the STB will approve its Application and authorize NS to take over various Conrail operations and assets located in Pennsylvania. NS needs to have available a number of authorized motor carriers so that, after STB approves the joint Application, NS will be in a position to solicit bids from motor carriers which are authorized to provide service for NS and award the train crew transportation through a competitive bidding process. NS is supporting PTI's application so that PTI will be qualified to submit a bid for transporting the train crews. In addition, in the event that there is a problem in receiving service from the carrier which is awarded the contract, NS needs to have available back up carriers that can be called upon to provide service on an as-needed basis.

I must emphasize that, by supporting PTI's Application, NS is not guaranteeing that PTI will be awarded the contract or that PTI's services will in fact be utilized within Pennsylvania. Also, all of the information in this Statement is premised upon the assumption that the STB will approve the joint Application and grant NS the control of Conrail which it has requested. If the STB were to deny the Application or impose restrictions, this would naturally have a significant impact on the needs and plans of NS for train crew transportation.

5. **Volume and Frequency of Intended Use.**

NS anticipates that it will need its train crews transported within Pennsylvania on a daily basis, seven days a week, including all holidays. It is impossible to predict the frequency of the trips because the scope of the operations within Pennsylvania is not yet known and all of the operational details have not been worked out.

6. **Representative Origins and Destinations.**

According to the proposed operations, some of the Conrail lines that NS will be taking over will extend from Western Pennsylvania in the Pittsburgh area to Harrisburg, Allentown and Philadelphia. NS will need transportation service available to pick up and deliver train and engine crews at literally every point on the railroad lines that NS would take over from Conrail. One reason for this is that a crew is limited to twelve hours of

continuous service and, at the end of that twelve hours, the crew is required by law to sign off duty. If a crew is on a train while the crew runs out of hours of service before the train reaches its destination, NS must provide transportation so that a crew can be transported to relieve the out of service crew. In addition, the out of service crew must be transported to a terminal, hotel, or other facility. As a result, NS would need to have available authorized motor carriers throughout the entire area where railroad operations would be conducted. In addition, transportation would be needed to assist in transporting crews both to and from railroad yards as well as within the boundaries of railroad yards. This involves a vehicle being dedicated to transport the train and engine crews from and to various points in a yard in order to switch railroad cars and to assemble trains.

All of the details as to where the train crews will be dispatched from and picked up at and where they will be transported to for rest or other purposes have not been finalized. Any point along a Conrail line that NS takes over is both a potential origin and potential destination for train crew transportation.

7. **Type of Service Required.**

NS requires train and engine crew transportation services on the basis of 24 hours per day, 7 days per week, and 52 weeks per year. Service is expected to be needed to pick up and deliver crews operating over the road and for transporting crews switching trains at railroad yards. NS expects to utilize vans with a seating capacity of at least 7 passengers in order to transport 3, 4, and 6 man crews. A van must have adequate cargo space to transport the crew's baggage as well as any train equipment that the crew may carry with it, such as an end of train device. It is essential that the vans be in good working order and comply with all federal and state safety requirements. All service providers are carefully screened before they are even considered by NS to be sure that they have a satisfactory safety program, including adequate driver qualifications, driver safety training, hours of service limitations, accident reporting requirements, equipment maintenance program and drug and alcohol testing procedures for all drivers.

It is very important that a motor carrier be able to provide service both on a scheduled basis as well as on an as needed basis. It is not unusual to encounter situations

when train crews need to be transported as soon as possible, and equipment must be available to be dispatched immediately upon request.

8. **Similar Applications Supported.**

NS has agreed to support other motor carriers for intrastate operating authority in Pennsylvania. NS is supporting PTI and other motor carriers because it believes that competition in the marketplace is healthy and that competition among motor carriers is *beneficial in maintaining high quality service to NS at reasonable rates. It is essential to NS that there be available several carriers, such as PTI, which have the expertise and the type and quantity of equipment that is needed to handle a large scale operation on a statewide basis. These carriers must hold the required operating authority in Pennsylvania in order to qualify to submit a bid to NS for the train crew operations. Also, inlies the competitive bid process to award contracts for the transportation of train crews.*

9. **Other Relevant Information.**

PTI has a very good reputation in the railroad industry for providing reliable and safe transportation of train crews. NS is interested in soliciting a bid from PTI to transport its train crews within Pennsylvania. It is essential that PTI and all other motor carriers submitting bids have the necessary operating rights so that, once the contract is awarded, the successful bidder may begin promptly to provide service. This will assist in achieving a smooth transition when NS takes over portions of Conrail's operations.

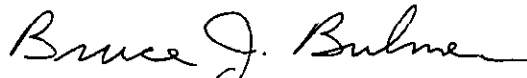
Approval of this Application will be in the best interest of the public and will benefit not only NS in taking over the approved portions of Conrail's Pennsylvania operations, but also will benefit the shippers located in Pennsylvania which rely upon rail service to transport their goods in an efficient manner.



Bruce J. Bulmer

AFFIDAVIT

Bruce J. Bulmer, being duly sworn (affirmed) according to law, deposes and says that he is Manager Service Contracts for Norfolk Southern Corporation; that he is authorized to and does make this Affidavit on its behalf; and that the facts set forth in the foregoing Verified Statement of Bruce J. Bulmer are true and correct to the best of his knowledge, information and belief.



Bruce J. Bulmer

Sworn and subscribed before me
this 26 day of March, 1998.



Signature of Official Administering Oath

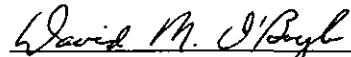
My Commission Expires: My Commission Expires July 31, 2000

IV. CONCLUSION

For all of the foregoing reasons, Applicant Professional Transportation, Inc., t/d/b/a Professional Carriers submits that the foregoing Applicant's Verified Statements establish that there is a public demand or need for their proposed service, that Applicant is fit, willing and able to provide the proposed paratransit service, and that approval of this unopposed application will promote the public interest.

Respectfully submitted,

WICK, STREIFF, MEYER,
McGRAIL & O'BOYLE, P.C.



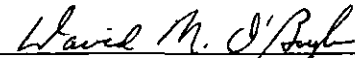
David M. O'Boyle, Esquire
1450 Two Chatham Center
Pittsburgh, PA 15219
(412) 765-1600

Attorneys for Applicant
Professional Transportation, Inc.
t/d/b/a Professional Carriers

CERTIFICATE OF SERVICE

I hereby certify that all parties of record have withdrawn their opposition to the Application Professional Transportation, Inc., t/d/b/a Professional Carriers at Docket No. A-00113003, F.1, Am-A, and that there are no parties of record upon which to serve a copy of the foregoing Applicant's Verified Statements.

Date: March 30, 1998



David M. O'Boyle, Esquire



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

REFER TO OUR FILE

April 2, 1998

DAVID M O'BOYLE
ATTORNEY AT LAW
1450 TWO CHATHAM CENTER
PITTSBURGH PA 15219-3427

In re: A-00113003, F.1, AM-A - Application of Professional Transportation, Inc., t/d/b/a Professional Carriers.

Dear Mr. Sir:

We have received the verified statement(s) and/or other information filed in connection with the above referenced application proceeding.

The record will be reviewed and a recommendation will be made for Commission consideration at public meeting. You will be advised by the Secretary as to the action taken by the Commission.

Very truly yours,

Tim Zeigler
Bureau of Transportation & Safety

cc: Document Folder

