

ORIGINAL

LAW OFFICES

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

HENRY M. WICK, JR.  
CHARLES J. STREIFF  
CARL F. MEYER  
LEROY L. METZ, II  
DAVID M. O'BOYLE  
VINCENT P. SZELIGO  
LUCILLE N. WICK  
PATRICIA L. McGRAIL  
RONALD J. RADEMACHER  
JOHN M. SMITH

1450 TWO CHATHAM CENTER  
PITTSBURGH, PA 15219-3427

(412) 765-1600

FACSIMILE  
(412) 261-3783

97 FEB 24 AM 9:29

RECEIVED  
PROTHONOTARY PUBLIC  
13001 JACKS RUN ROAD  
WHITE OAK, PA 15131-2507  
(412) 664-4433

February 20, 1997

Re: Professional Transportation, Inc., t/d/b/a Professional Carriers  
Docket No. A-00113003  
Our File: 5999

John G. Alford, Secretary  
Pennsylvania Public Utility Commission  
P.O. Box 3265  
Harrisburg, PA 17120

JAF

Dear Mr. Alford:

Enclosed for filing is the signed original and two copies of Restrictive Amendment, dated February 12, 1997, on behalf of Professional Transportation, Inc., t/d/b/a Professional Carriers in connection with the above captioned application case. A copy of this Restrictive Amendment is being served upon all parties of record.

Very truly yours,

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

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

DOCUMENT  
FOLDER

sbd

cc: Patrick L. Abramowich, Esq. (w/encl.)  
John G. Gallagher, Esq. (w/encl.)  
William A. Gray, Esq. (w/encl.)  
Richard T. Mulcahey, Jr., Esq. (w/encl.)  
John A. Pillar, Esq. (w/encl.)  
Andrew K. Light, Esq. (w/encl.)  
Professional Transportation, Inc. (w/encl.)

DOCKETED

FEB 21 1997

ORIGINAL

008987 Before The

97 FEB 24 AM 9:29

PENNSYLVANIA PUBLIC UTILITY COMMISSION RECEIVED  
PROTROTARY'S OFFICE

DOCUMENT  
FOLDER

Docket No. A-00113003

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

RESTRICTIVE AMENDMENT

Applicant hereby restrictively amends the scope of the above application to read as follows:

Transportation of railroad crews, in paratransit service, for CSX  
Transportation, Inc., between points in Pennsylvania.

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

Date: 2/12/97

By: Robert A. Jewell V.P.

# ORIGINAL

## LAW OFFICES SCHUBERT, BELLWOAR, CAHILL & QUINN

A PROFESSIONAL CORPORATION  
TWO PENN CENTER, SUITE 1400  
1500 JOHN F. KENNEDY BOULEVARD  
PHILADELPHIA, PA 19102-1890  
(215) 569-3535  
FAX: (215) 557-7426

WILLIAM E. SCHUBERT, JR.  
HARRY J.J. BELLWOAR III\*  
JOHN P. QUINN  
JOHN J. CAHILL, JR.  
ROBERT T. LYNCH  
ROBERT G. BELLWOAR  
JOHN P. GALLAGHER  
DEBORAH E. KOLODNER\*  
RICHARD T. MULCAHEY, JR.  
JAMES M. TYLER\*  
MICHAEL S. PIOTROWICZ  
KATHLEEN M. O'CONNELL\*  
MARK D. PFEIFFER\*

JOSEPH G. DENNY III  
OF COUNSEL  
1985-1996  
JOHN J. CAHILL  
1922-1982  
THOMAS M. SCHUBERT  
1951-1989

NEW JERSEY OFFICE  
311 W. CUTHBERT BOULEVARD  
HADDON TOWNSHIP, NJ 08108  
(609) 854-5757

\* ALSO MEMBER NEW JERSEY BAR  
o NJ MANAGING ATTORNEY

February 28, 1997

DIRECT DIAL NO. (215) 587-0107

JAF

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


Re: Application of Professional Transportation, Inc.,  
t/d/b/a Professional Carriers  
PUC Docket No. A-00113003

Dear Mr. Alford:

Please be advised that this office represents LoMa, Inc., t/d/b/a A.B.E. Limousine & Bus Service, t/d/b/a AERO Chauffeured Limo & Mini Bus Svc., a Protestant in the above-captioned matter. Accordingly, based on the acceptance by the Commission of a Restrictive Amendment dated February 12, 1997 and filed by Applicant on February 20, 1997, I hereby withdraw my client's Protest.

Kindly acknowledge receipt of this correspondence by time stamping the enclosed copy of the same and returning it to the undersigned in the self-addressed, stamped envelope provided.

Sincerely,

  
RICHARD T. MULCAHEY, JR.

RTM/sew

Enclosures

cc: Hon. Larry Gesoff, ALJ  
David M. O'Boyle, Esquire  
LoMa, Inc.

DOCKETED  
MAR 14 1997

DOCUMENT  
FOLDER

000237

RECEIVED  
MAR 3 1997  
OFFICE

**ORIGINAL**  
Law Offices  
**VUONO & GRAY**

John A. Vuono  
William A. Gray  
Mark T. Vuono  
Richard R. Wilson  
Dennis J. Kusturiss  
Christine M. Dolfi  
Louise R. Schrage  
*\*Also Admitted in Florida*

2310 Grant Building  
Pittsburgh, PA 15219-2383

Telephone  
(412) 471-1800

March 18, 1997

Facsimile  
(412) 471-4477

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

000049

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

JAF

Dear Mr. Alford:

We filed a protest to the above application on behalf of Milepost Inns, Inc. d/b/a Milepost Industries. We are in receipt of a Restrictive Amendment filed by the attorney for the applicant by letter to you dated February 20, 1997. A copy of the letter of transmittal from the attorney for the applicant and a copy of the executed Restricted Amendment is attached hereto.

RECEIVED  
PROthonotary  
97 MAR 20 11:00

Conditioned upon the Commission's acceptance of the enclosed Restrictive Amendment, we are hereby authorized to withdraw the protest of Milepost Inns, Inc. d/b/a Milepost Industries. We desire to remain a party of record for receipt of any Orders, notices, etc. that may be issued in this case.

If anything further is required, please advise me.

Very truly yours,

VUONO & GRAY, LLC

William A. Gray

pZ/3879

Enclosures

cc: Administrative Law Judge Larry Gesoff  
David M. O'Boyle, Esq.  
Milepost Inns, Inc. d/b/a Milepost Industries

**DUCKETED**

MAR 25 1997

**DOCUMENT  
FOLDER**

24

LAW OFFICES

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

HENRY M. WICK, JR.  
CHARLES J. STREIFF  
CARL F. MEYER  
LEROY L. METZ, II  
DAVID M. O'BOYLE  
VINCENT P. SZELIGO  
LUCILLE N. WICK  
PATRICIA L. McGRAIL  
RONALD J. RADEMACHER  
JOHN M. SMITH

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(412) 765-1600  
FACSIMILE  
(412) 261-3783

000000  
3001 JACKS RUN ROAD  
WHITE OAK, PA 15131-2507  
(412) 664-4433

February 20, 1997

Re: Professional Transportation, Inc., t/d/b/a Professional Carriers  
Docket No. A-00113003  
Our File: 5999

John G. Alford, Secretary  
Pennsylvania Public Utility Commission  
P.O. Box 3265  
Harrisburg, PA 17120

Dear Mr. Alford:

Enclosed for filing is the signed original and two copies of Restrictive Amendment, dated February 12, 1997, on behalf of Professional Transportation, Inc., t/d/b/a Professional Carriers in connection with the above captioned application case. A copy of this Restrictive Amendment is being served upon all parties of record.

Very truly yours,

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

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

sbd

cc: Patrick L. Abramowich, Esq. (w/encl.)  
John G. Gallagher, Esq. (w/encl.)  
✓ William A. Gray, Esq. (w/encl.)  
Richard T. Mulcahey, Jr., Esq. (w/encl.)  
John A. Pillar, Esq. (w/encl.)  
Andrew K. Light, Esq. (w/encl.)  
Professional Transportation, Inc. (w/encl.)

RECEIVED  
PROTINOTARY'S OFFICE  
97 MAR 20 PM 9:18

Before The  
**PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Docket No. A-00113003

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

**RESTRICTIVE AMENDMENT**

Applicant hereby restrictively amends the scope of the above application to read as follows:

Transportation of railroad crews, in paratransit service, for CSX  
Transportation, Inc., between points in Pennsylvania.

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

000051

Date: 2/12/97

By: *Robert S. Jewell V.P.*

RECEIVED  
PROTHONOTARY'S OFFICE

97 MAR 20 01 9:10



PILLAR · MULROY & FERBER

000065

March 18, 1997

Re: Professional Transportation, Inc.,  
t/d/b/a Professional Carriers  
Docket No. A-00113003  
File No. 2307-1

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

1AF

RECEIVED  
PROTHONOTARY'S OFFICE

97 MAR 20 AM 9:17

Dear Mr. Alford:

We represent D & T Limousine Service, Inc., a protestant in the above docketed proceeding. After further consideration, D & T Limousine Service, Inc. hereby withdraws its protest to the above application. A copy of this letter is being faxed to the Administrative Law Judge on this date, and a copy has been mailed to all counsel of record. Counsel for the applicant has been notified verbally by the undersigned of the withdrawal of the protest of D & T Limousine Service, Inc.

We desire to remain a party of record for the reception of notices and orders issued by the Commission in this proceeding.

Very truly yours,

JOHN A. PILLAR

SW

cc: Hon. Larry Gesoff (via FAX)  
David M. O'Boyle, Esq.  
Andrew K. Light, Esq.  
Richard T. Mulcahey, Jr., Esq.  
Patrick L. Ambramowich, Esq.  
William A. Gray, Esq.  
John J. Gallagher, Esq.  
D & T Limousine Service, Inc.

**DOCKETED**

MAR 26 1997

**DOCUMENT  
FOLDER**

23

**Buchanan Ingersoll**  
PROFESSIONAL CORPORATION

**ORIGINAL** Attorneys

Patrick L. Abramowich  
412-562-1479  
abramowichpl@bipc.com

One Oxford Centre  
301 Grant Street, 20th Floor  
Pittsburgh, PA 15219-1410  
Telephone: 412-562-8800  
Fax: 412-562-1041

March 18, 1997

Mr. John G. Alford, Secretary  
Pennsylvania Public Utility Commission  
North Office Building  
North Street and Commonwealth Avenue  
Room B-18  
Harrisburg, PA 17105

JAF

**RE: Application of Professional Transportation, Inc.,  
t/d/b/a Professional Carriers  
PUC Docket No. A-00113003**

Dear Mr. Alford:

Pursuant to 52 Pa. Code § 5.94(b), The Yellow Cab Company of Pittsburgh hereby withdraws its Protest to the Application of Professional Transportation, Inc., t/d/b/a Professional Carriers, at Docket No. A-00113003. Yellow Cab has reconsidered its position and no longer opposes this Application.

Sincerely,



Patrick L. Abramowich

cc: Administrative Law Judge Larry Gesoff (via facsimile)  
David M. O'Boyle, Esquire (via facsimile)

000076

RECEIVED  
PROTHONOTARY'S OFFICE  
97 MAR 20 11

**BUCKETED**  
**MAR 25 1997**  
**DOCUMENT**  
**FOLDER**

28

**APPEARANCE SHEET**

**ALJ HEARING REPORT**

Docket No. A-00113003

---

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

---

Location Pittsburgh

---

Date March 19-20, 1997

---

ALJ Gesoff

CHECK THOSE BLOCKS WHICH APPLY:

Prehearing held YES  NO

Hearing held YES  NO

Testimony taken YES  NO

Transcript due YES  NO

Hearing concluded YES  NO

Further hearing needed YES  NO

Estimated add'l days \_\_\_\_\_

Reporting Firm \_\_\_\_\_

RECORD CLOSED YES  NO

DATE \_\_\_\_\_

Briefs to be Filed YES  NO

DATE \_\_\_\_\_

BENCH DECISION YES  NO

RECEIVED  
 OFFICE OF C.A.L.J.  
 97 MAR 20 PM 1:57  
 PA PUC

DOCKETED  
 MAR 27 1997

DOCUMENT  
 FOLDER

REMARKS: ALL PROTESTS WITHDRAWN  
PLEASE REFER TO BUREAU OF  
TRANSPORTATION AND SAFETY FOR  
MODIFIED PROCEDURE WHEN YOU  
RECEIVE THE WITHDRAWALS

NAMES, ADDRESSES AND TELEPHONE NUMBERS OF PARTIES OR COUNSEL OF RECORD  
 PLEASE PRINT CLEARLY  
 INCOMPLETE INFORMATION MAY RESULT IN DELAY OF PROCESS

NAME and TELEPHONE NUMBER	ADDRESS			APPEARING FOR
Telephone No.	City	State	Zip	
Telephone No.	City	State	Zip	
Telephone No.	City	State	Zip	

CHECK THIS BOX IF ADDITIONAL PARTIES  
 OR COUNSEL OF RECORD APPEAR ON BACK.

RECEIVED  
 97 MAR 25 AM 9:40  
 PA PUC  
 HONORARY OFFICE  
 MRM

REPORTER \_\_\_\_\_

NAME and TELEPHONE NUMBER	ADDRESS			APPEARING FOR
Telephone No.				
	City	State	Zip	
Telephone No.				
	City	State	Zip	
Telephone No.				
	City	State	Zip	
Telephone No.				
	City	State	Zip	
Telephone No.				
	City	State	Zip	
Telephone No.				
	City	State	Zip	
Telephone No.				
	City	State	Zip	
Telephone No.				
	City	State	Zip	
Telephone No.				
	City	State	Zip	
Telephone No.				
	City	State	Zip	

LAW OFFICES  
JOHN J. GALLAGHER, P.C.

**ORIGINAL**

000023

97 MAR 28 AM 8:50  
1760 MARKET STREET  
PHILADELPHIA, PA. 19103  
RECEIVED  
PROTHONOTARY'S OFFICE  
(215) 963-1555  
FAX (215) 963-9104

JOHN J. GALLAGHER  
MICHAEL S. HENRY\*  
LAURA L. CARBERRY\*  
HENRI MARCEL\*

\*ALSO MEMBER NI BAR

March 26, 1997

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

KJR

RE: Professional Transportation, Inc.

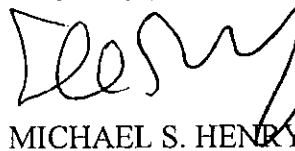
A-00 113003

Dear Mr. Alford:

This will confirm our conversation wherein, we agreed to withdraw our protest upon Commission approval of the restrictive amendment proposed in this matter.

Thank you for your courtesies and cooperation in this matter.

Very truly yours,



MICHAEL S. HENRY

MSH/dld

cc: David O'Boyle, Esquire  
Larry Gesoff

**DOCKETED**  
APR 02 1997

**DOCUMENT  
FOLDER**

# ORIGINAL

LAW OFFICES

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

HENRY M. WICK, JR.  
CHARLES J. STREIFF  
CARL F. MEYER  
LeROY L. METZ, II  
DAVID M. O'BOYLE  
VINCENT P. SZELIGO  
LUCILLE N. WICK  
PATRICIA L. McGRAIL  
RONALD J. RADEMACHER  
JOHN M. SMITH

1450 TWO CHATHAM CENTER  
PITTSBURGH, PA 15219-3427  
(412) 765-1600  
FACSIMILE  
(412) 261-3783

97 APR -7 AM 10:01

REC-3001, JACKS RUN ROAD  
WHITE OAK, PA 15131-2507  
PROTHONOTARY OFFICE  
(412) 864-4433

April 1, 1997

Re: Professional Transportation, Inc., t/d/b/a Professional Carriers  
Docket No. A-00113003  
Our File: 5999

**DOCKETED**  
APR 17 1997

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

Dear Mr. Alford:

On March 18, 1997, I received verbal confirmation from counsel that the following remaining protestants in the above case are withdrawing their opposition: D & T Limousine Service, Inc.; Milepost Inns, Inc., d/b/a Milepost Industries; The Yellow Cab Company of Pittsburgh; and Metro Care, Inc.

Counsel for these protestants have filed Notices of Withdrawal with the Commission and copies of their withdrawal notices are enclosed. The only other protestant, LoMa, Inc., t/d/b/a A.B.E. Limo & Bus Service, t/d/b/a AERO Chauffeured Limo & Mini Bus Srv., withdrew its protest by letter dated February 28, 1997, a copy of which is enclosed.

I notified Administrative Law Judge Larry Gesoff that the Application is opposed and requested that the case be transferred to the Commission's Applications Review Section for handling on a non-hearing basis. We request that the Commission issue a notice confirming that the Application is unopposed and assigning a due date to submit verified statements in support of the Application. If you have any questions concerning this matter, please contact the undersigned.

**DOCUMENT  
FOLDER**

22

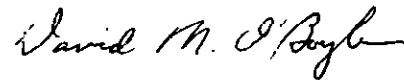
WICK, STREIFF, MEYER, METZ & O'BOYLE, P.C.

John G. Alford, Secretary  
April 1, 1997  
Page Two

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

Very truly yours,

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



David M. O'Boyle

DOB:smc  
Enclosures

cc: Honorable Larry Gesoff, ALJ  
Susan Licon, Office of Administrative Law Judge (w/encls)  
Andrew K. Light, Esq.  
Professional Transportation, Inc.



PILLAR MULRÖY & FERBER APR -7 AM 10:02

March 18, 1997

RECEIVED  
PROTHONOTARY'S OFFICE

Re: Professional Transportation, Inc.,  
t/d/b/a Professional Carriers  
Docket No. A-00113003  
File No. 2307-1

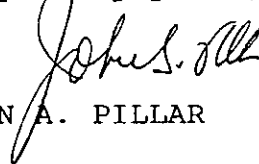
Hon. John G. Alford, Secretary  
Pennsylvania Public Utility Commission  
P. O. Box 3265  
Harrisburg, PA 17105-3265

Dear Mr. Alford:

We represent D & T Limousine Service, Inc., a protestant in the above docketed proceeding. After further consideration, D & T Limousine Service, Inc. hereby withdraws its protest to the above application. A copy of this letter is being faxed to the Administrative Law Judge on this date, and a copy has been mailed to all counsel of record. Counsel for the applicant has been notified verbally by the undersigned of the withdrawal of the protest of D & T Limousine Service, Inc.

We desire to remain a party of record for the reception of notices and orders issued by the Commission in this proceeding.

Very truly yours,

  
JOHN A. PILLAR

SW

cc: Hon. Larry Gesoff (via FAX)  
David M. O'Boyle, Esq.  
Andrew K. Light, Esq.  
Richard T. Mulcahey, Jr., Esq.  
Patrick L. Ambramowich, Esq.  
William A. Gray, Esq.  
John J. Gallagher, Esq.  
D & T Limousine Service, Inc.

# Buchanan Ingersoll

PROFESSIONAL CORPORATION

Attorneys

Patrick L. Abramowich  
412-562-1479  
abramowichpl@bipc.com

000123

97 APR -7 AM 10:02  
RECEIVED  
REGISTRARY'S OFFICE

One Oxford Centre  
301 Grant Street, 20th Floor  
Pittsburgh, PA 15219-1410  
Telephone: 412-562-8800  
Fax: 412-562-1041

March 18, 1997

Mr. John G. Alford, Secretary  
Pennsylvania Public Utility Commission  
North Office Building  
North Street and Commonwealth Avenue  
Room B-18  
Harrisburg, PA 17105

**RE: Application of Professional Transportation, Inc.,  
t/d/b/a Professional Carriers  
PUC Docket No. A-00113003**

Dear Mr. Alford:

Pursuant to 52 Pa. Code § 5.94(b), The Yellow Cab Company of Pittsburgh hereby withdraws its Protest to the Application of Professional Transportation, Inc., t/d/b/a Professional Carriers, at Docket No. A-00113003. Yellow Cab has reconsidered its position and no longer opposes this Application.

Sincerely,



Patrick L. Abramowich

cc: Administrative Law Judge Larry Gesoff (via facsimile)  
David M. O'Boyle, Esquire (via facsimile)

Law Offices

# VUONO & GRAY

John A. Vuono  
William A. Gray  
Mark T. Vuono\*  
Richard R. Wilson  
Dennis J. Kusturiss  
Christine M. Dolfi  
Louise R. Schrage  
*\*Also Admitted in Florida*

2310 Grant Building  
Pittsburgh, PA 15219-2383

000125  
March 18, 1997

Telephone  
(412) 471-1800

97 APR -7 AM 10:02

Facsimile  
RECEIVED  
PROTHONOTARY'S OFFICE  
(412) 471-4477

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

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

Dear Mr. Alford:

We filed a protest to the above application on behalf of Milepost Inns, Inc. d/b/a Milepost Industries. We are in receipt of a Restrictive Amendment filed by the attorney for the applicant by letter to you dated February 20, 1997. A copy of the letter of transmittal from the attorney for the applicant and a copy of the executed Restricted Amendment is attached hereto.

Conditioned upon the Commission's acceptance of the enclosed Restrictive Amendment, we are hereby authorized to withdraw the protest of Milepost Inns, Inc. d/b/a Milepost Industries. We desire to remain a party of record for receipt of any Orders, notices, etc. that may be issued in this case.

If anything further is required, please advise me.

Very truly yours,

VUONO & GRAY, LLC

  
William A. Gray

pZ/3879

Enclosures

cc: Administrative Law Judge Larry Gesoff  
David M. O'Boyle, Esq.  
Milepost Inns, Inc. d/b/a Milepost Industries

LAW OFFICES  
JOHN J. GALLAGHER, P.C.

JOHN J. GALLAGHER  
MICHAEL S. HENRY\*  
LAURA L. CARBERRY\*  
HENRI MARCEL\*

\*ALSO MEMBER NI BAR

000126

March 26, 1997  
SUITE 1100  
1760 MARKET STREET  
PHILADELPHIA, PA. 19103  
(215) 963-1555  
FAX (215) 963-9104  
RECEIVED  
PROTHONOTARY'S OFFICE  
97 APR - 7 11:10:02

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

RE: Professional Transportation, Inc.

Dear Mr. Alford:

This will confirm our conversation wherein, we agreed to withdraw our protest upon Commission approval of the restrictive amendment proposed in this matter.

Thank you for your courtesies and cooperation in this matter.

Very truly yours,

MICHAEL S. HENRY

MSH/dld

cc: David O'Boyle, Esquire ✓  
Larry Gesoff

LAW OFFICES  
SCHUBERT, BELLWOAR, CAHILL & QUINN

A PROFESSIONAL CORPORATION  
TWO PENN CENTER, SUITE 1400  
1500 JOHN F. KENNEDY BOULEVARD  
PHILADELPHIA, PA 19102-1890  
(215) 569-3535

WILLIAM E. SCHUBERT, JR.  
HARRY L.J. BELLWOAR III\*  
JOHN P. QUINN  
JOHN J. CAHILL, JR.  
ROBERT T. LYNCH  
ROBERT G. BELLWOAR  
JOHN P. GALLAGHER  
DEBORAH E. KOLODNER\*  
RICHARD T. MULCAHEY, JR.  
JAMES M. TYLER\*  
MICHAEL S. PIOTROWICZ  
KATHLEEN M. O'CONNELL\*  
MARK D. PFEIFFER\*

JOSEPH G. DENNY III  
OF COUNSEL  
1985-1986  
JOHN J. CAHILL,  
1922-1982  
THOMAS M. SCHUBERT  
1951-1989

000127

FAX: (215) 557-7426 37 APR -7 AM 10:02

RECEIVED  
PROTONOTARY'S OFFICE  
February 28, 1997

NEW JERSEY OFFICE  
11 W. CUTHBERT BOULEVARD  
HADDON TOWNSHIP, NJ 08108  
(609) 854-5757

DIRECT DIAL NO. (215) 547-0107

\* ALSO MEMBER NEW JERSEY BAR  
o NJ MANAGING ATTORNEY

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

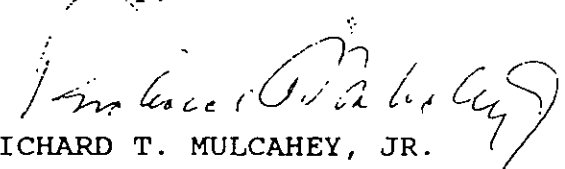
Re: Application of Professional Transportation, Inc.,  
t/d/b/a Professional Carriers  
PUC Docket No. A-00113003

Dear Mr. Alford:

Please be advised that this office represents LoMa, Inc., t/d/b/a A.B.E. Limousine & Bus Service, t/d/b/a AERO Chauffeured Limo & Mini Bus Svc., a Protestant in the above-captioned matter. Accordingly, based on the acceptance by the Commission of a Restrictive Amendment dated February 12, 1997 and filed by Applicant on February 20, 1997, I hereby withdraw my client's Protest.

Kindly acknowledge receipt of this correspondence by time-stamping the enclosed copy of the same and returning it to the undersigned in the self-addressed, stamped envelope provided.

Sincerely,

  
RICHARD T. MULCAHEY, JR.

RTM/sew

Enclosures

cc: Hon. Larry Gesoff, ALJ  
David M. O'Boyle, Esquire  
LoMa, Inc.

J. ENT  
FOLDER

COMMONWEALTH OF  
PENNSYLVANIA  
PUBLIC UTILITY COMMISSION

**DATE:** April 8, 1997

**SUBJECT:** A-00113003 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: Aggie Brewster, Docket Section  
Norma R. Lewis  
Beth Plantz  
Office File

PRODUCTION'S OFFICE

APR 9 1997

000208

BT

LAW OFFICES  
WICK, STREIFF, MEYER, METZ & O'BOYLE, P.C.

1450 TWO CHATHAM CENTER  
PITTSBURGH, PA 15219-3427

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(412) 261-8789

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APR 28 1997

000408

HENRY M. WICK, JR.  
CHARLES J. STREIFF  
CARL F. MEYER  
LEROY L. METZ, II  
DAVID M. O'BOYLE  
VINCENT P. SZELIGO  
LUCILLE N. WICK  
PATRICIA L. McGRIL  
RONALD J. RADEMACHER  
JOHN M. SMITH

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

RECEIVED  
BUREAU OF  
TRANSPORTATION & SAFETY  
APR 22 1997  
PENNSYLVANIA'S OFFICE

97 APR 24 AM 10:14

Re: Professional Transportation Co., Inc., t/d/b/a Professional Carriers  
Docket No.: A-00113003  
Our File: 5999

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

Dear Mr. Alford:

Enclosed for filing with the Commission is the original and one (1) copy of Applicant's Verified Statements on behalf of Professional Transportation Co., Inc., t/d/b/a Professional Carriers in connection with the above-captioned case.

All of the protestants have withdrawn their opposition to the Application. We have not yet received notice from the Commission that the case has been assigned for handling on a non-hearing basis. However, we understand that the file on this case has been transferred from the Administrative Law Judge Office to the Application and Review Section. Since Applicant is anxious to secure the Commission's approval of the requested authority as soon as possible, we are sending a copy of this letter and a copy of the enclosed Applicant's Verified Statements to Mr. Peter S. Marzolf, Supervisor of Application and Review Section, in order to expedite processing of the Application.

DOCUMENT  
FOLDER

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

John G. Alford, Secretary  
April 22, 1997  
Page Two

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 provided for that purpose.

Very truly yours,

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



David M. O'Boyle

smc

cc: Mr. Peter S. Marzolf (w/encl)  
Professional Transportation, Inc. (w/encl)

Before The

PENNSYLVANIA PUBLIC UTILITY COMMISSION

000470

97 APR 24 AM 10:14

RECEIVED  
PROTOLGARY'S OFFICE

DOCKET NO. A-00113003

APPLICATION OF PROFESSIONAL TRANSPORATION, INC.

t/d/b/a PROFESSIONAL CARRIERS

RECEIVED

APR 28 1997

Applicant's Verified Statements

BUREAU OF  
TRANSPORTATION & SAFETY

I. Statement of the Case

By application published in the Pennsylvania Bulletin on May 18, 1996, Professional Transportation, Inc., t/d/b/a Professional Carriers ("Applicant" or "PTI") initially sought authority to operate as a common carrier by motor vehicle, to provide the following service:

Railroad crews, in paratransit service, between points in Pennsylvania.

Protests in opposition to the application were filed by D & T Limousine Service, Inc.; Milepost Inns, Inc., d/b/a Milepost Industries; The Yellow Cab Company of Pittsburgh; LoMa, Inc., t/d/b/a A.B.E. Limo & Bus Service, t/d/b/a AERO Chauffeured Limo & Mini Bus Srv.; and Metro Care, Inc. Applicant submitted a Restrictive Amendment dated February 12, 1997, which modified the scope of the application to read as follows:

Transportation of railroad crews, in paratransit service, for CSX Transportation, Inc., between points in Pennsylvania.

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APR 28 1997  
ENTRY No. 20

All of the protestants withdrew their opposition to the application and 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

RECEIVED

APR 28 1997

1. Legal Name and Domicile of Applicant.

Applicant is Professional Transportation, <sup>Inc</sup> which is an Indiana corporation conducting business in Pennsylvania under the name of Professional Carriers.

Applicant's headquarters is located at 1700 Theater Drive, P. O. Box 5205, Evansville, IN 47715.

2. Identity and Qualifications of Witness.

My name is Robert S. Tevault, and my business address is 1700 Theater Drive, 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, including the shipper supporting this application which is CSX Transportation, Inc. I am very well acquainted with Applicant's existing operations and with the paratransit service proposed by this application at Docket No. A-00113003.

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 railroad crews, in paratransit service, between points in Pennsylvania. Applicant subsequently agreed to certain restrictions in order to eliminate the interests of the protestants. This application, as

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APR 28 1997  
ENTRY No. 27

amended by the Restrictive Amendment dated February 12, 1997, seeks the following authority:

Railroad crews in paratransit service, for CSX Transportation, Inc., between points in Pennsylvania.

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

Applicant does not presently hold any authority from the Pennsylvania Public Utility Commission. However, Applicant holds interstate operating authority to transport persons between points in the United States. Pursuant to this grant of authority, Applicant has provided and does provide paratransit services for CSX Transportation, Inc. ("CSX") in transporting its railroad crews from points in the state of Maryland to points in Pennsylvania. In addition, Applicant conducts the same type of train crew service as in involved in this application in or through 15 other states.

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

This is Applicant's first request for operating authority from the Commission, 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 15 states where it provides service for CSX. At the present time, PTI does not have any terminal facilities located in Pennsylvania. However, upon approval of this application, PTI intends to open facilities at New Castle, Aliquippa, Pittsburgh, Connellsville, Philadelphia and possibly other locations based on business requirements.

In regard to its communications system, PTI has a Central Dispatch operation located at its company headquarters in Evansville, Indiana. PTI has invested over \$50,000 in

computers and electronic equipment in order to tie into CSX's electronic data transfer system for both dispatch of vehicles and for billing purposes. CSX calls our Central Dispatch for service, regardless of where service is requested in the system, and PTI assigns drivers at the nearest PTI location to provide service. This Central Dispatch system is very efficient, and it enables PTI to provide service in a prompt and reliable manner. CSX can request service directly through our computer hookup and, in addition, PTI provides a toll-free telephone number to our Central Dispatch in the event that service is needed by railroad crews while on duty.

*In order for the drivers of vehicles to communicate with CSX, all of PTI's vehicles are equipped with two-way radios with railroad channels. This enables a driver to communicate directly with a CSX dispatcher or with a train crew waiting to be picked in order to facilitate locating the crew or receiving further instructions.*

8. **Equipment.**

PTI has a fleet of approximately 248 seven passenger (plus driver) extended vans. These vans are all late model vehicles of which 32 were manufactured in 1994, 204 manufactured in 1995 and 12 manufactured in 1996. All of our vehicles are in good to excellent condition. Vehicles are generally replaced before reaching 250,000 miles or 24 to 30 months in service, whichever occurs first. Attached to my Statement as Exhibit "A" is a list of most of the vehicles that PTI owns and operates and the location where each vehicle is assigned. If the application is approved, PTI expects to purchase an additional 12 to 15 vans with 7 passenger seating capacity for use in serving CSX in Pennsylvania. If CSX's demand for service warrants additional equipment, PTI will acquire the equipment on an as needed

basis.

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 2 National Safety Council instructors who are certified in defensive driving. These 2 management employees have earned their certification by attending classes in safe and defensive driving conducted by the National Safety Council. PTI's Safety Coordinator'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 CSX in many locations by providing drivers the opportunity to attend safe driving classes given by CSX instructors

for CSX employees. This provides yet additional training and emphasis on safe driving.

New and existing employees are also 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 extinguishers 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 as it utilizes throughout its system.

10. Service Currently Provided to Supporting Witness.

PTI has been providing service for CSX for over 12 years. PTI provides transportation for engine and train crews of CSX in 15 of the 20 states that CSX operates in and through. PTI provides over the road service in picking up and delivering crews and dedicated yard van service in transporting crews within a railroad yard. CSX is PTI's primary railroad customer and PTI handles approximately 13,000 to 15,000 CSX crew trips each month. During 1996, PTI realized gross revenues of in excess of \$12,000,000. I would estimate that in excess of \$11,000,000 of these revenues were derived from services provided for CSX.

PTI provides service 24 hours per day, 7 days per week, including holidays. Services are rendered on an advanced registration basis, but there are times when CSX requests that equipment arrive within 30 minutes and in some cases as soon as possible. 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.

11. **Type of Service Offered.**

PTI intends to offer paratransit service in transporting railroad crews for CSX. The vehicles that will be utilized are vans which will have a seating capacity of 15 or less passengers and most likely will seat 7 passengers besides the driver. This is the type of equipment that we presently operate. Every aspect of the service that PTI now provides for CSX will be offered to CSX for crew trips within Pennsylvania as well out-of-state trips which will originate from or which will be destined to points in Pennsylvania. This includes our round the clock service, central dispatch, electronic data transfer for dispatch and billing, over the railroad service, dedicated yard service, and our specialized communication system. We are confident that PTI will be able to provide the same high quality service for CSX in Pennsylvania as PTI provides in 15 other states for CSX.

12. **Financial Data.**

Attached to my Statement at Exhibit "D" is a balance sheet as of December 31, 1996. This balance sheet indicates that PTI is financially sound and capable of expanding its operations to provide the additional service proposed by this application. PTI's assets of \$1,990,392 substantially exceeds its liabilities of \$1,635,935. PTI's total equity amounts to \$354,457. PTI has expanded its operations for CSX significantly since it began operating and PTI is experienced in financing the expansion so that it is economically feasible. The expansion of our operations into Pennsylvania for CSX will not pose any unusual or significant problems.

Attached to my Statement as Exhibit "E" is an Income Statement for the period

ending December 31, 1996. This Statement indicates that, during 1996, PTI had gross revenues of \$12,345,674 which yielded a net profit of \$324,980. We have made a substantial investment in electronic equipment to be able to interface with CSX's computer network. By extending our operations to Pennsylvania, this will allow us to generate more revenue and realize a greater return on the investment in our network. PTI has a good track record of operating profitably, and approval of this application will enable us to generate more revenue and increase the efficiency of our operation, which in turn will help increase our profit margin.

13. Other Information Deemed Pertinent.

PTI anticipates that an additional 40 to 50 employees will be hired to conduct the operations in Pennsylvania. It is anticipated that all of these employees will be residents of Pennsylvania. If CSX is successful in negotiating the take over of one or more railroad lines of Conrail in Pennsylvania, PTI would most likely have to hire additional staff to handle the increase in the number of crew trips for CSX.

PTI presently has pending an application for common carrier authority at Docket No. A-00113003, F.2 to operate as a motor common carrier in transporting property (including household goods in use), between points in Pennsylvania. PTI is requesting common carrier authority in this application so that there will not be any problem with it holding any dual operating authority. In addition, there is the distinct possibility that PTI will, in the not too distance future, apply for additional authority to provide service for one or more railroads operating in Pennsylvania, and it would be advantageous for PTI to hold common carrier authority in order to expand the scope of our operations.

PTI presently provides some interstate service for CSX in hauling train crews to points in Pennsylvania. These trips originate from points in the Cumberland and Baltimore, Maryland area and are destined to points in and around the Harrisburg area. We expect the number of interstate trips to increase significantly once we establish our intrastate operations and have vehicles stationed in Pennsylvania.

CSX has requested that PTI file this application so that it could have available our services throughout the state of Pennsylvania. Expanding our operations to include intrastate trips within Pennsylvania for CSX is a natural progression in expanding our company's operations to provide a more complete and satisfactory service for our largest customer, CSX. Approval of this application will directly benefit not only PTI, but also CSX and its engine and train crews, and it will indirectly benefit the many Pennsylvania shippers and receivers who depend on CSX for dependable railroad service in transporting their freight.

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

5999.vst

have not deleted 4 vans yet

use for apr financial statements

BRANCH	LEASE NUM YR	MAKE	FULL VIN	4 DIGIT VIN	PLATE NUMBER	IN SERVICE	MOVED T LOCATION
			<b>7</b>		<b>ABBEVILLE, SC</b>		
ABBEVILLE	346 95	GMC	IGKDM19W2SB554865	4865	82R2615	06/11/96	06/11/96
ABBEVILLE	349 95	CHEV	IGNDM19W9SB217743	7743	82R2579	06/11/96	06/11/96
ABBEVILLE	350 95	GMC	IGKDM19W9SB552790	2790	82R2611	06/11/96	06/11/96
ABBEVILLE	351 95	GMC	IGKDM19W4SB554673	4673	82R2612	06/11/96	06/11/96
ABBEVILLE	353 95	GMC	IGKDM19W1SB548653	8653	82R2578	06/11/96	06/11/96
ABBEVILLE	354 95	GMC	IGKDM19W9SB554362	4362	82R2580	06/11/96	06/11/96
ABBEVILLE	355 95	CHEV	IGNDM19W7SB207969	7969	82R2573	06/11/96	06/11/96
			<b>5</b>		<b>AUGUSTA, GA</b>		
AUGUSTA	300 95	GMC	IGKDM19W6SB535512	5512	82R2335	06/03/96	06/03/96
AUGUSTA	313 95	GMC	IGKDM19W7SB551766	1766	82R2110	06/03/96	06/03/96
AUGUSTA	315 95	GMC	IGKDM19W3SB553059	3059	82R2419	06/03/96	06/03/96
AUGUSTA	318 95	CHEV	IGNDM19W4SB208268	8268	82R2453	06/03/96	06/03/96
AUGUSTA	319 95	GMC	IGKDM19W7SB553517	3517	82R2451	06/03/96	06/03/96
			<b>10</b>		<b>BALTIMORE, MD</b>		
BALTIMORE	376 96	CHEV	IGNDM19W2TB110227	0227	82R2692	07/31/96	07/31/96
BALTIMORE	419 95	GMC	IGKDM19W3SB524953	4953	82R3116	07/31/96	07/31/96
BALTIMORE	426 95	CHEV	IGNDM19W2SB204090	4090	82R3162	07/31/96	07/31/96
BALTIMORE	427 95	CHEV	IGNDM19W0SB170621	0621	82R3291	07/31/96	07/31/96
BALTIMORE	454 95	CHEV	IGNDM19W0SB177200	7200	82H6665	09/17/96	01/31/97
BALTIMORE	464 95	CHEV	IGNDM19W4SB198440	8440	82K3821	10/28/96	01/22/97
BALTIMORE	430 95	GMC	IGKDM19WXS532192	2192	82K605	07/31/96	07/31/96
BALTIMORE	431 95	GMC	IGKDM19W6SB557512	7512	82R3295	07/31/96	07/31/96
BALTIMORE	432 95	GMC	IGKDM19W6SB557445	7445	82R3296	07/31/96	07/31/96
BALTIMORE	433 95	GMC	IGKDM19W4SB557475	7475	82R3294	07/31/96	07/31/96
			<b>6</b>		<b>BIRMINGHAM, AL</b>		
BIRMINGHAM	371 96	CHEV	IGNDM19W0TB111084	1084	82R2694	06/28/96	06/28/96
BIRMINGHAM	373 96	CHEV	IGNDM19W1TB118769	8769	82R2689	06/28/96	06/28/96
BIRMINGHAM	375 96	CHEV	IGNDM19W6TB118668	8668	82R2688	06/28/96	06/28/96
BIRMINGHAM	379 96	CHEV	IGNDM19W7TB119425	9425	82R2683	06/28/96	06/28/96
BIRMINGHAM	380 96	CHEV	IGNDM19W9TB119295	9295	82R2684	06/28/96	12/10/96
BIRMINGHAM	386 96	CHEV	IGNDM19W4TB120998	0998	82R2687	06/28/96	06/28/96
			<b>4</b>		<b>BOSTIC, NC</b>		
BOSTIC	339 95	CHEV	IGNDM19W1SB211189	1189	82R2537	06/11/96	06/11/96
BOSTIC	344 95	CHEV	IGNDM19W1SB209331	9331	82R2575	06/11/96	06/11/96
BOSTIC	347 95	GMC	IGKDM19W1SB556087	6087	82R2613	06/11/96	06/11/96
BOSTIC	357 95	CHEV	IGNDM19W7SB217367	7367	82R2574	06/11/96	06/11/96
			<b>2</b>		<b>BRUNSWICK, MD</b>		
BRUNSWICK	416 95	GMC	IGKDM19W3SB553675	3675	82K668	07/23/96	07/23/96
BRUNSWICK	425 95	GMC	IGKDM19W9SB552854	2854	82R3146	07/23/96	07/23/96

**1 CHATTANOOGA, TN**

CHATTANGA	306	95	GMC	1GKDM19W3SB553950	3950	82R2334	05/27/96	05/27/96
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**12 CHICAGO, IL**

CHICAGO	368	95	CHEV	1GNNDM19W3SB208245 <sup>off</sup>	8245	82R2697	06/28/96	02/20/97
CHICAGO	248	94	GMC	1GKDM19W1RB556858 <sup>(w)</sup>	6858	82K634	03/02/96	03/05/96
CHICAGO	253	94	GMC	1GKDM19WXRBS558589 <sup>(w)</sup>	8589	82K3596	04/08/96	04/08/96
CHICAGO	265	94	CHEV	1GNNDM19Z3RB206841 <sup>SJ 8/11</sup>	6841	82B8171	04/25/96	04/25/96
CHICAGO	436	95	GMC	1GKDM19W9SB5340775	4077	82R3346	08/15/96	08/31/96
CHICAGO	437	95	CHEV	1GNNDM19W9SB1880655	8065	82R3298	08/15/96	08/31/96
CHICAGO	439	95	CHEV	1GNNDM19W7SB1716845	1684	82R3451	08/15/96	08/31/96
CHICAGO	440	95	CHEV	1GNNDM19W0SB180629 <sup>off</sup>	0629	82R3452	08/15/96	08/31/96
CHICAGO	441	95	GMC	1GKDM19W8SB5356255	5625	82R3453	08/15/96	08/31/96
CHICAGO	442	95	GMC	1GKDM19W0SB5111565	1156	82H6717	09/02/96	09/02/96
CHICAGO	443	95	GMC	1GKDM19W8SB5329355	2935	82H7682	09/02/96	09/02/96
CHICAGO	459	95	GMC	1GKDM19W3SB5539215	3921	82R2109	10/10/96	10/31/96

**15 CINCINNATI, OH**

CINCY	400	95	GMC	1GKDM19W8SB548634	8634	82R2941	07/17/96	01/06/97
CINCY	277	94	FORD	1FMDA31X7RZB00242	0242	82R2159	05/07/96	05/17/96
CINCY	478	95	GMC	1GKDM19W9SB535407	5407	82H9185	01/21/97	03/07/97
CINCY	278	94	FORD	1FMDA31U3RZA44970	4970	YFB554	05/07/96	05/17/96
CINCY	279	94	FORD	1FMDA31U0RZA94905	4905	YFB557	05/07/96	05/17/96
CINCY	281	94	FORD	1FMDA31U2RZB04933	4933	YFB550	05/07/96	05/15/96
CINCY	282	94	FORD	1FMDA31X2RZB09320	9320	YFB552	05/07/96	05/17/96
CINCY	283	94	FORD	1FMDA31X4RZB09321	9321	YFB558	05/07/96	05/17/96
CINCY	284	94	FORD	1FMDA31X7RZA78114	8114	YFB553	05/07/96	05/17/96
CINCY	286	94	FORD	1FMDA31U2RZA84764	4764	YFB555	05/07/96	05/17/96
CINCY	287	94	FORD	1FMDA31X0RZB00258	0258	82R2154	05/07/96	05/17/96
CINCY	298	95	CHEV	1GNNDM19W5SB206447	6447	82S6271	05/30/96	12/17/96
CINCY	302	95	CHEV	1GNNDM19W1SB212438	2438	82R2393	05/29/96	12/17/96
CINCY	387	96	CHEV	1GNNDM19W0TB120996	0996	H51552	06/20/96	12/19/96
CINCY	388	96	CHEV	1GNNDM19W3TB110737	0737	82R2690	07/22/96	11/15/96

**5 COLLINSVILLE, IL**

COLLINSVIL	266	94	CHEV	1GNNDM19Z7RB126975	6975	82H7031	04/25/96	07/01/96
COLLINSVIL	444	95	CHEV	1GNNDM19W3SB188062	8062	82B2407	09/02/96	09/06/96
COLLINSVIL	446	95	CHEV	1GNNDM19W5SB199225	9225	82R620	09/06/96	09/06/96
COLLINSVIL	448	95	CHEV	1GNNDM19WXSBS199138	9138	82H6716	09/13/96	09/13/96
COLLINSVIL	465	95	GMC	1GKDM19WXSBS530720	0720	82R613	10/28/96	10/28/96

**3 COLUMBUS, OH**

COLUMBUS	369	95	CHEV	1GNNDM19W7SB215229	5229	82R2696	06/28/96	06/28/96
COLUMBUS	382	96	GMC	1GKDM19W1SB538432	8432	82R2649	06/28/96	06/28/96
COLUMBUS	390	95	CHEV	1GNNDM19W8SB196240	6240	82R2792	06/28/96	06/28/96

**6 CORBIN, KY**

CORBIN	174	94	GMC4	1GKEL19W5RBS28780	8780	YFB571	12/09/94	12/17/96
CORBIN	289	95	GMC	1GKDM19W0SB553553	3553	82R2320	05/30/96	05/30/96
CORBIN	294	95	CHEV	1GNNDM19W5SB222454	2454	82Z1151	05/30/96	05/30/96
CORBIN	295	95	CHEV	1GNNDM19W8SB209729	9729	82Z1153	05/30/96	05/30/96
CORBIN	296	95	CHEV	1GNNDM19W2SB199912	9912	82S6269	05/30/96	05/30/96
CORBIN	297	95	CHEV	1GNNDM19W0SB209546	9546	82S6270	05/30/96	05/30/96

8 **CUMBERLAND, MD**

CUMBERLAND	420	95	GMC	1GKDM19W9SB557506	7506	82R3141	07/22/96	07/22/96
CUMBERLAND	422	95	GMC	1GKDM19W9SB557424	7424	82R3143	07/22/96	07/22/96
CUMBERLAND	395	95	CHEV	1GNNDM19W1SB245973	5973	82R2865	07/02/96	01/31/97
CUMBERLAND	423	95	GMC	1GKDM19W9SB557326	7326	82R3144	07/22/96	07/22/96
CUMBERLAND	418	95	GMC	1GKDM19W6SB553847	3847	82R2691	07/22/96	07/22/96
CUMBERLAND	421	95	GMC	1GKDM19WXS555391	5391	82R3142	07/22/96	07/22/96
CUMBERLAND	417	95	GMC	1GKDM19WXS541040	1040	82R3097	07/22/96	07/22/96
CUMBERLAND	415	95	CHEV	1GNNDM19W7SB230989	0989	82R3098	07/22/96	07/22/96

2 **DANTE, VA**

DANTE	175	94	CHEV	1GNEL19W8RB181416	1416	YFB570	12/09/94	12/19/96
DANTE	385	96	CHEV	1GNNDM19W5TB111159	1159	H51533	06/20/96	06/20/96

4 **DANVILLE, IL**

DANVILLE	258	94	GMC	1GKDM19Z1RB521439	1439	82K5391	04/19/96	01/20/97
DANVILLE	409	95	CHEV	1GNNDM19W9SB200604	0604	82R2950	07/17/96	03/02/97
DANVILLE	280	94	FORD	1FMDA31X0RZA99533	9533	82H7640	05/07/96	01/23/97
DANVILLE	445	95	CHEV	1GNNDM19W0SB217632	7632	82R651	09/02/96	09/02/96

3 **DETROIT, MI**

DETROIT	263	94	GMC	1GKDM19Z1RB551086	1086	82R2131	04/12/96	06/18/96
DETROIT	359	95	CHEV	1GNNDM19W5SB107000	7000	82R2616	06/18/96	06/18/96
DETROIT	384	95	CHEV	1GNNDM19W6SB208398	8398	82R2648	06/28/96	08/01/96

8 **ERWIN, TN**

ERWIN	176	94	GMC	1GKEL19W6RB530229	0229	YFB569	12/09/94	12/17/96
ERWIN	301	95	CHEV	1GNNDM19W6SB216243	6243	82R2392	05/29/96	05/29/96
ERWIN	308	95	GMC	1GKDM19WXS555732	5732	82R2151	05/29/96	05/29/96
ERWIN	309	95	CHEV	1GNNDM19WXS5183022	3022	82R2396	05/29/96	05/29/96
ERWIN	310	95	CHEV	1GNNDM19W4SB208349	8349	82R2397	05/29/96	05/29/96
ERWIN	311	95	GMC	1GKDM19WXS556010	6010	82R2398	05/29/96	05/29/96
ERWIN	312	95	GMC	1GKDM19W9SB554328	4328	82R2146	05/29/96	05/29/96
ERWIN	314	95	CHEV	1GNNDM19W5SB217609	7609	82R2152	05/29/96	05/29/96

3 **ETOWAH, TN**

ETOWAH	304	95	CHEV	1GNNDM19W2SB198968	8968	82R2390	05/27/96	05/27/96
ETOWAH	305	95	GMC	1GKDM19W4SB556102	6102	82R2337	05/27/96	05/27/96
ETOWAH	307	95	GMC	1GKDM19W0SB556050	6050	82R2336	05/27/96	05/27/96

5 **EVANSVILLE, IN**

EVANSVILLE	476	95	CHEV	1GNNDM19W1SB198976	8976	82K684	01/30/97	01/30/97
EVANSVILLE	483	95	CHEV	1GNNDM19W0SB179772	9772	82H8762	01/30/97	02/12/97
EVANSVILLE	92	GMC	1GKDM19W1SB511361	1361	82R2136	03/26/97	03/26/97	
EVANSVILLE	95	CHEV	1GNNDM19W2SB206762	6762	82B9546	03/04/97	03/04/97	
EVANSVILLE	238	94	GMC	1GKDM19W7RB534119	4119	82H6718	11/02/95	11/02/95

2 **FLORA, IL**

FLORA	252	94	GMC	1GKDM19W7RB558131	8131	82K5683	04/08/96	04/08/96
FLORA	458	95	CHEV	1GNNDM19W5SB217884	7884	82K5696	10/10/96	10/10/96

**5 FLORENCE, SC**

FLORENCE	292	95	CHEV	1GNDM19W7SB200570	0570	82Z1155	06/04/96	06/04/96
FLORENCE	317	95	GMC	1GKDM19W1SB535613	5613	82R2434	06/04/96	06/04/96
FLORENCE	320	95	GMC	1GKDM19W0SB546120	6120	82R2452	06/04/96	06/04/96
FLORENCE	321	95	GMC	1GKDM19W3SB547956	7956	82R2435	06/04/96	06/04/96
FLORENCE	456	95	CHEV	1GNDM19W9SB209481	9481	82H8761	10/07/96	10/10/96

**1 GALLATIN, TN**

GALLATIN	275	94	GMC	1GKDM19W6RB558489	8489	82R2133	05/31/96	05/31/96
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**4 GARRETT, IN**

GARRETT	352	95	GMC	1GKDM19W9SB554152	4152	82R2614	06/25/96	06/25/96
GARRETT	477	95	GMC	1GKDM19W7SB538340	8340	82R3300	01/20/97	02/12/97
GARRETT	365	95	CHEV	1GNDM19W7SB197461	7461	82R2700	06/25/96	06/25/96
GARRETT	366	95	CHEV	1GNDM19W8SB198425	8425	82R2669	06/25/96	06/25/96

**4 GRAND RAPIDS, MI**

GR RAPIDS	358	95	CHEV	1GNDM19W8SB210783	0783	82R2571	06/18/96	06/18/96
GR RAPIDS	360	95	CHEV	1GNDM19W1SB208602	8602	82R2544	06/18/96	06/18/96
GR RAPIDS	361	95	CHEV	1GNDM19W4SB223854	3854	82R2606	06/18/96	06/18/96
GR RAPIDS	362	95	CHEV	1GNDM19W3SB207841	7841	82R2607	06/18/96	06/18/96

**8 HAMLET, NC**

HAMLET	332	95	GMC	1GKDM19W0SB551883	1883	82R2478	06/05/96	06/05/96
HAMLET	333	95	CHEV	1GNDM19W0SB220627	0627	82R2479	06/05/96	06/05/96
HAMLET	334	95	GMC	1GKDM19W8SB533602	3602	82R2480	06/05/96	06/05/96
HAMLET	335	95	GMC	1GKDM19W6SB554254	4254	82R2531	06/05/96	06/05/96
HAMLET	336	95	CHEV	1GNDM19W9SB201042	1042	82R2532	06/05/96	06/05/96
HAMLET	337	95	CHEV	1GNDM19W9SB179012	9012	82R2533	06/05/96	06/05/96
HAMLET	338	95	GMC	1GKDM19W0SB532881	2881	82R2534	06/05/96	06/05/96
HAMLET	345	95	CHEV	1GNDM19W6SB199900	9900	82R2473	06/05/96	06/05/96

**4 HAGERSTOWN, MD**

HAGRSTOW	398	95	GMC	1GKDM19W6SB554593	4593	82R2205	07/23/96	07/23/96
HAGRSTOW	413	95	GMC	1GKDM19WXS548568	8568	82R2928	07/23/96	07/23/96
HAGRSTOW	424	95	GMC	1GKDM19W6SB557476	7476	82R3145	07/23/96	07/23/96
HAGRSTOW	434	95	GMC	1GKDM19W8SB555440	5440	82R3293	07/31/96	07/31/96

**1 HANDLEY, WV**

HANDLEY	479	95	GMC	1GKDM19W1SB511179	1179	82R3292	01/20/97	02/28/97
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**2 LAFAYETTE, IN**

LAFAYETTE	247	94	GMC	1GKDM19W1RB535055	5055	82B9065	03/02/96	04/08/96
LAFAYETTE	255	94	CHEV	1GNDM19Z1RB226795	6795	82R1766	04/08/96	04/08/96

**4 LIMA, OH**

LIMA	303	95	CHEV	1GNDM19W6SB215352	5352	82R2391	05/25/96	06/28/96
LIMA	367	95	CHEV	1GNDM19W6SB208160	8160	82R2698	06/28/96	06/28/96
LIMA	378	96	CHEV	1GNDM19W5TB119939	9939	82R2686	06/28/96	06/28/96
LIMA	389	95	CHEV	1GNDM19WXS196997	6997	82R2791	06/28/96	06/28/96

6 **LOUISVILLE, KY**

LOUISVILLE	468	95	CHEV	1GNDM19W1SB209084	9084	82H8114	10/28/96	01/04/97
LOUISVILLE		95	GMC	1GKDM19W2SB548077	8077	82K688	03/20/97	03/20/97
LOUISVILLE		95	CHEV	1GNDM19W2SB125003	5003	82R235	03/20/97	03/20/97
LOUISVILLE	363	95	GMC	1GKDM19W3SB537122	7122	82R2617	06/20/96	06/20/96
LOUISVILLE	394	95	CHEV	1GNDM19WXS214818	4818	82R2864	07/02/96	07/02/96
LOUISVILLE	467	95	CHEV	1GNDM19W7SB216400	6400	82R5203	10/28/96	10/28/96

3 **MEMPHIS, TN**

MEMPHIS	262	94	CHEV	1GNDM19Z5RB224435	4435	82R616	04/19/96	10/03/96
MEMPHIS	447	95	GMC	1GKDM19W6SB535543	5543	82R652	09/13/96	10/31/96
MEMPHIS	452	95	CHEV	1GNDM19W5SB127070	7070	82H8080	09/13/96	09/13/96

10 **NASHVILLE, TN**

NASHVILLE	480	95	CHEV	1GNDM19W7SB209611	9611	82K690	01/26/97	01/26/97
NASHVILLE	481	95	CHEV	1GNDM19W6SB209261	9261	82R2699	01/30/97	01/30/97
NASHVILLE		95	CHEV	1GNDM19W4SB205600	5600	82B8979	03/04/97	03/04/97
NASHVILLE		95	CHEV	1GNDM19W4SB196266	6266	82R630	03/04/97	03/21/97
NASHVILLE		95	CHEV	1GNDM19W0SB217923	7923	82K5599	03/20/97	03/20/97
NASHVILLE		95	CHEV	1GNDM19W7SB176089	6089	82B8283	03/20/97	03/20/97
NASHVILLE		95	GMC	1GKDM19W8SB552439	2439	82R1767	03/20/97	03/20/97
NASHVILLE		95	GMC	1GKDM19W8SB535480	5480	82R619	03/20/97	03/20/97
NASHVILLE		95	GMC	1GKDM19W7SB552240	2240	82B7792	03/20/97	03/20/97
NASHVILLE	374	96	CHEV	1GNDM19W6TB111168	1168	82R2693	06/20/96	06/20/96

6 **ROCKY MOUNT, NC**

ROCKY MT	327	95	CHEV	1GNDM19W8SB172102	2102	82R2536	06/05/96	06/05/96
ROCKY MT	329	95	CHEV	1GNDM19W8SB217457	7457	82R2475	06/05/96	06/05/96
ROCKY MT	330	95	CHEV	1GNDM19W7SB219054	9054	82R2476	06/05/96	06/05/96
ROCKY MT	331	95	CHEV	1GNDM19W4SB206651	6651	82R2477	06/05/96	06/05/96
ROCKY MT	341	95	GMC	1GKDM19W4SB527537	7537	82R2538	06/05/96	06/05/96
ROCKY MT	348	95	CHEV	1GNDM19W1SB183099	3099	82R2160	06/05/96	06/05/96

12 **RUSSELL, KY**

RUSSELL	482	95	CHEV	1GNDM19W2SB220371	0371 ✓	82H9403	01/27/97	01/27/97
RUSSELL	490	95	GMC	1GKDM19W0SB535490	5490 ✓	82K672	02/19/97	02/19/97
RUSSELL	488	95	CHEV	1GNDM19W2SB152766	2766 ✓	82B8066	02/19/97	02/19/97
RUSSELL	486	95	CHEV	1GNDM19W2SB178087	8087 ✓	82B2405	02/12/97	03/31/97
RUSSELL	485	95	CHEV	1GNDM19W4SB210490	0490 ✓	82K616	02/12/97	03/31/97
RUSSELL	489	95	GMC	1GKDM19WXS535416	5416 ✓	82K644	02/19/97	02/19/97
RUSSELL	401	95	GMC	1GKDM19W3SB554082	4082 ✓	82R2942	07/23/96	03/02/97
RUSSELL	412	95	GMC	1GKDM19W6SB548518	8518 ✓	82R2946	07/22/96	03/02/97
RUSSELL	491	95	GMC	1GKDM19W1SB552699	2699 ✓	82K5578	02/19/97	02/19/97
RUSSELL	236	94	CHEV	1GNDM19Z4RB127520	<del>7520</del>	82B8977	10/25/95	01/24/96
RUSSELL	462	95	CHEV	1GNDM19W9SB209139	9139 ✓	82H7694	10/28/96	03/02/97
RUSSELL	326	95	CHEV	1GNDM19W4SB200008	0008 ✓	82R2535	06/11/96	03/03/97
RUSSELL	249	94	GMC	1GKDM19W2SB540122	<del>0122</del>	82H1822	03/13/96	03/13/96
RUSSELL	322	95	CHEV	1GNDM19W0SB205304	5304 ✓	82R2487	06/04/96	11/15/96

14 **SHELBIANA, KY**

SHELBY	250	94	CHEV	1GNDM19W7SB177560	7560	82K697	03/13/96	11/15/96
SHELBY	267	94	GMC	1GKDM19W2RB556447	6447	82R2155	05/30/96	05/30/96
SHELBY	288	95	GMC	1GKDM19WXS556198	6198	82R2319	05/30/96	05/30/96
SHELBY	299	95	CHEV	1GNDM19W7SB209673	9673	82S6272	05/30/96	01/23/97
SHELBY	290	95	GMC	1GKDM19W7SB556269	6269	82R2344	05/30/96	05/30/96
SHELBY	291	95	GMC	1GKDM19W5SB556061	6061	82R2345	05/30/96	05/30/96
SHELBY	316	95	CHEV	1GNDM19W8SB222660	2660	82R2433	06/04/96	06/04/96
SHELBY	323	95	CHEV	1GNDM19W2SB217471	7471	82R2486	06/04/96	06/04/96
SHELBY	328	95	CHEV	1GNDM19W4SB194694	4694	82R2474	06/08/96	09/15/96
SHELBY	356	95	CHEV	1GNDM19W1SB207966	7966	82R2572	06/20/96	06/20/96
SHELBY	396	95	CHEV	1GNDM19W4SB211199	1199	82R2866	07/02/96	07/02/96
SHELBY	449	95	CHEV	1GNDM19WXS556187619	7619	82H7334	09/13/96	09/13/96
SHELBY	451	95	CHEV	1GNDM19W5SB189505	9505	82H6666	09/13/96	09/13/96
SHELBY	455	95	GMC	1GKDM19WXS55620334	0334	82H7246	09/17/96	09/28/96

5 **SPARTANBURG, SC**

SPARTANB	324	95	CHEV	1GNDM19W0SB208834	8834	82R2485	06/11/96	06/11/96
SPARTANB	325	95	CHEV	1GNDM19W7SB210743	0743	82R2484	06/11/96	06/11/96
SPARTANB	340	95	GMC	1GKDM19W3SB532440	2440	82R2577	06/11/96	06/11/96
SPARTANB	342	95	CHEV	1GNDM19W9SB177860	7860	82R2539	06/11/96	06/11/96
SPARTANB	343	95	CHEV	1GNDM19W3SB215468	5468	82R2576	06/11/96	06/11/96

9 **TERRE HAUTE, IN**

TERRE HAUTE		95	GMC	1GKDM19W7SB535714	5714	82H9423	03/20/97	03/20/97
TERRE HAUT	260	94	CHEV	1GNDM19Z5RB174376	4376	82K3897	04/19/96	04/19/96
TERRE HAUTE		95	CHEV	1GNDM19W8SB178241	8241	82H9979	03/24/97	03/24/97
TERRE HAUT	264	94	CHEV	1GNDM19Z5RB106188	6188	82R617	04/19/96	04/19/96
TERRE HAUT	484	95	GMC	1GKDM19W4SB535542	5542	82K3845	02/12/97	03/27/97
TERRE HAUT	276	94	GMC	1GKDM19W8RB557361	7361	82R2132	04/25/96	05/13/96
TERRE HAUT	438	95	CHEV	1GNDM19W2SB217714	7714	82R3299	08/07/96	08/07/96
TERRE HAUT	461	95	CHEV	1GNDM19W9SB210050	0050	82R614	10/28/96	10/28/96
TERRE HAUT	463	95	GMC	1GKDM19W0SB548207	8207	82H7683	10/28/96	10/28/96

9 **TOLEDO, OH**

TOLEDO	397	95	CHEV	1GNDM19W3SB198171	8171	82R2867	07/17/96	07/17/96
TOLEDO	402	95	GMC	1GKDM19W3SB556575	6575	82R2943	07/17/96	07/17/96
TOLEDO	393	95	GMC	1GKDM19W6SB534649	4649	82R2863	07/02/96	03/31/97
TOLEDO	403	95	GMC	1GKDM19W1SB552606	2606	82R2944	07/17/96	07/17/96
TOLEDO	404	95	GMC	1GKDM19W6SB556070	6070	82R2945	07/17/96	07/17/96
TOLEDO	406	95	GMC	1GKDM19W2SB557135	7135	82R2947	07/17/96	07/17/96
TOLEDO	408	95	CHEV	1GNDM19W6SB238792	8792	82R2949	07/17/96	07/17/96
TOLEDO	410	95	CHEV	1GNDM19W4SB239357	9357	82R2989	07/17/96	07/17/96
TOLEDO	411	95	CHEV	1GNDM19WXS556238620	8620	82R3021	07/17/96	07/17/96

12 **VINCENNES, IN**

VINCENNES	95	CHEV	1GNDM19W4SB187955	7955	82K698	03/04/96	03/04/97	
VINCENNES	95	CHEV	1GNDM19W4SB199409	9409	82B8890	03/04/97	03/04/97	
VINCENNES	95	CHEV	1GNDM19W4SB530907	0907	82J212	03/04/97	03/04/97	
VINCENNES	95	CHEV	1GNDM19W2SB209998	9998	82K685	03/04/97	03/04/97	
VINCENNES	257	94	CHEV	1GNDM19Z2RB175940	5940	82R618	04/19/96	01/31/97
VINCENNES	256	94	GMC	1GKDM19W9RB558356	8356	82J1861	04/19/96	04/19/96
VINCENNES	95	GMC	1GKDM19W2SB552047	2047	82K614	03/20/97	03/20/97	
VINCENNES	273	94	GMC	1GKDM19WXRBS557068	7068	82R2157	04/22/96	05/15/96
VINCENNES	450	95	CHEV	1GNDM19W6SB188136	8136	82H7693	09/13/96	09/13/96
VINCENNES	457	95	CHEV	1GNDM19W3SB198994	8994	82H1823	10/07/96	10/10/96
VINCENNES	469	95	CHEV	1GNDM19W5SB217612	7612	82H7516	10/28/96	10/28/96
VINCENNES	470	95	CHEV	1GNDM19W6SB176634	6634	82H7562	10/28/96	10/28/96

5 **WILLARD, OH**

WILLARD	372	96	CHEV	1GNDM19W3TB118935	8935	82R2682	07/02/96	07/02/96
WILLARD	383	95	GMC	1GKDM19W1SB532419	2419	82R2670	07/02/96	07/02/96
WILLARD	391	95	GMC	1GKDM19W6SB555825	5825	82R2788	07/02/96	07/02/96
WILLARD	392	95	GMC	1GKDM19W7SB556093	6093	82R2821	07/02/96	07/02/96
WILLARD	399	95	GMC	1GKDM19WXSBS540342	0342	82R2681	07/02/96	07/02/96

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10 **POOL VANS**

POOL	429	95	CHEV	1GNDM19W3SB208777	8777	82B9105	07/31/96	03/04/97
POOL	453	95	CHEV	1GNDM19W6SB180649	0649	82R4287	09/18/96	09/18/96
POOL		95	CHEV	1GNDM19W5SB209476	9476	82R2158	03/31/97	03/31/97
POOL		95	CHEV	1GNDM19W7SB189070	9070	82K679	03/31/97	03/31/97
POOL		95	CHEV	1GNDM19W9SB205544	5544	82R2135	03/31/97	03/31/97
POOL		95	CHEV	1GNDM19W9SB187627	7627		03/31/97	03/31/97
POOL		95	GMC	1GKDM19W5SB535484	5484	82K5654	03/31/97	03/31/97
POOL	381	95	CHEV	1GNDM19W2SB533627	3627	82R2661	06/22/96	03/25/97
POOL		95	CHEV	1GNDM19W1SB177979	7979	82R2134	03/31/97	03/31/97
POOL	466	95	CHEV	1GNDM19W7SB195158	5158	82B2404	10/28/96	10/28/96

4 **EXPANSION**

EXPANSION	272	94	GMC	1GKDM19W7RB535433	5433	82R2156	04/22/96	05/14/96
EXPANSION	285	94	FORD	1FMDA31X5RZB44644	4644	82R2153	05/07/96	05/15/96
EXPANSION	370	96	CHEV	1GNDM19W7TB111101	1101	82R2695	07/31/96	11/08/96
EXPANSION	377	96	CHEV	1GNDM19W2TB120577	0577	82R2685	06/28/96	06/28/96

# 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

# PROFESSIONAL TRANSPORTATION, INC.

1700 Theater Drive • Evansville, IN 47715  
(812) 471-2440 Fax (812) 485-3510

## BALANCE SHEET AS OF DECEMBER 31, 1996

	<u>ASSETS</u>	
<i>CURRENT ASSETS</i>		
CASH	\$139,608	
ACCOUNTS RECEIVABLE	1,818,731	
PREPAID ASSETS	0	
TOTAL CURRENT ASSETS		\$1,958,339 ✓
<i>FIXED ASSETS</i>		
EQUIPMENT	\$63,879	
ACCUMULATED DEPRECIATION	(31,826)	
TOTAL FIXED ASSETS		\$32,053
TOTAL ASSETS		<u>\$1,990,392</u> ✓
<u>LIABILITIES &amp; EQUITY</u>		
<i>LIABILITIES</i>		
ACCOUNTS PAYABLE	\$1,179,890	
NOTES PAYABLE-OFFICER	30,000	
NOTES PAYABLE-BANK	136,817	
WAGES PAYABLE	165,507	
RESERVE ACCOUNTS	5,383	
PAYROLL TAXES & WITHHOLDINGS	118,338	
TOTAL LIABILITIES		\$1,635,935 ✓
<i>EQUITY</i>		
COMMON STOCK	\$5,000	
RETAINED EARNINGS	349,457	
TOTAL EQUITY		\$354,457 ✓
TOTAL LIABILITIES & EQUITY		<u>\$1,990,392</u>

PREPARED BY MANAGEMENT

EXHIBIT "D"

# PROFESSIONAL TRANSPORTATION, INC.

1700 Theater Drive • Evansville, IN 47715  
(812) 471-2440 Fax (812) 485-3510

## INCOME STATEMENT PERIOD ENDING DECEMBER 31, 1996

	<u>\$</u>	<u>%</u>
SALES	<u>\$12,345,674</u> ✓	<u>100.00%</u>
OPERATING EXPENSES	11,556,319 ✓	93.61%
ADMINISTRATIVE EXPENSES	464,375 ✓	3.76%
NET PROFIT	<u><u>\$324,980</u></u> ✓	<u><u>2.63%</u></u>

*PREPARED BY MANAGEMENT*

EXHIBIT "E"

# PROFESSIONAL TRANSPORTATION, INC.

1700 Theater Drive • Evansville, IN 47715  
(812) 471-2440 Fax (812) 485-3510

## OPERATING EXPENSES PERIOD ENDING DECEMBER 31, 1996

	<u>\$</u>	<u>%</u>
<b>PAYROLL &amp; RELATED TAXES</b>	<b>\$5,001,584</b>	<b>40.51%</b>
<b>VAN LEASES</b>	<b>1,453,775</b>	<b>11.78%</b>
<b>VEHICLE REPAIRS</b>	<b>608,818</b>	<b>4.93%</b>
<b>FUEL</b>	<b>1,136,956</b>	<b>9.21%</b>
<b>SUB-CONTRACT WORK</b>	<b>2,060,166</b>	<b>16.69%</b>
<b>VEHICLE INSURANCE</b>	<b>516,142</b>	<b>4.18%</b>
<b>WORKER'S COMPENSATION</b>	<b>348,620</b>	<b>2.82%</b>
<b>TELEPHONE</b>	<b>292,840</b>	<b>2.37%</b>
<b>OTHER</b>	<b>137,418</b>	<b>1.11%</b>
	<u><b>\$11,556,319</b></u>	<u><b>93.61%</b></u>

*PREPARED BY MANAGEMENT*

VERIFICATION OF STATEMENT

The undersigned, Robert S. Tevault, deposes and says that he is authorized to and does make this Verification and that the facts set forth in the attached Verified Statement of Applicant 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: april 12, 1997

Robert S. Tevault  
Robert S. Tevault

**III. Verified Statement of Terri Howard**

**On Behalf of CSX Transportation, Inc.**

1. **Applicant's Name and the 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.

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

This Verified Statement is being submitted on behalf of CSX Transportation, Inc. ("CSX") which is a corporation with its business headquarters located in Jacksonville, Florida.

BUREAU OF  
TRANSPORTATION & SAFETY

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

My name is Terri Howard and my business address is 500 Water Street - J312, Jacksonville, Florida 32202. I have been employed by CSX since 1992, and I have held my present position of Manager Productivity Analysis since January, 1996. In my present position, I am responsible for securing transportation services for the train and engine employees of CSX.

CSX has a need for a motor carrier service to transport train and engine crews within Pennsylvania. I am authorized on behalf of CSX to support this application of PTI.

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

CSX is a Class 1 railroad which conducts operations in and through 20 states and conducts operations as far west as Chicago, Memphis, East St. Louis and New Orleans and our operations extend all the way to the east coast. PTI is one of our primary providers of transportation service for our train and engine employees, which consist of approximately

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DOCKETED  
APR 28 1997

DOCUMENT  
FOLDER

20,000 workers system wide. CSX has 11 divisions or service lanes and PTI conducts operations in 10 of these divisions.

CSX has an electronic system for transmitting dispatch requests for equipment of service providers to pick up train and engine crews. This electronic system is also used for processing the invoices of the service providers. CSX has utilized the services of PTI for a number of years, and PTI's central dispatch and billing department in Evansville, Indiana are tied directly to CSX's electronic system. When transportation is needed, the crew caller in Jacksonville or field personnel transmits electronically to PTI the information as to where and when a crew needs to be picked up. PTI confirms electronically that it will provide the service as requested. The billing for trips is also handled electronically so that PTI has to key punch only the billing amount and the invoices are then sent electronically to CSX. Electronic transfers are also used to pay PTI for its services.

CSX performs real time cost analysis and it is extremely important that we receive invoices for crew transportation within 7 days so that the cost of the transportation may be included into the cost analysis. PTI complies with our electronic dispatch and invoicing requirements.

Since PTI does not have any intrastate authority in Pennsylvania, CSX has been forced to utilize the services of 5 transportation providers. All of the dispatching and invoicing for these five providers is handled by CSX on a manual basis. This is extremely inefficient and time consuming and, at times, it creates delays in providing transportation for our crews. In addition, there is a tremendous additional cost in using service providers that only operate on a manual system as opposed to our electronic system.

CSX is trying to reduce the number of service providers in order to increase the efficiency of our operations. PTI has provided and is providing very good service, and CSX has first-hand knowledge that PTI has the equipment, expertise and electronic interfacing capabilities to meet all of our company's needs in Pennsylvania.

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

In order to determine the extent of our use of service providers within Pennsylvania, I have printed out a list of all of the Pennsylvania origins and destinations of train and engine crew trips during the period of October 1 through December 31, 1996. A copy of this document is attached to my Statement as Exhibit "A". This document indicates that CSX had over 1,500 trips between points in Pennsylvania during the last three months of 1996. These trips occur on a daily basis as the need arises. Although the number of trips may vary from month to month, this sample indicates that, on an annual basis, there are over 6,000 trips to and from Pennsylvania points each year. As I will discuss later in my Statement, there is the possibility that CSX will acquire railroad lines from Conrail. This means that CSX could have an increase in the number of Pennsylvania intrastate trips, depending upon the outcome of the negotiations with Conrail.

CSX is very much interested in using PTI as our primary transportation provider in Pennsylvania. If this application is approved, CSX is willing to tender to PTI 100% of our engine and train crew trips within Pennsylvania. Although no one service provider may be able to meet all of our transportation needs, PTI has the potential of expanding its operations to handle most, if not all, of our trips. Because of the excellent working relationship with PTI and its equipment and service capabilities, CSX is willing to tender to PTI as many trips

as PTI can handle.

6. **Representative Origins and Destinations.**

CSX needs transportation service available to pick up and deliver train and engine crews at literally every point on our railroad lines in Pennsylvania. A crew is limited to 12 hours of continuous service and, at the end of that 12 hour period, the crew is required by law to sign off duty. If a crew is on a train and runs out hours of service before reaching its destination, we must provide transportation so that a crew can be transported to relieve the "dead" or out of service crew. In addition, the out of service crew must be transported to a terminal, hotel or other facility. As a result, CSX must have available service throughout our entire line which extends from the Pennsylvania Ohio boundary line in the New Castle area through Pittsburgh, Connellsville, Harrisburg, and into the Philadelphia area. In addition, transportation is needed to assist crews at railroad yards. This involves a vehicle being dedicated to transport the train and engine crew from and to various points in a yard in order to switch railroad cars and to assemble trains.

Exhibit "A" to my Statement includes a representative list of origins and destinations for the over the road service. There are many other origins as well as destinations that are not referred to in Exhibit "A". For instance, we also have crews picked up at Ivanhoe, McKeesport and Old Furnace. Additional destination points would include such locations as Irvin, Lehigh, Brownsville, Ellwood City, Newton Falls, Bessemer, and Wampum. Since every destination point for a relief crew is a potential origin point for an out-of-service crew, there are numerous origins and destinations for trips throughout Pennsylvania.

7. **Type of Service Required.**

CSX requires train and engine crew transportation services on a 24 hours per day, 7 days per week basis. Service must be provided in picking up and dropping off crews over the road at any point on our lines and for transporting crews switching trains at railroad yards. CSX requires that the service provider utilize vans with a seating capacity of at least 7 passengers in order to transport three, four, and six man crews. The vans also must have adequate cargo space to transport the crews "grips" or baggage as well as end of train devices. The vans must be in good working order and be equipped with various safety features, including such items as seat belts, fire extinguishers, first aid kits and road flares. Vans also have to be equipped with two-way radios with railroad channels in order to communicate with crews that are on trains and with crew dispatchers. All service providers are carefully screened before they are even considered by CSX to make 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.

Advanced notice is always provided to service providers. The amount of notice varies depending upon the circumstances of each trip. CSX's goal is to provide two hour advanced notice for all trips. However, there are situations when equipment is needed as soon as drivers and equipment can be made available.

As previously described, it is very important to CSX that a service provider be capable of going on line with our electronic dispatch and invoicing system which is essential in order to maximize efficiency and eliminate as much paperwork for CSX as possible.

Invoicing for all transportation charges must be received within 7 days of the date that service is rendered. The service provider must have a proven track record to establish that it has the expertise and equipment capabilities to turn over to it the very important role of transporting CSX crews. The service provider must also have the flexibility to adapt the supply of equipment and drivers to meet the many different situations that are encountered on a regular basis. In order to accommodate our operational needs throughout Pennsylvania, a central dispatch system is extremely important for the service provider to respond in a timely manner to our requests for service.

8. **Similiar Applications Supported.**

To the best of my knowledge, CSX has not supported any motor carrier for intrastate operating authority in Pennsylvania for at least two years. However, in the future, CSX may support additional service providers for operating authority because CSX believes that competition in the market place is healthy and beneficial in maintaining high quality service at reasonable rates.

9. **Other Relevant Information.**

PTI has been providing service for CSX for a number of years. PTI has a very good track record with CSX, and PTI has expanded its service territory in transporting crews for CSX. Presently, PTI transports train and engine crews for CSX in every state where we operate, except Florida, West Virginia and Pennsylvania. CSX requested PTI to file for Pennsylvania intrastate authority so that CSX could realize the same benefits and efficiencies in Pennsylvania as it does from PTI's operations in the other 17 states where it transports our engine and train crews. PTI already has in place all of the communication and electronic

equipment that is necessary for it to expand its operations to take over all of the crew transportation work within Pennsylvania. CSX is very satisfied with the manner in which PTI conducts its operations and with the quality of the service and equipment that is provided to transport the crews. Based upon our years of experience with PTI, CSX has every reason to believe that PTI will be able to provide the same safe and efficient transportation service in Pennsylvania as it has provided on CSX's system in a number of other states.

It is submitted that approval of this Application will benefit, not only CSX, but also the Pennsylvania shippers which rely upon CSX to transport their goods. CSX respectfully requests that the Commission grant this application and authorize PTI to transport CSX's railroad crews between all points in Pennsylvania.

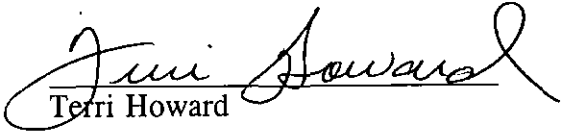
  
Terri Howard

pti.statement

VERIFICATION

The undersigned deposes and says that she is authorized to and does make this Verification and that the facts set forth in the foregoing Verified Statement are true and correct to the best of her knowledge, information and belief. The undersigned understands that false statements herein are made subject to the penalties of 18 Pa.C.S. §4904 relating to unsworn falsification to authorities.

Date: 4. 18. 97

  
Terri Howard

C S X T R A N S P O R T A T I O N  
 PERIOD BEING REPORTED: 1Q 1996  
 ORIGIN STATE EQ PA - DYV EXCLUDED

ORIGIN - DESTINATION	DIVNAME	# OF TRIPS	AVG TRIP MILES
AIKEN ,PA - PHILADELPHIA,PA	BALT S/L	1	604
ALIQUIPPA ,PA - BEAVER FALLS,PA	CUMBERLAND	1	26
ALIQUIPPA ,PA - CONNELLSVILL,PA	BALT S/L	4	138
	CUMBERLAND	1	138
ALIQUIPPA ,PA - GLENWOOD ,PA	CUMBERLAND	4	58
ALIQUIPPA ,PA - NEW CASTLE ,PA	BALT S/L	1	66
	CUMBERLAND	4	66
BEAVER FALLS,PA - NEW CASTLE ,PA	BALT S/L	1	44
BLACKS RUN ,PA - CONNELLSVILL,PA	BALT S/L	9	0
BLOOM ,PA - NEW CASTLE ,PA	CUMBERLAND	1	0
BLUE STONE S,PA - CONNELLSVILL,PA	BALT S/L	1	0
BRIDGEWATER ,PA - NEW CASTLE ,PA	CUMBERLAND	1	680
BROWNSVILLE ,PA - CONNELLSVILL,PA	CUMBERLAND	1	48
BROWNSVILLE ,PA - GRAFTON ,WV	BALT S/L	1	128
CAMP DTC ,PA - HAGERSTOWN ,MD	BALT S/L	1	0
CAMP HILL ,PA - CUMBERLAND ,MD	BALT S/L	1	0
CHAMBERSBURG,PA - HAGERSTOWN ,MD	BALT S/L	16	42
COLONA ,PA - CONNELLSVILL,PA	CUMBERLAND	1	138
CONFLUENCE ,PA - CONNELLSVILL,PA	BALT S/L	1	94
CONNELLSVILL,PA - ALIQUIPPA ,PA	BALT S/L	16	138
	CUMBERLAND	1	138
CONNELLSVILL,PA - ALLIQUIPPA ,PA	BALT S/L	1	0
CONNELLSVILL,PA - BROAD FORD ,PA	BALT S/L	1	4
CONNELLSVILL,PA - BROWNSVILLE ,PA	BALT S/L	6	48
	CUMBERLAND	3	48
CONNELLSVILL,PA - CHRISTY PARK,PA	BALT S/L	1	68
CONNELLSVILL,PA - CLEVELAND ,OH	BALT S/L	1	348
CONNELLSVILL,PA - CONFLUENCE ,PA	BALT S/L	2	94
CONNELLSVILL,PA - CONNELLSVILL,PA	BALT S/L	4	20
	CUMBERLAND	5	20
CONNELLSVILL,PA - CUMBERLAND ,MD	BALT S/L	107	152
	CUMBERLAND	50	152
CONNELLSVILL,PA - DEMMLER ,PA	BALT S/L	43	68
	CUMBERLAND	32	68
CONNELLSVILL,PA - GLENWOOD ,PA	BALT S/L	145	92
	CUMBERLAND	61	92
CONNELLSVILL,PA - GRAFTON ,WV	BALT S/L	2	128
CONNELLSVILL,PA - HYNDMAN ,PA	BALT S/L	1	156
CONNELLSVILL,PA - JOHNSTOWN ,PA	CUMBERLAND	2	0
CONNELLSVILL,PA - MANILA ,PA	BALT S/L	1	0
CONNELLSVILL,PA - MCKEES ROCKS,PA	BALT S/L	1	124
CONNELLSVILL,PA - MCKEESPORT ,PA	BALT S/L	1	72
CONNELLSVILL,PA - MONESSON ,PA	CUMBERLAND	1	0
CONNELLSVILL,PA - NEW CASTLE ,PA	BALT S/L	96	194
	CUMBERLAND	65	194
CONNELLSVILL,PA - NEWELL ,PA	BALT S/L	16	44

TLPARA: TDH OPERATIONS SUPPORT



C S X T R A N S P O R T A T I O N  
 PERIOD BEING REPORTED: 1Q 1996  
 ORIGIN STATE EQ PA - DYV EXCLUDED

ORIGIN - DESTINATION	DIVNAME	# OF TRIPS	AVG TRIP MILES
CONNELLSVILL,PA - NEWELL ,PA	CUMBERLAND	10	44
CONNELLSVILL,PA - NEWELL/ASSIS,PA	CUMBERLAND	1	0
CONNELLSVILL,PA - RIVERTON ,PA	BALT S/L	2	0
	CUMBERLAND	1	0
CONNELLSVILL,PA - ROCKWOOD ,PA	BALT S/L	10	152
	CUMBERLAND	3	152
CONNELLSVILL,PA - SALISBURY ,MD	BALT S/L	1	622
CONNELLSVILL,PA - SAND PATCH ,PA	CUMBERLAND	1	94
CONNELLSVILL,PA - SAND PATCH M,PA	CUMBERLAND	2	0
CONNELLSVILL,PA - UNIONTOWN ,PA	BALT S/L	83	28
	CUMBERLAND	43	28
CONNELLSVILL,PA - WILLARD ,OH	BALT S/L	2	436
CONWAY ,PA - CONNELLSVILL,PA	BALT S/L	1	134
CONWAY ,PA - GRAFTON ,WV	BALT S/L	1	224
CONWAY ,PA - NEW CASTLE ,PA	BALT S/L	1	62
DEHLER ,PA - CONNELLSVILL,PA	BALT S/L	2	0
DEHLER ,PA - NEW CASTLE ,PA	CUMBERLAND	1	0
DEMHLER ,PA - CONNELLSVILL,PA	BALT S/L	56	68
	CUMBERLAND	8	68
DEMHLER ,PA - CUMBERLAND ,MD	CUMBERLAND	1	196
DEMHLER ,PA - GLENWOOD ,PA	BALT S/L	1	28
DEMHLER ,PA - MONESSEN ,PA	BALT S/L	1	46
	CUMBERLAND	1	46
DEMHLER ,PA - NEVILLE ISLA,PA	BALT S/L	3	50
DEMHLER ,PA - NEW CASTLE ,PA	BALT S/L	4	136
DRAKETOWN ,PA - ROCKWOOD ,PA	BALT S/L	2	218
ELIZABETH ,PA - ELIZABETH ,PA	BALT S/L	2	20
ENOLA ,PA - CUMBERLAND ,MD	BALT S/L	10	260
ENOLA ,PA - HAGERSTOWN ,MD	BALT S/L	11	150
FAIRFIELD ,PA - HAGERSTOWN ,MD	BALT S/L	2	0
FELTONVILLE ,PA - BALTIMORE ,MD	BALT S/L	1	190
FIELD ,PA - CONNELLSVILL,PA	BALT S/L	1	0
	CUMBERLAND	3	0
FIELD ,PA - NEW CASTLE ,PA	BALT S/L	1	0
FY TOWER ,PA - NEW CASTLE ,PA	BALT S/L	1	0
GARRETT ,PA - CONNELLSVILL,PA	BALT S/L	2	136
	CUMBERLAND	1	136
GARRETT ,PA - CUMBERLAND ,MD	BALT S/L	4	80
	CUMBERLAND	5	80
GARRETT ,PA - ROCKWOOD ,PA	BALT S/L	3	16
GARRETT ,PA - SANDPATCH ,PA	BALT S/L	1	0
GETTYSBURG ,PA - HAGERSTOWN ,MD	BALT S/L	3	72
GLADHILL ,PA - HAGERSTOWN ,MD	BALT S/L	1	38
GLASSPORT ,PA - CONNELLSVILL,PA	BALT S/L	1	72
	CUMBERLAND	1	72
GLASSPORT ,PA - GLASSPORT ,PA	CUMBERLAND	1	20

TLPAREA: TDH OPERATIONS SUPPORT

C S X T R A N S P O R T A T I O N  
 PERIOD BEING REPORTED: 1Q 1996  
 ORIGIN STATE EQ PA - DYV EXCLUDED

ORIGIN - DESTINATION	DIVNAME	# OF TRIPS	AVG TRIP MILES
GLENSHAW ,PA - CONNELLSVILL ,PA	BALT S/L	1	104
GLENWOOD ,PA - ALIQUIPPA ,PA	BALT S/L	5	58
	CUMBERLAND	2	58
GLENWOOD ,PA - CONNELLSVILL ,PA	BALT S/L	99	92
	CUMBERLAND	21	92
GLENWOOD ,PA - CUMBERLAND ,MD	BALT S/L	2	220
GLENWOOD ,PA - DEMLER ,PA	BALT S/L	1	0
GLENWOOD ,PA - DEMMLER ,PA	BALT S/L	1	28
GLENWOOD ,PA - FIELD ,PA	CUMBERLAND	1	0
GLENWOOD ,PA - GLENWOOD ,PA	BALT S/L	1	20
GLENWOOD ,PA - GRAFTON ,WV	BALT S/L	1	198
	CCBU	1	198
	CUMBERLAND	1	198
GLENWOOD ,PA - INGRAM ,PA	CUMBERLAND	1	20
GLENWOOD ,PA - NEVILLE ISLA ,PA	BALT S/L	1	30
	CUMBERLAND	1	30
GLENWOOD ,PA - NEW CASTLE ,PA	BALT S/L	2	116
	CUMBERLAND	1	116
GLENWOOD ,PA - NEWELL ,PA	BALT S/L	3	76
GLENWOOD ,PA - RIVERTON ,PA	BALT S/L	2	0
GREENSPRING ,PA - CUMBERLAND ,MD	BALT S/L	1	202
GREENSTONE ,PA - HAGERSTOWN ,MD	BALT S/L	1	38
GROVETON ,PA - NEW CASTLE ,PA	BALT S/L	2	90
GROVETON ,PA - RIVERTON ,PA	BALT S/L	1	0
GROVETOWN ,PA - RIVERTON ,PA	BALT S/L	1	0
HANCOCK ,PA - MARTINSBURG ,WV	BALT S/L	1	324
HANOVER ,PA - BALT CURTIS ,MD	BALT S/L	2	0
HANOVER ,PA - BALT LOCUST ,MD	BALT S/L	7	0
HANOVER ,PA - BALTIMORE ,MD	BALT S/L	26	0
HANOVER ,PA - BRUNSWICK ,MD	BALT S/L	1	0
HANOVER ,PA - HAGERSTOWN ,MD	BALT S/L	16	106
HANOVER ,PA - RIVERSIDE ,MD	BALT S/L	2	0
HARRISBURG ,PA - BALTIMORE ,MD	BALT S/L	1	156
HARRISBURG ,PA - CUMBERLAND ,MD	BALT S/L	21	270
HARRISBURG ,PA - HAGERSTOWN ,MD	BALT S/L	13	150
HARRISBURG ,PA - PHILADELPHIA ,PA	BALT S/L	1	208
HOLLSOPPLE ,PA - ROCKWOOD ,PA	CUMBERLAND	1	198
HYNDMAN ,PA - CONNELLSVILL ,PA	BALT S/L	1	156
	CUMBERLAND	3	156
HYNDMAN ,PA - CUMBERLAND ,MD	BALT S/L	8	42
	CCBU	1	42
	CUMBERLAND	8	42
HYNDMAN ,PA - HYNDMAN ,PA	BALT S/L	1	20
HYNDMAN 2 IN ,PA - CUMBERLAND ,MD	BALT S/L	1	0
JESSUP ,PA - HANOVER ,PA	BALT S/L	1	0
JOHNSTOWN ,PA - CONNELLSVILL ,PA	CUMBERLAND	2	0

TLPAREA: TDH OPERATIONS SUPPORT

C S X T R A N S P O R T A T I O N  
 PERIOD BEING REPORTED: 1Q 1996  
 ORIGIN STATE EQ PA - DYV EXCLUDED

ORIGIN - DESTINATION	DIVNAME	# OF TRIPS	AVG TRIP MILES
JOHNSTOWN ,PA - ROCKWOOD ,PA	BALT S/L	17	0
	CUMBERLAND	14	0
LATROBE ,PA - CUMBERLAND ,MD	BALT S/L	2	162
LURGAN ,PA - CUMBERLAND ,MD	BALT S/L	18	198
LURGAN ,PA - HAGERSTOWN ,MD	BALT S/L	18	70
MANILA ,PA - CUMBERLAND ,MD	BALT S/L	1	0
	CUMBERLAND	1	0
MANILLA ,PA - CUMBERLAND ,MD	CUMBERLAND	2	0
MCKEES ROCKS,PA - ALIQUIPPA ,PA	BALT S/L	1	38
MCKEESROCK ,PA - NEW CASTLE ,PA	BALT S/L	1	0
MEYERSDALE ,PA - CONNELLSVILL,PA	BALT S/L	3	128
	CUMBERLAND	1	128
MEYERSDALE ,PA - CUMBERLAND ,MD	BALT S/L	9	72
	CUMBERLAND	8	72
MEYERSDALE ,PA - HYNDMAN ,PA	CUMBERLAND	1	94
MEYERSDALE ,PA - JOHNSTOWN ,PA	BALT S/L	1	0
MONACA ,PA - NEW CASTLE ,PA	BALT S/L	1	52
MONESSEN ,PA - CONNELLSVILL,PA	BALT S/L	2	44
	CUMBERLAND	3	44
NEVILLE ISLA,PA - DEHMLER ,PA	BALT S/L	4	50
	CUMBERLAND	1	50
NEVILLE ISLA,PA - RIVERTON ,PA	BALT S/L	4	0
	CUMBERLAND	1	0
NEW CASTLE ,PA - AKRON ,OH	BALT S/L	1	126
	CUMBERLAND	1	126
NEW CASTLE ,PA - ALIQUIPPA ,PA	BALT S/L	4	66
	CUMBERLAND	5	66
NEW CASTLE ,PA - ALLIQUIPPA ,PA	BALT S/L	1	0
NEW CASTLE ,PA - BEAVER FALLS,PA	BALT S/L	3	44
NEW CASTLE ,PA - BLACK RUN ,PA	CUMBERLAND	1	0
NEW CASTLE ,PA - BLACKS RUN ,PA	CUMBERLAND	1	0
NEW CASTLE ,PA - CLEVELAND ,OH	BALT S/L	3	166
	CUMBERLAND	2	166
NEW CASTLE ,PA - CONNELLSVILL,PA	BALT S/L	100	194
	CUMBERLAND	60	194
NEW CASTLE ,PA - CORAOPOLIS ,PA	CUMBERLAND	2	86
NEW CASTLE ,PA - CUMBERLAND ,MD	BALT S/L	36	322
	CUMBERLAND	22	322
NEW CASTLE ,PA - DE FOREST JC,OH	CUMBERLAND	5	56
NEW CASTLE ,PA - DEHMLER ,PA	BALT S/L	1	136
	CUMBERLAND	1	136
NEW CASTLE ,PA - GLASSPORT ,PA	CUMBERLAND	1	148
NEW CASTLE ,PA - GLENWOOD ,PA	CUMBERLAND	2	116
NEW CASTLE ,PA - GOODMAN ,OH	BALT S/L	2	56
NEW CASTLE ,PA - GREENWICH ,OH	BALT S/L	4	240
	CUMBERLAND	1	240

TLPAREA: TDH OPERATIONS SUPPORT

C S X T R A N S P O R T A T I O N  
 PERIOD BEING REPORTED: 1Q 1996  
 ORIGIN STATE EQ PA - DYV EXCLUDED

ORIGIN - DESTINATION	DIVNAME	# OF TRIPS	AVG TRIP MILES
NEW CASTLE ,PA - LORDSTOWN ,OH	BALT S/L	63	72
	CUMBERLAND	42	72
NEW CASTLE ,PA - LOWELLVILLE ,MD	BALT S/L	1	0
NEW CASTLE ,PA - LOWELLVILLE ,OH	CUMBERLAND	1	40
NEW CASTLE ,PA - MCKEES ROCKS,PA	BALT S/L	1	100
NEW CASTLE ,PA - MONACA ,PA	BALT S/L	3	52
NEW CASTLE ,PA - NEVILLE ISLA,PA	BALT S/L	1	90
	CUMBERLAND	1	90
NEW CASTLE ,PA - NEW CASTLE ,PA	BALT S/L	3	20
	CUMBERLAND	4	20
NEW CASTLE ,PA - NEWTON FALLS,OH	BALT S/L	4	82
	CUMBERLAND	1	82
NEW CASTLE ,PA - OHIO JUNCTIO,OH	CUMBERLAND	1	36
NEW CASTLE ,PA - PITTSBURGH ,PA	CUMBERLAND	1	106
NEW CASTLE ,PA - STERLING ,OH	BALT S/L	1	174
	CUMBERLAND	3	174
NEW CASTLE ,PA - WAMPUM ,PA	BALT S/L	2	28
NEW CASTLE ,PA - WARWICK ,OH	CUMBERLAND	2	160
NEW CASTLE ,PA - WEST PITTSBU,PA	CUMBERLAND	1	8
NEW CASTLE ,PA - WILLARD ,OH	BALT S/L	11	266
	CUMBERLAND	11	266
NEW CASTLE ,PA - WILLARD WEST,OH	BALT S/L	28	266
	CUMBERLAND	35	266
NEWCASTLE ,PA - CONNELLSVILL,PA	CUMBERLAND	1	0
NEWELL ,PA - CONNELLSVILL,PA	BALT S/L	13	44
	CCBU	1	44
	CUMBERLAND	5	44
NEWELL ,PA - DEMMLER ,PA	BALT S/L	1	56
NEWELL ,PA - GRAFTON ,WV	BALT S/L	4	142
	CUMBERLAND	2	142
NEWELL ,PA - RIVERTON ,PA	BALT S/L	2	0
	CUMBERLAND	1	0
PHIL EAST SI,PA - BALT LOCUST ,MD	BALT S/L	39	320
	FLORENCE SL	1	320
PHIL EAST SI,PA - CUMBERLAND ,MD	BALT S/L	1	0
PHIL EAST SI,PA - RICHMOND ACC,VA	BALT S/L	1	474
PHIL EAST SI,PA - WILMINGTON ,DE	BALT S/L	2	60
PHILA ,PA - BALTIMORE ,MD	BALT S/L	21	192
PHILA ,PA - CUMBERLAND ,MD	BALT S/L	1	0
PHILA ,PA - PHILA ,PA	BALT S/L	1	20
PHILA ,PA - RICHMOND ,VA	BALT S/L	1	474
PHILA ,PA - WILMINGTON ,DE	BALT S/L	1	0
PHILA ,PA - WILSMERE ,DE	BALT S/L	2	70
PHILADELPHIA,PA - BALTIMORE ,MD	BALT S/L	103	190
PHILADELPHIA,PA - BARKSDALE ,MD	BALT S/L	1	100
PHILADELPHIA,PA - CUMBERLAND ,MD	BALT S/L	8	438

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C S X T R A N S P O R T A T I O N  
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 ORIGIN STATE EQ PA - DYV EXCLUDED

ORIGIN - DESTINATION	DIVNAME	# OF TRIPS	AVG TRIP MILES
PHILADELPHIA,PA - PHILADELPHIA,PA	BALT S/L	76	20
PHILADELPHIA,PA - RICHMOND ,VA	BALT S/L	2	512
PHILADELPHIA,PA - TWIN OAKS ,PA	BALT S/L	1	0
PHILADELPHIA,PA - WILMINGTON ,DE	BALT S/L	3	60
PHILADELPHIA,PA - WILSMERE ,DE	BALT S/L	4	70
PITTSBURGH ,PA - CONNELLSVILL,PA	BALT S/L	1	92
PITTSBURGH ,PA - CUMBERLAND ,MD	CUMBERLAND	1	220
PITTSBURGH ,PA - GRAFTON ,WV	CUMBERLAND	1	192
PITTSBURGH ,PA - NEW CASTLE ,PA	CUMBERLAND	4	106
PITTSBURGH ,PA - PITTSBURGH ,PA	BALT S/L	1	20
PLAINFIELD ,PA - HAGERSTOWN ,MD	BALT S/L	1	96
RIVERTON ,PA - ALIQUIPPA ,PA	CUMBERLAND	1	0
RIVERTON ,PA - CONNELLSVILL,PA	BALT S/L	42	0
	CUMBERLAND	8	0
RIVERTON ,PA - GLENWOOD ,PA	BALT S/L	1	0
RIVERTON ,PA - MCKEESROCK ,PA	BALT S/L	1	0
RIVERTON ,PA - MONESSEN ,PA	BALT S/L	3	0
	CUMBERLAND	1	0
RIVERTON ,PA - NEVILLE ISLA,PA	BALT S/L	2	0
RIVERTON ,PA - NEW CASTLE ,PA	BALT S/L	2	0
RIVERTON ,PA - NEHELL ,PA	BALT S/L	1	0
ROCKWOOD ,PA - CONNELLSVILL,PA	BALT S/L	11	152
	CUMBERLAND	5	152
ROCKWOOD ,PA - CUMBERLAND ,MD	BALT S/L	13	96
	CUMBERLAND	1	96
ROCKWOOD ,PA - DRAKETOWN ,PA	BALT S/L	2	218
ROCKWOOD ,PA - HOLLISOPPLE ,PA	CUMBERLAND	1	198
ROCKWOOD ,PA - JOHNSTOWN ,PA	BALT S/L	17	0
	CUMBERLAND	15	0
ROCKWOOD ,PA - MEYERSDALE ,PA	BALT S/L	1	24
ROCKWOOD ,PA - SOMERSET ,PA	BALT S/L	1	168
ROSTRANER SI,PA - CONNELLSVILL,PA	BALT S/L	1	0
SAND PATCH ,PA - CONNELLSVILL,PA	BALT S/L	3	94
	CUMBERLAND	3	94
SAND PATCH ,PA - CUMBERLAND ,MD	BALT S/L	12	52
	CCBU	1	52
	CUMBERLAND	9	52
SAND PATCH ,PA - GARRETT ,PA	CUMBERLAND	1	14
SAND PATCH ,PA - HYNDMAN ,PA	CUMBERLAND	1	50
SAND PATCH ,PA - MEYERSDALE ,PA	CUMBERLAND	1	6
SAND PATCH M,PA - CONNELLSVILL,PA	BALT S/L	2	0
	CUMBERLAND	3	0
SAND PATCH M,PA - CUMBERLAND ,MD	BALT S/L	4	0
	CCBU	1	0
	CUMBERLAND	1	0
SANDPATCH ,PA - CUMBERLAND ,MD	CUMBERLAND	1	0

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CSX TRANSPORTATION  
 PERIOD BEING REPORTED: 1Q 1996  
 ORIGIN STATE EQ PA - DYV EXCLUDED

ORIGIN - DESTINATION	DIVNAME	# OF TRIPS	AVG TRIP MILES
SOMERSET ,PA - CUMBERLAND ,MD	CUMBERLAND	1	92
SOMERSET ,PA - ROCKWOOD ,PA	BALT S/L	1	168
TWIN OAKS ,PA - WILMINGTON ,DE	BALT S/L	4	0
THINOAKS ,PA - WILMINGTON ,DE	BALT S/L	1	0
UNIONTOWN ,PA - CONNELLSVILL ,PA	BALT S/L	92	28
	CUMBERLAND	47	28
UNIONTOWN ,PA - CUMBERLAND ,MD	CUMBERLAND	2	0
UNIONTOWN ,PA - SAND PATCH ,PA	CUMBERLAND	1	0
UNIONTOWN ,PA - UNIONTOWN ,PA	BALT S/L	3	0
	CUMBERLAND	3	0
W SAND PATCH ,PA - CUMBERLAND ,MD	CUMBERLAND	2	0


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#### IV. Conclusion

For all of the foregoing reasons, Applicant Professional Transportation, Inc., t/d/b/a Professional Carriers submits that the foregoing Verified Statements establish that there is a public demand or need for the 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,  
METZ & O'BOYLE, P.C.



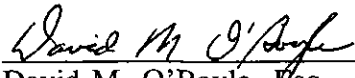
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David M. O'Boyle, Esq.  
1450 Two Chatham Center  
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(412) 765-1600  
Attorneys for Applicant

CERTIFICATE OF SERVICE

I hereby certify that all parties of record have withdrawn their opposition to the application and that there are no parties of record upon which to serve a copy of the foregoing Applicant's Verified Statements.

Date: April 22, 1997

  
\_\_\_\_\_  
David M. O'Boyle, Esq.



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

IN REPLY PLEASE  
REFER TO OUR FILE

May 5, 1997

ANDREW K LIGHT  
SCOPELITIS GARVIN LIGHT & HANSON  
ATTORNEYS AT LAW  
1777 MARKET TOWER  
10 WEST MARKET STREET  
INDIANAPOLIS IN 46204-2971

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

Dear Mr. Light:

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,

Gale E. Travitz  
Applications Review Section  
Bureau of Transportation & Safety

GET:rs

DOCKETED  
APPLICATION DOCKET

MAY 05 1997

ENTRY No. jet

