

UCPM
Rev 78/3

PENNSYLVANIA PUBLIC UTILITY COMMISSION
Uniform Cover and Calendar Sheet

1. <u>REPORT DATE:</u> December 5, 1991	:	2. <u>BUREAU AGENDA NO.:</u>
3. <u>BUREAU:</u> Office of Special Assistants	:	DEC-91-OSA-200*
4. <u>SECTION(S):</u>	:	5. <u>PUBLIC MEETING DATE:</u>
6. <u>APPROVED BY:</u>	:	
Director: Cheryl W. Davis 7-1827	:	January 9, 1992
Supervisor: Alphonso Arnold 7-8032	:	
7. <u>MONITOR:</u>	:	
8. <u>PERSON IN CHARGE:</u> George E. Strella 7-1037	:	
9. <u>DOCKET NO.:</u> A-00103976, F.1, Am-B	:	
10. (a) <u>CAPTION</u> (abbreviate if more than 4 lines)	:	
(b) Short summary of history & facts, documents & briefs	:	
(c) Recommendation	:	

**DOCUMENT
FOLDER**

DOCKETED

FEB - 6 1992

(a) Application of Fischer-Hughes Transport, Inc.

(b) On October 10, 1989, Fischer-Hughes Transport, Inc. ("Applicant") filed an Application for common carrier authority to transport, as a common carrier, tabulating machines, computers, copying machines and electronic equipment between points in the Borough of Doylestown, Bucks County, and a specified territory around said Borough, and within a specified area around Philadelphia and the surrounding Counties. On May 17, 1991, Administrative Law Judge ("ALJ") Herbert Smolen issued an Initial Decision ("I.D.") recommending that the Application be denied. On June 6, 1991, the Applicant filed Exceptions to the decision. No Reply Exceptions have been received.

(c) The Office of Special Assistants recommends that the Commission adopt a proposed Opinion and Order which grants the Exceptions, in part, denies them in part, and adopts the ALJ's recommendation to deny the Application, but on different grounds.

11. <u>MOTION BY:</u> Commissioner Rhodes	Commissioner Holland - No
	Commissioner
<u>SECONDED:</u> Commissioner Chm. Rolka	Commissioner

CONTENT OF MOTION: That the exceptions of Fischer-Hughes Transport, Inc., to the Initial Decision of Administrative Law Judge Herbert Smolen are hereby granted, that both the ALJ and OSA recommendations be rejected.; that the application be granted, and that the Office of Special Assistants prepare the final Order.

SCH



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

March 5, 1992

IN REPLY PLEASE
REFER TO OUR FILE
A-00103976F.1, Am-B

WILLIAM J LAVELLE ESQUIRE
VUONO LAVELLE & GRAY
2301 GRANT BUILDING
PITTSBURGH PA 15219

Application of Fischer-Hughes Transport, Inc.

Enclosed is the compliance order issued by the Commission in this proceeding.

A Certificate of Public Convenience evidencing the Commission's approval of the right to operate will not be issued until the applicant has complied with the following insurance and tariff requirements:

- I. Arrange through an insurance agent to have an insurance company file the following forms with the Commission.
 - a. A Form E as evidence of minimum public liability and property damage insurance coverage as shown on the back of this sheet.
 - b. A Form H or Form UCPC-31 as evidence of cargo insurance coverage in an amount not less than \$5,000 per vehicle. Under certain circumstances, exemption from the cargo insurance requirement may be secured by filing the enclosed Form PUC-288.
- II. Prepare and file a tariff according to the enclosed instructions except applicants for transfer of authority must file a tariff adoption supplement which will be forwarded by separate cover at a later date.

SC

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DOCKETED
MAR 11 1992

Minimum Limits for PA Public Utility Commission Authorized Service

Passenger Carriers:

- 15 passengers or less: \$35,000 combined single limit per accident per vehicle to cover liability because of bodily injury, death or property damage.
- \$25,000 first party medical benefits, \$10,000 first party wage loss benefits and \$1,500 first party funeral benefits for all passengers and pedestrians.
- \$10,000 first party medical benefits, \$5,000 first party wage loss benefits, and \$1,500 first party funeral benefits for drivers (PA registered vehicles only).
- 16 to 28 passengers: \$1,000,000 combined single limit per accident per vehicle to cover liability because of bodily injury, death or property damage.
- 29 passengers or more: \$5,000,000 combined single limit per accident per vehicle to cover liability because of bodily injury, death or property damage.

Property Carriers:

- Common or Contract: \$300,000 combined single limit per accident per vehicle to cover liability because of bodily injury, death or property damage.
- \$10,000 first party medical benefits, \$5,000 first party wage loss benefits, and \$1,500 first party funeral benefits (PA registered vehicles only).
- Common only: \$5,000 per accident per vehicle for loss or damage to cargo.

No motor carrier shall operate or engage in any transportation until compliance with all of the above requirements and a certificate has been issued authorizing actual operations. A motor carrier operating without complying with the above requirements will be subject to the penalty provisions of the Public Utility Code.

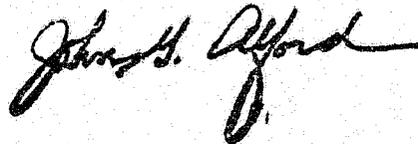
Commission regulations require compliance with all of the above requirements within sixty days of the date of this letter. Failure to comply within the sixty day period will cause the Commission to rescind the action of January 9, 1992 and dismiss the application without further proceedings.

If you foresee problems in meeting these requirements, please direct your questions to the following contact persons:

Insurance Filings: Insurance Section
(717) 783-5933

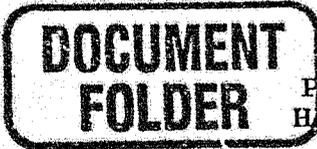
Tariff Filings: Mr. Joseph Machulsky-Tariff Section
(717) 787-5521

Very truly yours,

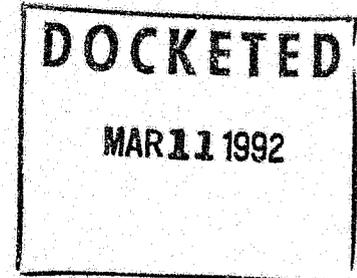


John G. Alford, Secretary

SMK
Enclosures
Certified Mail
Receipt Requested
FISCHER-HUGHES TRANSPORT INC
450 NORTH BROAD STREET
DOYLESTOWN PA 18901



PENNSYLVANIA
PUBLIC UTILITY COMMISSION
HARRISBURG, PA. 17105-3265



Public Meeting held January 9, 1992

Commissioners Present:

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

Application of Fischer-Hughes
Transport, Inc.

A-00103976, F.1, Am-B

OPINION AND ORDER

BY THE COMMISSION:

Before the Commission for disposition are the Exceptions ("Exc.") of Fischer-Hughes Transport, Inc. ("Applicant") filed on June 6, 1991, to the Initial Decision ("I.D.") of Administrative Law Judge ("ALJ") Herbert Smolen issued on May 17, 1991. The Initial Decision recommended that the Application be denied. No Replies to the Exceptions were received.

Background

By this Application, filed on October 10, 1989, the Applicant sought to obtain the following additional authority:

To transport, as a Class D common carrier, tabulating machines, calculating machines, computers, copying machines, electronic equipment and other business machines and equipment which, because of their unusual nature or value, require the use of special handling and equipment usually employed in moving household goods; and the parts, materials and supplies used in connection therewith:

- (1) between points in the Borough of Doylestown, Bucks County, and within an airline distance of ten (10) statute miles of said Borough, and from points in the said Borough and territory, to points within fifty (50) miles by the usually travelled highways of the limits of said Borough, and vice versa; and
- (2) between points in the Counties of Philadelphia, Delaware, Chester, Montgomery and Bucks, included within a line which connects the municipal boundaries of Chester, West Chester, Paoli, Norristown, Doylestown and Morrisville, but not including said places, to other places in Pennsylvania, and vice versa.

(I.D., p. 1, Exc., p. 1).

Protests were filed by J. C. Services, Inc. ("J.C. Services") and D. Cristinzio, Inc. ("Cristinzio"). The ALJ held hearings on November 13 and 14, 1990, in Philadelphia, Pa. (I.D., p. 2).

In the Initial Decision, the ALJ made numerous Findings of Fact and Conclusions of Law (I.D., pp. 28-34 and 56, respectively), which we incorporate by reference, and adopt, unless otherwise modified or reversed by this Opinion and Order.

Discussion

Before discussing the Exceptions, we will review the requirements of law regarding the granting of an application to provide service as a common carrier. The Public Utility Code states that it shall be lawful to provide service as a public utility only after applying for and obtaining a certificate of public convenience from this Commission. 66 Pa. C.S. Section 1101. Included in the definition of a "public utility" is any person or corporation transporting persons or property as a

common carrier. 66 Pa. C.S. Section 102. The Public Utility Code further states:

A certificate of public convenience shall be granted by order of the commission, only if the commission shall find or determine that the granting of such certificate is necessary or proper for the service, accommodation, convenience, or safety of the public.

(66 Pa. C.S.A. Section 1103 (a)).

In applying these requirements to motor carrier applications, we adopted Section 41.14 of our regulations, which states:

- (a) An applicant seeking motor common carrier authority has the burden of demonstrating that approval of the application will serve a useful public purpose, responsive to a public demand or need.
- (b) An applicant seeking motor common carrier authority has the burden of demonstrating that it possesses the technical and financial ability to provide the proposed service, and, in addition, authority may be withheld if the record demonstrates that the applicant lacks a propensity to operate safely and legally.
- (c) The Commission will grant motor carrier authority commensurate with the demonstrated public need unless it is established that the entry of a new carrier into the field would endanger or impair the operations of existing common carriers to such an extent that, on balance, the granting of authority would be contrary to the public interest.

(52 Pa. Code Section 41.14).

In Application of Blue Bird Coach Lines, Inc., (Blue Bird) 72 Pa. P.U.C. 262 (1990), we stated:

When, through relevant, probative, competent and credible evidence of record, a motor

common carrier applicant has shown that the applicant's proposed service will satisfy the supporting witnesses' asserted transportation demand/need, the applicant has sustained its burden of proof under subsection 41.14(a) by establishing that "approval of the application will serve a useful public purpose, responsive to a public demand or need." E.g., Seaboard Tank Lines, Inc., 93 Pa. Commonwealth Ct. at 613, 502 A.2d at 768; Re Lenzner Coach Lines, Inc., 63 Pa. P.U.C. 217 (1987). See also Morgan Drive Away, Inc., v. Pennsylvania Public Utility Commission (Morgan Drive Away, Inc. II) 16 Pa. Commonwealth Ct. 293, 328 A.2d 194 (1974). This interpretation of subsection 41.14(a) is consonant with our avowed reason for promulgating the transportation regulatory policy statement at 52 Pa. Code [Section] 41.14, namely, to eliminate monopolistic protection of existing motor carriers and to promote healthy competition among motor carriers for the purpose of assuring the availability of transportation service commensurate with the demonstrated public demand/need.

(Blue Bird, at p. 274).

We further stated:

Moreover, the supporting witnesses must identify Pennsylvania origin and destination points between which they require transportation, and these points must correspond with the scope of the operating territory specified in the application. E.g. Re Nothstein Bros. Inc., 64 Pa. P.U.C. 411 (1987); Re Purolator Courier Corp., 50 Pa. P.U.C. 308 (1976).

The particular circumstances of a case determine what constitutes sufficient evidence of a public demand/need for the applicant's proposed service. Noerr Motor Freight. Inc. v. Pennsylvania Public Utility Commission, 181 Pa. Superior Ct. 322, 124 A.2d 493 (1956); Re Purolator Courier Corp. Therefore, the number of witnesses which will comprise a cross section of the public on the issue of the public demand/need for an applicant's proposed service will necessarily vary with the circumstances of the case such

as the breadth of the applicant's intended operating territory, the population density in the intended operating territory, and the scope of the requested operating authority. Purolator Courier Corp. II; Purolator Courier Corp. I; Noerr Motor Freight. Inc.; Application of Suburban Transit, Inc., A-00107286 (order adopted October 27, 1988, entered November 4, 1988); Re Purolator Courier Corp. Where the intended operating territory is broad and heavily populated and the applicant seeks an expansive grant of operating authority, more witnesses are required to show a cross section of the public needing the applicant's proposed transportation in the intended operating territory. Conversely, where the intended operating territory is restricted and not populous and the applicant seeks a narrow grant of operating authority, fewer witnesses are required to show a cross section of the public needing the applicant's proposed transportation in the intended operating territory.

(Blue Bird at pp. 274-275).

In the Exceptions, the Applicant argues that the ALJ erred in numerous respects. Those Exceptions which we do not specifically discuss, are denied without further comment.

A. Fitness

In its first Exception, the Applicant contends that the ALJ erred in concluding that the Applicant's transportation of a relative handful of shipments beyond the scope of its current operating authority was not pursuant to a good faith misunderstanding of the terms of its authority. The Applicant argues:

The pivotal issue in this case is whether the transportation of ten shipments of electronic equipment subsequent to the filing of the application warrants the severe penalty imposed by the Judge, namely, denial of the application. Applicant submits that when

that minimal number of shipments is placed in the overall context of this application and the Applicant's operations, and in view of the Commission; actions under virtually identical situations in prior cases, the result is unwarranted. If the Commission agrees with the applicant with respect to this issue, then all of the other matters fall into place and point to approval of the application as the proper result.

(Exc., p. 4).

The Applicant also argues that it did not attempt to conceal the nature of its operations from the Commission, but made a review of its files ten days prior to the hearing to determine if any shipments of electronic equipment had been transported during the time the Application was pending. The Applicant notes that its search revealed that ten such shipments were transported in 1990, and the details of those shipments were presented to the Commission by way of Applicant's Exhibit A-5. The ten questionable shipments produced a nominal revenue of \$3,338.50. The Applicant contends that its President testified that, to his knowledge, there had been no such shipments after October 17, 1990, and that the Applicant did not intend to continue transporting intrastate shipments thereafter. (Exc., pp. 4-5).

The Applicant contends that it has experienced considerable confusion as to whether its intrastate transportation of electronic equipment was not already covered by its authority to transport household goods. The Applicant disagrees completely with the ALJ's conclusion that the Applicant had actual knowledge that the transportation of these ten shipments was not permitted by the Applicant's certificate and were intentionally handled in bad faith. The Applicant argues that the evidence does not establish willful violation of the law. (Exc., pp. 5-6).

The Applicant submits that the confusion arises from the different interpretation of the so-called "third-proviso" movements by us and by the Interstate Commerce Commission ("ICC"). The Applicant argues that the ICC allows transportation of the commodities in question, while this Commission does not. The Applicant argues that this Commission adopted our policy not to allow such shipments in the Order at Pennsylvania Moving & Storage Association, Petition for Declaratory Order, Docket No. P-850090 (April 2, 1986), which was not widely circulated. Accordingly, the Applicant states that this, combined with various provisions of its operating authority and its warehouseman's exemption, makes it easy to understand how carriers might be legitimately confused as to the extent of a "somewhat ambiguously worded portion of their operating authority." (Exc., pp. 6-8).

The Applicant contends that it is not at all clear whether the traffic referred to by the witness for Bell & Howell was interstate, intrastate or exempt, and therefore supportive of the ALJ's comment, at page 54 of the I.D., that the Applicant continued to flaunt the Public Utility Code. (Exc., pp. 8-9).

The Applicant also contends that we granted several Applications for authority to transport electronic equipment, despite evidence of illegal service by those Applicants subsequent to the filing of the Application, and cites the following cases:

(1) South Hills Movers, Inc., Docket No. A-0099073, Folder 2, Amendment B, approved January 29, 1988, although the Applicant's Appendix 3 identified 58 shipments;

(2) Parks Van & Storage, Inc., Docket No. A-00103329, Folder 1, Amendment A, Approved September 14, 1989, although Applicant's Appendix 3 identified 18 shipments;

(3) Parks Moving Systems, Inc., Docket No. A-00104390, Folder 1, Amendment A, approved February 1, 1990, although the Applicant's Appendix 3 identified nine shipments.

The Applicant contends that the only difference between the three applications listed above and this one is the fact that this one is opposed by two carriers. The Applicant further submits, that, even allowing each application to stand on its own merits, as the ALJ states at page 51 of the Initial Decision, the Commission has an obligation to treat similarly situated carriers in a consistent manner. (Exc., pp. 8-11).

In reviewing this issue, the ALJ stated:

With regard to this "good faith" issue, Mr. Justice Cohen, in a concurring opinion in Bunting Bristol Transfer, Inc. v. Pa. P.U.C., 418 Pa. 286, 210 A.2d 201 (1965) stated,

The first point has to do with the problem of burden of proof. The burden of proving good faith is on the applicant. He can acquit the burden only through the submission of proper evidence which is both clear and convincing. The protesting carriers do not have the burden of proving the applicant's lack of good faith although they have the right to present evidence on that point. It will be presumed that if the applicant violated his certificate his violation was in bad faith. The presumption can be overcome only by the applicant's submission of proper evidence which clearly and convincingly demonstrates his good faith.

The Administrative Law Judge has carefully considered the arguments of the parties, the record evidence and the applicable legal principles and finds and concludes that Applicant has not met his burden of proving good faith by clear and convincing evidence.

* * *

The Administrative Law Judge agrees with Protestants that [the] uncontroverted

testimony places Applicant in the position of having wilfully disregarded the Public Utility Code and the Commission's authority. It is one thing to render unauthorized service by mistake or confusion, but quite another to provide such service, as Applicant did, after having actual knowledge that it did not have the certificated right to do so and after certifying that Applicant is not and will not engage in the transportation for which approval is being sought. This latter situation clearly negates Applicant's "good faith" contention, and indeed amounts to intentional, wilful and "bad faith" conduct.

Nor is it a satisfactory and sufficient explanation of this unauthorized service to assert, as Applicant does, that it only constituted a "de minimus" amount of traffic. This alleged "de minimus" unauthorized service constituted a wilful disregard of the Commission's authority, as aforesaid, and is revealing on the issue of Applicant's propensity to operate lawfully, hereinafter discussed.

Moreover, that other carriers have filed applications and received grants of authority similar to that requested in this proceeding likewise is not sufficient reason to grant the instant Application. Each case must stand on its own merit, and each Applicant must sustain its own burden of proof.

(I.D., pp. 47-51).

This case presents us with a difficult decision. On the one hand, we concur with the ALJ that the nature of the Applicant's actions in continuing to provide the illegal service after filing the Application is a pivotal consideration in disposing of the Application. Furthermore, we note that there is no evidence to show that the Applicant applied for or received Temporary Authority or Emergency Temporary Authority from this Commission.

However, the Applicant contends that it was still confused as to the legality of the transportation in question, particularly in light of its ICC authority and the issue

regarding the warehouseman's exemption. Complicating our analysis of this contention is the fact that, there is no indication that, in light of that confusion, and particularly in light of the filing of the Application, the Applicant took effective steps to identify, confirm or curtail the suspected illegal transportation. It was only 10 days prior to the hearing that the Applicant's President checked to determine if any of the shipments in question had been performed.

With regard to the fact that the Applicant transported only ten illegal shipments during the pendency of the Application, we concur with the ALJ only to the extent that this consideration is not controlling. While the Applicant characterized ten shipments as "de minimus" and inadvertent, the ALJ characterized them as constituting a wilful disregard of our authority and revealing on the issue to operate lawfully. Based upon the record of this proceeding, we do not agree that the Applicant engaged in a wilful disregard of our authority.

Moreover, we must acknowledge the validity of the Applicant's argument in citing the three cases presented above. For example, in the case of Parks Moving Systems, Inc., Docket No. A-104390, (Order entered February 14, 1990), ("Parks"), the Application was filed on September 29, 1986, and the Applicant in that case affirmed by its signature that, according to paragraph 11, it was not then providing the transportation for which it had applied. However, as the Applicant in this case contends, Appendix 3 identifies nine shipments which were transported illegally by the Applicant between January, 1988, and June, 1989, all after the Application was filed. In the Order granting the Application, we stated:

Attached to the applicant's verified statement is an "Explanatory Statement" as to the reason behind the applicant's filing of the instant application.. The statement indicates that the application was filed in response to the Commission's order entered

April 2, 1986, in Pennsylvania Moving & Storage Association, Petition For Declaratory Order, Docket No. P-850090, in which it was determined that the transportation of business machines, new or used, was not authorized by household goods authority. The applicant, as well as a broad section of the household goods carrier industry, have been transporting business machines under the misconception that household goods authority authorized the transportation of the commodities herein in question.

(Parks, p. 4).

We also stated:

This Commission has found it to be in the public interest to grant currently certificated "household goods" carriers the right to transport tabulating machines, calculating machines, computers, copying machines, electronic equipment and other business machines and equipment, because of the carriers' inherent expertise and equipment in transporting commodities requiring special handling and equipment.

(Parks, pp. 5-6).

With regard to the illegal service, we stated:

We are of the opinion that although the past service provided by the applicant was illegal, it was provided in good faith.

(Parks, p. 6).

We concur with the ALJ that each Application must stand on its own merits. However, the Applicant is equally correct in arguing that proceedings having the same merits and circumstances should be decided consistently.

Also supporting the Applicant's contention that it performed the illegal transportation in good faith is the testimony that one of these shipments was investigated

approximately one year prior to the hearing, and that no action was taken against the Applicant. In fact, the Applicant obtained a copy of a letter from this Commission to the Complainant declaring that the movement was lawful. (N.T. 47-48). While such a determination is not binding upon this Commission, nevertheless, it supports the Applicant's assertion of a bona fide misunderstanding of his operating authority.

For these reasons, and based upon the specific record of this proceeding, we find that the illegal transportation provided by the Applicant was performed under a bona fide misunderstanding of its operating authority. However, we stress that future applicants should not misconstrue this to mean that it is acceptable to provide or continue to provide illegal service during the pendency of their Application. We do, and will continue to, give serious consideration to an Applicant's sworn statement in paragraph 11 of the Application form that it is not providing the proposed service. Otherwise, that attestation is meaningless.

Accordingly, we warn future applicants to acquire the necessary Temporary Authority or Emergency Temporary Authority before providing service for which they have no authority, or in cases where the carrier is unsure about the legality of the transportation in question. We expect that an Applicant will not perform a service when he is in doubt about its legality.

As shown in the ALJ's Findings of Fact 5 through 9 (I.D.. pp. 28-30), the Applicant operates in interstate commerce as well as in intrastate service under its present rights. It has facilities in Doylestown and Fogelsville, including a 22,000 square foot building at the Doylestown location. The Applicant employs 15 sales and administrative persons, 4 warehouse personnel and 45 to 80 field personnel. The Applicant operates 7 packing vans, 5 straight trucks, 7 tractors and 15 trailers. Furthermore, for the 7 month period ended September 30, 1990, the

Applicant had a net income before taxes of \$130,694 on gross revenues of \$3,366,276, and current assets exceeded current liabilities by \$171,499 as of September 30, 1990. And of the \$1,057,000 shown on Applicant's Exhibit A-6, approximately 80% is from intrastate business.

This evidence establishes that the Applicant has the technical and financial ability to provide the proposed service.

B. Public Demand or Need

Having determined that the illegal transportation was performed in good faith, we must now determine if the Applicant has met his burden of proving a useful public purpose, responsive to a public demand or need, as required by 52 Pa. Code Section 41.14(a) and the interpretation thereof in Blue Bird. The Applicant contends that it has met its burden, since the requirement for such a specialized type of transportation must be light.

In considering the evidence presented which was not rejected because of his findings relative to illegal service, the ALJ stated:

As to the remaining three (3) supporting witnesses, Insertech testified that all of its transportation needs are interstate (N.T. 103) and that it really does not have customers within Pennsylvania (N.T. 101). This testimony does not assist Applicant in its [Section] 41.14(a) burden.

The Iverson witness testified that her employees transport the computers in their own cars and vans; had never used a PUC carrier to move computers in the past; and did not testify as to a present need but rather to a possible need in the future if Iverson successfully negotiates a contract with IBM to install and service computers which IBM may sell to the City of Philadelphia (N.T. 59-60). This contract has

not been signed (N.T. 69) and Iverson has no estimate as to how often Applicant's service would be needed (N.T. 61). This then is a speculative possible future need not sufficient to support a finding of need as to this company.

Finally, the remaining supporting witness from HPI Plastics, Inc. was the sole witness presenting credible need testimony. This witness testified to an unquantified number of inbound shipments from Philadelphia and Harrisburg to Hatfield and outbound from Hatfield 4 or 5 shipments per year to each of Willow Grove, York and the Delaware Water Gap near Scranton (N.T. 104-107).

Thus, of all of the proffered supporting witnesses, only one presented the type of need testimony contemplated under 52 Pa. Code 41.14(a) as interpreted by the Blue Bird case. The Administrative Law Judge concludes that the testimony of this witness alone, or even coupled with that of the Iverson witness is not sufficient to sustain Applicant's [Section] 41.14(a) burden. Thus it is difficult to obtain such supporting testimony, as contended by Applicant (Applicant's Main Brief, p. 30), further demonstrates the apparent lack of need for an additional carrier in the field.

(I.D., pp. 51-53).

The Applicant contends:

The Bell & Howell witness testified that the company supplies its machines to banks, telephone companies and other businesses that have a need for high-volume mailing machines. ([N.T., p.] 73) Each year it ships about 40,000 pounds from Allentown to its customers in Philadelphia, Pittsburgh and Harrisburg. ([N.T., pp.] 75, 79) It also ships about 200,000 to 300,000 pounds a year from its Allentown facility to the Applicant's Fogelsville warehouse, often requiring the movement of between 20 and 40 machines on the last couple of days each month, particularly Friday, Saturday and Sunday. ([N.T., pp.] 76, 79)

The witness for Carolinch testified that it requires the exclusive use of vehicles to transport its electronic systems from its Ivyland facility to customers at such points as Harrisburg, Allentown, Bethlehem and Scranton. ([N.T., pp.] 90-91) This testimony, which is summarized in greater detail in Appendix A to these Exceptions, should have been considered by the Judge.

(Exc., pp. 11-12).

With respect to the witness from Iverson, the Applicant argues:

The testimony of the witness for Iverson does relate to future shipments but that in and of itself is not a sufficient reason for discounting it as the Judge did. A need for service clearly can be based on the future expectation of traffic which would be tendered to the Applicant. The testimony discloses that Iverson Associates is a sub-contractor for IBM and anticipates working with IBM under a five-year contract with the city of Philadelphia to upgrade the computer systems throughout the city's municipal offices. Those shipments will move from the Bala Cynwyd office of Iverson to points in Philadelphia. Other customers are located in Greencastle, Harrisburg, Levittown, New Town Square and Swedesburg. ([N.T., pp.] 59-60, 64) A more detailed summary of this shipper's testimony is set forth in Appendix A.

When all of the testimony of the supporting shippers is properly considered, Applicant submits that it has demonstrated in accordance with all applicable standards that there is a need for the proposed service. That finding should lead to approval of the application.

(Exc., pp. 12-13).

In the Blue Bird decision, we decided that a shipper's interest in expanding the availability of common carriers could

be considered as evidence, "proving a useful public purpose or responsive to a public demand or need." If we strictly limit the availability of potential carriers, we frustrate both the need for reliable transportation capacity for Pennsylvania's shippers and the competitive wishes of the state legislature.

This Application for transportation authority is in response to a business decision reflecting a changing market. The Applicant wants to hold itself out as a common carrier of certain products and has presented witnesses expressing a desire for the company to provide the service.

Since no other challenge, as to technical or financial fitness exist, and finding substantial evidence in the record to support favorable disposition of these issues, we find that the Applicant meets the standards under Blue Bird for granting the requested authority.

For these reasons, we conclude that the Application should be granted; **THEREFORE,**

IT IS ORDERED:

1. That the Exceptions of Fischer-Hughes Transport, Inc. ("Applicant") filed on June 6, 1991, to the Initial Decision of Administrative Law Judge Herbert Smolen issued on May 17, 1991, be, and hereby are, granted, consistent with this Opinion and Order.

2. That said Initial Decision of the Administrative Law Judge be, and hereby is, reversed, consistent with this Opinion and Order.

3. That the Application of Fischer-Hughes Transport, Inc., filed on October 10, 1989, at Docket No. A-00103976, F.1, Am-B be, and hereby is, granted, and that the certificate issued

to the Applicant at Docket No. A-00103976, Folder 1, on March 2, 1982, as amended, be further amended to include the following rights:

To transport, as a Class D common carrier, tabulating machines, calculating machines, computers, copying machines, electronic equipment and other business machines and equipment which, because of their unusual nature or value, require the use of special handling and equipment usually employed in moving household goods; and the parts, materials and supplies used in connection therewith:

- (1) between points in the Borough of Doylestown, Bucks County, and within an airline distance of ten (10) statute miles of said Borough, and from points in the said Borough and territory, to points within fifty (50) miles by the usually travelled highways of the limits of said Borough, and vice versa; and
- (2) between points in the Counties of Philadelphia, Delaware, Chester, Montgomery and Bucks, included within a line which connects the municipal boundaries of Chester, West Chester, Paoli, Norristown, Doylestown and Morrisville, but not including said places, to other places in Pennsylvania, and vice versa.

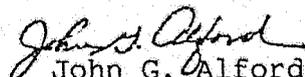
4. That the Applicant shall not engage in any transportation granted herein until it shall have complied with the requirements of the Pennsylvania Public Utility Code and the rules and regulations of this Commission relative to the filing or proof of insurance and the filing and acceptance of a tariff establishing just and reasonable rates.

5. That the authority granted herein, to the extent that it duplicates authority now held by or subsequently granted

to the Applicant, shall not be construed as conferring more than one operating right.

6. That, in the event that the Applicant has not, on or before sixty (60) days from the entry date of this Order, complied with the requirements set forth herein, the Application may be dismissed without further proceedings.

BY THE COMMISSION


John G. Alford
Secretary

(SEAL)

ORDER ADOPTED: January 9, 1992

ORDER ENTERED: MAR 5 1992

PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, Pa. 17120

X-Cal
1-9-92
ED

KJR

Application of Fischer-Hughes
Transport, Inc.

Public Meeting
January 9, 1992
Docket No.
A-00103976
DEC-91-OSA-200

MOTION OF COMMISSIONER RHODES, JR.

In Blue Bird we decided that a shipper's interest in expanding the availability of common carriers could be considered as evidence, "proving a useful public purpose or responsive to a public demand or need." If we strictly limit the availability of potential carriers, we frustrate both the need for reliable transport capacity for Pennsylvania's shippers and the competitive wishes of the state legislature.

This application for transportation authority is in response to a business decision reflecting a changing market. Evaluation of that business decision is the basis for OSA's rejection of the application. Fischer-Hughes Transport, Inc. wants to hold themselves out as a common carrier of certain products and has presented witnesses expressing a desire for the company to provide the service. Since no other challenge, as to technical or financial fitness exist, I believe the applicant does meet our standards under Blue Bird for granting requested authority.

THEREFORE I MOVE THAT:

1. The exceptions of Fischer-Hughes Transport, Inc. to the Initial Decision of Administrative Law Judge Herbert Smolen are hereby granted.
2. Both the ALJ and OSA recommendations be rejected.
3. The application at A-00103976 be granted.
4. OSA prepare the final Order.

1/9/92
Date

Joseph Rhodes Jr.
Joseph Rhodes Jr.
Commissioner

DOCUMENT
FOLDER



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

SCM

March 31, 1992

IN REPLY, PLEASE
REFER TO CLERK'S

A. 00103976
F. 1, Am-B

WILLIAM J LAVELLE ESQUIRE
VUONO LAVELLE & GRAY
2301 GRANT BUILDING
PITTSBURGH PA 15219

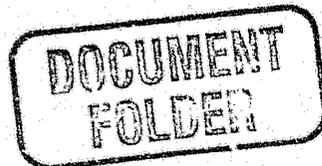
Application of FISCHER-HUGHES TRANSPORT, INC.

To Whom It May Concern:

Please be advised that the tariff requirement has been satisfied
in the above entitled proceeding and you may now utilize those rights.

Very truly yours,

John G. Alford
Secretary



EMD

FISCHER-HUGHES TRANSPORT, INC.
450 NORTH BROAD STREET
DOYLESTOWN PA 18901

RECEIVED

APR 7 1992

PENNSYLVANIA PUBLIC UTILITY COMMISSION
Harrisburg, Pennsylvania 17105-3265

Public Meeting held June 4, 1992

Commissioners Present:

DAVID W. ROLKA, CHAIRMAN
JOSEPH RHODES, JR., VICE-CHAIRMAN
WENDELL F. HOLLAND, COMMISSIONER

Pennsylvania Public Utility Commission
v.

A-00103976C9201

FISCHER-HUGHES TRANSPORT, INC.
450 N. BROAD ST.
DOYLESTOWN PA 18901

U.S. CERTIFIED MAIL NO. 044155

ORDER TO SHOW CAUSE

DOCUMENT
FOLDER

BY THE COMMISSION:

This Commission, as the duly constituted agency of the Commonwealth of Pennsylvania empowered to regulate common carriers within this Commonwealth, represents as follows:

1. That respondent holds a certificate of public convenience issued by this Commission at Application Docket No. A-00103976.
2. That respondent is required by 56 Pa. C.S. Section 510(b), and by the regulations of the Commission, 52 Pa. Code Section 29.43 or Section 31.10, to file with the Commission, on or before March 31 of each year, an Assessment Report, consisting of a statement, under oath, showing its gross intrastate operating revenues for the preceding calendar year.
3. That, as of the date of this order to show cause, which is after March 31, 1992 respondent has not filed its Assessment Report for 1991 revenues.
4. That, by failing to file its Assessment Report for 1991 revenues, respondent is in violation of 56 Pa. C.S. Section 510(b) and 52 Pa. Code Section 29.43 or Section 31.10, THEREFORE;

IT IS ORDERED:

1. That respondent show cause why the certificate of public convenience at Application Docket No. A-00103976 should not be cancelled in its entirety for failure to file respondent's Assessment Report for 1991 revenues.
2. That respondent has twenty (20) days from the date on which this order is served to file with the Secretary of the Pennsylvania Public Utility Commission, P.O. Box 3265, Harrisburg, PA 17105-3265, an answer in writing, under oath, which, as required by 52 Pa. Code Section 5.64, either affirms or specifically denies the allegations in this order.

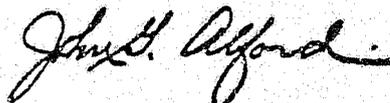
3. That, in lieu of an answer to this order, respondent may file its Assessment Report for 1991 revenues within the time specified for filing an answer to this order. If the respondent so files its Assessment Report for 1991 revenues, this order will be discharged without further proceedings.

4. That, if respondent fails to file an answer or other responsive pleading and if respondent does not file its Assessment Report for 1991 revenues within twenty (20) days, respondent will be deemed to have admitted all the allegations in this order, in accordance with 52 Pa. Code Section 5.64. In that event, this Commission may, without hearing, enter an appropriate order which either suspends or cancels the certificate of public convenience held by respondent and which imposes a fine or any other appropriate penalty or forfeiture as authorized by 66 Pa. C.S. Section 101, et seq.

5. That, if respondent files an answer which admits the allegations contained in this order and does not file its Assessment Report for 1991 revenues, this Commission will enter an order which either suspends or cancels the certificate of public convenience held by respondent and which imposes a fine or any other appropriate penalty or forfeiture as authorized by 66 Pa. C.S. Section 101, et seq.

6. That, if respondent files a timely answer which specifically denies the allegations in this order or which raises material questions of law or fact, and does not file its Assessment Report for 1991 revenues, this matter shall be referred to an Administrative Law Judge for hearing and decision. If, after hearing on the issues raised by that answer, the respondent is found to have committed any of the violations alleged in this order, the Administrative Law Judge may render a decision which either suspends or cancels the certificate of public convenience held by respondent and which imposes a fine or any other appropriate penalty authorized by 66 Pa. C.S. Section 101, et seq.

BY THE COMMISSION,



John G. Alford
Secretary



ORDER ADOPTED: June 4, 1992

ORDER ENTERED: July 8, 1992

PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17105

Public Meeting held December 12, 1996

Commissioners Present:

John M. Quain, Chairman
Lisa Crutchfield, Vice Chairman
John Hanger
David W. Rolka, Concurring
Robert K. Bloom

A-103976

Revised General Assessment Upon Public
Utilities -- Fiscal Year July 1, 1996
To June 30, 1997

Docket No. M-00960891

OPINION AND ORDER

BY THE COMMISSION:

Before this Commission for consideration is the staff report which computes a revised general assessment upon public utilities for the fiscal year beginning July 1, 1996.¹ Additionally, the Commission has before it 100 objections filed by utilities to our initial assessments which were made during May 1996. As discussed in more detail below, a number of factors have necessitated a revision of the initial assessments. Based upon our review of the staff reports, the updated budget data for the Commission, the updated revenue and classification data for several public utilities, and the assessment allocation method set forth in the Public Utility Code, we believe the revised assessments better reflect the incurrence of cost upon the Commission by each utility group and, therefore, results in each utility being assessed a reasonable share of the Commission's cost of carrying out its duties under the Public Utility Code.

Summary of PUC Assessment Process

Before discussing the specific reasons which make revisions to the initial assessments necessary, it would be wise to briefly review the assessment mechanism set forth under the Public Utility Code. By November 1 of each year, the Commission must submit an estimated budget to the Governor and the General Assembly. Its budget may not be greater

¹The report is appended to this Order at Appendix A.

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DOCKETED
JAN 8 1997

than three-tenths of one percent of the total gross intrastate operating revenues of the public utilities under its jurisdiction for the preceding calendar year. 66 Pa. C.S. § 510. Utilities are assessed upon this amount, less deductions for fees. However, in the event the Commission's proposed budget has not been approved by March 30, the assessments are made based upon the last approved operating budget. *Id.*

With respect to the assessments made upon individual utilities, by March 31, each utility must file a statement under oath showing its gross intrastate operating revenues for the preceding calendar year. The Commission then determines the amount of its expenses directly attributable to the regulation of each group of utilities which furnish the same kind of service for the same calendar year. *Id.*

Next the Commission allocates the balance of its expenses -- those expenditures which are not directly allocable to any single group of utilities -- to each utility group based on the proportion of each group's gross intrastate operating revenues as compared to the combined revenues for all of the groups. The combination of these amounts constitutes the basis for the assessment for each utility.² The process then, contained within sections 510 and 511 of the Code (66 Pa. C.S. §§ 510, 511), is not one of determining what the Commission's budget will be, that authority ultimately rests with the Governor and the General Assembly, but rather one of apportioning among the utilities we regulate the costs of carrying out our statutory responsibilities.

Reasons For Revised Assessments

With respect to the recommended revisions to our original assessments, we would note that the Code anticipates the action we are taking today. As is often the case, the General Assembly has not acted upon the Commission's requested budget until after the initial assessments had been made. The statute foresees this situation by allowing the Commission to make an adjustment in the assessments to reflect the approved budget. *Id.* A number of factors have combined to make such action necessary at this time.

The original 1996-97 budget's assessment billing was sent out in May of 1996. Since the time of the PUC's original budget application and the present time, this Commission has carefully reviewed its budget data and the 1995 expense data used to develop the industry allocation factors. Based on several necessary changes, the original budget was revised and the assessment numbers adjusted accordingly.

²The Commission is aware that this discussion is, perhaps, an over-simplification of the complete assessment process, but believes it is sufficient for purposes of explaining why the revised assessments are necessary.

The re-assessment process incorporated three primary changes to the PUC budget and expense data. The first, and greatest single change, is that the Governor approved a 1996-97 budget that is \$520,000 less than the previous year's budget. The reason for the difference is that excess funds were found in the state employee benefits account, thereby reducing the state/employer's total contribution requirements for 1996-97.

A second change in the 1996-97 budget occurs in the total gross intrastate revenue figures from the regulated utilities. This change was caused by two factors. The first is the addition of 1995 PG&W-Water Division revenues into the assessment process. This addition came as a result of the acquisition of PG&W's Water Division by Pennsylvania American Water Co. The second factor was the typical updates to the intrastate revenue disclosed in the late and amended revenue reports filed by the various utilities.

The third change is to recognize, as a deduction to direct expenses, the Commission's regulatory expenses that are reimbursed by the federal government, principally the Motor Carrier Safety Assistance Programs (MCSAP) and the gas safety programs. The net effect of this change is a revision to the budget allocation factors for each industry group.

Objections to Initial Assessments

Additional changes in the 1996-97 budget assessments have resulted from our staff's review of the timely filed objections to the assessments. All but three of these complaints were filed by motor carrier utilities. Those found to be meritorious by the staff were then factored into the budget assessment process.

Seven motor carriers based their objections on their classification as household goods movers. After the provisions of the Airline Administrative Authorization Act of 1994, 49 U.S.C. §§11501(h) and 41714(b)³ became effective, motor carriers of property were divided into general property and household goods movers. The latter group were not subject to the federal preemption provisions, and therefore, were assessed at a greater assessment factor. After reviewing the objections of the seven carriers, this Commission finds as follows:

1. The application to abandon household goods authority filed by Robert R. Berkebile t/d/b/a Keystone Lawrence Express, Inc., Docket No. A-00098767, is hereby granted;

³ The preemptive provision of the Act relating to motor carriers were recodified in the Interstate Commerce Commission Termination Act of 1995, Pub.L. 104-88, 107 Stat. 803, 49 U.S.C. §14510(c).

2. The objections filed by Chadderton Trucking, Inc., Docket No. 00110235, Shaffer Trucking, Inc. Docket No. A-00099412, William C. Confer, Docket No. A-0097072, and Hatboro Delivery Service, Inc., Docket No. A-00097036, contain sufficient information to be considered applications to abandon household goods. Due to the extraordinary circumstances that 1995 brought to the motor carrier industry, we are inclined to accept these objections as abandonment applications and, herein, grant them; and

3. Ralph G. Smith, Inc., Docket No. A-00083135, and Rapid Transit Co., Inc., Docket No. A-0015034, protest their designation as household goods movers, but admit that they do use that authority. Based on the information provided by these carriers, there is no basis for altering their assessment. Additionally, review of Rapid Transit's objection shows that the objection was not timely filed.

We also have before us objections by 23 companies which did not file their objections within the 15 day period as required by section 510(c). 66 Pa. C.S. § 510(c). These companies are listed in Appendix B. Their objections will be denied as having been untimely filed. Additionally, six utilities did not return Postal Service receipt cards or returned them unsigned. These utilities are listed at Appendix C. In that we are lacking proof that their objections were timely filed, their objections shall also be denied.

With respect to the remaining objections (listed at Appendix D), virtually all are directed at the level of assessments levied upon motor carriers of general property and upon passenger carriers. These objectors, by and large, point to the federal legislation preempting aspects of our regulatory authority over their activities within the Commonwealth and allege that their assessments are too high following passage of the Airline Administrative Authorization Act of 1994. These protests appear to be based upon the disappointed expectations of some carriers and we are not unsympathetic to them. However, sections 510 and 511 of the Public Utility Code (66 Pa. C.S. §§ 510, 511) set forth in great detail the procedures we must follow in levying assessments upon utilities within our jurisdiction. We may not deviate from the assessment process set for us by the legislature. Therefore, our ability to reduce assessments for individual utilities is exceedingly narrow. For example, when a utility's classification changes, we may adjust its assessment as we have with those motor carriers discussed above. Their assessment changes, because the basis for making their assessment -- their classification -- has changed.

Additionally, we note that the federal legislation did not pre-empt all of our authority with respect to this industry. For example, we remain charged by the legislature with the responsibility of overseeing motor carrier safety and insurance. This is an important function with important implications for the industry as well as the public at large and we must continue to assess motor carriers for the expenses incurred by the Commission in fulfilling its area of regulatory responsibility. Nonetheless, most motor carriers of general property

will find that their assessments are much smaller than they have been in recent years. For some, their initial assessment for fiscal year 1996-97 is less than half of their assessment for the previous year. The revised assessment should further reduce their liability.⁴

In addition, we would anticipate that there may be further reductions in future years. As currently structured, the Public Utility Code requires us to base our assessments for a future fiscal year upon jurisdictional revenues earned in a calendar year which ends six months before the fiscal year begins. This disparity creates a natural lag between the period on which the assessment is based and the period in which the assessment is paid. Therefore, it is reasonable to expect that savings due to reduced regulation and downsizing by the Commission will slowly be fully reflected in the assessments.

Treatment of Remaining Objections

With respect to those motor carriers, to the extent that our action today satisfies the objections they have raised, those objections are granted. In all other respects, the remaining objections are not granted by this order. Those utilities who have filed timely objections which they believe have not been satisfied by this order as well as any utility which believes its revised assessment is excessive, erroneous, unlawful or invalid should restate their objections and/or file new objections to the revised assessment within the statutory deadline established by 66 Pa. C.S. § 510(c).

Also before us are objections on behalf of three railroads which objected to their assessment on the basis that they had been sold on April 29, 1996. These railroads are the Pittsburg & Shawmut Rail Co., Mountain Laurel Railroad Co., and Red Bank Railroad Co. The Commission's records still showed them as active utilities as of the date of the assessment. In addition, all of these utilities reported revenue in 1995. None of these companies have filed to abandon their authority to do business in Pennsylvania. We are not willing to grant their objections based only on the simple information that they have been sold provided by their letter of June 18, 1996. Unless withdrawn, these objections will be set for formal hearing.

We believe the revised assessments are calculated accurately and in accordance with the statute. Nonetheless, while we are approving the revised assessments today, our minds remain open as to whether the specific grounds to be given at hearing in support of individual objections have merit. As provided by section 510 (c), the Commission is obligated to

⁴There are other factors which influence assessment levels. For example, a motor carrier of general property which has reported greater revenues in 1995 than in the prior year may see any reduction offset in whole or in part because of the increased revenues.

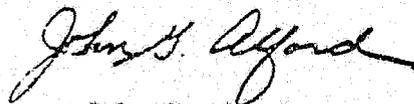
provide a forum for hearings on the objections. We will assume that parties filing objections intend to proceed to hearing before an administrative law judge. We will provide such a forum in compliance with the statute.

THEREFORE;

IT IS ORDERED:

1. The revised assessments recommended by the staff are approved.
2. The objections of those utilities listed on Appendix B, who did not make timely filings are denied.
3. The objections of those utilities listed on Appendix C, who are lacking proof that their objections were timely filed are denied.
4. The application to abandon household goods authority filed by Robert R. Berkebile t/d/b/a Keystone Lawrence Express, Inc., Docket No. A-00098767, is granted.
5. The applications to abandon household goods authority filed by Chadderton Trucking, Inc., Docket No. 00110235, Shaffer Trucking, Inc. Docket No. A-00099412, William C. Confer, Docket No. A-00073006 and Hatboro Delivery Service, Inc., Docket No. A-00097036, are granted.
6. All remaining objections are granted to the extent that the revised assessments satisfy the objections.

BY THE COMMISSION



John G. Alford
Secretary

(Seal)

ORDER ADOPTED: December 12, 1996

ORDER ENTERED: DEC 23 1996

APPENDIX A

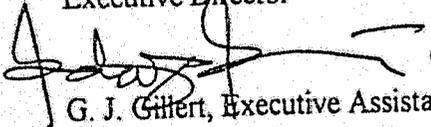
Budget, Fiscal, & Assessment Section Report

COMMONWEALTH OF PENNSYLVANIA

DATE: November 26, 1996

SUBJECT: REVISED GENERAL ASSESSMENT UPON PUBLIC UTILITIES - \$36,669,931.00
ADVANCED BILLING - FISCAL YEAR JULY 1, 1996 TO JUNE 30, 1997

TO: John L. Dial
Executive Director

FROM: 
G. J. Giffert, Executive Assistant
to the Executive Director

The Budget, Fiscal, & Assessment Section respectfully submits its recommendations as to the basis for the levying of a General Assessment upon public utilities for the Fiscal Year July 1, 1996 to June 30, 1997

General Assessments are made upon public utilities pursuant to the provisions of Section 510 of the Public Utility Code, which provides in part as follows:

- 1) The Commission shall determine for the preceding calendar year the amount of its expenditures directly attributable to the regulation of each group of utilities furnishing the same kind of service, and debit the amount so determined to such group. (2) The Commission shall also determine for the preceding calendar year the balance of its expenditures, not debited as aforesaid. And allocate such balance to each group in the proportion which the gross operating intrastate operating revenues for such group for that year bear to the gross intrastate operating revenues of all groups for that year. (3) The Commission shall then allocate the total assessment prescribed by subsection (a) to each group in proportion which the sum of the debits made to it bears to the sum of the debits made to all groups. (4) Each public utility within a group shall then be assessed for and pay to the Commission such proportion of the amount allocated to its group as the gross intrastate operating revenues of the public utility for the preceding calendar year bear to the total gross intrastate operating revenues of its group for that year.

In this matter, the staff recommends that the Commission make the following findings and determinations:

Before November 1st of each year, the Commission shall estimate its total expenditures in the administration of this part for the fiscal year beginning July of that year, which estimate shall not exceed three-tenths of one percentum of the total gross intrastate operating revenues of the public utilities under its jurisdiction for the preceding calendar year.

The Commission shall subtract from the final estimate (1) the estimated fees to be collected pursuant to the Section 318, and (2) the estimated balance of the appropriation, specified in Section 511, to be carried over into such fiscal year from the preceding one. The remainder so determined, herein called the total assessment shall be allocated to, and paid by, such public utilities in the manner hereafter prescribed.

Approved estimate of the expenditures of the Commission for the Fiscal Year July 1, 1996 to June 30, 1997:

\$36,919,000.00

Deduct:

Credit from previous Fiscal Year

\$149,069.00

Estimated fees to be collected during the 1996-97 Fiscal Year

\$100,000.00

Total Deductions

\$249,069.00

Total Assessment

\$36,669,931.00

The way in which the total assessment of \$36,669,931.00 has been allocated to the various groups of public utilities is shown on the following pages of this report.

The Commission shall determine for the preceding calendar year the amount of its expenditures directly attributable to the regulation of each group of utilities furnishing the same kind of service and debit the amount so determined to such group.

The Commission shall determine for the preceding calendar year the balance of its expenditures (indirect charges), not debited as aforesaid, and allocate such balance to each group in the proportion which the gross intrastate operating revenues of such group for that year bear to the gross intrastate operating revenues of all groups for that year. (Section 510 (b)).

	1995 Direct Charges	Indirect Charges Motor Carrier Group	Indirect Charges Transportation Group	Indirect Charges Fixed Utilities	Indirect Charges All Utilities	Total 1995 Charges
Electric	\$2,774,483.00			\$5,624,179.17	\$6,175,283.61	\$14,573,945.78
Water & Sewer	2,200,334.03			263,493.88	289,312.58	2,753,140.49
Gas	2,293,770.09			1,349,303.85	1,481,511.53	5,124,585.47
Tele. & Tele.	2,005,747.31			1,950,146.80	2,141,235.08	6,097,129.19
Motor Carrier	1,903,587.14	\$339,520.75	\$367,165.37		174,974.47	2,785,247.73
Mot Carr. Prop.	166,793.98	1,133,241.99	1,225,514.31		584,016.30	3,109,566.58
Railroad	1,068,991.60		244,429.66		116,476.92	1,429,898.18
Boat & Ferry			169.03		77.17	246.20
Aircraft			51.44		22.04	73.48
Pipeline	17,515.46			19,762.50	21,696.79	58,974.75
Steam Heat	124,079.73			36,548.61	40,130.24	200,758.58
TOTAL	<u>\$12,555,302.34</u>	<u>\$1,472,762.74</u>	<u>\$1,837,329.81</u>	<u>\$9,243,434.81</u>	<u>\$11,024,736.73</u>	<u>\$36,133,566.43</u>

The way in which the 1995 indirect charges have been apportioned to the various groups of public utilities is shown on the following pages.

ALLOCATION OF 1995 INDIRECT CHARGES-PUC

10:C	1995 REVENUE	PERCENT OF REVENUE	SHARE OF INDIRECT CHARGES
MOTOR CARRIER OF PROPERTY	919,220,909	76.946600	1,133,241.99
MOTOR COMMON CARRIER	275,399,631	23.053300	339,520.75
	1,194,620,540	99.999900	1,472,762.74

10:T

MOTOR CARRIER OF PROPERTY	919,220,909	66.700700	1,225,514.31
MOTOR COMMON CARRIER	275,399,631	19.983600	367,165.37
RAILROAD	183,339,120	13.303500	244,429.66
BOATS & FERRIES	127,396	0.009200	169.03
AIRPLANES	38,925	0.002800	51.44
	1,378,125,981	99.999800	1,837,329.81

10:0

ELECTRIC	9,719,525,364	60.845000	5,624,179.17
WATER & SEWAGE	455,374,228	2.850600	263,493.88
GAS	2,331,819,848	14.597400	1,349,303.85
TELEPHONE & TELEGRAPH	3,370,176,558	21.097600	1,950,146.80
PIPELINE	34,153,141	0.213800	19,762.50
SEWAGE DISPOSAL	0	0.000000	0.00
STEAM HEAT	63,163,916	0.395400	36,548.61
	15,974,213,055	99.999800	9,243,434.81

10

ELECTRIC	9,719,525,364	56.012700	6,175,283.61
WATER & SEWAGE	455,374,228	2.624200	289,312.58
GAS	2,331,819,848	13.438000	1,481,511.53
TELEPHONE & TELEGRAPH	3,370,176,558	19.422000	2,141,235.08
MOTOR CARRIER OF PROPERTY	919,220,909	5.297300	584,016.30
MOTOR COMMON CARRIER	275,399,631	1.587100	174,974.47
RAILROAD	183,339,120	1.056500	116,476.92
BOATS & FERRIES	127,396	0.000700	77.17
AIRPLANES	38,925	0.000200	22.04
PIPELINE	34,153,141	0.196800	21,696.79
SEWAGE DISPOSAL	0	0.000000	0.00
STEAM HEAT	63,163,916	0.364000	40,130.24
	17,352,339,036	99.999500	11,024,736.73

ALLOCATION OF 1995 INDIRECT CHARGES

	10:C Motor Carrier Group (NOTE 1)	10:T Transportation Group (NOTE 2)	10:O Other than Transportation (NOTE 3)	10 All Utilities (NOTE 4)	Total Indirect Charges
Electric	-	-	5,624,179.17	\$ 6,175,283.61	\$ 11,799,462.78
Water & Sewer	-	-	263,493.88	289,312.58	552,806.46
Gas	-	-	1,349,303.85	1,481,511.53	2,830,815.38
Telephone & Telegraph	-	-	1,950,146.80	2,141,235.08	4,091,381.88
Motor Carrier	\$ 339,520.75	\$ 367,165.37	-	174,974.47	881,660.59
Motor Carrier of Property	1,133,241.99	1,225,514.31	-	584,016.30	2,942,772.60
Railroad	-	244,429.66	-	116,476.92	360,906.58
Boat & Ferries	-	169.03	-	77.17	246.20
Airplanes	-	51.44	-	22.04	73.48
Pipeline	-	-	19,762.50	21,896.79	41,459.29
Steam Heat	-	-	36,548.61	40,130.24	76,678.85
Totals	\$ 1,472,762.74	\$ 1,837,329.81	\$ 9,243,434.81	\$ 11,024,736.73	\$ 23,578,264.09

NOTE 1 (Transportation - Motor Carriers) The indirect charge of \$1,472,762.74 is comprised of costs associated with the enforcement and application process and only applies to motor carriers of persons, household goods movers, and motor carriers of property, which could not be directly charged to any particular motor carrier group.

NOTE 2 (Transportation) The indirect charge of \$1,837,329.81 is comprised of general overhead cost which apply to only transportation public utilities, could not be directly charged to any particular type of transportation public utility.

NOTE 3 (Other than transportation) The indirect charge of \$9,243,434.81 is comprised of general overhead cost which apply to other than transportation public utilities.

NOTE 4 (General) The indirect charge of \$11,024,736.73 is comprised of general overhead costs which apply to all types of public utilities.

The Commission shall then allocate the total assessment prescribed by subsection (a) to each group subsection (a) to each group in the proportion which the sum of the debits made to it bears to the sum of the debits made to all groups. (Section 510(b)(3)).

ALLOCATION OF THE SEVERAL PUBLIC UTILITY GROUPS OF THE TOTAL ASSESSMENT OF
\$36,669,931.00 OF ESTIMATED COMMISSION EXPENDITURES FOR THE FISCAL YEAR JULY 1,
1996 TO JUNE 30, 1997

<u>Group</u>	<u>Total Commission Expenditures of Each Group for Calendar Year 1995</u>	<u>Percentage Distribution</u>
Electric	\$14,573,945.78	40.3335
Water & Sewer	2,753,140.49	7.6193
Gas	5,124,585.47	14.1823
Telephone & Telegraph	6,097,129.19	16.8738
Motor Carrier	2,785,247.73	7.7082
Motor Carrier Prop.	3,109,566.58	8.6057
Railroad	1,429,898.18	3.9572
Boat & Ferry	246.20	0.0006
Aircraft	73.48	0.0002
Pipeline	58,974.75	0.1632
Steam Heat	<u>200,758.58</u>	<u>0.5556</u>
TOTALS	<u>\$36,133,566.43</u>	<u>99.9996</u>

Total Assessment of
\$36,669,931.00 for Fiscal Year
July 1, 1996 to June 30, 1997
Allocated to each group
(Total Times Percent)

<u>Group</u>	<u>Percentage Distribution</u>	<u>(Total Times Percent)</u>
Electric	40.3335	\$14,790,266.61
Water & Sewer	7.6193	2,793,992.05
Gas	14.1823	5,200,639.62
Telephone & Telegraph	16.8738	6,187,610.81
Motor Carrier	7.7082	2,826,591.62
Motor Carrier Prop.	8.6057	3,155,704.25
Railroad	3.9572	1,451,102.50
Boat & Ferry	0.0006	220.01
Aircraft	0.0002	73.33
Pipeline	0.1632	59,845.32
Steam Heat	<u>0.5556</u>	<u>203,738.13</u>
TOTALS	<u>99.9996</u>	<u>\$36,669,784.25</u>

That the gross intrastate operating revenues for the calendar year 1995 of each public utility as set forth below be the basis for determining the individual assessments for the Fiscal Year July 1, 1996 to June 30, 1997 applicable to each group as provided in Section 510(b)(4) of the Public Utility Code.

<u>Group</u>	<u>No. In Each Group</u>	<u>1995 Gross Intrastate Operating Revenues</u>	<u>Decrease-Down Increase-Up Over 1994</u>	<u>1994 Gross Intrastate Operating Revenues</u>
Electric	12	\$9,719,515,364	up 3.0	\$9,436,766,873
Water & Sewer	291	455,374,228	up 4.9	432,998,388
Gas	42	2,331,819,848	down 6.5	2,482,869,194
Tele. & Tele.	375	3,370,176,558	up 1.9	3,304,818,443
Motor Carrier	1173	275,399,631	*****	1,071,216,100
Motor Carr. Prop	3186	919,220,909	*****	
Railroad	61	183,339,120	down 8.9	201,249,476
Boat & Ferry	3	127,396	down 8.4	139,016
Aircraft	2	38,925	down 81.9	213,480
Pipeline	9	34,153,141	down 27.7	47,224,303
Steam Heat	4	63,163,916	up .53	62,832,865
TOTALS	5158	\$17,352,339,036		\$17,040,328,138

***** Comparisons could not be made since these two groups were classified as one in 1994.

TWENTY HIGHEST ASSESSMENTS
FISCAL YEAR 1996-97

<u>Name of Utility</u>	<u>1996-97 Assessment</u>	<u>1995 Intrastate Revenues</u>
PECO Energy - Electric	\$5,093,397	\$3,347,160,892
Bell Atlantic - PA	3,774,270	2,055,713,837
Pennsylvania Power & Light Co.	3,431,959	2,255,335,635
Duquesne Light Company	1,685,134	1,107,397,472
West Penn Power Company	1,533,191	1,007,546,928
Pennsylvania Electric Company	1,287,759	846,259,547
PA American Water Company	1,110,223	180,947,927
Metropolitan Edison Company	1,228,774	807,497,402
Consolidated Rail Corp. (ConRail)	1,057,831	133,651,315
PECO Energy - Gas	899,019	403,094,760
Columbia Gas of Pennsylvania	837,442	375,485,356
People's Natural Gas Co.	744,983	334,029,318
Equitable Gas Co.	736,462	330,208,601
Philadelphia Suburban Water Co.	710,887	115,862,804
UGI Utilities, Inc. - Gas Division	672,109	301,354,777
National Fuel Gas Distribution	521,765	233,944,878
AT&T, Inc	436,332	237,654,992
GTE North, Inc.	427,539	232,865,805
Pennsylvania Gas & Water	406,825	66,305,696
Pennsylvania Power Company	397,999	261,547,642
TOTALS	\$25,993,900*	\$14,633,865,584**

*This figure is 71% of the total assessment

**This figure is 84% of the total 1995 revenue of all groups.

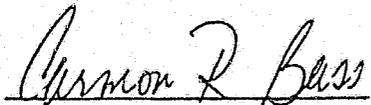
That the assessment factor for the assessment period Fiscal Year July 1, 1996 to June 30, 1997 for each group of public utilities shall be a twelve (12) place decimal fraction obtained by dividing the amount of the estimated expenditures for said period allocated to each group by the amount of gross intrastate operating revenues of the group in 1995 as follows:

Group (a)	Estimated Commission Expenditures For the Fiscal Year July 1, 1996 to June 30, 1997 Assessable on Each Group (b)	Gross Intrastate Operating Revenue of Each Group For Calendar Year 1995 ©	General Assessment Factor for Each Group (Column (b) Divided by Column ©) (d)
Electric	\$14,790,266.61	\$9,719,525,364	0.001521706673
Water & Sewer	2,793,992.05	455,374,228	0.006135595468
Gas	5,200,639.62	2,331,819,848	0.002230292200
Tele. & Tele.	6,187,610.81	3,370,176,558	0.001835990104
Motor Carrier	2,826,591.62	275,399,631	0.010263599881
Motor Carr. Prop.	3,155,704.25	919,220,909	0.003433020527
Railroad	1,451,102.50	183,339,120	0.007914854723
Boat & Ferry	220.01	127,396	0.001726977299
Aircraft	73.33	38,925	0.001883879254
Pipeline	59,845.32	34,153,141	0.001752264015
Steam Heat	<u>203,738.13</u>	<u>3,163,916</u>	0.003225546212
TOTALS	<u>\$36,669,784.25</u>	<u>\$17,352,339,036</u>	

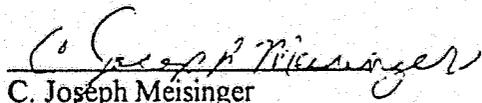
That the amount payable by each public utility to the Commission for its proportionate share of the expenditures of the Commission for the Fiscal Year July 1, 1996 to June 30, 1997, shall be an amount equal to the product of its gross intrastate operating revenues for the calendar year 1995 (as reported to the Commission on Assessment Report, Form MT-95 or Form GAO-95 or as estimated by the Commission in the case of failure to file such reports) multiplied by the assessment factor for the group of public utilities of which it is a member.

That the Budget, Fiscal, & Assessment Section compute, in accordance with Section 510 of the Public Utility Code, and pursuant to the foregoing findings and determinations, the among of the general assessment for the Fiscal Year July 1, 196 to June 30, 1997 on each and every public utility.

Prepared by:


Carmon R. Bass

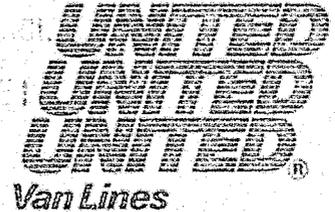
Reviewed by:


C. Joseph Meisinger
Commission Fiscal Officer

ORIGINAL

Fischer-Hughes

Transport, Inc.
450 N. Broad Street 300124
Doylestown, PA 18901
(215) 345-0234
(800) 492-2729 (PA Intra)
(800) 445-2121 (Continental)
(215) 340-9330 FAX



June 6, 1996

Commonwealth of Pennsylvania
PA Public Utility Commission
Budget, Fiscal & Assessment Section
P.O. Box 3265
Harrisburg, PA

RE: File A-00103976

Dear Mrs. Bass,

Kindly accept this letter as a formal protest of the amount of the General Assessment for fiscal Year July 1, 1996 - June 30, 1997.

We are protesting the amount of the invoice because it is based on estimated rather than actual revenues for the previous year of Fischer-Hughes Transport Inc. Because of changes in the filing requirements of the Public Utility Commission we were confused about our obligations regarding the Assessment Report MT-95. In the past this report was compiled by an outside accounting firm in conjunction with other PUC mandated reports. This firm was under the mistaken assumption that all reporting had been eliminated. We were unaware of this until recently.

Enclosed is the completed MT-95 form reflecting actual revenues for our previous fiscal year. We ask that the Commission revise our General Assessment Invoice based on these actual revenues.

Thank you for your attention to this matter. If you have any questions please do not hesitate to call.

Signed Under Oath,

Robert M. Hughes
President
for Fischer-Hughes Transport, Inc.

DOCKETED
JAN 6 1997

NOTARIAL SEAL
RUTH CARLSON-REVER Notary Public
Doylestown Twp., Bucks County
My Commission Expires May 06, 1999

Ruth Carlson-Rever
6-6-96

DOCUMENT
FOLDER

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



ASSESSMENT REPORT
FORM MT-95

STATEMENT OF OPERATING REVENUES FOR GENERAL ASSESSMENT
OF COMMON CARRIER OF PROPERTY AND/OR PERSONS BY MOTOR VEHICLE

PUC Certificate No. A-00103976
I.C.C. Permit No. MC 35750
1995 Operating Period JAN. to Dec.

THIS REPORT MUST BE FILED NOT LATER THAN MARCH 31, 1996.
IF NOT FILED, THE COMMISSION WILL ESTIMATE YOUR INTRASTATE OPERATING
REVENUES AND WILL BASE YOUR ASSESSMENT ON THE ESTIMATED TOTAL.
(Complete Back of this form.)

OPERATING REVENUES FOR CALENDAR YEAR 1995:
(Round to nearest dollar.)

Line	Description	Amount
1.	TOTAL GROSS OPERATING REVENUES earned from operating as a common carrier of property and/or persons	\$ <u>5,638,567</u>
2.	GROSS OPERATING REVENUES from INTERSTATE operations	\$ <u>3,771,063</u>
3.	TOTAL GROSS INTRASTATE operating revenue (line 1 minus line 2)	\$ <u>734,874</u>
4.	DEDUCTIONS based on exemptions itemized on back of form	\$ <u>1,226,085</u>
5.	GROSS INTRASTATE REVENUE on which your assessment will be based (line 3 minus line 4.) Indicate the method used to compute Intrastate Operating Revenue: Actual Records () estimated () other () . . . describe if other:	\$ <u>734,874</u>

CERTIFICATION

Subscribed and sworn to before me
this 6 day of JUNE 1996

[Signature]
(Signature)

OFFICIAL SEAL
President
(Official Title)

Ruth Carlson-Rever
(Date Commission Expires)

NOTARIAL SEAL
RUTH CARLSON-REVER Notary Public
Doylestown Twp., Bucks County
My Commission Expires May 06, 1999

AFFIDAVIT

The information reported above is true
and correct.

[Signature]
(Signature of Individual or Officer) SS#

Fischer-Hughes Transport Inc. 23-2198599
(Trade or Corporate Name of Utility) Fed. ID#

Now Address - if different from above

Telephone No. 215, 345, 0234

OPERATING REVENUES

Show all revenues gained during 1995 from transportation services and for services incident thereto. Show the difference between INTRASTATE and INTERSTATE revenues and compile in accordance with Section 510 of the Public Utility Code, with Generally Accepted Accounting principles and/or the Uniform System of Accounts.

(Round to nearest dollar amount.)

CLASSIFICATION	Intrastate Pennsylvania Revenues	Interstate Revenues	Total Revenues
TRANSPORTATION OF PASSENGERS	*****	*****	*****
Passenger Revenue:	*****	*****	*****
Scheduled route service			
Group and party service			
Call or demand service			
Limousine service			
Airport transfer service			
Para-Transit service			
Other Revenue	*****	*****	*****
Baggage, mail, express, newspapers, etc.			
School Contracts			
Income from lease drivers			
Total Passenger Revenue			
TRANSPORTATION OF PROPERTY	*****	*****	*****
Freight-Common Carrier-Intercity/Local			
<i>Household Goods</i>	734,874	3,771,063	4,505,937
Other Revenue (list)	*****	*****	*****
<i>Storage Services (Warehouse)</i>		1,132,590	1,132,590
<i>Labor Contracts</i>	93,495		93,495
Total Transportation of Property Revenue			
Total Revenues (enter at lines 1.2 and 3 front page)			
Senior citizens grants and Purchase of Service Agreements included in above totals			
EXEMPTIONS (list)	*****	*****	*****
<i>Storage/Warehouse Services</i>			1,132,590
<i>Labor Contracts</i>			93,495
TOTAL EXEMPTIONS (enter at line 4 front page)			1,226,085

MOTOR COMMON CARRIERS OF HOUSEHOLD GOODS REPORT OF UNDERESTIMATES TO: PA. PUBLIC UTILITY COMMISSION BUREAU OF I.S. & E.		PUC DOCKET NUMBER <u>100103976</u> NAME AND ADDRESS OF CARRIER <u>Fischer-Hughes Transport Inc.</u> <u>450 N. BREED ST.</u> <u>DOYLASTOWN, PA 18901</u>
INSTRUCTIONS: A quarterly report of underestimates is required to be filed with the Pennsylvania Public Utility Commission pursuant to Rule 703, General Order No. 29. Submit only the original copy of this report, no later than the end of the month following the quarter reported on. When no reportable underestimates occur, a report is not required. Retain one copy of the report and each estimate for three years. Specimen copies of this form will be supplied upon request without charge. Additional copies may be reproduced using the same format and size. Failure to submit this report is subject to the penalties provided under Article XIII of the Public Utility Law.		
TOTAL NUMBER OF SHIPMENTS MOVED THIS QUARTER.....		224
TOTAL NUMBER OF SHIPMENTS FOR WHICH ESTIMATES WERE GIVEN..... <i>All estimates of approximations of charges must be in writing</i>		224
TOTAL NUMBER OF SHIPMENTS IN WHICH ACTUAL CHARGES EXCEED ESTIMATED CHARGES BY 10% OR MORE.....		10
REASON(S) FOR UNDERESTIMATES REPORTED ABOVE <i>Include: Bill of lading number, date of shipment, shippers estimated and actual charges.</i>		NUMBER OF UNDERESTIMATES
B/L 009-3706 - 10-1-96 - ESTIMATE \$1617.60 ACTUAL \$2,308.75 TRANSPORTATION VALUATION, ADD'L PACKING & TIME REQUIRED.		
B/L 211-0106 - 11-9-96 - ESTIMATE \$1,747.72 ACTUAL \$2,092.37 SHIPMENT WEIGHT HIGHER THAN ESTIMATE.		
B/L 211-0406 - 11-26-96 - ESTIMATE \$3,427.53 ACTUAL \$3,913.23 SHIPMENT WEIGHT HIGHER THAN ESTIMATE.		
B/L 011-1606 - 11-22-96 - ESTIMATE \$427.50 ACTUAL \$498.75 TIME SPENT ON MOVE HIGHER THAN ESTIMATE.		
B/L 011-3106 - 11-27-96 - ESTIMATE \$1,753.60 ACTUAL \$1,936.10 ADD'L TIME NEEDED ON SHIPMENT.		
B/L 011-4406 - 11-28-96 - ESTIMATE \$1,105.00 ACTUAL \$1,267.40 ADD'L PACKING REQUIRED.		
B/L 011-2706 - 11-30-96 ESTIMATE \$2,575.80 ACTUAL \$3,836.46 TRANSPORTATION VALUATION REQUESTED AFTER ESTIMATE WAS ISSUED SHIPPER NEEDED ADD'L PACKING, ACTUAL TIME HIGHER THAN ESTIMATE.		
SIGNATURE AND TITLE OF RESPONSIBLE EMPLOYEE <u>C.T. Pasquale, Manager, Accts Rec</u>		Quarterly Period Ending 3-31-1996 9-30-1996 6-30-1996 <u>12-31-1996</u> Please circle period.

JAF

DOCUMENT
 FILED

Source

The provisions of this § 31.124 adopted September 14, 1973, effective September 15, 1973, 3 Pa.B. 2064.

<p>MOTOR COMMON CARRIERS OF HOUSEHOLD GOODS</p> <p>REPORT OF UNDERESTIMATES</p> <p>TO: PA. PUBLIC UTILITY COMMISSION BUREAU OF I.S. & E.</p>	<p>PUC DOCKET NUMBER A00103976</p> <p>NAME AND ADDRESS OF CARRIER Fischer-Hughes Transport Inc. 450 N. Broad St. Doylestown, PA 18901</p>
<p><i>INSTRUCTIONS: A quarterly report of underestimates is required to be filed with the Pennsylvania Public Utility Commission pursuant to Rule 703, General Order No. 29. Submit only the original copy of this report, no later than the end of the month following the quarter reported on. When no reportable underestimates occur, a report is not required. Retain one copy of the report and each estimate for three years. Specimen copies of this form will be supplied upon request without charge. Additional copies may be reproduced using the same format and size. Failure to submit this report is subject to the penalties provided under Article XIII of the Public Utility Law.</i></p>	
<p>TOTAL NUMBER OF SHIPMENTS MOVED THIS QUARTER.....</p>	<p>224</p>
<p>TOTAL NUMBER OF SHIPMENTS FOR WHICH ESTIMATES WERE GIVEN..... <i>All estimates of approximations of charges must be in writing</i></p>	<p>224</p>
<p>TOTAL NUMBER OF SHIPMENTS IN WHICH ACTUAL CHARGES EXCEED ESTIMATED CHARGES BY 10% OR MORE.....</p>	<p></p>
<p>REASON(S) FOR UNDERESTIMATES REPORTED ABOVE <i>Include: Bill of lading number, date of shipment, shippers estimated and actual charges.</i></p> <p>BIL 012-1706-12-17-96 - Estimate \$501.95 Actual \$596.95 TRANSPORTATION Valuation Requested after estimate issued.</p> <p>BIL 012-2206-12-20-96 - Estimate \$350.00 Actual \$420.00 ACTUAL TIME SPENT ON SHIPMENT HIGHER THAN ESTIMATE</p> <p>BIL 012-0706-12-23-96 Estimate \$1,020.00 Actual \$1,530.00 ACTUAL TIME REQUIRED ON SHIPMENT HIGHER THAN ESTIMATE</p>	<p>NUMBER OF UNDERESTIMATES</p>
<p>SIGNATURE AND TITLE OF RESPONSIBLE EMPLOYEE</p>	<p>Quarterly Period Ending 3-31-197 6-30-197 9-30-197 6-30-197 12-31-1996 <i>Please circle period</i></p>

Source

The provisions of this § 31.124 adopted September 14, 1973, effective September 15, 1973, 3 Pa.B. 2064.

<p>MOTOR COMMON CARRIERS OF HOUSEHOLD GOODS</p> <p>REPORT OF UNDERESTIMATES</p> <p>TO: PA. PUBLIC UTILITY COMMISSION BUREAU OF I.S. & E.</p>	<p>PUC DOCKET NUMBER 100103976</p> <p>NAME AND ADDRESS OF CARRIER Fischer-Hughes Transport Inc 450 N. Broad ST Doylestown, Pa. 18901</p>
<p><i>INSTRUCTIONS: A quarterly report of underestimates is required to be filed with the Pennsylvania Public Utility Commission pursuant to Rule 703, General Order No. 29. Submit only the original copy of this report, no later than the end of the month following the quarter reported on. When no reportable underestimates occur, a report is not required. Retain one copy of the report and each estimate for three years. Specimen copies of this form will be supplied upon request without charge. Additional copies may be reproduced using the same format and size. Failure to submit this report is subject to the penalties provided under Article XIII of the Public Utility Law.</i></p>	
<p>TOTAL NUMBER OF SHIPMENTS MOVED THIS QUARTER.....</p>	<p>299</p>
<p>TOTAL NUMBER OF SHIPMENTS FOR WHICH ESTIMATES WERE GIVEN..... <i>All estimates of approximations of charges must be in writing</i></p>	<p>299</p>
<p>TOTAL NUMBER OF SHIPMENTS IN WHICH ACTUAL CHARGES EXCEED ESTIMATED CHARGES BY 10% OR MORE.....</p>	<p>11</p>
<p>REASON(S) FOR UNDERESTIMATES REPORTED ABOVE <i>include: Bill of lading number, date of shipment, shippers estimated and actual charges.</i></p> <p>Bill 007-0306 - 7-2-96 Estimate \$350.00 Actual \$392.00 Add'l Time Required on shipment.</p> <p>Bill 007-1506 - 7-24-96 Estimate \$5350.60 Actual \$6295.07 Transportation valuation added after estimate was issued, Add'l Packing & Time Required on shipment.</p> <p>Bill 008-0306 - 8-10-96 - Estimate \$1,455.00 Actual \$1,800.00 Time charged to shipment higher than estimated.</p> <p>Bill 008-1406 - 8-16-96 - Estimate \$895.00 Actual \$1,042.50 Add'l Time Required on shipment.</p> <p>Bill 008-3106 - 8-22-96 - Estimate \$350.00 Actual \$747.50 Transportation valuation & Add'l Time Required.</p> <p>Bill 008-1506 - 8-30-96 Estimate \$1450.00 Actual \$1,675.50 Transportation valuation requested after estimate was issued.</p>	<p>NUMBER OF UNDERESTIMATES</p>
<p>SIGNATURE AND TITLE OF RESPONSIBLE EMPLOYEE C.T. Cosgrove, Manager, Elect. Sec.</p>	<p>Quarterly Period Ending 3-31-197 <u>6-30-1976</u> 6-30-197 <u>12-31-197</u> Please circle period</p>

Source

The provisions of this § 31.124 adopted September 14, 1973, effective September 15, 1973, 3 Pa.B. 2064.

MOTOR COMMON CARRIERS OF HOUSEHOLD GOODS REPORT OF UNDERESTIMATES TO: PA. PUBLIC UTILITY COMMISSION BUREAU OF I.S. & E.	PUC DOCKET NUMBER A00103976
	NAME AND ADDRESS OF CARRIER FISCHER-HAYES TRANSPORT INC 450 N. BROAD ST DOYLESTOWN, PA 18901
INSTRUCTIONS: A quarterly report of underestimates is required to be filed with the Pennsylvania Public Utility Commission pursuant to Rule 703, General Order No. 29. Submit only the original copy of this report, no later than the end of the month following the quarter reported on. When no reportable underestimates occur, a report is not required. Retain one copy of the report and each estimate for three years. Specimen copies of this form will be supplied upon request without charge. Additional copies may be reproduced using the same format and size. Failure to submit this report is subject to the penalties provided under Article XIII of the Public Utility Law.	
TOTAL NUMBER OF SHIPMENTS MOVED THIS QUARTER.....	
TOTAL NUMBER OF SHIPMENTS FOR WHICH ESTIMATES WERE GIVEN..... <i>All estimates of approximations of charges must be in writing</i>	
TOTAL NUMBER OF SHIPMENTS IN WHICH ACTUAL CHARGES EXCEED ESTIMATED CHARGES BY 10% OR MORE.....	
REASON(S) FOR UNDERESTIMATES REPORTED ABOVE <i>Include: Bill of lading number, date of shipment, shippers estimated and actual charges.</i>	NUMBER OF UNDERESTIMATES
BIL 009-0806 - 9-4-96 ESTIMATE \$1,533.80 ACTUAL \$1,778.00 TRANSPORTATION VALUATION REQUESTED AFTER ESTIMATE WAS ISSUED.	
BIL 009-2806 - 9-11-96 ESTIMATE \$2,265.40 ACTUAL \$4,090.76 ADD'L PACKING REQUIRED.	
BIL 209-0506 - 9-18-96 ESTIMATE \$3,141.47 ACTUAL \$3,459.01 SHIPMENT WEIGHT HIGHER THAN ESTIMATE.	
BIL 009-2106 - 9-24-96 ESTIMATE \$2,280.00 ACTUAL \$3,400.00 ADD'L TIME REQUIRED ON SHIPMENT.	
BIL 009-3206 - 9-28-96 ESTIMATE \$1,617.60 ACTUAL \$2,308.75 TRANSPORTATION VALUATION - ADD'L PACKING & TIME REQUIRED ON SHIPMENT.	
SIGNATURE AND TITLE OF RESPONSIBLE EMPLOYEE	Quarterly Period Ending 3-31-197 <u>9-30-1996</u> 6-30-197 12-31-197 Please circle period.

Source

The provisions of this § 31.124 adopted September 14, 1973, effective September 15, 1973, 3 Pa.B. 2064.

MOTOR COMMON CARRIERS OF HOUSEHOLD GOODS REPORT OF UNDERESTIMATES TO: PA. PUBLIC UTILITY COMMISSION BUREAU OF I.S. & E.	PUC DOCKET NUMBER A00103976
	NAME AND ADDRESS OF CARRIER FISHER-HUGHES TRANSPORT INC. 450 N. BROAD ST. DOYLSTOWN, PA 18901
INSTRUCTIONS: A quarterly report of underestimates is required to be filed with the Pennsylvania Public Utility Commission pursuant to Rule 703, General Order No. 29. Submit only the original copy of this report, no later than the end of the month following the quarter reported on. When no reportable underestimates occur, a report is not required. Retain one copy of the report and each estimate for three years. Specimen copies of this form will be supplied upon request without charge. Additional copies may be reproduced using the same format and size. Failure to submit this report is subject to the penalties provided under Article XIII of the Public Utility Law.	
TOTAL NUMBER OF SHIPMENTS MOVED THIS QUARTER.....	269
TOTAL NUMBER OF SHIPMENTS FOR WHICH ESTIMATES WERE GIVEN..... <i>All estimates of approximations of charges must be in writing</i>	269
TOTAL NUMBER OF SHIPMENTS IN WHICH ACTUAL CHARGES EXCEED ESTIMATED CHARGES BY 10% OR MORE.....	9
REASON(S) FOR UNDERESTIMATES REPORTED ABOVE <i>Include: Bill of lading number, date of shipment, shippers estimated and actual charges.</i>	NUMBER OF UNDERESTIMATES
BILL 004-0406 - 4-4-96 ESTIMATE \$1114.00 ACTUAL \$2,360.10 ADD'L PACKING REQUIRED.	
BILL 004-0306 - 4-15-96 ESTIMATE \$534.00 ACTUAL \$623.00 ADD'L TIME NEEDED ON SHIPMENT.	
BILL 004-1906 - 4-19-96 ESTIMATE \$744.05 ACTUAL \$1,066.80 ADD'L PACKING & TIME REQUIRED ON SHIPMENT.	
BILL 004-0506 - 4-24-96 ESTIMATE \$500.00 ACTUAL \$747.00 ADD'L TIME NEEDED ON SHIPMENT.	
BILL 004-1706 - 5-1-96 ESTIMATE \$1,756.50 ACTUAL \$3,761.50 TRANSPORTATION VALUATION REQUESTED AFTER ESTIMATE WAS ISSUED. PACKING REQUIRED ON SHIPMENT. ADD'L TIME SPENT ON SHIPMENT.	
SIGNATURE AND TITLE OF RESPONSIBLE EMPLOYEE C.T. Cosgrove, Manager Accts Rec.	Quarterly Period Ending 3-31-1977 9-30-1977 6-30-1976 12-31-1977 Please circle period

Source

The provisions of this § 31.124 adopted September 14, 1973, effective September 15, 1973, 3 Pa.B. 2064.

MOTOR COMMON CARRIERS OF HOUSEHOLD GOODS REPORT OF UNDERESTIMATES TO: PA. PUBLIC UTILITY COMMISSION BUREAU OF I.S. & E.	PUC DOCKET NUMBER A0010-3976
	NAME AND ADDRESS OF CARRIER FISHER-HUGHES TRANSPORT INC 450 N. BROND ST. DOYLASTOWN, PA 18901
INSTRUCTIONS: A quarterly report of underestimates is required to be filed with the Pennsylvania Public Utility Commission pursuant to Rule 70J, General Order No. 29. Submit only the original copy of this report, no later than the end of the month following the quarter reported on. When no reportable underestimates occur, a report is not required. Retain one copy of the report and each estimate for three years. Specimen copies of this form will be supplied upon request without charge. Additional copies may be reproduced using the same format and size. Failure to submit this report is subject to the penalties provided under Article XIII of the Public Utility Law.	
TOTAL NUMBER OF SHIPMENTS MOVED THIS QUARTER.....	
TOTAL NUMBER OF SHIPMENTS FOR WHICH ESTIMATES WERE GIVEN..... <i>All estimates of approximations of charges must be in writing</i>	
TOTAL NUMBER OF SHIPMENTS IN WHICH ACTUAL CHARGES EXCEED ESTIMATED CHARGES BY 10% OR MORE.....	
REASON(S) FOR UNDERESTIMATES REPORTED ABOVE <i>Include: Bill of lading number, date of shipment, shippers estimated and actual charges.</i>	NUMBER OF UNDERESTIMATES
BIL 005-1906 - 5-22-96 ESTIMATE \$617.00 ACTUAL \$807.50 ADD'L Time REQUIRED ON SHIPMENT.	
BIL 005-1806 - 5-31-96 ESTIMATE \$737.50 ACTUAL \$890.00 ADD'L Time REQUIRED ON SHIPMENT.	
BIL 006-0106 - 6-7-96 ESTIMATE \$1301.50 ACTUAL \$1643.00 TRANSPORTATION valuation added after estimate was issued	
BIL 006-1406 - 6-20-96 ESTIMATE \$1245.50 ACTUAL \$1575.00 ADD'L Time REQUIRED ON SHIPMENT.	
SIGNATURE AND TITLE OF RESPONSIBLE EMPLOYEE	Quarterly Period Ending 3-31-197__ 9-30-197__ 6-30-1986 12-31-197__ Please circle period

Source

The provisions of this § 31.124 adopted September 14, 1973, effective September 15, 1973, 3 Pa.B. 2064.

MOTOR COMMON CARRIERS OF HOUSEHOLD GOODS REPORT OF UNDERESTIMATES TO: PA. PUBLIC UTILITY COMMISSION BUREAU OF I.S. & E.	PUC DOCKET NUMBER A 00103976
	NAME AND ADDRESS OF CARRIER FISCHER-HUGHES TRANSPORT INC. 450 N. BROAD ST. DOYLSTOWN, Pa. 18901
INSTRUCTIONS: A quarterly report of underestimates is required to be filed with the Pennsylvania Public Utility Commission pursuant to Rule 703, General Order No. 29. Submit only the original copy of this report, no later than the end of the month following the quarter reported on. When no reportable underestimates occur, a report is not required. Retain one copy of the report and each estimate for three years. Specimen copies of this form will be supplied upon request without charge. Additional copies may be reproduced using the same format and size. Failure to submit this report is subject to the penalties provided under Article XIII of the Public Utility Law.	
TOTAL NUMBER OF SHIPMENTS MOVED THIS QUARTER.....	206
TOTAL NUMBER OF SHIPMENTS FOR WHICH ESTIMATES WERE GIVEN..... <i>All estimates of approximations of charges must be in writing.</i>	206
TOTAL NUMBER OF SHIPMENTS IN WHICH ACTUAL CHARGES EXCEED ESTIMATED CHARGES BY 10% OR MORE.....	9
REASON(S) FOR UNDERESTIMATES REPORTED ABOVE <i>Include: Bill of lading number, date of shipment, shippers estimated and actual charges.</i>	NUMBER OF UNDERESTIMATES
BILL 001-0706 1-12-96 Estimate \$1,547.80 ACTUAL \$2,172.24 TRANSPORTATION VALUATION added after estimate was issued. Add'l PACKING & TIME Required ON SHIPMENT.	
BILL 001-1106 1-29-96 Estimate \$919.20 ACTUAL \$1,137.50 Add'l TIME Required ON SHIPMENT.	
BILL 001-1506 1-31-96 Estimate \$325.00 ACTUAL \$455.00 Add'l TIME Required ON SHIPMENT.	
BILL 002-2206 2-24-96 Estimate \$1,796.00 ACTUAL \$2,325.50 TRANSPORTATION VALUATION added after estimate was issued. Add'l TIME Required ON SHIPMENT.	
BILL 003-0206 3-1-96 Estimate \$634.20 ACTUAL \$719.00 Add'l PACKING Required ON SHIPMENT.	
BILL 003-0706 3-5-96 Estimate \$1,110.20 ACTUAL \$1,422.55 TRANSPORTATION VALUATION - Add'l TIME needed on SHIPMENT.	
SIGNATURE AND TITLE OF RESPONSIBLE EMPLOYEE C.T. Conroy, Manager Accts Rec	Quarterly Period Ending 3-31-1996 9-30-1997 6-30-1997 12-31-1997 Please circle period

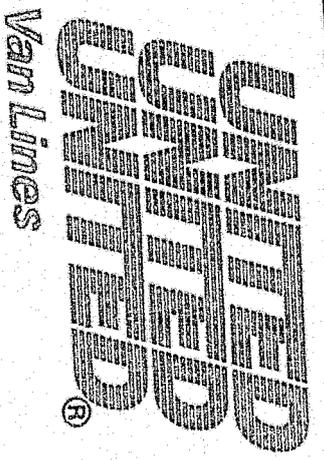
Source

The provisions of this § 31.124 adopted September 14, 1973, effective September 15, 1973, 3 Pa.B. 2064.

MOTOR COMMON CARRIERS OF HOUSEHOLD GOODS REPORT OF UNDERESTIMATES TO: PA. PUBLIC UTILITY COMMISSION BUREAU OF I.S. & E.	PUC DOCKET NUMBER A00103976
	NAME AND ADDRESS OF CARRIER Fischer-Hughes TRANSPORT INC 450 N. BROAD ST. DOYLESTOWN, PA 18901
INSTRUCTIONS: A quarterly report of underestimates is required to be filed with the Pennsylvania Public Utility Commission pursuant to Rule 703, General Order No. 29. Submit only the original copy of this report, no later than the end of the month following the quarter reported on. When no reportable underestimates occur, a report is not required. Retain one copy of this report and each estimate for three years. Specimen copies of this form will be supplied upon request without charge. Additional copies may be reproduced using the same format and size. Failure to submit this report is subject to the penalties provided under Article XIII of the Public Utility Law.	
TOTAL NUMBER OF SHIPMENTS MOVED THIS QUARTER.....	
TOTAL NUMBER OF SHIPMENTS FOR WHICH ESTIMATES WERE GIVEN..... <i>All estimates of approximations of charges must be in writing</i>	
TOTAL NUMBER OF SHIPMENTS IN WHICH ACTUAL CHARGES EXCEED ESTIMATED CHARGES BY 10% OR MORE.....	
REASON(S) FOR UNDERESTIMATES REPORTED ABOVE <i>Include: Bill of lading number, date of shipment, shippers estimated and actual charges.</i>	NUMBER OF UNDERESTIMATES
BILL 003-1506 3-16-96 Estimate \$578.50 Actual \$734.25 ADDL Time Required on shipment.	
BILL 003-3106 3-23-96 Estimate \$465.00 Actual \$554.00 ADDL Time Required on shipment.	
BILL 003-2006 3-27-96 Estimate \$445.00 Actual \$536.00 ADDL Time Required on shipment.	
SIGNATURE AND TITLE OF RESPONSIBLE EMPLOYEE	Quarterly Period Ending 3-31-1996 6-30-1997 9-30-1997 12-31-1997 Please circle period

Source

The provisions of this § 31.124 adopted September 14, 1973, effective September 15, 1973, 3 Pa.B. 2064.



Fischer-Hughes
Transport, Inc.
450 N. Broad Street
Doylestown, PA 18901

Pa. Public Utility Commission
Bureau of I.S. & E
P.O. Box 3265
Harrisburg, Pa. 17105-3265



PAID BY ADDRESSEE
MAIL ROOM
MAR 6 1987
PHYSICAL DIVISION & SAFETY
DOYLESTOWN, PA 18901

HOUSEHOLD GOODS CARRIERS	PUC DOCKET NO. <i>A 0010-3976</i>
REPORT OF UNDERESTIMATES	NAME & ADDRESS OF CARRIER: FISCHER HUGHES TRANSPORT 450 N. BROAD STREET DOYLSTOWN, PA 18901
TO: PA. PUBLIC UTILITY COMMISSION BUREAU OF TRANSP. & SAFETY P.O. BOX 3265 HARRISBURG, PA 17105-3265	PHONE NO. <i>215-345-0234</i>

INSTRUCTIONS: A quarterly report of underestimates is required to be filed with the Pennsylvania Public Utility Commission pursuant to 52 Pa. Code §31.124. Submit only the original copy of this report, no later than the end of the month following the quarter reported on. When no reportable underestimates occur, a report is not required. Retain one copy of the report and each estimate for three years. Specimen copies of this form will be supplied upon request without charge. Additional copies may be reproduced using the same format and size. Failure to submit this report may subject you to penalties.

TOTAL NUMBER OF SHIPMENTS MOVED THIS QUARTER.	<i>214</i>
TOTAL NUMBER OF SHIPMENTS FOR WHICH ESTIMATES WERE GIVEN. <small>All estimates of approximations of charges must be in writing.</small>	<i>214</i>
TOTAL NUMBER OF SHIPMENTS IN WHICH ACTUAL CHARGES EXCEED ESTIMATED CHARGES BY 10% OR MORE	<i>10</i>

REASON(S) FOR UNDERESTIMATES REPORT ABOVE <small>Include: Bill of lading no., date of shipment, shippers estimates and actual charges.</small>	NUMBER OF UNDERESTIMATES
<i>001-1607 1-30-97 Estimate \$269.20 Actual \$563.60 Add'l Time Required on shipment</i>	
<i>001-1707 1-29-97 Estimate \$1243.40 Actual \$1618.45 TRANSPORTATION Valuation Added After estimate was issued Add'l Packing was performed.</i>	
<i>201-0407 1-16-97 Estimate \$2084.45 Actual \$2525.73 Shipment weight higher than estimate Add'l Packing Required</i>	
<i>003-0707 3-29-97 Estimate \$1245.25 Actual \$1529.75 TRANSPORTATION Valuation Added after estimate was issued. Add'l Time Required on shipment</i>	
<i>003-0407 3-14-97 Estimate \$475.00 Actual \$593.75 Add'l Time Required on shipment</i>	
<i>003-0607 3-31-97 Estimate \$665.00 Actual \$971.00 TRANSPORTATION Valuation Added after estimate was issued.</i>	

~~ERM~~

SIGNATURE AND TITLE OF RESPONSIBLE EMPLOYEE: <i>Mike Corsonel Manager Acct. Rec</i>	DATE: <i>4-30-97</i>	QUARTERLY PERIOD ENDING: 3 31 97 9 30 ___ 6 30 ___ 12 31 ___ <small>Please circle period</small>
--	-------------------------	---

5 1997

HOUSEHOLD GOODS CARRIERS

REPORT OF UNDERESTIMATES

TO: PA. PUBLIC UTILITY COMMISSION
BUREAU OF TRANSP. & SAFETY
P.O. BOX 3265
HARRISBURG, PA 17105-3265

PUC DOCKET NO.

A0010.3976

NAME & ADDRESS OF CARRIER:

Fischer Hughes TRANSPORT
450 N. BROAD STREET
DOYKSTOWN, PA 18901

PHONE NO.

INSTRUCTIONS: A quarterly report of underestimates is required to be filed with the Pennsylvania Public Utility Commission pursuant to 52 Pa. Code §31.124. Submit only the original copy of this report, no later than the end of the month following the quarter reported on. When no reportable underestimates occur, a report is not required. Retain one copy of the report and each estimate for three years. Specimen copies of this form will be supplied upon request without charge. Additional copies may be reproduced using the same format and size. Failure to submit this report may subject you to penalties.

TOTAL NUMBER OF SHIPMENTS MOVED THIS QUARTER.

214

TOTAL NUMBER OF SHIPMENTS FOR WHICH ESTIMATES WERE GIVEN.

All estimates of approximations of charges must be in writing.

214

TOTAL NUMBER OF SHIPMENTS IN WHICH ACTUAL CHARGES EXCEED ESTIMATED CHARGES BY 10% OR MORE.

10

REASON(S) FOR UNDERESTIMATES REPORT ABOVE

Include: Bill of lading no., date of shipment, shippers estimates and actual charges.

NUMBER OF UNDERESTIMATES

003-1207 3-29-97 ESTIMATE \$686.00 ACTUAL \$828.50
Add'l Time Required ON SHIPMENT.
003-1407 3-31-97 ESTIMATE \$753.50 ACTUAL \$876.00
Add'l Time Required ON SHIPMENT
003-1807 3-29-97 ESTIMATE \$1,018.80 ACTUAL \$1,325.20
TRANSPORTATION Valuation Added AFTER estimate was issued
003-0107 3-31-97 ESTIMATE \$ 569.70 ACTUAL \$ 714.34
Packing and extra labor required.

SIGNATURE AND TITLE OF RESPONSIBLE EMPLOYEE:

DATE:

QUARTERLY PERIOD ENDING:
3-31-97 9:30
6:30 12:32
Please circle period



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

A. Brewster

IN REPLY PLEASE
 REFER TO OUR FILE

DOCUMENT
 FOLDER

April 29, 1997

A-00103976
 HHG-97-008

DOCKETED
 AUG 07 1997

REP
 2

FISCHER-HUGHES TRANSPORT INC
 450 NORTH BROAD STREET
 DOYLESTOWN PA 18901

Gentlemen:

During the month of February 1997, Enforcement Officer Lester Milby conducted a household goods review of your business operations for the months of August 1996 through December 1996.

The following move reflects a violation of 66 Pa. C.S. §1303, by charging a lesser rate than that specified in your household goods tariff on file with this Commission:

- (a) In the household goods move made for Ruth Abbott on August 12, 1996, you charged \$435.10, as opposed to the correct charge of \$436.05, resulting in an approximately undercharge of \$.95.

The following move reflects a charge exceeding the estimate by more than 10%:

- (a) Mike Durkin, December 17, 1996.

A motor common carrier of household goods in use shall file with the Pennsylvania Public Utility Commission, Bureau of Transportation and Safety, Motor Carrier Services and Enforcement Division, Harrisburg, Pennsylvania, a quarterly report containing instances wherein charges exceeded the estimate by more than 10% with the explanation of the reasons for the variances in accordance with 52 Pa. Code §31.124. As of the date of this letter, no such report has been received by the Pennsylvania Public Utility Commission.

Continued operations, as described above, may subject you to penalties which may include the assessment of fines up to \$1,000 per violation.

If you have any questions concerning this matter, please do not hesitate to contact me at the above address or call me at (717) 787-2616.

Alternative formats of this material are available, for persons with disabilities, by contacting the Technical Review Section at (717) 787-1168.

Very truly yours,

Dwight Beard
 Motor Carrier Services
 and Enforcement Division
 Bureau of Transportation and Safety

RECEIVED
 PENNSYLVANIA PUBLIC UTILITY COMMISSION
 HARRISBURG, PA

APR 29 1997

011000

DB:dk

pc: Philadelphia District Office/Milby

Certificate No. A-00103976
Folder 1 and Folder 1, Am-A

FREIGHT PA. P.U.C. NO. 6
Cancels
Freight Pa. P.U.C. No. (4)

FISCHER-HUGHES TRANSPORT, INC.

LOCAL MOTOR FREIGHT TARIFF

NAMING

RATES, RULES AND REGULATIONS

GOVERNING

THE

TRANSPORTATION

OF

PROPERTY

BETWEEN

POINTS IN PENNSYLVANIA

AS

SHOWN IN ITEM 10 HEREIN

000779

97 APR - 7 AM 7:57
COMMUNICATIONS OFFICE

Official Filed Tariff

For reference to Governing Publications, see Item 20 herein.

ISSUED: JUNE 14, 1994

EFFECTIVE: JULY 23, 1994

Issued By:

Robert M. Hughes, President
450 North Broad Street
Doylestown, Pennsylvania 18901

RECEIVED

JUN 14 1994

KS94-29

Trans. Tariff Section

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Abbreviations and reference marks are explained on last page of tariff.

SECTION 1
RULES AND REGULATIONS

ITEM 10 - SCOPE OF CARRIER'S OPERATING AUTHORITY

Rates and provisions named in this tariff, or as amended, are limited in their application on Pennsylvania intrastate commerce to the extent of the operating rights set forth below.

Certificate No. A-00103976
Folder 1

1. To transport, as a Class D carrier, milk from farms in the counties of Bucks and Montgomery to dairies in the said counties and the city and county of Philadelphia.
2. To transport, as a Class D carrier, new furniture sold by merchants of the borough of Doylestown, Bucks County, and household goods and office furnishings, stock and fixtures in use, from the borough of Doylestown, Bucks County, and within ten (10) miles by the usually traveled highways, of the limits of said borough, to points in Pennsylvania within forty (40) miles by the usually traveled highways of the limits of said borough, and vice versa.
3. To transport, as a Class D carrier, in emergencies, not to exceed ten (10) trips per year, new furniture sold by merchants of the borough of Doylestown, Bucks County, and household goods and office furnishings, stock and fixtures in use, from the borough of Doylestown, Bucks County, and within ten (10) miles, by the usually traveled highways of the limits of said borough, to points in Pennsylvania more than forty (40) miles, by the usually traveled highways, from the limits of said borough and vice versa; provided, that such trips shall be reported to the Commission immediately after they are made.
4. To transport, as a Class D carrier, property of the Western Electric Company and the Bell Telephone Company of Pennsylvania between points in the counties of Bucks and Montgomery;

with right No. 4 above, subject to the following condition:

That no right, power or privilege is granted to transport commodities in bulk in tank vehicles or in hopper-type vehicles.

5. To transport, as a Class D carrier, property usual to use in a household when a part of such household equipment or supply, in connection with a removal by a household from one house or dwelling to another; furniture, fixtures, equipment and the property usual in a store, office museum, institution, hospital or other establishment, when a part of the stock, equipment or supply of such store, office, museum, institution, hospital or other establishment, in connection with a removal from one location to another; and works of art, furniture, musical instruments, displays, exhibits and articles requiring specialized handling and equipment usually employed in moving household goods between points in the borough of Doylestown, Bucks County, and within an airline distance of ten (10) statute miles of said borough and from points in the said borough and territory to points within fifty (50) miles by the usually traveled highways of the limits of said borough, and vice versa.

(Item 10 continued)

Abbreviations and reference marks are explained on last page of tariff.

SECTION 1
RULES AND REGULATIONS

ITEM 10 - SCOPE OF CARRIER'S OPERATING AUTHORITY (Concluded)

Rates and provisions named in this tariff, or as amended, are limited in their application on Pennsylvania intrastate commerce to the extent of the operating rights set forth below.

Certificate No. A-00103976
Folder 1, Am-A

To transport, as a Class D carrier, aircraft, household goods, personal effects and property used or to be used in a dwelling when a part of the furnishings, equipment, or supplies of such dwelling as an incidental part of a removal by the householder from one domicile to another; furniture, fixtures, equipment and the property of stores, offices, museums, institutions, hospitals or other establishments when a part of the stock, equipment or supply of such stores, offices, museums, institutions, hospitals or other establishments, in connection with a removal from one location to another; and articles in use, including objects of art, displays and exhibits which, because of their unusual nature or value, require specialized handling and equipment usually employed in moving household goods, between points in the counties of Philadelphia, Delaware, Chester, Montgomery and Bucks, included within a line which connects the municipal boundaries of Chester, West Chester, Paoli, Norristown, Doylestown and Morrisville, but not including said places.

To transport, as a Class D carrier, aircraft, household goods, personal effects and property used or to be used in a dwelling when a part of the furnishings, equipment, or supplies of such dwelling as an incidental part of a removal by the householder from one domicile to another; furniture, fixtures, equipment and the property of stores, offices, museums, institutions, hospitals or other establishments when a part of the stock, equipment or supply of such stores, offices, museums, institutions, hospitals or other establishments, in connection with a removal from one location to another; and articles in use, including objects of art, displays and exhibits which, because of their unusual nature or value, require specialized handling and equipment usually employed in moving household goods, from points in the counties of Philadelphia, Delaware, Chester, Montgomery and Bucks, included within a line which connects the municipal boundaries of Chester, West Chester, Paoli, Norristown, Doylestown and Morrisville, but not including said places, to other points in Pennsylvania, and vice versa.

Abbreviations and reference marks are explained on last page of tariff.

SECTION 1
RULES AND REGULATIONS

ITEM 20 - GOVERNING PUBLICATIONS

Except as otherwise provided herein for rates, rules, regulations and provisions applicable to the transportation of household goods and related articles, in use, see Tariff Freight Pa. P.U.C. No. 53 (Carrier Directory), revisions thereto and reissues thereof, issued by Tristate Household Goods Tariff Conference, Inc., Agent.

ITEM 30 - DECLARED VALUE

Rates and charges named herein applicable when value declared by shipper does not exceed thirty cents (30¢) per pound, per article. For method of determining rates when value declared exceeds thirty (30¢) cents, see Conversion Table of Rates, Section 4 of Governing Publication.

ITEM 40 - PIANO CARRY

In addition to other lawful charges, the following charge in dollars will be assessed for handling pianos:

	<u>GRAND</u>	<u>UPRIGHT</u>	<u>SPINET</u>
Flat Charge	\$25.00	\$25.00	\$15.00

ITEM 50 - LABOR CHARGE ▲

Carrier will assess a charge of \$24.00 per hour labor charge when no other charges are otherwise provided in this tariff, when such services are requested by shipper or his agent.

ITEM 60 - CLASSIFICATION OF PROPERTY ▲

Class 1 shipments are personal effects and property usual in a dwelling, when a part of the equipment or supply of such dwelling; and articles, including displays and exhibits, which because of their unusual nature or value require specialized handling and equipment usually employed in moving household goods which are not described in Class 2 shipments.

Class 2 shipments are furniture, fixtures, equipment and property of stores, offices, museums, institutions, hospitals and establishments other than dwellings when a part of the stock, equipment or supply of such stores, offices, museums, institutions, hospitals and establishments other than dwellings (shipments of a gross cubic measurement of 150 cubic feet or less are excluded).

Abbreviations and reference marks are explained on last page of tariff.

SECTION 2
ADDITIONAL SERVICES

ITEM 200 ▲ ◆

PACKING AND UNPACKING RATES

1. Packing rates include only the packing service of carrier furnished containers.
2. Unpacking rates include unpacking service of containers furnished and packed by carrier and disposal of such containers and materials if requested by consignee. Unpacking service, if ordered, must be performed at time of delivery unless consignee requests otherwise. If consignee requests that unpacking of carrier packed items be performed subsequent to the time of delivery, the unpacking charges provided will apply subject to the minimum charge shown. Apply labor charge (Item 50) for unpacking of all containers not packed and furnished by the carrier. Unpacking service performed subsequent to delivery must be performed within thirty (30) days of the original delivery date.

Packing and unpacking rates apply per each container named herein in dollars and cents, except as otherwise noted.

DESCRIPTION OF CONTAINERS	PACKING RATES	UNPACKING RATES
DRUM, DISH-PACK (Drum, Dish-pack, barrel or other specially designed containers of not less than 5 cu. ft. capacity for use in packing glassware, chinaware, bric-a-brac, table lamps or similar fragile articles)	\$17.10	\$6.85
CARTONS:		
Less than 3 cu. ft. (Not less than 200 lb. test)	4.30	1.75
3 cu. ft. (Not less than 200 lb. test)	6.60	2.60
4.5 cu. ft. (Not less than 200 lb. test)	8.15	3.25
6 cu. ft. (Not less than 200 lb. test)	8.95	3.55
6.5 cu. ft. (Not less than 275 lb. test)	11.25	4.50
Grandfather Clock Carton	11.55	4.60
Gun Carton	4.45	1.80
Ironing Board Carton	4.45	1.80
Lamp Shade Carton	6.80	2.70
Pole Lamp Carton	4.45	1.80
Ski Carton	4.45	1.80
Tea Chest Carton	11.00	4.40
Wardrobe Carton not less than 10 cu. ft.	5.05	1.30
Grib Mattress	3.85	1.50
Twin Mattress (Not exceeding 39" x 75")	4.70	1.90
Double Mattress (Not exceeding 54" x 75")	4.70	1.90
Queen/King Mattress (Exceeding 54" x 75")	7.30	2.90
Long Mattress (39" x 80")	4.70	1.90
Mattress Cover	3.00	1.15
Corrugated Containers (Mirrors, paintings and similar fragile articles)	13.85	5.55
Grates (other than corrugated) (Per Cu. Ft.)..	9.40	1.90
Minimum charge	37.50	7.50
Next day Unpacking Minimum	93.50

Abbreviations and reference marks are explained on last page of tariff.

SECTION 2
ADDITIONAL SERVICES

ITEM 250 ▲ ◆

PACKING CONTAINER CHARGES includes containers and materials which remain the property of the consignee. Charges in dollars and cents per container.

DESCRIPTION OF CONTAINERS	P E R	PACKING CONTAINER CHARGES
DRUM, DISH-PACK (Drum, Dish-pack, barrel or other specially designed containers of not less than 5 cu. ft. capacity for use in packing glassware, chinaware, bric-a-brac, table lamps or similar fragile articles)	EACH	\$14.70
CARTONS:		
Less than 3 cu. ft. (Not less than 200 lb. test)	EACH	3.10
3 cu. ft. (Not less than 200 lb. test)	EACH	4.50
4.5 cu. ft. (Not less than 200 lb. test)	EACH	5.35
6 cu. ft. (Not less than 200 lb. test)	EACH	6.20
6.5 cu. ft. (Not less than 275 lb. test)	EACH	6.75
Grandfather Clock Carton	EACH	26.05
Gun Carton	EACH	7.85
Ironing Board Carton	EACH	7.85
Lamp Shade Carton	EACH	8.05
Pole Lamp Carton	EACH	7.85
Ski Carton	EACH	7.85
Tea Chest Carton	EACH	16.35
Wardrobe Carton not less than 10 cu. ft.	EACH	11.55
Crib Mattress Carton	EACH	4.25
Twin Mattress Carton (Not exceeding 39" x 75")	EACH	7.60
Double Mattress Carton (Not exceeding 54" x 75")	EACH	9.45
Queen/King Mattress Carton (Exceeding 54" x 75")	EACH	15.55
Long Mattress (39" x 80")	EACH	10.75
Mattress Cover	EACH	5.50
Corrugated Containers (Specially designed or constructed for mirrors, paintings, glass or marble tops and similar fragile articles)	EACH	11.90

Note 1: Cubical content must be shown on all cartons.

Note 2: In the event that two or more standard containers must be joined together because of the size, shape or character or the item or items to be packed, the charge for the container, packing and/or unpacking shall be the combined reflected in Items 200 and 250 for all cartons used.

Abbreviations and reference marks are explained on last page of tariff.

SECTION 3
HOURLY RATES

ITEM 300 ▲ ♦

Applicable on the transportation of Class 1 Shipments (Item 60) transported distances of forty (40) miles and less.

Subject to Notes 1 to 6 below, the transportation charges on any shipment shall be a combination of the applicable traveling charge named in Column 1 plus hourly charge at applicable rates named in Columns 2, 3 and 4.

Hourly rates apply only from time of arrival of vehicles and men at first point of origin (continue during all loading, transportation from first point of origin to final destination and unloading) until completion of unloading and dismissal of vehicles and men by shipper at destination.

Traveling charges cover traveling to first point of origin and traveling from final destination, irrespective of actual time involved in such traveling.

EQUIPMENT AND MEN	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
	TRAVEL CHARGE NOTE 6	HOURLY RATES - IN DOLLARS AND CENTS		
		SUNDAYS AND HOLIDAYS ANY HOUR ↓	WEEKDAYS AND SATURDAYS 6:01 A.M. TO 6:00 P.M.	*WEEKDAYS AND SATURDAYS 6:01 P.M. TO 6:00 A.M.
Vehicle and Driver		\$53.00	\$41.00	\$53.00
Additional Men; Each		36.00	24.00	36.00
Supervisors; Each		37.50	25.00	37.50

Note 1: Traveling charges (Column 1) are in addition to hourly rates (Columns 2, 3 and 4). For charges see Note 6.

Note 2: Hourly rates (Columns 2, 3 and 4) are based on the day or days, as indicated, during which services are performed.

Note 3: Hourly rates (Columns 2, 3 and 4) computed in half-hour periods; fraction of half-hour considered one-half hour.

Note 4: Minimum total transportation charge on Sundays and Holidays: four (4) hours at rates in Columns 1 and 2. Minimum total transportation charge weekdays and Saturdays, 6:01 P.M. to 6:00 A.M.: four (4) hours at rates in Columns 1 and 4.

Note 5: Rates in Column 4 apply only from 6:01 P.M. to 12:00 midnight on any day when a higher rate is shown for the following day.

Note 6: When the distance between first point of origin and final destination is:	A travel charge based on the day of use for the following time will be assessed:
<u>OVER</u>	
<u>NOT OVER</u>	
0	1/2 hour
10	1 hour
20	1-1/2 hours
30	2 hours

* When requested by shipper.

Abbreviations and reference marks are explained on last page of tariff.

SECTION 3
HOURLY RATES

ITEM 325 ▲ ♦

Applicable on the transportation of Class 2 Shipments (Item 60) transported distances of forty (40) miles and less.

Subject to Notes 1 to 6 below, the transportation charges on any shipment shall be a combination of the applicable traveling charge named in Column 1 plus hourly charge at applicable rates named in Columns 2, 3 and 4.

Hourly rates apply only from time of arrival of vehicles and men at first point of origin (continue during all loading, transportation from first point of origin to final destination and unloading) until completion of unloading and dismissal of vehicles and men by shipper at destination.

Traveling charges cover traveling to first point of origin and traveling from final destination, irrespective of actual time involved in such traveling.

EQUIPMENT AND MEN	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
	HOURLY RATES - IN DOLLARS AND CENTS			
	TRAVEL CHARGE NOTE 6	SUNDAYS AND HOLIDAYS ANY HOUR ♦	SATURDAYS ANY HOUR WEEKDAYS 6:01 P.M. TO 6:00 A.M.	*WEEKDAYS 6:01 A.M. TO 6:00 P.M.
Vehicle and Driver		\$54.50	\$54.50	\$42.00
Additional Man; Each.....		37.50	37.50	25.00
Supervisors; Each		39.00	39.00	26.00

- Note 1: Traveling charges (Column 1) are in addition to hourly rates (Columns 2, 3 and 4). For charges see Note 6.
- Note 2: Hourly rates (Columns 2, 3 and 4) are based on the day or days, as indicated, during which services are performed.
- Note 3: Hourly rates (Columns 2, 3 and 4) computed in half-hour periods; fraction of half-hour considered one-half hour.
- Note 4: Minimum total transportation charge on Sundays and Holidays: four (4) hours at rates in Columns 1 and 2. Minimum total transportation charge weekdays, 6:01 P.M. to 6:00 A.M. and Saturdays, any hour: four (4) hours at rates in Columns 1 and 3.
- Note 5: Rates in Column 3 apply only from 6:01 P.M. to 12:00 midnight on any day when a higher rate is shown for the following day.
- Note 6: When the distance between first point of origin and final destination is:
- | | | |
|-------------|-----------------|------------|
| <u>OVER</u> | <u>NOT OVER</u> | |
| 0 | 10 | 1/2 hour |
| 10 | 20 | 1 hour |
| 20 | 30 | 1-1/2 hour |
| 30 | 40 | 2 hours |
- A travel charge based on the day of use for the following time will be assessed:

* When requested by shipper.

Abbreviations and reference marks are explained on last page of tariff.

SECTION 3
HOURLY RATES

ITEM 350 ▲ ◆

Applicable on the transportation of all property (except Items 300, 325 and 375) between all points authorized in Scope of Carrier's Operating Authority (Item 10). Hourly rates (Notes 1, 2, 3, 4 and 5). In Dollars and Cents Per Hour.

EQUIPMENT AND MEN	OTHER THAN SATURDAYS, SUNDAYS AND HOLIDAYS	SATURDAYS ANY HOUR	SUNDAYS AND HOLIDAYS ANY HOUR
Vehicle and Driver	\$42.00	\$54.50	\$67.00
Additional Men; Each	25.00	37.50	50.00

- Note 1: Hourly rates will be charged from time vehicle leaves garage until vehicle returns to garage.
- Note 2: The minimum charge per shipment will be the charge for two (2) hours.
- Note 3: Where service commences at the request of the shipper, after 5:00 P.M., rates shall be 1-1/2 times the rate shown for "other than Saturdays, Sundays and Holidays."
- Note 4: Fractions of an hour beyond the first two (2) hours shall be charged to the nearest half-hour.
- Note 5: Hourly rates in this item not applicable when a specific rate is published to apply on a specific article.

ITEM 375 ◆

Applicable on the transportation of property for Western Electric Company and Bell Telephone Company of PA. Between points in the counties of Bucks and Montgomery. Hourly rates (Notes 1, 2 and 3). Rates apply in Dollars and Cents Per Hour.

EQUIPMENT AND DRIVER	WITHOUT WINCH	WITH WINCH
Vehicle and Driver	\$42.00	\$43.00
Additional Men; Each	25.00	25.00
Supervisors; Each	26.00	26.00

- ▲ Note 1: Hourly rates will be charged from time vehicle leaves garage until vehicle returns to garage.
- ▲ Note 2: The minimum charge per shipment will be the charge for two (2) hours.
- ▲ Note 3: Fractions of an hour beyond the first two (2) hours shall be charged to the nearest half-hour.

Abbreviations and reference marks are explained on last page of tariff.

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

A.M.	Before noon
Am	Amendment
Cu.	Cubic
Ft.	Feet or foot
Inc.	Incorporated
Lb.	Pound
No.	Number
PA or Pa...	Pennsylvania
P.M.	Afternoon
P.U.C.	Public Utility Commission
◆	Denotes increase
♣	Denotes reduction
▲	Denotes addition or change
\$	Denotes dollar(s)
¢	Denotes cent(s)
"	Denotes inch(es)
%	Denotes percent
x	Denotes times
&	Denotes and

Abbreviations and reference marks are explained on last page of tariff.

Certificate No. A-00103976
Folder 1 and Folder 1, Am-A

Supplement 1
to
FREIGHT PA. P.U.C. NO. 6

Supplement 1 contains all
changes.

FISCHER-HUGHES TRANSPORT, INC.

LOCAL MOTOR FREIGHT TARIFF

NAMING

RATES, RULES AND REGULATIONS

GOVERNING

THE

TRANSPORTATION

OF

PROPERTY

BETWEEN

POINTS IN PENNSYLVANIA

AS

SHOWN IN ITEM 10 HEREIN

For reference to Governing Publications, see Item 20 herein.

ISSUED: APRIL 24, 1996

EFFECTIVE: MAY 25, 1996

Issued By:

Robert M. Hughes, President
450 North Broad Street
Doylestown, Pennsylvania 18901

610 - 345-0234

215

RECEIVED

APR 22 1996

Trans. Tariff Section

KS96-9

SECTION 1
RULES AND REGULATIONS

ITEM 20-A (Cancels Item 20 of original tariff) ▲ - GOVERNING PUBLICATIONS
Except as otherwise provided herein for rates, rules, regulations and provisions applicable to the transportation of household goods, in use, see Tariff Freight Pa. P.U.C. No. 53 (Carrier Directory), revisions thereto and reissues thereof, issued by Tristate Household Goods Tariff Conference, Inc., Agent.

ITEM 50-A (Cancels Item 50 of original tariff) ♦ - LABOR CHARGE
Carrier will assess a charge of \$25.00 per hour labor charge when no other charges are otherwise provided in this tariff, when such services are requested by shipper or his agent.

ITEM 60-A (Cancels Item 60 of original tariff) ▲ - CLASSIFICATION OF PROPERTY
Class 1 shipments are personal effects and property used or to be used in a dwelling when a part of the equipment or supply of such dwelling and such other similar property; except that this subparagraph shall not be construed to include property moving from a factory or store, except such property as the householder has purchased with the intent to use in his dwelling and which is transported at the request of, and the transportation charges paid to the carrier by, the householder.

Provisions formerly contained in this item and not brought forward are cancelled.
No further application.

Abbreviations and reference marks are explained on last page of tariff.

SECTION 3
HOURLY RATES

ITEM 300-A (Cancels Item 300 of original tariff) ♦
Applicable on the transportation of Class 1 Shipments (Item 60) transported distances of forty (40) miles and less.

Subject to Notes 1 to 6 below, the transportation charges on any shipment shall be a combination of the applicable traveling charge named in Column 1 plus hourly charge at applicable rates named in Columns 2, 3 and 4.

Hourly rates apply only from time of arrival of vehicles and men at first point of origin (continue during all loading, transportation from first point of origin to final destination and unloading) until completion of unloading and dismissal of vehicles and men by shipper at destination.

Traveling charges cover traveling to first point of origin and traveling from final destination, irrespective of actual time involved in such traveling.

EQUIPMENT AND MEN	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
	TRAVEL CHARGE NOTE 6	HOURLY RATES - IN DOLLARS AND CENTS		
		SUNDAYS AND HOLIDAYS ANY HOUR	WEEKDAYS AND SATURDAYS 6:01 A.M. TO 6:00 P.M.	*WEEKDAYS AND SATURDAYS 6:01 P.M. TO 6:00 A.M.
Vehicle and Driver		57.50	45.00	57.50
Additional Men; Each		37.50	25.00	37.50
Supervisors; Each		39.00	26.00	39.00

- Note 1: Traveling charges (Column 1) are in addition to hourly rates (Columns 2, 3 and 4). For charges see Note 6.
- Note 2: Hourly rates (Columns 2, 3 and 4) are based on the day or days, as indicated, during which services are performed.
- Note 3: Hourly rates (Columns 2, 3 and 4) computed in half-hour periods; fraction of half-hour considered one-half hour.
- Note 4: Minimum total transportation charge on Sundays and Holidays: four (4) hours at rates in Columns 1 and 2. Minimum total transportation charge weekdays and Saturdays, 6:01 P.M. to 6:00 A.M.: four (4) hours at rates in Columns 1 and 4.
- Note 5: Rates in Column 4 apply only from 6:01 P.M. to 12:00 midnight on any day when a higher rate is shown for the following day.
- Note 6: When the distance between first point of origin and final destination is:
- | | | |
|-------------|-----------------|--|
| <u>OVER</u> | <u>NOT OVER</u> | A travel charge based on the day of use for the following time will be assessed: |
| 0 | 10 | |
| 10 | 20 | |
| 20 | 30 | |
| 30 | 40 | |
- 1/2 hour
1 hour
1 1/2 hours
2 hours

* When requested by shipper.

Abbreviations and reference marks are explained on last page of tariff.

SECTION 3
HOURLY RATES

ITEM 325-A (Cancels Item 325 of original tariff)

▲ Provisions formerly contained in this item and not brought forward are cancelled. No further application.

ITEM 350-A (Cancels Item 350 of original tariff)

▲ Provisions formerly contained in this item and not brought forward are cancelled. No further application.

ITEM 375-A (Cancels Item 375 of original tariff)

▲ Provisions formerly contained in this item and not brought forward are cancelled. No further application.

Abbreviations and reference marks are explained on last page of tariff.

① Auto Abbott / mon & van $\$45.00$
~~mon & van~~ $\$50.00$
 2 men $\$50.00$
 $\$95.00 \times 4L = \380.00
 $\frac{1}{2} \text{ hr. TT } \$47.50 = \$47.50$
 $\$427.50$
 ? 2% $\$8.55$
 $\$436.05$ correct
 $\$435.10$ unsuccessful
 $\$.95$

② Mrs. Beck / net work
~~mon & van~~ $\$45.00$
 1 man $\$25.00$
 $\$70.00 \times 4L = \280.00
 1 hr TT $\$70.00$ OK actual
 $\$350.00$ correct
 $\$357.00$

③ Molly Covey / noil work OK
~~mon & van~~ $\$45.00$
 1 man $\$25.00$
 $\$70.00 \times 2L = \140.00
 $\frac{1}{2} \text{ hr. TT } \35.00 OK actual
 $\$580.00$ correct
 $\$280.00$

Covey ~~work~~ no ~~work~~ for ~~supplies~~
 a ~~man~~ $\$5.$ / ~~no~~ ~~work~~ ~~one~~
~~direction~~ ~~skills~~ ~~of~~ ~~the~~ / ~~the~~
~~Be~~ ~~correct~~!

④ Mike Durkin / noil work OK
~~mon & van~~ $\$45.00$
 2 men $\$50.00$
 $\$95.00 \times 4 = \380.00
 1 hr TT $\$95.00 = \95.00
 $\$475.00$
 $\frac{1}{2} \text{ hr TT } \47.50
 $\$522.50$
 Extended 10%
 $\$574.75$
 Pack $\$26.95$
 Labor $\$95.00$ correct
 $\$596.95$

⑤ Konrad & Norma Ebling / no work OK
~~mon & van~~ $\$45.00$
 2 men $\$50.00$
 $\$95.00 \times 4 = \380.00
 1 hr TT $\$95.00 = \95.00
 $\$10.00$ unsuccessful correct
 $\$390.00$

10
 In Ordnung
 Mail
 (AC)

max + von \$ 4500
 3 m = \$ 500
 \$ 9200 X 8 = \$ 73600
 1 m + 8900 = \$ 9700
 \$ 88500 (AC)

9
 Dilek Knust
 Mail
 (AC)

max + von \$ 4500
 2 m = \$ 200
 \$ 9500 X 8 = \$ 76000
 1 m + 8900 = \$ 9500
 \$ 66500
 2 m = \$ 3200
 \$ 69700 (AC)

8
 Tom + Theresa Jankowski
 Mail
 (AC)

max + von \$ 4500
 2 m = \$ 200
 \$ 8700 X 2 = \$ 17400
 1 m + 9200 = \$ 9200
 \$ 38000
 2 m = \$ 4000
 \$ 42000 (AC)

7
 Sonja Dillen
 Mail
 (AC)

max + von \$ 4500
 3 m = \$ 7500
 \$ 12000 X 10 = \$ 120000
 1 m + 12000 = \$ 132000
 \$ 132000 = \$ 132000
 \$ 132000 (AC)

6
 Soe Fummon
 Mail
 (AC)

max + von \$ 4500
 1 m = \$ 2500
 \$ 7000 X 5 = \$ 35000
 1 m = \$ 7000
 \$ 45500
 1 m + 8700 = \$ 9500
 \$ 45500 (AC)

HOUSEHOLD GOODS CARRIERS

REPORT OF UNDERESTIMATES

PUC DOCKET NO.

A 0010 3976

NAME & ADDRESS OF CARRIER:

Fischer Hughes TRANSPORT
450 N BROAD STREET
DOYLESTOWN, PA 18901

PHONE NO.

215-345-0234

TO: PA. PUBLIC UTILITY COMMISSION
BUREAU OF TRANSP. & SAFETY
P.O. BOX 3265
HARRISBURG, PA 17105-3265

INSTRUCTIONS: A quarterly report of underestimates is required to be filed with the Pennsylvania Public Utility Commission pursuant to 52 Pa. Code 131.124. Submit only the original copy of this report, no later than the end of the month following the quarter reported on. When no reportable underestimates occur, a report is not required. Retain one copy of the report and each estimate for three years. Specimen copies of this form will be supplied upon request without charge. Additional copies may be reproduced using the same format and size. Failure to submit this report may subject you to penalties.

TOTAL NUMBER OF SHIPMENTS MOVED THIS QUARTER.	246
TOTAL NUMBER OF SHIPMENTS FOR WHICH ESTIMATES WERE GIVEN. All estimates of approximations of charges must be in writing.	246
TOTAL NUMBER OF SHIPMENTS IN WHICH ACTUAL CHARGES EXCEED ESTIMATED CHARGES BY 10% OR MORE.	11
REASON(S) FOR UNDERESTIMATES REPORT ABOVE Include: Bill of lading no., date of shipment, shippers estimates and actual charges.	NUMBER OF UNDERESTIMATES
004-1307 4-01-97 ESTIMATE \$495 ACTUAL \$590 Additional Time Required to complete shipment	11
004-0707 4-01-97 ESTIMATE \$505 ACTUAL \$620 Additional Time Required to complete shipment	
004-0207 4-12-97 ESTIMATE \$807.50 ACTUAL \$1045.00 Valuation Added AFTER estimate was issued.	
004-4507 4-22-97 ESTIMATE \$1516 ACTUAL \$1760 Additional Time Required to complete shipment.	
004-2907 4-25-97 ESTIMATE \$1,843.20 ACTUAL \$2,342.25 Additional PACKING was Required.	
005-1907 5-2-97 ESTIMATE \$617.50 ACTUAL \$807.50 Additional Time Needed to complete shipment.	
005-0907 5-19-97 ESTIMATE \$1140 ACTUAL \$1604.50 Valuation Added AFTER estimate was issued Additional Time Required to complete shipment	
005-0207 5-23-97 ESTIMATE \$1320 ACTUAL \$1565 Valuation Added AFTER estimate was issued.	

SIGNATURE AND TITLE OF RESPONSIBLE EMPLOYEE:

Michael Cosgrove, Manager, Accts Rec

DATE:

7-30-97

QUARTERLY PERIOD ENDING:

3 31 9 30
6 30 12 31
6 30 97 12 31

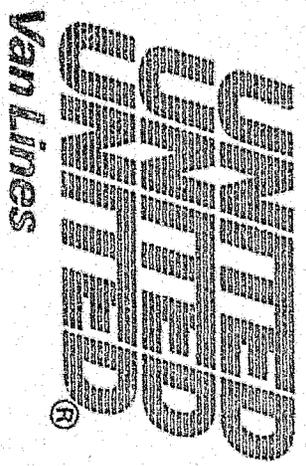
Please circle period

<p style="text-align: center;">HOUSEHOLD GOODS CARRIERS</p> <p style="text-align: center;">REPORT OF UNDERESTIMATES</p> <p>TO: PA. PUBLIC UTILITY COMMISSION BUREAU OF TRANSP. & SAFETY P.O. BOX 3265 HARRISBURG, PA 17105-3265</p>	<p>PUC DOCKET NO.</p> <p style="text-align: center;">A 0010 3976</p>
	<p>NAME & ADDRESS OF CARRIER:</p> <p>FISCHER HUGHES TRANSPORT 450 N BROAD STREET DOYLESTOWN, PA 18901</p>
	<p>PHONE NO.</p>

INSTRUCTIONS: A quarterly report of underestimates is required to be filed with the Pennsylvania Public Utility Commission pursuant to 52 Pa. Code 131.124. Submit only the original copy of this report, no later than the end of the month following the quarter reported on. When no reportable underestimates occur, a report is not required. Retain one copy of the report and each estimate for three years. Specimen copies of this form will be supplied upon request without charge. Additional copies may be reproduced using the same format and size. Failure to submit this report may subject you to penalties.

TOTAL NUMBER OF SHIPMENTS MOVED THIS QUARTER.	
TOTAL NUMBER OF SHIPMENTS FOR WHICH ESTIMATES WERE GIVEN. <small>All estimates of approximations of charges must be in writing.</small>	
TOTAL NUMBER OF SHIPMENTS IN WHICH ACTUAL CHARGES EXCEED ESTIMATED CHARGES BY 10% OR MORE.	
<p>REASON(S) FOR UNDERESTIMATES REPORT ABOVE</p> <p><small>Include: Bill of lading no., date of shipment, shippers estimates and actual charges.</small></p>	<p>NUMBER OF UNDERESTIMATES</p>
<p>005-0707 5-12-97 ESTIMATE \$785 ACTUAL \$1270.50 Additional Time Needed to complete shipment. Valuation added AFTER estimate was issued.</p> <p>006-1107 6-2-97 ESTIMATE \$280 ACTUAL \$505.95 Packing requested after estimate issued.</p> <p>006-0907 6-7-97 ESTIMATE \$522.50 ACTUAL \$712.50 Additional Time Required to complete shipment.</p>	<p>6</p>

SIGNATURE AND TITLE OF RESPONSIBLE EMPLOYEE:	DATE:	<p>QUARTERLY PERIOD ENDING:</p> <p>3 31 6 30 9 30</p> <p>6 30 97 12 31</p> <p><small>Please circle period</small></p>
--	-------	--



Fischer-Hughes
Transport, Inc.
450 N. Broad Street
Doylestown, PA 18901

PA. Public Utility Commission
Bureau of A. S. & E
PO Box 3265
Harrisburg, Pa. 17105-3265





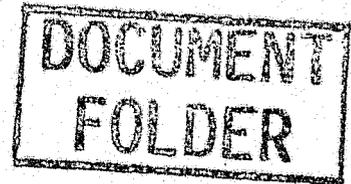
COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA PUBLIC UTILITY COMMISSION
P.O. BOX 3265, HARRISBURG, PA 17105-3265

IN REPLY PLEASE
REFER TO OUR FILE

May 1, 1998

FISHER-HUGHES TRANSPORT INC
450 DOYLESTOWN
DOYLESTOWN PA 18901

RE: A-00103976



To Whom It May Concern,

The Bureau of Transportation & Safety is conducting a survey of all passenger and household good authority in the Commonwealth of Pennsylvania. We are requesting all PUC authorized carriers to provide us with a list of all vehicles that could possibly be available on a voluntary basis in case of a need for evacuation due to an emergency situation in the Commonwealth of Pennsylvania.

Thank you for your help.

Sincerely,

Wendy J. Keezel, Manager
PUC Compliance Office

Return TO: Wendy J. Keezel, Manager
Compliance Office
Motor Carrier Services and Enforcement Division
PA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety
P.O. Box 3265, Harrisburg, PA 17105-3265

NAME OF CARRIER: Fischen Hyles Transport, Inc

ADDRESS 450 N. Broad St

COUNTY Bucks

PUC NO A00103976

TELEPHONE NUMBER _____

LIST OF VEHICLES AVAILABLE FOR EMERGENCY SITUATION:

Please note that equipment list below is
only available based on amount of business
being conducted at the specific time in question.

- | | | |
|---------------------------------|------------------------|-------------------|
| <u>87 Peterbilt Tractor</u> | <u>Plate # AB11372</u> | } All Power Units |
| <u>83 International Tractor</u> | <u>Plate # AA80706</u> | |
| <u>91 Maxion Tractor</u> | <u>Plate # AB65754</u> | |
| <u>87 International S/T</u> | <u>Plate # AB11373</u> | |
| <u>87 International S/T</u> | <u>Plate # AB11375</u> | |
| <u>89 International S/T</u> | <u>Plate # AB77059</u> | |

Multiple Tractors Available / Depending on what is available @ the
particular time needed.

SIGNATURE OF CARRIER REPRESENTATIVE 