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SECRETARY'S OFFICE  
Public Utility Commission

Exhibit No. 15  
Docket No. A.00108755  
CENTRAL TRANSPORT, INC.

11/19/88 *see Philly*

DOCKED

DEC 06 1988

PREPARED TESTIMONY OF THOMAS MCGRATH  
THE MCCLOSKEY CORPORATION

My name is Thomas McGrath. I am the Corporate Traffic Manager for The McCloskey Corporation. My offices are located at 7600 State Road, Philadelphia, PA 19136. I have been employed in this capacity for the past 14 months, which is also the duration of my employment with The McCloskey Corporation. My position gives me familiarity with the transportation requirements of the company and I am authorized to appear in support of this application of Central Transport, Inc., with respect to its efforts to obtain authorization to perform intrastate service between all points in Pennsylvania.

I have reviewed documentation furnished to me by Central concerning that carrier's participation in traffic of The McCloskey Corporation inbound to and outbound from Philadelphia during the period October 1987 through September 1988. Those records reflect that Central Transport handled one (1) load outbound from Philadelphia to Somerset, Massachusetts on June 2, 1988; and four (4) loads inbound during July and August 1988, one (1) from Cincinnati and three (3) from Baltimore.

I am familiar with the type of equipment operated by Central Transport. The McCloskey Corporation would benefit by having access to the insulated and compartmentalized trailers operated by Central Transport, in order to use that equipment

on moves between points in Pennsylvania. Compartmentalized trailers allow us to combine loads moving to different destinations into a single trailer for stop-offs enroute for partial unloading at two or more destinations. On pages 3 and 4 of this Exhibit are actual stop-off combination shipments we have made to Pennsylvania destinations during 1988.

Pages 5 and 6 of this Exhibit list our Pennsylvania customers by location. Page 7 shows a pattern distribution for the equivalent of 35 full truckloads dispatched to these customers during the period December 1987 through October 1988.

MC CLOSKEY CORPORATION

STOP-OFF SHIPMENTS

Combinations:

1/13/88

B/L 16535 Finneran & Haley, 13,160#  
Conshohocken, PA

B/L 16616 Stulb Brothers 15,880#  
Norristown, PA

2/29/88

B/L 16826 Sentry Paint 18,020#  
Darby, PA

B/L 16804 Unichem Chem. 10,900#  
New Ringgold, PA

3/18/88

B/L 16903 Stulb Brothers 15,240#  
Norristown, PA

B/L 16873 M.A. Bruder 18,360#  
Philadelphia, PA

3/22/88

B/L 16762 Allentown Paint 13,060#  
Allentown, PA

B/L 16927 Pennsbury Coatings 23,200#  
New Britain, PA

5/16/88

B/L 17202	Atomized Materials Cecil, PA.	24,160#
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B/L 17205	Gateway Paints & Chem. Co. Pittsburgh, PA	11,480#
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5/27/88

B/L 17266	Best Brothers & Paint Sinking Springs, PA	8,130#
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B/L 17265	Unichem Coating, Co. New Ringgold, PA	15,810#
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6/22/88

B/L 17340	Atomized Materials Cecil, PA	27,560#
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B/L 17347	Gateway Paint & Chem. Pittsburgh, PA	7,960#
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7/6/88

B/L 17425	Unichem Coatings New Ringgold, PA	11,560#
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B/L 17416	Chemcoat, Inc. Montoursville, PA	30,410#
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MC CLOSKEY CORPORATION CUSTOMER IN PA

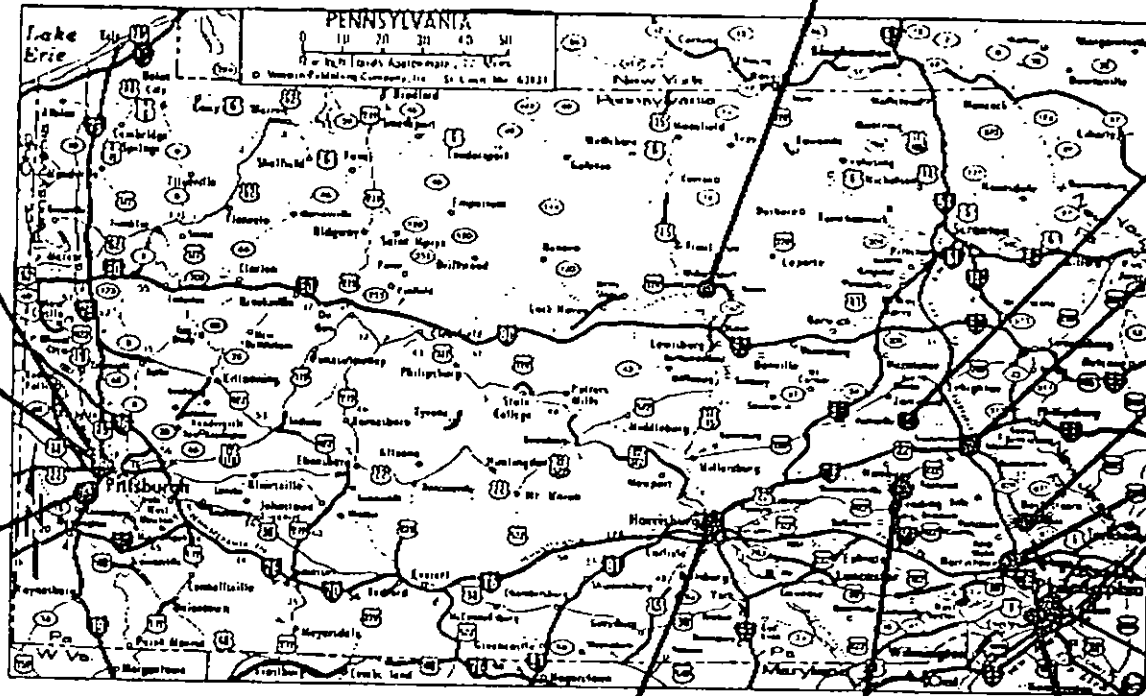
<u>CUSTOMER</u>	<u>LOCATION</u>
Allentown Paint	Allentown, PA
Atomized Materials	Cecil, PA
Best Brothers	Sinking Springs, PA
M.A. Bruder	Philadelphia, PA
Chemical Coatings	Montoursville, PA
Finnaren & Haley	Conshohocken, PA
Gateway Paint and Chemical	Pittsburgh, PA
Pennsbury Coatings	New Britian, PA
Puritan Paint	Pittsburgh, PA
Sentry Paint	Darby, PA
Smith Paint	Harrisburg, PA
Stulb Brothers	Norristown, PA
Unichem Coatings	New Ringgold, PA

11-2-88

Gateway Paint  
AND Chemical  
Pittsburgh, PA

Puritan Paint  
Pittsburgh, PA

Atomized  
Materials  
Cecil, PA



Chemical Coatings  
Montoursville, PA

Unichem Coatings  
New Ringgold, PA

ALLENTOWN PAINT  
ALLENTOWN, PA

Pennsbury Coatings  
New Britain, PA

Finnaren + Hakey  
Conshohocken, PA

Stulb Bros  
Norristown, PA

M.A BRUDER  
Philadelphia, PA

Smith Paint  
HARRISBURG, PA

Best Bros.  
Sinking SPRGS, PA

Sentry Paint  
DARBY, PA

THE MC CLOSKEY CORPORATION

\* CUSTOMERS SHIFMENTS TO PENNSYLVANIA DESTINATIONS

CUSTOMER	DESTINATION	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	TOTAL
ALLENTOWN PT.	ALLENTOWN				0.5			1					1.5
ATOMIZED MATS.	DECIL				1		1	0.5					2.5
BEST BROS.	SINKING SPRINGS						0.5		1				1.5
M.A. BRUDER	PHILA.			0.5	0.5		0.5	0.5				0.5	2.5
CHEMICAL CTGS.	MONTGOMERVILLE	1		1	1	1	1	1	0.5				6.5
FINNAREN & HALEY	CONSHOHOCKEN		0.5										0.5
GATEWAY PT. & CHEM.	PITTSBURGH						0.5	0.5					1
PENNSBURY CTGS.	NEW BRITAIN				0.5								0.5
PURITAN PAINT	PITTSBURGH					0.5		0.5					1
SENTRY PAINT	DARBY	1	1	2			2		2		1		9
SMITH PAINT	HARRISBURG												
STULD BROS.	NORRISTOWN	1.5	0.5	0.5	0.5		1	1	0.5		1	0.5	7
UNICHER CTGS.	NEW RINGGOLD						0.5		0.5		1		2
TOTAL		3.5	2	4	4	1.5	7	5	4.5		3	1	35

\* SHIFMENTS FOR MC CLOSKEY'S FISCAL YEAR BEGINING DECEMBER 1, 1967

11/9/88 De Philly

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Public Utility Commission

MC CLOSKEY CORPORATION  
\* FISCAL 1988 SHIPPING INFORMATION

Pounds Shipped Year to Date (October 1988)	33,733,146
Prepaid Freight Charges Y.T.D.	\$ 1,131,544
Resins & Solvents Shipped Y.T.D. in lbs.	27,337,586
Prepaid Freight Charges - Resins & Solvents Y.T.D.	\$804,747
Percentage of Resins & Solvents Shipments in Pounds Shipped =	81%
Percentage of Resins & Solvents Shipments in Freight Dollars =	71%

\* December 1, 1987 through October 27, 1988



DOCS  
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Exhibit No. 17  
Docket No. A.00108155  
CENTRAL TRANSPORT, INC.  
11/18/88 @ Philly

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List of Late Pick-ups

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Date	B/L	Carrier	Scheduled Arrival	Actual Arrival
12/23/87	16566	Matlack, Inc.	05:00	07:00
02/08/88	16688	Matlack, Inc.	01:00	02:00
03/21/88	16762	Chemical Leaman, Inc. <i>Matlack</i>	06:00	12:00
04/28/88	17120	Matlack, Inc.	10:00	14:00
05/03/88	17102	Matlack, Inc.	14:00	15:10
05/09/88	17193	Matlack, Inc.	05:00	06:00
05/16/88	17227	Matlack, Inc.	14:00	15:10
05/16/88	17202	Matlack, Inc.	10:00	10:50
05/26/88	17266	Matlack, Inc.	08:00	11:00
05/27/88	17210	Matlack, Inc.	06:00	10:00
06/09/88	17299	Chemical Leaman, Inc.	14:00	14:45
06/20/88	17339	Chemical Leaman, Inc.	10:00	11:00
07/08/88	17424	Chemical Leaman, Inc.	06:00	06:45
10/26/88	17948	Chemical Leaman, Inc.	06:00	07:00

11/9/88 see Philly

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PREPARED TESTIMONY OF WILLIAM F. DAHMS, SR.  
E. F. HOUGHTON & CO.

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SECRETARY'S OFFICE  
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My name is William F. Dahms, Sr. I am Manager, and Distribution for E. F. Houghton & Co. located at Madison & Van Buren Avenues in Valley Forge, PA 19482. I have been with the company and in this position for the past 12 years. I am familiar with the transportation requirements of my company and am authorized to appear in support of this application of Central Transport, Inc.

I have reviewed documentation furnished to me by Central concerning that carrier's participation in traffic inbound to the facilities of E. F. Houghton & Co. at Fogelsville (Lehigh County). Those records reflect that during the period October 1987 through September 1988, Central handled seven (7) loads of fatty acid and fatty acid esters inbound to Fogelsville from Cincinnati, Ohio; one (1) load of petroleum naphtha inbound to Fogelsville from Sewaren, New Jersey; and two (2) loads of tall oil inbound to Fogelsville -- one (1) each from Savannah, Georgia and Charleston, South Carolina.

It would be a benefit to the transportation needs of E. F. Houghton & Co. to have access to the service of Central on loads moving within the Commonwealth of Pennsylvania. Central has demonstrated to me that it has the appropriate trailer equipment, and the capability to perform the type of service required by E. F. Houghton in the movement of its products within the Commonwealth of Pennsylvania.

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Exhibit No. 12  
Docket No. A.00108155  
CENTRAL TRANSPORT, INC.

11/9/88 @ P. Kelly

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PREPARED TESTIMONY OF BETTY MCKAY  
HARRY MILLER CORPORATION

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My name is Betty McKay. I have been employed for six-and-one-half years in the Order Department of Harry Miller Corporation located at First and Bristol Streets, Philadelphia, PA 19140. My responsibilities include selecting carriers for the transportation of traffic outbound to points in Pennsylvania and I am authorized by Ron Juniec, the General Manager of Harry Miller Corporation, to appear in support of this application of Central Transport, Inc.

I have reviewed documentation furnished to me by Central concerning that carrier's participation in the traffic of Harry Miller Corporation during the period October 1987 through September 1988. Central transported ten (10) loads of cleaning compounds outbound from our Philadelphia facilities, six (6) to Burns Harbor, Indiana, one (1) to Chesterton, Indiana, and three (3) to Warren, Ohio. During the same period, Central transported three (3) inbound loads of lubricating oil from Florence, Kentucky.

Our experience with Central convinces me that the availability of that carrier's service between points in Pennsylvania would be a benefit to the transportation needs and convenience of Harry Miller Corporation.

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Exhibit No. 20  
Docket No. A.00108155  
CENTRAL TRANSPORT, INC.

11/18/88 @ Philly

PREPARED TESTIMONY OF WILLIAM M. HANSBURY  
PARA-CHEM SOUTHERN, INC.

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My name is William M. Hansbury. I am the Plant Manager for Para-Chem Southern, Inc. at its facility located at Ontario and Rorer Streets, Philadelphia, PA 19134. I have been employed by the company for nine-and-one-half years and have been Plant Manager for eight years. In my position I am familiar with and responsible for the transportation inbound and outbound to the Philadelphia plant. I am authorized to appear in support of this application of Central Transport, Inc.

I have reviewed documentation furnished to me by Central concerning that carrier's participation in traffic moving inbound to the Para-Chem Southern facility at Philadelphia. During the period October 1987 through September 1988, Central transported 36 loads inbound to Para-Chem's facility in Philadelphia from Charlotte, North Carolina and 36 loads inbound from Simpsonville, South Carolina.

Central operates the type of trailer equipment suitable for the transportation of our products, and it would be a benefit to the transportation requirements of my company if the service of Central were made available to us between points in Pennsylvania.

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