

ECONOMIC BENEFITS OF IMPROVED SECURITY AT A RAILROAD PIGGYBACK YARD



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FINAL REPORT
ECONOMIC BENEFITS OF
IMPROVED SECURITY AT A
RAILROAD PIGGYBACK YARD

by

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Prepared for

U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF TRANSPORTATION SECURITY

by

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INTRODUCTION

This report documents a successful effort to control theft at the Erie Lackawanna Railway Croxton Yard, a railroad piggyback terminal, during the period October 1971 to May 1973. There was a dramatic reduction in actual dollar losses of 95%, with theft incidents reduced by 78%. As a result of shipper satisfaction with the improved security, the terminal had increased revenue by 24% over a six month period. In terms of reduction, theft losses dropped from a monthly average of \$8,550 to an average of \$386. The additional cost of security, plus losses, amounted to a monthly total of \$923, for a net dollar savings of \$8,319 per month. This translates into a monthly profit increase of about \$4,159.50, using the established formula -- \$.50 profit for every \$1.00 in claims reduction.

For air, truck and maritime terminal facilities, it has been estimated that as much as 85% of theft losses go out the "front gates" during normal operating hours, in the possession of persons and in vehicles authorized to be on the facility premises for legitimate purposes. In rail facilities, however, this pattern is aggravated by the high percentage of contractor employees on the property who owe little allegiance to the railroad. In addition, a high proportion of rail cargo theft loss is the work of "outsiders" -- people who do not have a legitimate right to handle freight. In some cases, people have literally descended on sidings, railyards, and slow moving freight cars, looting them at will. The simple and inexpensive response to this is to lock the cars -- as a minimum, those containing high value cargo.

This report outlines the steps taken to overcome the piggyback related theft problems at the Croxton Yard. It also contains detailed discussions of the impact of the following activities on the overall success of the project:

Top management awareness and support of the theft reduction program.

Design and installation of an electronic system specifically tailored to the operational environment and to the cargo theft and loss problem.

Integration of electronic and police functions to achieve an improved level of security.

Improved accountability of high-value cargo as a result of the monitoring of trailer location and integrity.

The results of this project appear to reinforce the contention that the key to dramatic reduction in theft-related cargo losses is prevention -- making it harder for people to steal. This report reemphasizes the fact that the basic initiative for prevention must come from shipper and transportation management. It is our hope that the information contained in this report will add impetus to industry actions to reduce theft-related cargo losses.

PREFACE

American Multi-Lert Corporation is under contract to the Erie Lackawanna Railway Company to provide consulting service, systems engineering and management, and to supply equipment for upgrading security levels at the Croxton, Trailer Off Flat Car (TOFC) Yards. Under contract to the Department of Transportation (DOT), American Multi-Lert Corporation made a detailed analysis of the railroad's theft losses at the piggyback facility in Jersey City, New Jersey (Croxton Yards) both prior and subsequent to the introduction of electronic security systems.

The primary goals of this program were to:

Determine the nature of the security problems at a rail piggyback facility,

Apply modern security management and procedures to solve these problems,

Achieve solutions within a strict cost-effective rationale, and

Measure the effectiveness of solutions in terms of theft loss history, cost of the new security systems and examination of the effects of improved security on revenue.

The security programs initiated and described herein would not have been possible without the funding and management support of the Erie Lackawanna Railway Company. The significant contributions made by William A. Kinney, Captain of the Police and the support of Thomas R. Barrett, Superintendent of Property Protection, Erie Lackawanna Railway Company are gratefully acknowledged.

ABBREVIATIONS AND DEFINITIONS

The following abbreviations and definitions are utilized in this report.

AMC	American Multi-Lert Corporation
CCTV	Closed Circuit Television
Croxton	Refers to the Erie Lackawanna Railway Company yard in Jersey City, New Jersey. Generally used to indicate the piggyback operation or operational area of the yard.
Cx	Abbreviation for Croxton
East	Eastbound, refers to traffic entering Croxton via rail from points west
ELRC or EL	Erie Lackawanna Railway Company
Grounded	Trailer off-loaded from flat car
In	Westbound
IR	Infrared
LLLTV	Low Light Level Television (camera)
Mechanized	A yard utilizing mechanical equipment to on-or-off load trailers from the side of flatcars.
Out	Eastbound
Police, or Police Department	ELRC Police Department or Personnel
Pig, or Piggyback	Trailer designed for over-the-road or rail movement
TOFC	Trailer Off Flat Car. Generally used to indicate the piggyback operation or operational area of the Croxton Yard
TTX	Rail Flat Car for carrying pigs
VTR	Video Tape Recorder
West	Westbound refers to traffic entering Croxton via trucking for points west
Wholesale Dollar Value	Wholesale figures of theft losses based on substantiated claims

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CHAPTER I
EXECUTIVE SUMMARY

This report documents the results of a company initiated cargo security improvement program to counter cargo thefts and losses at the Erie Lackawanna (EL) Croxton piggyback railyard in Jersey City, New Jersey. The American Multi-Lert Corporation contracted with the EL to install and integrate an electronic security system with existing railyard police functions and physical facilities. Initially, program effectiveness was measured in terms of the magnitude of thefts and losses for comparable periods prior to and after electronic system implementation. System operation led to development of a series of recommendations to upgrade physical security. The test system was temporarily dismantled to accomplish the suggested improvements, with the results that cargo theft and losses exceeded even pretest conditions. An integrated electronic and physical security system was fully operational in July 1973 and cargo losses decreased accordingly.

This summary focuses on the time period between October 1, 1971 through May 31, 1973. This time frame is divided into three operational segments:

Pretest Period:

October 1, 1971, to February 28, 1972 - prior to implementation of an operational electronic security system.

Security System Test Period:

March 1, 1972, to December 31, 1972 - an electronic security system was operational and integrated with existing police functions and physical security facilities.

Post-test Period:

January 1, 1973 to May 31, 1973 - the electronic security system elements were temporarily dismantled to upgrade physical security and operational layouts within the railyard.

As noted, the integrated electronic security system was fully operational on July 1, 1973.

The cargo theft history within the Croxton piggyback railyard during the system test periods is summarized in the following data. Dollar figures represent wholesale or invoice values.

Pretest Period:

October 1, 1971 to February 28, 1972

Theft Loss - Total Claims Paid	\$42,749.36
Theft Incidents - Total	20
Average Monthly Loss	\$ 8,549.87
Average Monthly Theft Incidents	4

Security System Test Period:

March 1, 1972 to December 31, 1972

Theft Loss - Total Claims Paid	\$ 3,856.50
Theft Incidents - Total	8
Average Monthly Loss	\$ 385.65
Average Monthly Theft Incidents	0.80

Post-test Period:

January 1, 1973 to May 31, 1973

Theft Loss - Total Claims Paid	\$49,672.86
Theft Incidents - Total	19
Average Monthly Loss	\$ 9,934.57
Average Monthly Theft Incidents	3.8

As shown above, security system operation led to a dramatic reduction in theft incidents and theft loss during the test period.

The cost benefit of electronic system operations is measured in terms of the realized reduction in cargo theft and loss claims paid minus the cost of installing and operating the electronic security equipment. No additional costs were incurred for security personnel operations since manpower levels were constant during and beyond the test periods. The net cost benefit is calculated as follows:

Average Monthly Losses:	
Combined pre and post-test periods	\$ 9,242.22
	Less
Average Monthly Losses	
Security System test period	\$ 385.65
	=
Gross Monthly Reduction in Theft Loss	\$ 8,856.57
	Less

Monthly Security System Operating Cost	\$ 537.60
	=
Net Monthly Reduction in Theft Loss	\$ 8,318.97

The EL has since publicized the Croxton cargo security improvement program through the media and with on-site inspections and demonstrations for the shipping public. EL management has credited the cargo security program with an overall increase of 24% in revenue by this railyard (period unspecified).

In summary this project demonstrated that management support and active participation are vital to the establishment and implementation of a successful cargo theft and loss reduction effort. The electronics are merely the hardware portion of the man-machine system responsible for the effectiveness of this security program. The operating system was designed to integrate the personnel/electronic control and surveillance procedures and to maximize the combined effectiveness of the police officer and his electronic support.

The ultimate success of this program can be measured by railroad management commitment to expand cargo security measures. Recommendations to improve physical security of this railyard were quickly implemented. The electronic capability was increased both in terms of additional units and new components. Yard operations were modified to incorporate procedures to maximize the effectiveness of the man/machine interface. More significantly, the EL and other railroads are now exploring the potential for implementing this system or similar systems to other high-loss railyards.

CHAPTER II
THE PIGGYBACK YARD

Piggyback yards are soft targets to both organized and random burglary. Physically, the yard must be open to allow rail operations. Most trailer movements are under the direct control of other than railroad employees. Often the railyard is in a high crime environment where stealing and/or fencing operations can be highly organized. Further, there is a large - and growing - volume of valuable cargo, vulnerable to theft.

There are approximately 1,400 yards in the United States operated by 110 railroads. Of these, 131 mechanized yards are operated by 29 railroads in

78 locations. By yard-per-location, Chicago ranks first with 15, followed by New York with six. The following areas have three or more mechanized yards:

Atlanta	Denver	Memphis
Baltimore	Houston	New Orleans
Dallas	Kansas City	Seattle
Detroit	Los Angeles	St. Louis

One railroad, for example, operates a total of over 200 TOFC yards, five of which are mechanized. This ratio is typical.

The basic operation of the TOFC yard involves:

- Loading and unloading trailers from flat cars,
- Storing trailers within the yard for flat car or for over-the-road movement, and
- The movement of trailers within the yard, generally performed by other than railroad employees.

A general physical description would include:

- Location in depressed or low income sections in and around urban centers,
- Open and uncontrolled access to the yard via track rights-of-way, and
- Open access to highways.

Railroads employ their own, professional police officers to protect cargo in transit. Most railroads, particularly in the northeast U.S. cannot afford to increase the size of their police departments because of financial limitations. Moreover, additional manpower does not necessarily result in corresponding reductions in theft-related losses sufficient to justify the increased payroll.

CHAPTER III THE CROXTON TOFC YARD - PRETEST PERIOD

The Croxton Yard is a mechanized TOFC facility located in Jersey City, New Jersey, a commercial-industrial area with one of the highest crime rates in the country. There are three vehicular entrances, one of which is the in-bound, out-bound tractor trailer access, one lane in each direction. (See Figure 1, Croxton Yard Layout). A police shack was located immediately inside this entrance. Routine in-bound inspection could not be accomplished without interfering with traffic flow on the public highway. The police shack was old and inadequate to support required operations. Lack of air conditioning

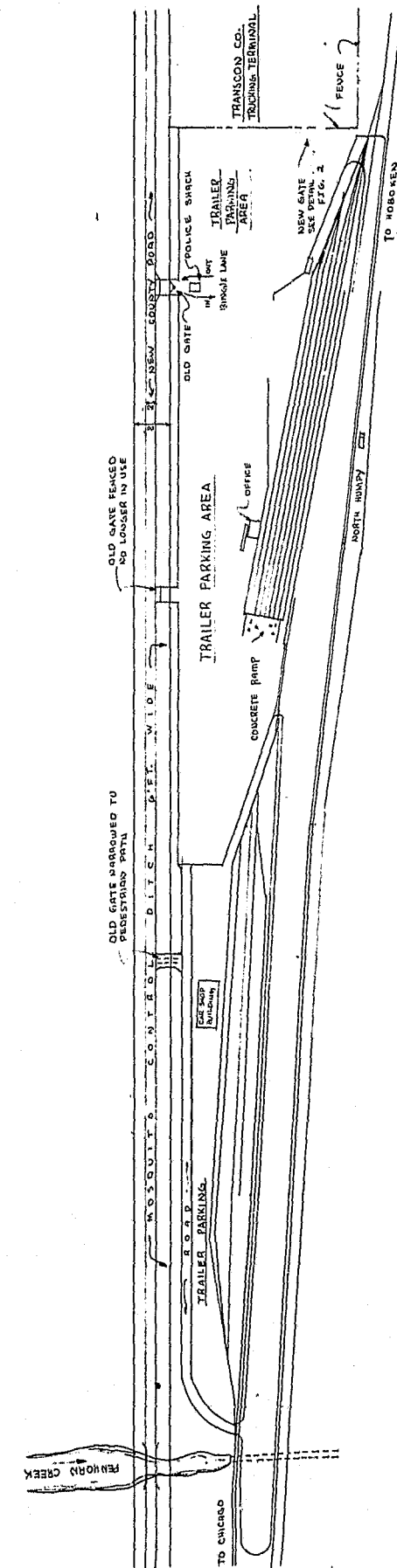


Figure 1 - Croxton Yard Layout
Scale - 1/4 inch = 100 feet

and poor heating contributed to a poor motivational environment for professional police personnel. The yard was unfenced, inadequately lit in some areas and did not provide controlled parking for private cars.

Operationally, tractors arrived at the yard to deliver westbound trailers or pick up eastbound trailers. Drivers delivered westbound trailers with no formal gate inspection. The driver proceeded to the scale for weigh-in and physical safety inspection by the EL Car Inspection Department and parked in the first available space. Eastbound trailers were inspected by the police officer at the gate, and a photograph made of documentation and driver. All trailer movements in the yard were performed by other than EL personnel, i.e., by the over-the-road driver or a contract agent responsible for loading or unloading the trailers on flatcars.

By pre-arrangement, however, high-value trailers are inspected on arrival and, after safety inspection, parked in designated areas. Once loaded on flatcars, coded information is forwarded the police department at the final destination and all intervening yards with details on high-value trailers. Special surveillance is provided on route at these yards.

A. Actual Theft Losses

For the period January 1970 through February 28, 1972, theft losses and incidents in the Croxton yard were as follows:

Theft Loss - Total Claims Paid	\$257,239.77
Theft Incidents - Total	107
Average Monthly Loss	\$ 9,866.66
Average Loss Per Incident	\$ 2,404.11
Average Monthly Incidents	7.65

During the pretest period, October 1971 through February 28, 1972, the comparable loss statistics were:

Theft Loss - Total	\$ 42,749.36
Theft Incidents - Total	20
Average Monthly Loss	\$ 8,549.87
Average Loss Per Incident	\$ 2,137.47
Average Monthly Incidents	4

Figure 2 shows theft losses at Croxton Yard during the entire period, January 1970 to May 1973.

B. Contributing Factors

The major contributing factors to the theft problem were:

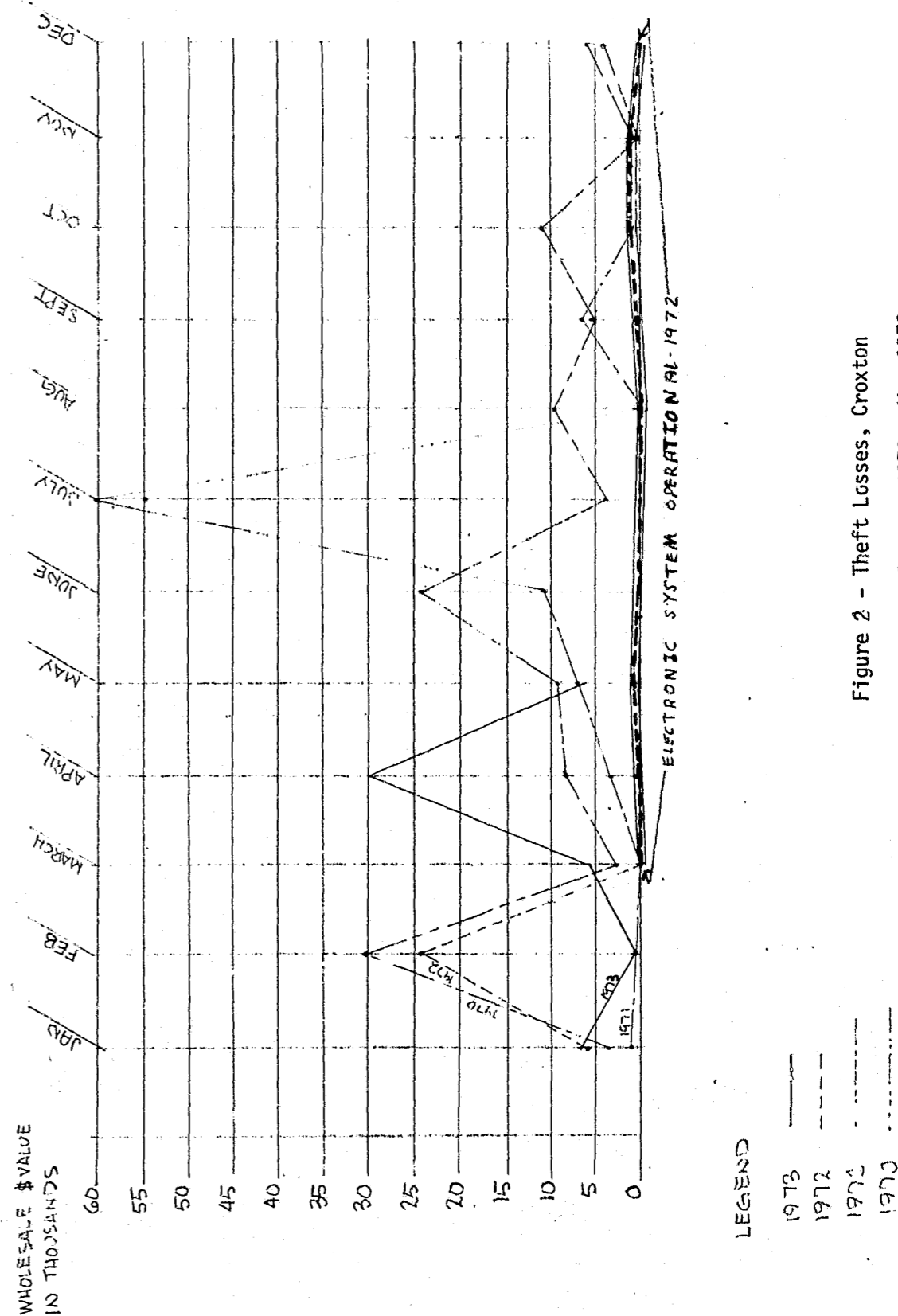


Figure 2 - Theft Losses, Croxton
January 1970 - May 1973

Physical

Open access to yard,
Inadequate police gate shack to support security operations, and
Gate shack location poorly sited for in-bound inspection.

Operational

Uncontrolled private vehicular and pedestrian traffic,
Limited control of commercial vehicular movement,
Limited or no control over other than EL personnel, and
Limited police manpower and support equipment to adequately
inspect and secure trailers.

Economic

Limited funds for expansion of operational or capital improvements,
Need for cost benefit justification to support operational or
capital improvements.

Despite the slight improvement in cargo theft and loss experienced during the pretest period, cargo security at the Croxton yard remained a serious problem. The EL management had reviewed the situation and determined that an increase in police manpower could not be justified in view of the marginal expected economic return. As a result, the EL contracted with the American Multi-Lert Corporation to design and install an electronic security system, compatible with existing police functions and manpower (two officers around the clock) to support the railyard police functions. This electronic security system was operational on March 1, 1972. Physical security facilities at the Croxton yard were unchanged during the subsequent system test.

CHAPTER IV

CROXTON YARD - TEST PERIOD

During the security system test period, March 1, 1972 to December 31, 1972, advanced electronic subsystems were operational in the railyard to provide surveillance over parked trailers loaded with high-value, high-risk cargoes.

The major elements of the electronic system included:

WatchGuard - A subsystem for placing trailers with high-value freight under surveillance, independent of its location in the yard, and to report, by remote alarm, violations of trailer integrity.

TrailGuard - A subsystem for automatically alerting a roving police officer that a trailer is being tampered with or undergoing unauthorized movement.

Anti-sabotage - A number of electronic and physical subsystems to insure that all above system elements are in use and that the above systems will either defeat or automatically respond to acts of sabotage.

Security manpower level was unchanged. During the test period an average of two police officers were in the yard at all times. All police officers were trained in the use and application of these systems components.

The primary electronic system in operation for the ten month test period placed up to ten parked trailers or trailer doors under automatic surveillance. Operation, briefly, consisted of:

Placement of a small sensor on the trailer door. Installation time, approximately one minute.

Detection of unauthorized door or trailer motion by the sensor and transmission of a coded radio signal.

A control console in the police shack, upon receiving this signal, automatically sends alarm signals to designated locations via radio and land lines, and to the roving police officer via a small portable radio.

Classified automatic functions to insure system operation and/or sabotage detection.

These systems provided a psychological deterrence. Visibility of electronics and their "mysterious" nature was deliberately fostered and advertised. Unsuccessful acts of sabotage provided credibility. Further, the association of police department personnel with advanced electronics enhanced the professional status and authority of the officer.

Quality padlocks were used to secure trailers during movement on flatcars. The scope of this study, however, was limited to the impact of an integrated electronic system on trailer security within the railyard.

Subsequent to the installation of the electronics, limited closed circuit TV (CCTV) was installed at the police gate shack. This unit was used to scan out-bound trailers. This CCTV was not consistently in operation and had no appreciable effect on the loss history during the test and post-test periods.

A. Actual Theft Losses

During the test period, March 1972 through December 1972, theft loss history at the Croxton Yard showed immediate and dramatic improvement.

Theft Loss - Total	\$ 3,856.50
Theft Incidents - Total	8
Average Monthly Loss	\$ 385.65
Average Monthly Incidents	0.8
Average Loss Per Incident	\$ 482.50

During this test period a monthly average trailer traffic (east and west bound) into the yard approximated pretest traffic, i.e., 10,881 vs. 10,811 respectively (see Appendix B). Theft loss history for the entire period of the cargo security improvement program is shown in Figure 3.

B. Contributing Factors

In brief, the following factors contributed to the significant reduction in cargo theft and losses.

Electronic

Subsystem to detect and report, automatically, unauthorized trailer or trailer door movement.

Subsystem to notify a roving police officer that a trailer has been subjected to unauthorized movement.

Operational

Police department procedures in utilizing the electronic system provided increased protection for parked trailers not under electronic surveillance.

Greater police department visibility in the yard and highly visible electronic usage.

Management supervision within police department.

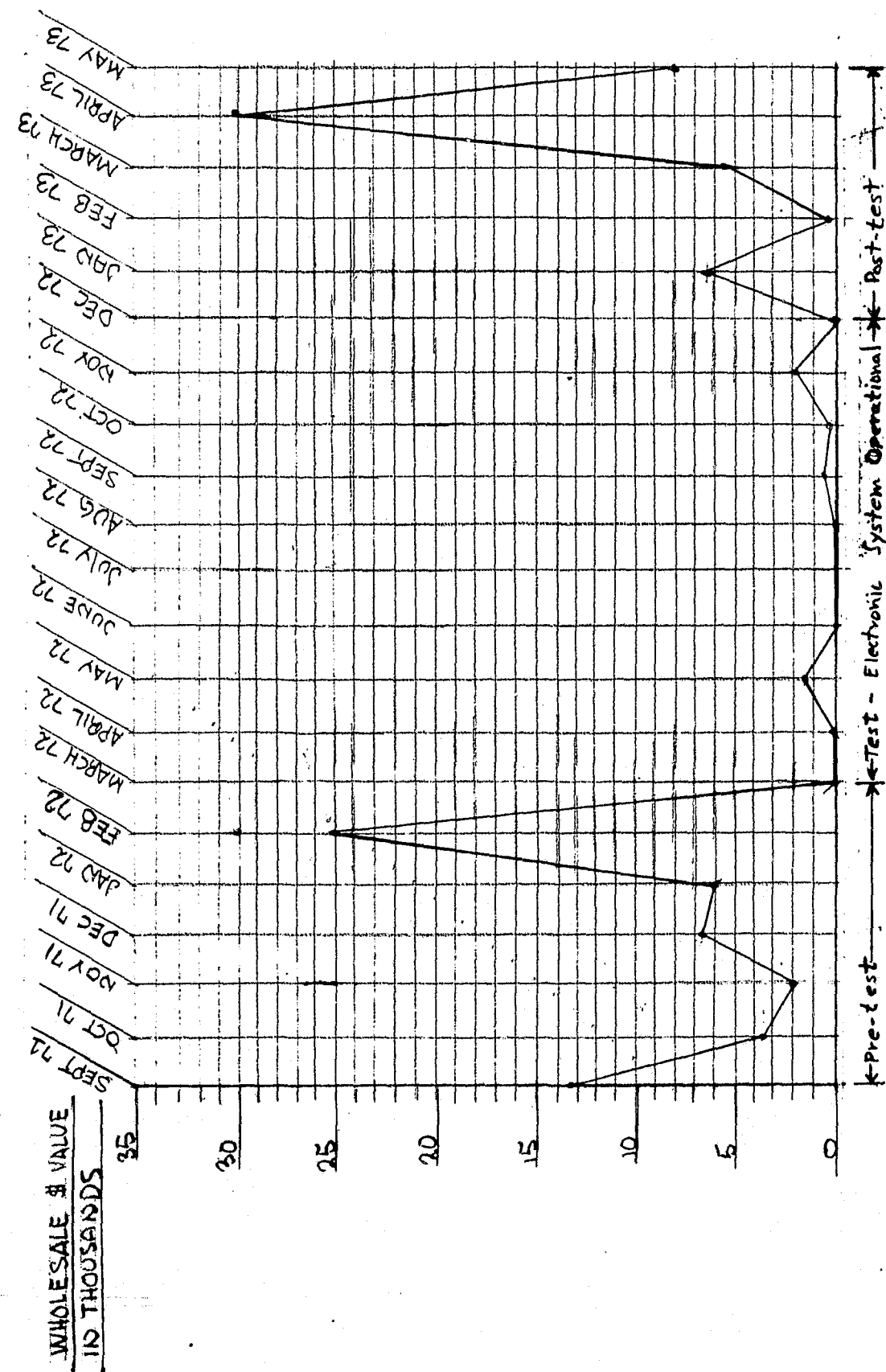


Figure 3 - Effects of Electronic Security

CHAPTER V

CROXTON TOFC YARD - POST-TEST PERIOD

The electronics were inoperable during January 1, 1973 through May 31, 1973 to effect physical security improvements based on test period experiences.

A. Actual Theft Losses

During the post-test period, January 1973 through May 1973, theft losses at the Croxton Yard rose drastically and exceeded pretest levels:

Theft Loss - Total	\$49,672.86
Theft Incidents - Total	19
Average Monthly Loss	\$ 9,934.57
Average Monthly Incidents	3.8
Average Loss Per Incident	\$ 2,614.36

During the post-test period the Croxton Yard experienced an increase of approximately 300 trailers per month over earlier months. This increase in traffic does not account for the almost savage attack on the yard during these five months which resulted in theft losses 43% greater than those during the entire preceding year and an incident rate 2.5 times that experienced during the test period (see Appendices A and B).

B. Contributing Factors

The basic cause for the resurgence in cargo theft losses was the temporary dismantling of the electronic system. Disruption of even pretest period police security functions was heightened by the dislocation of physical security facilities. Construction of new and/or improved facilities served to open the railyard to attack. The post-test period experience emphasizes the need for and the effectiveness of a balanced electronic physical security system and fully integrated operational procedures.

C. Post-test Facility Improvements

The basic purpose of the facility improvement project at Croxton Yard was to provide the capacity for expected increases in trailer traffic.

The EL management objective was to achieve increased capacity while, concurrently, allowing more efficient railyard functions in a secure environment.

Major items of construction or rehabilitation indicated the following:

- Relocation of trailer access road,
- Construction of in/out-bound gate and police gates,
- Relocation of private parking area, and
- Improved and extended fencing and improved lighting (see Figures 4 and 5).

The electronic security system was re-emplaced. In several areas additional or improved subsystem elements were incorporated, thus upgrading overall system capabilities.

Further refinements in operating procedures such as gate ticketing, control and inspection were made to facilitate trailer movements into and within the yard. The cumulative effect was an integrated system fully operational on July 1, 1973 designed to provide increased levels of security for higher expected levels of traffic.

CHAPTER VI

ECONOMICS BENEFITS

The EL experience at the Croxton Yard demonstrated that active and involved management can impact significantly on cargo crime within a piggyback railyard complex. The economic benefits are direct and immediate. Reductions in claims and claim payments flow through to increased profits. The ability to handle and transport cargo trailers more efficiently and securely can lead to lower operating costs, to increased business, revenues and profits.

The electronic security system and components employed at Croxton Yards are but one of a number of products available to support the cargo security function. The critical requirement in applying electronics to this mission is the need to integrate electronics functionally with police and terminal operating procedures in the specific physical security environment. At Croxton Yard

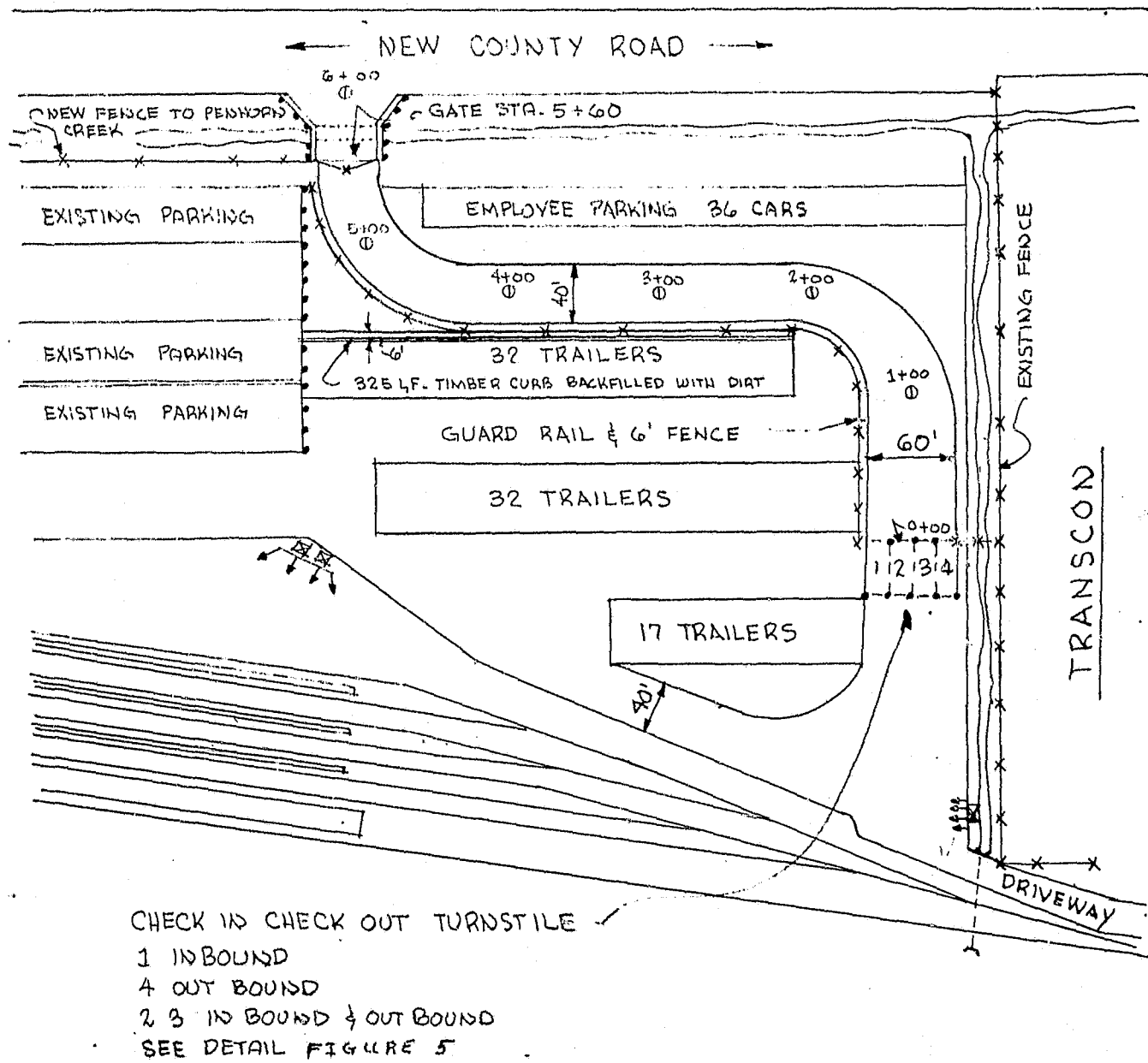


Figure 4 - Entrance, Police Gate House Changes

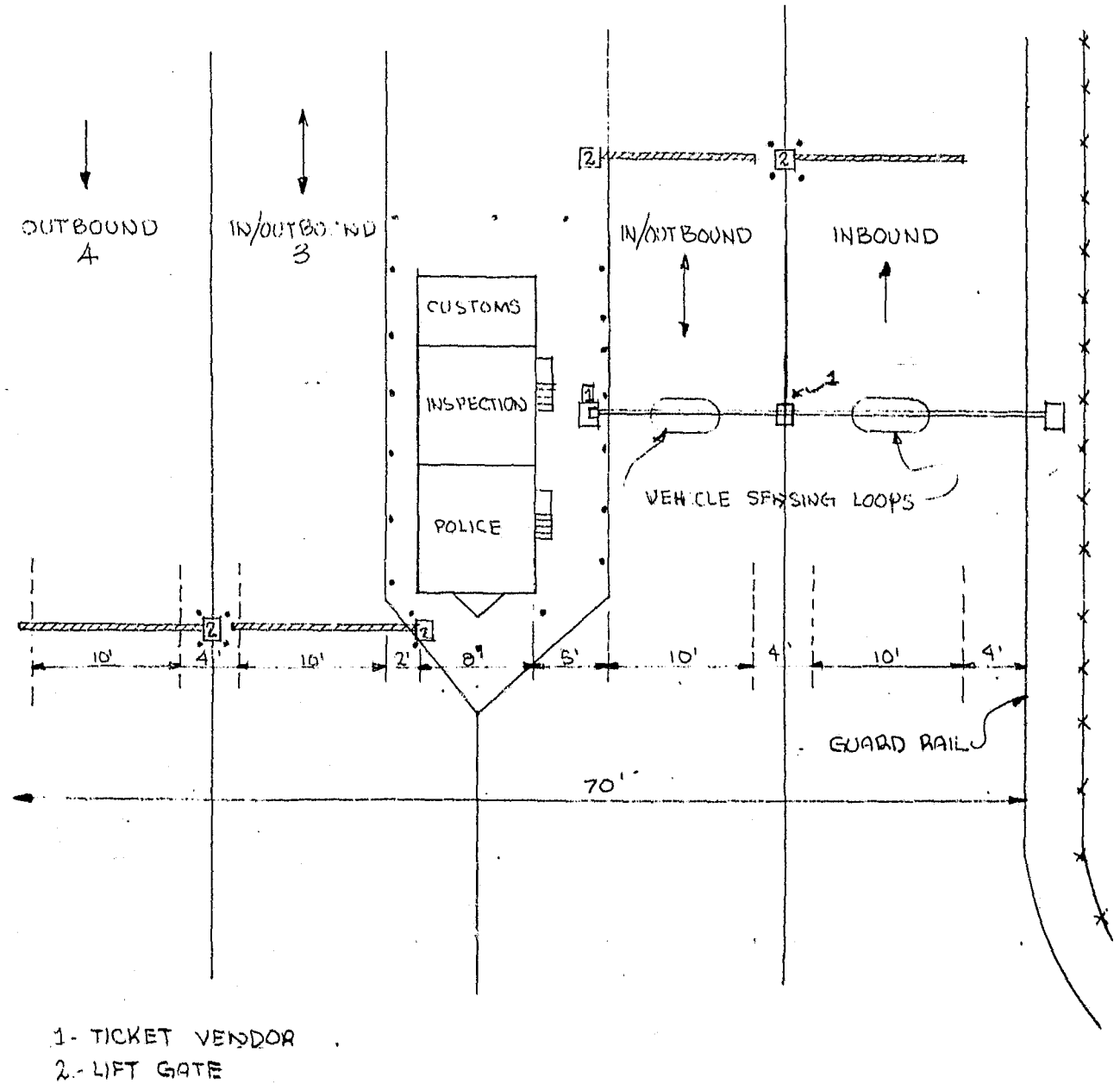


Figure 5 - IN/OUT Bound Gate Detail

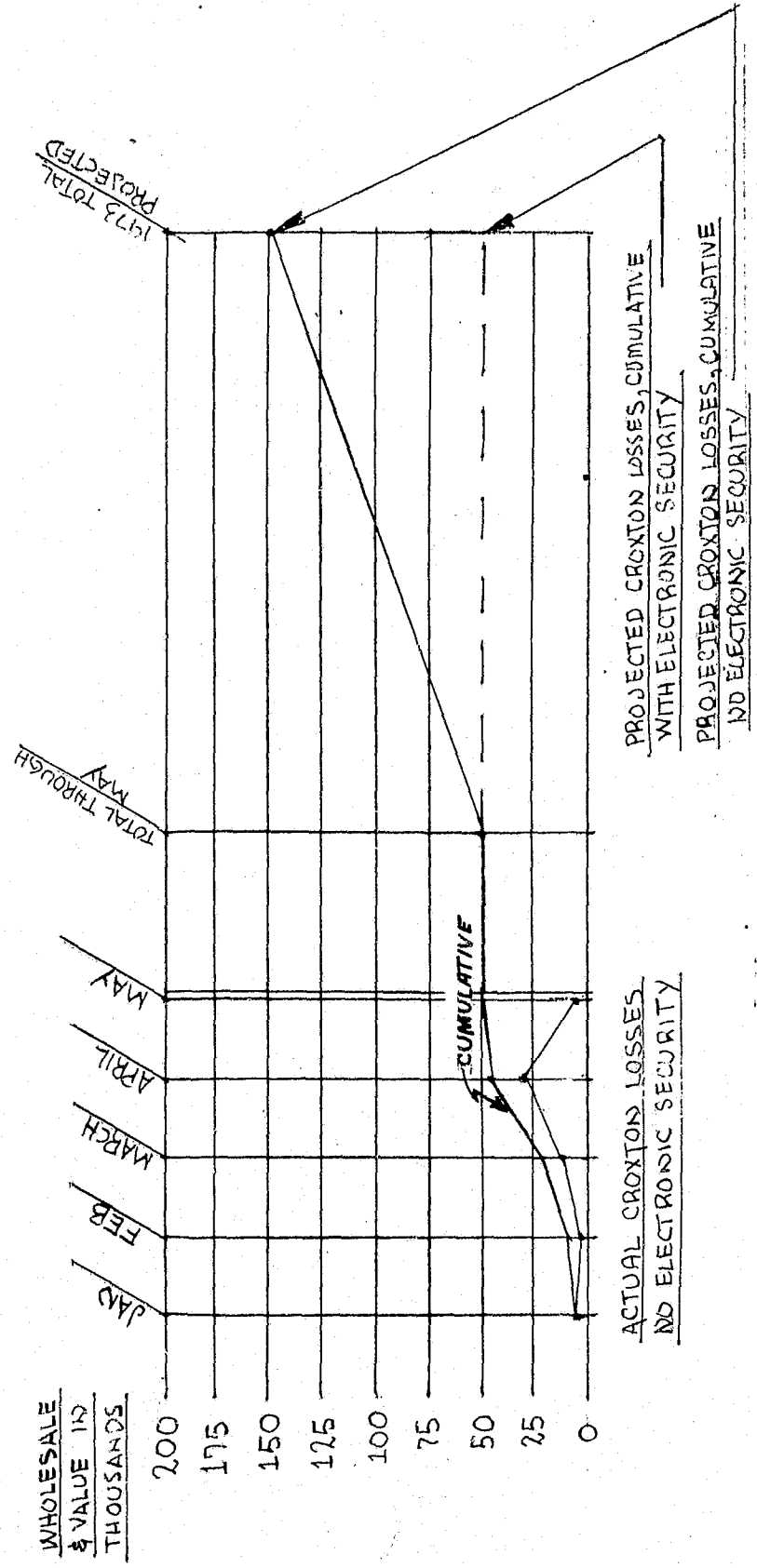


Figure 6 - 1973 Actual and Projected Losses, Cumulative

the combined efforts of the Property Protection (Security), Operations, and Traffic (Sales) Departments were necessary to structure a cargo security improvement program that met the operational requirements of each and provided each with economic benefits.

APPENDIX A

Theft Loss History

January 1970 - May 1973

Table A-1 provides a monthly summary of losses at the Croxton Piggyback Railyard for the period January 1970 through May 1973.

Table A-2 presents detailed incident data for this period for losses incurred at the Croxton complex, at other known locations and at unknown locations. Incidents are documented by date, trailer number and trailer movement direction (E-to Croxton by rail, W-to Croxton by road).

Figures A-1 and A-2 portray theft losses at known and at unknown locations other than Croxton Yards, respectively.

APPENDIX A
Table A-1
Croxtton Theft Losses, Dollar Summary

Wholesale Value

<u>MONTH</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>TOTAL</u>
January	\$ 3,534.79	\$ 1,642.00	\$ 5,940.00	\$ 6,560.88 ⁺	\$ 17,677.67
February	30,037.44	823.93	24,704.00	491.15	56,092.52
March	2,919.38	54.00	- 0 - **	5,549.40	8,522.78
April	8,361.60	3,578.54	75.00	29,799.43	41,814.47
May	8,503.68	7,128.97	1,371.00	7,272.00	24,275.65
June	24,685.94	11,119.49	- 0 - *		35,805.43
July	3,066.62	59,817.48	- 0 -		62,884.10
August	9,778.46	- 0 -	- 0 -		9,778.46
September	5,521.42	12,897.60	400.00		18,819.02
October	12,302.92	3,498.32	200.00		16,001.24
November	1,065.78	1,885.50	1,810.50		4,761.78
December	3,951.05	6,685.54	- 0 -		10,636.59
	\$113,729.08	\$109,131.37	\$34,536.50	\$49,672.86	\$307,069.81

** WatchGuard System Operational
* Locks Initiated, East Bound High Value
+ WatchGuard System Removed

Table A-2
THEFT LOSSES - 1970

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtan	Unknown	Other			
1-5	ELZ-201021		57.04			Liquor	E
1-7	ELZ-202346		5,000.00			Watches	E
1-7	MWH-1789		799.63			Clothing	W
1-12	RMNZ-204456			1,150.00	Monan	TV's	E
1-14	FAAA-260019	3,067.76				Wheat	W
1-15	USF-4576	167.03				Tools	E
1-16	MWH-871		2,107.26			Misc.	W
1-16	CMLU-81035		667.50			TV's	W
1-17	REAZ-208947		204.00			Misc.	W
1-20	RMNZ-204696		1,575.00			TV's	E
1-23	ATC-6616			3,698.00	Trucking	TV's	E
1-24	MONZ-207116		2,351.00			TV's	E
1-26	BRMZ-508523		1,047.50			Watches	E
1-26	MWE-3183		633.60			Baked Goods	E
1-27	HOLZ-20426	300.00				TV's	E
1-28	CNWZ-505693		6,257.50			Watches	W
1-30	XTRZ-277173		24.30			Misc.	W
Jan. Totals	<u>17</u>	<u>\$3,534.79</u>	<u>\$20,724.33</u>	<u>\$4,848.00</u>			
2-3	MILZ-500089		482.22			Meat	E
2-3	MWE-3150		838.38			Baked Goods	E
2-4	RICZ-290520			500.00	Chicago (Erie)	Mail	W
2-5	RIZ-203395	23,620.00				Watches	E
2-7	CNWZ-505453						E
	PFC-145071						E
	BOZ-200684						E
	PFZ-4694						E
2-9	FTZ-500340		2,249.94			Misc	W
2-12	REAZ-200328		2,000.00			Tires	E
2-14	HOLZ-26476		467.11			TV's	E
2-17	ICZ-201021		1,396.07			Tools	E

A-2

THEFT LOSSES - 1970

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtan	Unknown	Other			
2-18	MMLU-200336		360.00			Sewing Machines	W
2-18	Crouch-866		682.20			Elec. Shavers	W
2-18	PFC-160686	2,143.50				Meat	E
2-19	ATC-6632	600.00				TV's	E
2-20	ATC-147	648.00				Radios	E
2-20	RIZ-507508	3,025.94				Meat	E
2-23	UFF-6268		985.67			Tires	E
2-24	CC-641			750.00	Chicago (Erie)	Toys	E
2-27	CC-641			77.04	"	Toys	E
Feb. Totals	<u>20</u>	<u>\$30,037.44</u>	<u>\$8,140.99</u>	<u>\$1,327.04</u>			
3-2	MILZ-505353		623.61			Meat	E
3-6	CNWZ-505869	644.38				Meat	E
3-12	ELZ-208007	1,000.00				Misc.	E
3-13	XTRZ-150538		1,724.88			TV's	E
3-17	NWZ-205014	1,275.00				Air Condi.	E
3-23	RELZ-205533		264.00			Misc.	W
3-24	MWH-1798		1,365.00			Misc.	W
3-25	XTRZ-271459			24,765.36	Trucking	Copper	E
3-26	BERM-133639		1,518.36			Misc.	W
3-26	UPZ-200982		1,504.44			Misc.	E
Mar. Totals	<u>10</u>	<u>\$2,919.38</u>	<u>\$7,000.29</u>	<u>\$24,765.36</u>			
4-1	ABC-60016		111.25			Misc.	W
4-2	ELZ-504047	600.00				Misc.	E
4-3	CNWZ-505194	1,365.00				Meat	E
4-3	MIIZ-505431			1,289.22	Trucking	Meat	E
4-6	ELZ-202540	1,579.85				Tires	E
4-6	CJ-6027		420.30			Arms	W
4-7	MONZ-206884	846.07				Tires	W

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THEFT LOSSES - 1970

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtton	Unknown	Other			
4-8	ELZ-201515	854.13				Tires	E
4-8	SL-44723		1,109.31			Liquor	W
4-8	PFC-145396		817.80			Meat	E
4-14	REAZ-202204		10,000.00			Watches	W
4-15	ELZ-201266		1,837.25			Arms	W
4-17	ELZ-207650		7,770.00			Misc.	W
4-20	RLBZ-708843			2,000.00	Chicago (Erie)	Air Condi.	E
4-20	ELZ-207852		1,149.22			Tires	E
4-21	RCZ-707567	482.78				Misc.	E
4-22	PFC-145401	924.42				Meat	E
4-22	REAZ-294148	709.35				Air Condi.	E
4-22	MONZ-207139			699.00	Trucking	Appliances	E
4-29	MONZ-207131	1,000.00				Air Condi.	E
Apr. Totals	<u>20</u>	<u>\$8,361.60</u>	<u>\$23,215.13</u>	<u>\$ 3,988.22</u>			
5-5	PCZ-201431	600.00				Misc.	W
5-6	RLNZ-708843						
	RLNZ-706316						
	REAZ-205333			2,000.00	Chicago (Erie)	Misc.	E
5-8	NPZ-202162						
	NPZ-201523	2,500.00				TV's	E
5-13	PRC-145154		515.84			Meat	E
5-14	RANZ-200066						
	" 200075						
	" 200071						
	REAZ-202429		9,000.00			TV's	E
5-15	USR-261350		279.87			Projectors	W
5-15	AF-4304						
	RLNZ-705000						
	SL-56105	4,000.00				Misc.	E

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THEFT LOSSES - 1970

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtton	Unknown	Other			
5-20	SBDZ-40763			1,829.30	Trucking		E
5-21	SFTZ-501109	1,403.68				Meat	E
5-22	XTRZ-275194		404.32			Misc.	E
5-27	REAZ-791109			2,496.00	Trucking	Appliances	E
5-30	RMAZ-204836		2,055.00			Appliances	E
May Totals	<u>20</u>	<u>\$8,503.68</u>	<u>\$12,255.03</u>	<u>\$6,325.30</u>			
6-9	REAZ-791171	506.00				Appliances	E
6-2	XTRZ-277941	769.25				Candy	E
6-3	ICSU-208489		352.80			Misc.	W
6-3	REAZ-791129			1,165.50	Trucking	Appliances	E
6-3	REAZ-791127	2,500.00				"	E
6-5	ELZ-202395		1,500.00			"	E
6-8	PCZ-202383		1,500.70				E
6-10	STRICK-128748		961.75			Liquor	E
6-10	REAZ-791164	792.00				Misc.	W
6-12	SFTU-500124	1,622.25				Appliances	E
6-15	ELZ-201989	13,124.00				Meat	E
6-18	MWE-6861		85.45			Cameras	E
6-18	MWH-493		553.08			Tires	E
6-19	SFZZ-501195	4,591.80				Misc.	W
6-19	LNZ-208011	780.64				Meat	E
6-22	CNWZ-505768			1,344.00	CNW	Air Condi.	E
6-23	RP-4385		295.12			Meat	E
6-25	VTRZ-201640		745.51			Clothing	W
6-26	CC-659		1,660.00			"	W
6-29	PCZ-202790		268.00			Misc.	E
June Totals	<u>20</u>	<u>\$24,685.94</u>	<u>\$7,922.41</u>	<u>\$2,509.50</u>			
7-6	ELZ-201549		1,500.00			TV's	W
7-8	SFTZ-205017	953.40				Motors	E
7-10	LNZZ-208408			1,036.74	Trucking	TV's	E

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THEFT LOSSES - 1970

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtton	Unknown	Other			
7-3	XTRZ-979459		428.89			Misc. TV's	E
7-12	NWZ-207169		3,800.00			Meat	E
7-13	MIIZ-505153		4,626.72				
7-14	FTZ-212638					Fruit	E
	FTZ-512014	500.00				Meat	E
7-15	SFTZ-500289					"	E
	" 500582					"	E
	RIZ-507842		839.25			Misc. Bikes	W
7-16	MWH-2358		817.29			Misc.	E
7-17	RICZ-290380		1,256.00			"	E
7-17	TPZ-207174					"	E
7-21	CC-486	273.78				Tires	E
7-24	MWE-6861	139.44					
7-28	UPZ-20937			24,514.85	Chicago (Erie)	TV's	E
	UPZ-20960		332.68			Shoes	W
7-28	STRIK-129432	1,200.00				TV's	E
7-30	HOTZ-20546		412.40			Misc.	W
7-30	MW-2152		1,262.50			"	W
7-30	USF-4250						
July Totals	<u>22</u>	<u>\$3,066.62</u>	<u>\$15,275.73</u>	<u>\$25,551.59</u>			
8-4	NWZ-208045	3,000.00				TV's	E
8-4	RIZ-209212		964.06			Misc.	W
8-5	ABC-5034		705.66			Misc.	E
8-7	Rentco-152031			5,524.34	Chicago (Erie)	Misc.	E
8-7	CCC-459		195.50			Misc.	E
8-7	CCC-486	364.70				Radios	E
8-12	TOFC-207292		21,870.50			Misc.	W
8-13	TOFC-205598		465.12			Misc.	E
8-14	FOFC-206864	1,274.40					
8-17	XTRZ-278325					Air Condi.	E
	RNWZ-701707		1,428.00			Photo	W
8-20	TOFC-205778		7,536.00				

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THEFT LOSSES - 1970

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtton	Unknown	Other			
8-22	NAT-505034						
	505076		500.00			Misc.	W
8-22	CNWZ-500206	1,371.75				Meat	E
8-22	HOLZ-20374		791.97			TV's	E
8-25	XTRZ-202799	827.50				Refrigerators	E
8-27	MWH-1756	2,285.69				TV's	E
8-27	MILZ-505020	654.42				Meat	E
8-27	XTRZ-277856		4,305.00			TV's	E
8-28	RRMZ-501321		2,604.31			Meat	E
8-29	MILZ-202096		745.76			TV's	E
Aug. Totals	<u>22</u>	<u>\$9,778.46</u>	<u>\$42,111.88</u>	<u>\$5,524.34</u>			
9-1	ATC-666		1,512.00			Misc.	W
9-2	RMNZ-204695		16,365.00			TV's	E
9-9	MWE-6878		488.96			Tires	E
9-10	MWH-1754		2,016.00			Misc.	W
9-10	MWH-2115		225.62			"	W
9-11	XTRZ-979396						
	NPZ-201809	4,225.20				Appliances	E
9-12	RIZ-208589		12,714.12			TV's	E
9-15	MILZ-505698		714.63			Meat	E
9-16	RIZ-507023		404.93			Meat	E
9-18	MWE-6847		285.59			Tires	E
9-22	VTRZ-200144		92.60			Misc.	E
9-23	ELZ-201898	1,187.46				TV's	E
9-24	Gil-T-948		697.50			Misc.	W
9-24	MWH-1630		461.00			Shoes	E
9-28	FT-513189			2,381.96	Trucking	Meat	W
9-30	MWE-6882	108.76				Tires	E
Sept. Totals	<u>17</u>	<u>\$5,521.42</u>	<u>\$35,977.95</u>	<u>\$2,381.96</u>			

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THEFT LOSSES - 1970

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtan	Unknown	Other			
10-1	NPZ-201887		4,119.36			Batteries	W
10-2	XTRZ-201522	2,115.00				TV's	E
10-3	FT-211394	911.32				Candy	E
10-2	ELZ-204033					TV's	E
10-5	MWH-925		113.10			Misc.	E
10-5	ELZ-500446		544.16			Meat	E
10-5	ELZ-204056	607.32				Glass	E
10-5	MWE-6859		170.86			Tires	E
10-9	WWH-2294		910.58			Misc.	W
10-9	UTZ-6440		569.49			Misc.	W
10-10	ELZ-201263	500.00				Misc.	E
10-10	TPZ-260428			112.64	Chicago (Erie)	Misc.	E
10-12	TPZ-205011	7,625.28				TV's	E
	VTRZ-200514						
	XTRZ-371057						
	UTRZ-202466						
	UTRZ-203008						
	TORC-205452						
	REAZ-200209						
	REAZ-209736					Misc.	E
	VTRZ-207371	349.00					
	ICZ-501137						
	ELZ-202643						
	ELZ-201600						
	PRC-160463					Misc.	E
	VTRZ-200001					Misc.	E
10-16	TOFC-206984	195.00				Misc.	W
10-17	MWH-2365		1,183.00			Misc.	W
10-21	MWH-1431		844.49			Misc.	W
10-22	CNWZ-505974		942.40			Meat	E
10-28	BMZ-200412		778.00			Misc.	E
10-29	LIF-6413		1,479.80			Misc.	E
Oct. Totals	<u>32</u>	<u>\$12,302.92</u>	<u>\$11,655.24</u>	<u>\$112.64</u>			

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THEFT LOSSES - 1970

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtan	Unknown	Other			
11-6	EMCO-200083	500.00				Misc.	E
11-10	GII-T-1032	175.78				Cloth	W
11-18	ACLU-400002			866.54	PFC	Shoes	W
11-20	RIZ-507853		619.69			Meat	E
11-21	SFTZ-500853	390.00				Meat	E
11-27	XTRZ-279687		38.10			Misc.	W
Nov. Totals	<u>6</u>	<u>\$1,065.78</u>	<u>\$657.79</u>	<u>\$866.54</u>			
12-2	ATC-291163		169.42			Furs	E
12-2	MWH-462		172.60			Misc.	E
12-3	HOLZ-20546	300.00				TV's	E
12-3	ELZ-204091		309.60			Liquor	W
12-6	CNWZ-500176						
	VTRZ-201516	1,300.00				Shoes	E
12-11	RSAG-709796		768.00			TV's	E
12-15	FT-212186	1,851.05				Meat	E
12-21	USR-4815		341.97			Misc.	W
12-21	CNWZ-506004	500.00				Meat	E
Dec. Totals	<u>10</u>	<u>\$3,951.05</u>	<u>\$1,761.59</u>				
Grand Totals		<u>\$113,729.08</u>	<u>\$186,678.36</u>	<u>\$78,200.49</u>			

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THEFT LOSSES - 1970

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtton	Unknown	Other			
1-4	ACLU-262507		906.90				W
1-6	HOLZ-20435		1,495.93		Trucking	Liquor	E
1-8	MEFS-500510			437.58	"	TV's	E
1-8	LFF-6621			296.10	"	Meat	E
1-10	TC-209153	250.00			"	Misc.	E
1-20	ELZ-203931			531.36	"	"	E
1-25	REAZ-791127	1,392.00				Appliances	E
Jan. Totals	<u>7</u>	<u>\$1,642.00</u>	<u>\$2,402.83</u>	<u>\$1,265.04</u>			
2-12	REAZ-200258			975.00	Trucking	Appliances	E
2-16	REAZ-203745			1,998.00	"	"	E
2-19	TORC-205362	823.93				Misc.	E
2-21	HOLZ-20502		1,980.00			TV's	E
2-26	ELZ-203932		2,000.00			TV's	E
Feb. Totals	<u>5</u>	<u>\$823.93</u>	<u>\$3,980.00</u>	<u>\$2,973.00</u>			
3-8	GFTZ-202849	54.00				Misc.	E
3-18	HOLZ-20308		1,001.25			TV's	E
Mar. Totals	<u>2</u>	<u>\$54.00</u>	<u>\$1,001.25</u>				
4-2	HOLZ-20276		2,000.00			TV's	E
4-3	RAWZ-704905	1,200.00			Trucking	Air Conditioners	E
4-13	MONZ-207101			1,012.00	Santa Fe	Appliances	E
4-29	SFTZ-500258			2,628.56		Misc.	W
4-15	NCC-1571060		236.35			Misc.	W
4-22	MWH-2280		598.05			Photo	W

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THEFT LOSSES - 1971

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtton	Unknown	Other			
4-27	CNWX-505886	1,590.16				Meat	E
4-28	MONZ-207155	652.00				Appliances	E
	VTRZ-200237	136.38				Misc.	E
April Totals	<u>9</u>	<u>\$3,578.54</u>	<u>\$2,834.40</u>	<u>\$3,640.56</u>			
5-1	Crouch-336	232.90				Misc.	E
5-1	MWH-1617		385.60			Radios	W
5-4	MWH-1715		275.00			Misc.	W
5-5	SFTZ-205130	3,600.00				Tape Recorders	E
5-6	SFTZ-204512	280.00				" "	E
5-6	ABC-5029		138.00			Misc.	W
5-6	" "		103.00			"	W
5-7	MWH-506		3,909.35			"	W
5-7	MONZ-207168			1,241.00	Trucking	Appliances	E
5-8	ELZ-508244	416.07				Meat	E
5-14	ATC-291156		107.40			Misc.	E
5-14	RMNZ-204413			2,808.00	Trucking	Appliances	E
5-26	REAZ-791121			2,825.00	Trucking	"	E
5-26	MONZ-207249			2,492.00	Trucking	"	E
5-27	ABC-5006		326.75			Misc.	W
5-27	MWE-6164		177.92			Tires	E
5-28	ELZ-201496	2,600.00				TV's	E
May Totals	<u>17</u>	<u>\$ 7,128.97</u>	<u>\$5,423.02</u>	<u>\$9,366.00</u>			
6-1	EE1-5074		1,333.40			Misc.	W
6-2	MWH-2292		529.80			"	W
6-3	MWH-2048		1,560.00			"	W
6-9	ABC-60012	269.75				"	E
6-14	REAZ-705767			870.00	Trucking	Appliances	E
6-15	MWH-1608	2,333.04				Misc.	W
6-16	REAZ-200209	813.00				Appliances	E

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THEFT LOSSES - 1971

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtan	Unknown	Other			
6-18	MWH-406	623.70					E
6-19	REAZ-202255			1,325.00	Trucking	Misc. Appliances	E
6-21	RMNZ-204661			1,639.00	"	Air Conditioners	E
6-24	ELZ-200532	7,000.00				Misc.	W
6-24	ELZ-201776		540.00			"	W
6-26	REAZ-791130			681.00	Trucking	Appliances	E
6-27	NWWZ-203071	80.00				Tape Recorders	E
6-27	MONZ-207011			576.00	Trucking	Appliances	E
June Totals	<u>15</u>	<u>\$11,119.49</u>	<u>\$3,963.20</u>	<u>\$5,091.00</u>			
7-2	MWH-2376	1,678.95				Misc. Watches	W
7-7	ELZ-200577	48,684.00				"	W
7-7	ELZ-200577	2,195.50				"	W
7-8	VTRZ-201997		4,901.20			"	W
7-8	UTRZ-201997		5,421.60			"	E
7-14	ELZ-200656		200.00			Bikes	E
7-13		2,654.18					
7-13	RLNZ-706380	4,604.85				Air Conditioners	E
7-17	XTRZ-200204		1,477.00			" "	E
July Totals	<u>9</u>	<u>\$59,817.48</u>	<u>\$11,999.80</u>				
8-2	RNZ-708307			617.40	Trucking	Misc.	W
8-6	MWH-1302		870.25			"	W
8-6	MWH-1302		601.20			"	E
8-14	REAZ-791130			649.50	Trucking	Refrigerators	E
8-17	ICZ-501101			865.38	"	Meat	W
8-20	CNZ-709050		1,500.00			Misc. Meat	W
8-23	SFTZ-500567			500.00	Chicago (Erie)	Meat	E
8-28	UTRZ-201511			300.00	"	Stereo	W
8-31	RIZ-509787			776.62	"	Meat	E
Aug. Totals	<u>9</u>		<u>\$2,971.45</u>	<u>\$3,708.90</u>			

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THEFT LOSSES - 1971

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtan	Unknown	Other			
9-1	MWH-2139		300.00			Hosiery	W
9-9	MWE-6816		148.96			Tires	E
9-11	MONZ-207271			756.00	Trucking	Refrigerators	E
9-13	LNZZ-201048			2,000.00	Monan	TV's	E
	LNZZ-208777			4,000.00	"	"	E
	RELZ-705438			200.00	"	Food	E
9-17	MWH-1078	952.56				Misc.	E
9-22	MWE-6178	1,018.00				Tires	E
9-23	MWH-2246	10,927.60				TV's	W
9-25	LNZZ-208694			852.00	Trucking	Washers	E
9-30	MWH-2147		26.32			Misc.	E
Sept. Totals	<u>11</u>	<u>\$12,897.60</u>	<u>\$475.28</u>	<u>\$7,808.00</u>			
10-1	REAZ-706962		1,175.46			Recorders	E
10-1	REAZ-706962		816.00			"	E
10-6	CBQZ-508295		982.80			Meat	E
10-6	VTRZ-200497	1,379.71					
10-9	GIL-1014			757.90	Chicago (Erie)	Clothing	W
10-11	LNZZ-208777		2,600.00			TV's	E
10-12	MWE-6867		767.54			Tires	E
10-14	ABC-5016						W
	MWH-873						W
10-15	RICZ-290396		438.00			Appliances	E
10-15	ELZ-201188		501.93			Misc.	W
	ELZ-201188		468.00			"	W
	ELZ-201188		380.40			"	W
10-17	MWH-1692		148.85			"	E
10-20	MWE-6813		305.45			Tires	E
10-21	REAZ-203145		1,471.40			Toys	E
10-22	VTRZ-202887	178.50				Misc.	W
10-23	TPZ-260006			406.51	Chicago (Erie)	"	E
10-25	SOUZ-205035	542.40				Electronics	E

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THEFT LOSSES - 1971

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtan	Unknown	Other			
10-28	VTRZ-202470		1,016.00			Appliances	E
10-31	VTRZ-200497	1,397.71				Misc.	E
Oct. Totals	<u>21</u>	<u>\$3,498.32</u>	<u>\$11,071.43</u>	<u>\$1,164.41</u>			
11-9	RLNX-702865		499.20			Coffee	E
11-13	ELZ-202183		574.80			Organs	W
11-15	ELZ-201687	600.00				Air Conditioners	W
11-15	COZ-202442	1,185.50				Misc.	W
11-15	REAZ-295353	100.00				Radio	W
11-17	ATC-291162		2,000.00			TV's	E
11-23	ELZ-201275		606.00			Misc.	W
11-26	SOU-200933			1,590.68	Trucking	Coffee	E
	SFTZ-203972			1,590.68	"	"	E
11-30	XTRU-870766		302.25			TV's	E
11-30	USLU-4007560		3,437.10			TV's	E
Nov. Totals	<u>11</u>	<u>\$1,885.50</u>	<u>\$7,419.35</u>	<u>\$3,181.36</u>			
12-1	LFF-6622		208.20			Misc.	W
12-2	XTRU-870766	302.25				TV's	E
12-3	SL-52106		800.00			"	E
12-3	REAZ-703250		7,044.90			Misc.	E
12-13	REAZ-206851	4,000.00				TV's	E
12-15	REAZ-203165	1,500.00				Air Conditioners	W
12-16	USLU-4196859	383.29				TV's	E
12-21	NYCZ-207769		440.00			Misc.	E
12-23	REAZ-295488		500.00			TV's	E
12-24	BMZ-202350		583.00			Flour	E
12-28	S00Z-502031			215.28	Trucking		E
Dec. Totals	<u>11</u>	<u>\$6,685.54</u>	<u>\$9,576.10</u>	<u>\$215.28</u>			
	GRAND TOTALS	<u>\$109,131.37</u>	<u>\$63,118.11</u>	<u>\$41,042.11</u>			

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THEFT LOSSES - 1972

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtan	Unknown	Other			
1-4	NWZ-207090	1,000.00				Appliances	E
1-5	FTZ-503472			2,000.00	Trucking	Cosmetics	W
1-10	MWE-6296	1,500.00				Tires	E
1-10	ELZ-201042	700.00				Drugs	W
	NWZ-501887	700.00				"	W
1-12	BOZ-200581	960.00				Appliances	E
1-17	RBLZ-203061					Misc.	W
	NPZ-201554					"	W
	ELZ-200034	780.00				"	W
1-24	REAZ-295821		181.40			"	E
1-29	RIZ-208759	300.00					
1-30	HOLZ-20412			1,040.00	Meadville-Erie	TV's	E
Jan. Totals	<u>12</u>	<u>\$5,940.00</u>	<u>\$181.40</u>	<u>\$3,040.00</u>			
2-2	USLU-4161770			656.57	Chicago (Erie)	TV's	W
2-3	RNWZ-701621		1,142.77			Misc.	W
2-4	ELZ-202267		556.50			"	E
2-7	REAZ-292272	1,500.00				TV's	E
2-9	BMZ-200311			500.00	Trucking	Fish	W
	RGWZ-205226			500.00	Trucking	"	W
2-10	M11Z-207214		444.00			Refrigerators	E
2-11	ACLU-201248	23,240.00				Razors	W
2-14	ELZ-201172		889.41			Misc.	W
2-16	RINT-206007			236.50	Trucking	Appliances	E
2-19	NWZ-207004		56.60			Cosmetics	W
2-24	RELZ-295986			500.00	Chicago (Erie)	Bikes	E
Feb. Totals	<u>12</u>	<u>\$24,740.00</u>	<u>\$3,089.28</u>	<u>\$2,393.07</u>			

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THEFT LOSSES - 1972

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtton	Unknown	Other			
3-2	RNWZ-701651			524.22	Trucking	Glass	E
3-17	USF-4573		126.50			Air Conditioners	E
3-23	HOLZ-20300		1,000.00			TV's	E
3-25	KSU-2000208		626.40			Misc.	E
March Totals	<u>4</u>		<u>\$1,752.90</u>	<u>\$524.22</u>			
4-4	ELZ-200135		1,000.00			Misc.	W
4-5	ELZ-201154			14,000.00	Trucking	Appliances	E
4-14	HOLZ-20386			2,400.00	Chicago (Erie)	TV's	E
4-17	STLU-601765	52.50				Milk	E
4-18	SFTZ-503466			15,708.00	Trucking	Candy	E
4-20	HOLZ-20300			1,200.00	"	TV's	E
4-24	ST-117113	22.50				Milk	E
4-28	HOLZ-20504			600.00	Chicago (Erie)	TV's	E
4-29	TPZZ-26004			500.00	"	Misc.	E
April Totals	<u>9</u>	<u>\$75.00</u>	<u>\$1,000.00</u>	<u>\$34,408.00</u>			
5-5	HOLZ-20414			400.00	Chicago (Erie)	TV's	E
5-6	XTWZ-203229						
	REAZ-292748						
	REAZ-791232						
	RINZ-708806						
	RENZ-292952	58.00				Appliances	E
5-11	SRTZ-500264						
	ICZ-502048			4,116.80	Rock Island	Meat	E
5-20	MEYU-260193						
	260038						
	260196						
	260128						
	260032						
	260056			180.00	Chicago (Erie)	Misc.	E

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THEFT LOSSES - 1972

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtton	Unknown	Other			
5-26	ELZ-200001			999.00	Trucking	Misc.	W
5-27	HOLZ-20444	1,313.00				TV's	E
5-30	CNWZ-203218			2,000.58	Trucking	Misc.	E
May Totals	<u>17</u>	<u>\$1,371.00</u>		<u>\$7,695.80</u>			
6-9	HOLZ-20488			714.00	Trucking	TV's	E
June Total	<u>1</u>			<u>\$714.00</u>			
7-1	HOLZ-20284		373.10			TV's	E
7-6	RLNZ-702935			794.16	Trucking	Misc.	W
7-21	MWE-6823			191.62	Trucking	Tires	E
July Totals	<u>3</u>		<u>\$373.10</u>	<u>\$985.78</u>			
8-3	MWE-6831		123.00			Tires	E
8-25	ELZ-501002			441.89	Trucking	Candy	E
8-27	ATC-206424		800.00			Radios	E
Aug. Totals	<u>3</u>		<u>\$923.00</u>	<u>\$441.89</u>			
9-1	ELZ-508213			432.00	Trucking	Candy	E
	REAZ-200650		481.50			Misc.	E
9-8	HOLZ-20254			1,500.00	Chicago (Erie)	TV's	E
9-18	RCRW-704582			300.00	Trucking	Misc.	E
9-28	ELZ-201336		923.50			"	W
9-29	HANU-490672	400.00				Tires	W
Sept. Totals	<u>6</u>	<u>\$400.00</u>	<u>\$1,405.00</u>	<u>\$2,232.00</u>			

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THEFT LOSSES - 1972

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxton	Unknown	Other			
10-8	SEAU-4878 53481 39251 67638 63664					Tires " " " "	
10-20	CNWZ-160255		1,000.00				W
10-22	VTRZ-202984		856.00			Appliances	E
	UPS-80206 80426 80414 80207						
	ARA-204058	200.00				Misc.	E
Oct. Totals	<u>12</u>	<u>\$200.00</u>	<u>\$1,856.00</u>				
11-7	NPZ-50606			587.00	Chicago (Erie)	Meat	E
11-15	ELZ-201687						
11-17	C0Z-202442 SCC-7444	1,785.50		85.00	Hoboken (Erie)	Air Conditioners TV's	E E
11-24	UPS-80272 80116 81076 80093 80430					Misc. " " " "	E E E E E
11-27	VTRZ-202103	25.00				Glass	
Nov. Totals	<u>10</u>	<u>\$1,810.50</u>		<u>\$672.00</u>			

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THEFT LOSSES - 1972

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxton	Unknown	Other			
12-4	ELZ-200673		150.00			Misc.	E
12-5	CCC-964		621.82			"	E
12-6	ELZ-202639		2,658.90			"	E
12-6	ELZ-200716		487.00			Appliances	E
12-13	YSLU-260024		200.00			Bikes	E
12-14	ELZ-202477		200.00			Misc.	W
12-19	ELZ-201031		400.00			"	E
12-20	MWH-1758		28.31			"	E
12-21	MWE-6161		272.46			Tires	E
12-22	VTRZ-200384			3,000.00	Trucking	TV's	E
12-30	CNWZ-505924			90.00	Chicago (Erie)	Misc.	E
Dec. Totals	<u>11</u>		<u>\$5,018.49</u>	<u>\$8,060.88</u>			
	GRAND TOTALS	<u>\$34,536.50</u>	<u>\$15,599.17</u>	<u>\$61,167.64</u>			

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THEFT LOSSES - 1973

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtton	Unknown	Other			
1-5	REAZ-200533			2,360.00	Trucking	TV's	E
1-9	VTRZ-201413	1,500.00				Misc.	E
1-12	HOLZ-20408			3,000.00	Trucking	TV's	E
1-16	HOLZ-20552		834.90			TV's	E
1-16	ATC-6427					Misc.	E
	ATC-6631					"	E
	ELZ-201523					"	E
	HOLZ-20552		3,400.00			TV's	E
1-16	MIIZ-202671	5,060.88				TV's	E
1-22	ELZ-205132		537.00			Appliances	E
1-24	VTRZ-202250		1,000.00			Misc.	E
	PCTL-294306		500.00			"	E
	SCL-204772		-			Paper	E
	CJZZ-5485		500.00			Misc.	E
1-26	ELZ-201609			1,400.00	Chicago (Erie)	TV's	E
Jan. Totals	<u>15</u>	<u>\$6,560.88</u>	<u>\$6,771.90</u>	<u>\$ 6,760.00</u>			
2-1	ELZ-200551			4,000.00	Trucking	TV's	E
2-15	ELZ-202127			2,500.00	Chicago (Erie)	TV's	E
2-19	HOLZ-20450			1,632.89	"	TV's	E
	NAU-1832			100.00	"	Misc.	E
2-21	HOLZ-20304			1,000.00	"	TV's	E
2-25	RELZ-295987	70.15				Bikes	E
	REGZ-296154	421.00				"	E
	ELZ-205048					Misc.	E
2-26	PXCU-200136			720.00	Chicago (Erie)	"	E
Feb. Totals	<u>9</u>	<u>\$491.15</u>		<u>\$9,952.89</u>			

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THEFT LOSSES - 1973

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxtton	Unknown	Other			
3-1	NICA-7589	1,349.40				TV's	E
3-1	ELZ-201143	2,600.00				Air Conditioners	E
3-5	STLU-610079	1,600.00				Milk	E
3-9	BOZ-201259		119.00			TV's	E
3-13	ELZ-204583			300.00	Chicago (Erie)	TV's	E
3-18	CNWZ-506096		840.00			Meat	E
3-19	BOZ-201890					Misc.	E
	TNTRR-7303					"	E
	7598					"	E
	ELZ-20596					"	E
	NAV-1637		1,000.00			"	E
3-19	CNWZ-501025		840.00			Meat	E
3-22	LIFF-7123		500.00			Misc.	E
	STAR-4998		-			"	E
	SLZ-201445		-			"	E
	TORC-207224		500.00			"	E
	ELZ-202352		-			"	E
	MW-6140		1,500.00			"	E
3-22	FT-52453			180.00	Trucking	Candy	E
3-23	VTRZ-201158			550.00	"	TV's	E
March Totals	<u>20</u>	<u>\$5,549.40</u>	<u>\$5,299.00</u>	<u>\$1,030.00</u>			
4-4	NICB-4978	1,664.11				Appliances	E
4-6	RDGZ-207287		500.00			Misc.	E
	MILZ-207824		1,500.00			TV's	E
	SRTZ-202045		-			Misc.	E
	MILZ-207280		750.00			Misc.	E
	ACLU-201944		-			"	E
	CNWZ-506201		-			Meat	E
	MIIZ-505334		-			Meat	E
	RISS-3834		175.00			Candy	E
	LIFF-7107		2,000.00			Misc.	E

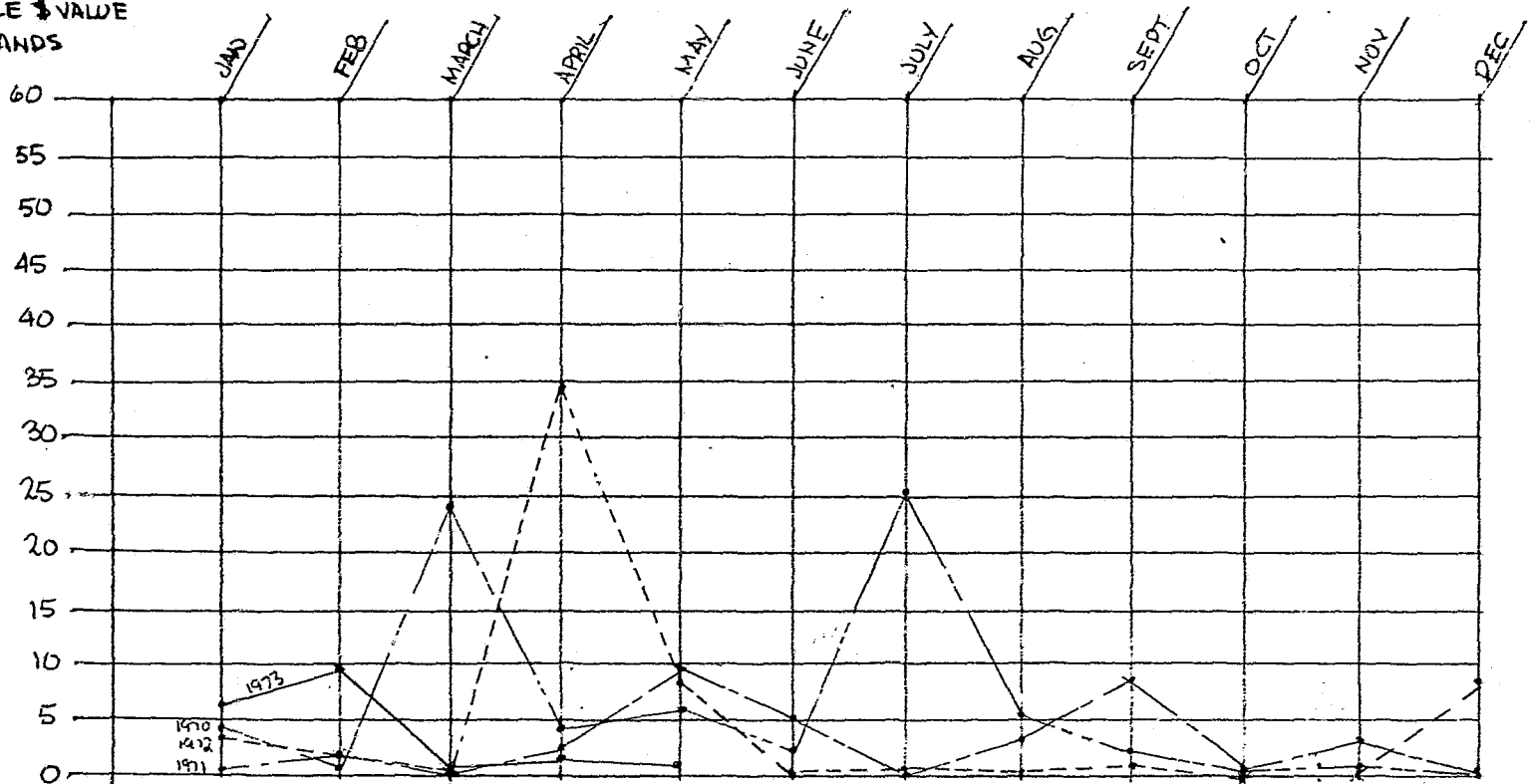
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THEFT LOSSES - 1973

Date	Trailer No.	Wholesale Dollar Value			Carrier or Location	Cargo	E or W Bound
		Croxton	Unknown	Other			
4-7	RICZ-290011	4,000.00				Misc.	E
4-8	BMZ-200022		3,000.00			"	E
4-10	NYKU-4171	638.00				TV's	E
4-12	STLU-110197		1,500.00			Liquor	W
4-24	STLU-200004					Misc.	E
	200022					"	E
	200026					"	E
	200097	1,972.91				"	E
	APLU-203817	7,272.00				TV's	E
4-19	RGWZ-296055	4,036.14				TV's	E
4-20	SSIU-204045		2,500.00			TV's	E
4-21	SFTZ-500413	1,654.20				Meat	E
4-23	RGWZ-296055	3,662.07				TV's	E
4-24	VTRZ-201446			3,012.45	Trucking	Misc.	E
4-29	UPSZ-80382	2,000.00				Misc.	E
	80430	1,400.00				"	E
	ARD-204224	-				"	E
	204050	1,500.00				"	E
4-30	XTRZ-275191		500.00			TV's	E
	NPZ-201894		400.00			TV's	E
	LNZ-208178		1,000.00			Liquor	E
	XTRZ-200452		-			Appliances	E
	REAZ-204718		200.00			Appliances	E
	REAZ-292542		-				E
April Totals	34	\$29,799.43	\$14,025.00	\$3,012.45			
5-14	APLU-203817	7,272.00				TV's	E
5-20	ELZ-201891		500.00			Misc.	W
	Su1-669		1,200.00			"	W
5-29	MAIL-201303			2,200.00	Burlington Northern	TV's	E
May Totals	4	\$7,272.00	\$1,700.00	\$2,200.00			
Grand Totals		\$49,672.86	\$27,795.90	\$22,955.34			

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WHOLESALE VALUE TO THOUSANDS



LEGEND

- 1973 ———
- 1972 - - - -
- 1971 - - - -
- 1970 - - - -

Figure 7 - Theft Losses, Known Locations Other Than Croxton

January 1970 - May 1973

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Trailer Activity vs. Incidents of Theft

January 1970 - May 1973

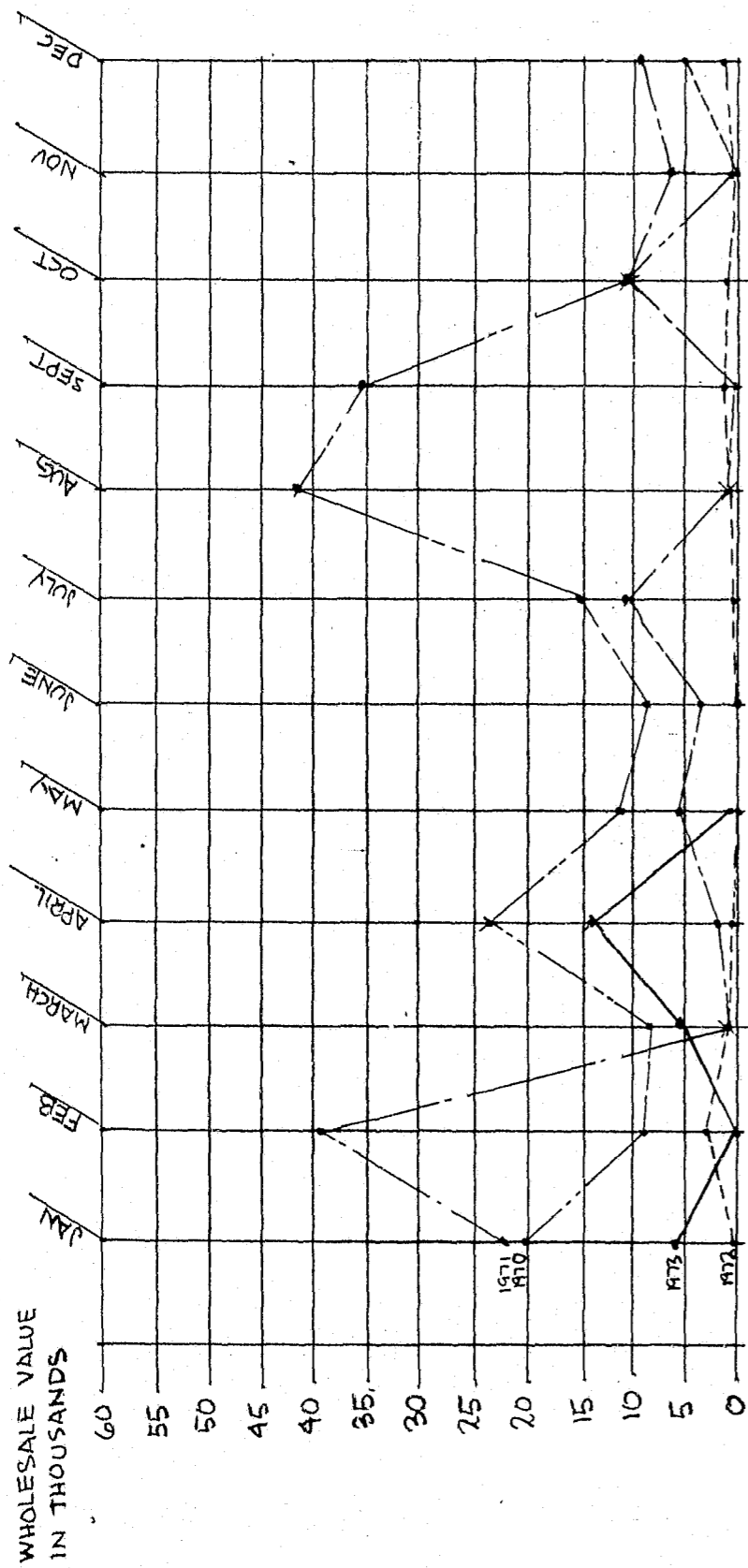


Figure 8 - Theft Losses, Unknown Locations Other Than Croxton

January 1970 - May 1973

LEGEND

- 1973 ———
- 1972 - - - -
- 1971 ·····
- 1970 - - - -

MONTH	1970					1971				
	<u>T R A I L E R S</u>		<u>T H E F T S</u>			<u>T R A I L E R S</u>		<u>T H E F T S</u>		
	In (W)	Out (E)	Croxtton	Other	Unknown	In (W)	Out (E)	Croxtton	Other	Unknown
January						5,323	5,247	2	3	2
February						4,882	5,250	1	2	2
March						5,598	6,355	1	0	1
April						4,966	5,343	4	2	3
May	3,782	4,496	5	3	12	4,801	4,690	5	4	8
June	4,207	4,983	8	3	9	4,696	5,459	6	5	4
July	5,264	5,867	5	3	14	4,828	5,653	5	0	4
August	5,506	5,722	7	1	14	5,304	5,794	0	6	3
September	5,536	6,454	2	1	14	4,940	6,286	3	5	3
October	7,019	6,832	7	1	24	6,269	6,090	4	2	15
November	6,371	6,228	3	1	2	4,716	5,333	3	2	6
December	5,502	5,594	4	0	6	5,521	5,223	4	1	6

TRAILER ACTIVITY vs. INCIDENTS OF THEFT

MONTH	1972					1973				
	<u>T R A I L E R S</u>		<u>T H E F T S</u>			<u>T R A I L E R S</u>		<u>T H E F T S</u>		
	In (W)	Out (E)	Croxton	Other	Unknown	In (W)	Out (E)	Croxton	Other	Unknown
January	5,177	4,990	7	2	3	6,519	6,131	+2	3	10
February	5,076	5,633	2	5	5	6,294	6,983	+2	6	0
March	5,433	6,376	*0	1	3	6,736	7,906	+3	3	14
April	4,858	5,164	*2	6	1	6,023	6,404	+7	2	25
May	5,953	5,815	*2	5	0	NOT AVAILABLE		+1	2	1
June	4,850	5,524	++0	1	0					
July	4,931	5,710	++0	2	1					
August	4,910	4,835	++0	1	2					
September	5,110	6,114	++1	0	2					
October	6,150	6,147	++1	0	2					
November	5,100	5,410	++2	2	0					
December	5,314	5,110	++0	2	9					

Notes: *WatchGuard operational

+Locks operational

TRAILER ACTIVITY vs. INCIDENTS OF THEFT

B - 2

END