

interested parties should take appropriate steps to insure that they are notified of cancellation or postponements of hearings in which they are interested.

MC 133327 Sub 2, Melburn Truck Lines Co., Ltd., assigned January 31, 1972, will be held in Room B-2231, 26 Federal Plaza, New York, N.Y.

MC 31389 Sub 134, McLean Trucking Co., assigned January 17, 1972, at Memphis, Tenn., is postponed to February 2, 1972, in 204 Federal Office Building, 167 North Main Street, Memphis, TN.

MC 110585 Sub 15, Republic Van & Storage Co., Inc., assigned December 15, through December 16, 1972, at Washington, is continued to March 21, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

FD 26241 Sub 8, Penn Central Transportation Co. Reorganization, now being assigned January 31, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC 117574 Sub 208, Daily Express, now being assigned hearing February 24, 1972, at Chicago, Ill., in a hearing room to be designated later.

FD 26887 Chicago, Milwaukee, St. Paul and Pacific Railroad Co. and Kentucky and Indiana Railroad Co.—Joint Use of Terminal—Louisville, Ky., now being assigned hearing January 24, 1972, in Louisville, Ky., in a hearing room to be later designated.

#### RELEASED RATES APPLICATION

No. MC 1228, National Motor Freight Traffic Association, Inc., heard November 30, 1971, at Washington, D.C., and continued to January 24, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC 133250 Sub 2, United Agricultural Transportation Association of America Marketing Co-op Common Carrier Application, assigned for hearing February 24, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC 340 Sub 18, Querner Truck Lines, Inc., assigned February 14, 1972, at Dallas, Tex., is postponed indefinitely.

MC-C 7598, Brown Transport Corp. v. Terminal Transport Co., Inc., assigned January 17, 1972, at Atlanta, Ga., is advanced to January 10, 1972, in Room 809, 50 Seventh Street NE., Peachtree Seventh Building, Atlanta, GA.

I & S No. 8592, Vegetables and Melons, between West and Southwest, Midwest and South, assigned for hearing February 1, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

[SEAL] ROBERT L. OSWALD,  
Secretary.

[FR Doc.71-18786 Filed 12-22-71; 8:52 am]

[Notice 799]

#### MOTOR CARRIER TRANSFER PROCEEDINGS

DECEMBER 20, 1971.

Application filed for temporary authority under section 210a(b) in connection with transfer application under section 212(b) and transfer rules, 49 CFR Part 1132:

No. MC-FC-73384. By application filed December 16, 1971, MICHAEL C. NARO, 310 Jones Street, Dunmore, PA 15512, seeks temporary authority to lease the operating rights of MILDRED REINING,

FLOYD T. OLVER, AND GERALD M. REINING, doing business as W. J. REINING AND SONS, Beechlake, Pa. 18405, under section 210a(b). The transfer to MICHAEL C. NARO, of the operating rights of MILDRED REINING, FLOYD T. OLVER, AND GERALD M. REINING, doing business as W. J. REINING AND SONS, is presently pending.

By the Commission.

[SEAL] ROBERT L. OSWALD,  
Secretary.

[FR Doc.71-18787 Filed 12-22-71; 8:52 am]

[Notice 101]

#### MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

DECEMBER 17, 1971.

The following applications are governed by Special Rule 1100.247<sup>1</sup> of the Commission's general rules of practice (49 CFR, as amended), published in the FEDERAL REGISTER issue of April 20, 1966, effective May 20, 1966. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with section 247(d)(3) of the rules of practice which requires that it set forth specifically the grounds upon which it is made, contain a detailed statement of protestant's interest in the proceeding (including a copy of the specific portions of its authority which protestant believes to be in conflict with that sought in the application, and describing in detail the method—whether by joinder, interline, or other means—by which protestant would use such authority to provide all or part of the service proposed), and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and one (1) copy of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the requirements of section 247(d)(4) of the special rules, and shall include the certification required therein.

Section 247(f) of the Commission's rules of practice further provides that each applicant shall, if protests to its application have been filed, and within 60 days of the date of this publication, notify the Commission in writing (1) that it is ready to proceed and prosecute the

<sup>1</sup> Copies of Special Rule 247 (as amended) can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C. 20423.

application, or (2) that it wishes to withdraw the application, failure in which the application will be dismissed by the Commission.

Further processing steps (whether modified procedure, oral hearing, or other procedures) will be determined generally in accordance with the Commission's General Policy Statement Concerning Motor Carrier Licensing Procedures, published in the FEDERAL REGISTER issue of May 3, 1966. This assignment will be by Commission order which will be served on each party of record.

The publications hereinafter set forth reflect the scope of the applications as filed by applicants, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

No. MC 3468 (Sub-No. 162), filed December 2, 1971. Applicant: F. J. BOU-TELL DRIVEAWAY CO., INC., 705 South Dort Highway (Post Office Box 308), Flint, MI 48501. Applicant's representative: Gerald K. Gimmel, 705 McLachlen Bank Building, 666 11th Street NW., Washington, DC 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Motor buses in secondary movements, in truckaway service, (1) from New York, N.Y., and Baltimore, Md., to points in the United States and (2) between points in Connecticut, Delaware, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia. Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 4405 (Sub-No. 489), filed November 17, 1971. Applicant: DEALERS TRANSIT, INC., 7701 Lawndale Avenue, Chicago, IL 60652. Applicant's representative: Robert E. Joyner, 2111 Sterick Building, Memphis, Tenn. 38103. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Electronic or electronic systems, machinery, equipment and (2) electronic or electronic systems, machinery and equipment parts, between Orland Park, Ill., on the one hand, and, on the other, points in the United States (except Hawaii). Note: Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 18738 (Sub-No. 41), filed November 15, 1971. Applicant: SIMS MOTOR TRANSPORT LINES, INC., 610



West 138th Street, Chicago, IL. Applicant's representative: Ferdinand Born, 601 Chamber of Commerce Building, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, from Elk Grove Village, and Chicago Heights, Ill., to points in Indiana, Michigan, and Ohio. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind., or Chicago, Ill.

No. MC 21866 (Sub-No. 73), filed November 11, 1971. Applicant: WEST MOTOR FREIGHT, INC., 740 South Reading Avenue, Boyertown, PA 19122. Applicant's representative: Alan Kahn, 1920 2 Penn Center Plaza, Philadelphia, PA 19102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, from the facilities of Knoll International, Inc., at or near East Greenville and Souderton, Pa., to points in the United States (except Alaska and Hawaii). **NOTE:** Applicant states that the requested authority cannot be handled with its existing authority. If a hearing is deemed necessary, applicant requests it be handled at Philadelphia, Pa., or Washington, D.C.

No. MC 25798 (Sub-No. 228), filed December 2, 1971. Applicant: CLAY HYDER TRUCKING LINES, INC., 502 East Bridgers Avenue, Post Office Box 1186, Auburn, FL 33823. Applicant's representative: Tony G. Russell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from New Hampton, Iowa to points in Alabama, Florida, Georgia, North Carolina, and South Carolina. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 29079 (Sub-No. 61), filed November 12, 1971. Applicant: BRADA MILLER FREIGHT SYSTEM, INC., 1210 South Union Street, Post Office Box 395, Kokomo, IN 46901. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, IL 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum and aluminum articles* (except commodities in bulk), between the plantsite of Amax Aluminum Mill Products, Inc., located on U.S. Highway 6 approximately 5 miles west of Channahon, Grundy County, Ill., on the one hand, and, on the other, points in Indiana, Kentucky, Michigan, New York, Ohio, and Pennsylvania. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 29886 (Sub-No. 274), filed November 29, 1971. Applicant: DALLAS & MAVIS FORWARDING CO., INC., 4000 West Sample Street, South Bend, IN 46621. Applicant's representative: Charles Pieroni (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles, airport limousines, taxicabs, trucks, truck chassis, tractors, and trailers* in initial driveway and truckaway services and *bodies and cabs*, from the plantsite of Checker Motors Corp., in Kalamazoo, Mich., to points in California, Idaho, Nevada, Oregon, and Washington. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Applicant seeks no duplicating authority. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., Chicago, Ill., or Washington, D.C.

No. MC 29910 (Sub-No. 109), filed November 22, 1971. Applicant: ARKANSAS-BEST FREIGHT SYSTEMS, INC., 301 South 11th Street, Fort Smith, AR 72901. Applicant's representative: Thomas Harper, Kelley Building, Post Office Box 43, Fort Smith, AR 72901. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper articles*, from the plantsite and warehouse facilities of Hudson Pulp and Paper Corp. at Pine Bluff, Ark., to points in Illinois, Indiana, and Ohio. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark., and Washington, D.C.

No. MC 30383 (Sub-No. 9), filed November 22, 1971. Applicant: JOSEPH F. WHELAN CO., INC., 439 West 54th Street, New York, NY 10019. Applicant's representative: Herbert Burstein, 30 Church Street, New York, NY 10007. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Paper, paper products and plastic bags* from Harrison, N.J., to New York, N.Y., to points in Nassau, Suffolk, and Westchester Counties, N.Y.; Hartford County, Conn.; Philadelphia, Montgomery, and Delaware Counties, Pa., under continuing contract with Hudson Pulp & Paper Co. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 30844 (Sub-No. 381), filed November 22, 1971. Applicant: KROBLIN REFRIGERATED XPRESS, INC., 2125 Commercial Street, Waterloo, IA 50704. Applicant's representative: Truman A. Stockton, 1650 Grant Street Building, Denver, CO. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, and meat byproducts*, and *articles distributed by meat packing-houses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and

commodities in bulk), from the plantsite and facilities utilized by Hunter Packing Co., at St. Louis, Mo., and East St. Louis, Ill., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and the District of Columbia. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Chicago, Ill.

No. MC 30844 (Sub-No. 382), filed November 26, 1971. Applicant: KROBLIN REFRIGERATED XPRESS, INC., 2125 Commercial Street, Waterloo, IA 50704. Applicant's representative: Truman A. Stockton, 1650 Grant Street Building, Denver, CO. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned and preserved foodstuffs*, from Corswell and Edmore, Mich., to points in Minnesota, North Dakota, South Dakota, and Wisconsin. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Chicago, Ill.

No. MC 35807 (Sub-No. 23), filed November 18, 1971. Applicant: WELLS FARGO ARMORED SERVICE CORPORATION, 210 Baker Street NW, Atlanta, GA 30302. Applicant's representative: Harry J. Jordan, 1000 16th Street NW, Washington, DC 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coin*, between Coral Gables, Fla., on the one hand, and, on the other, Atlanta, Ga.; Baltimore, Md.; Birmingham, Ala.; Boston, Mass.; Buffalo, N.Y.; Charlotte, N.C.; Chicago, Ill.; Cincinnati and Cleveland, Ohio; Dallas, Tex.; Denver, Colo.; Detroit, Mich.; El Paso, Tex.; Fort Knox, Ky.; Helena, Mont.; Houston, Tex.; Kansas City, Mo.; Little Rock, Ark.; Los Angeles, Calif.; Louisville, Ky.; Memphis, Tenn.; Minneapolis, Minn.; Nashville, Tenn.; New Orleans, La.; New York, N.Y.; Oklahoma City, Okla.; Omaha, Nebr.; Philadelphia, Pa.; Pittsburgh, Pa.; Portland, Oreg.; Richmond, Va.; St. Louis, Mo.; Salt Lake City, Utah; San Antonio, Tex.; San Francisco, Calif.; Seattle, Wash.; Washington, D.C.; and West Point, N.Y. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Atlanta, Ga.

No. MC 38170 (Sub-No. 27), filed November 18, 1971. Applicant: WHITE STAR TRUCKING, INC., 1750 Southfield, Lincoln Park, MI 48146. Applicant's representative: Wilhelmina Boersma, 1600 First Federal Building, Detroit, MI 48226. Authority sought to operate as a



common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), from Sterling Heights, Mich., as an off-route point in connection with carrier's regular route operations to and from Detroit, Mich. **NOTE:** Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich., Chicago, Ill., or Washington, D.C.

No. MC 41404 (Sub-No. 105), filed November 22, 1971. Applicant: ARGO-COLLIER TRUCK LINES CORPORATION, Post Office Box 440, Fulton Highway, Martin, TN 38237. Applicant's representative: Tom D. Copeland (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from the plantsite and/or warehouse facilities of Dubuque Packing Co., Dubuque, Iowa to Carbondale, Ill., and Memphis, Tenn. Restrictions: Transportation restricted to shipments originating at the plantsite and/or warehouse facilities of Dubuque Packing Co. at Dubuque, Iowa. **NOTE:** Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Des Moines, Iowa.

No. MC 41915 (Sub-No. 36), filed November 22, 1971. Applicant: MILLER'S MOTOR FREIGHT, INC., 1060 Zinn's Quarry Road, York, PA 17405. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Roofing and building materials and materials used in the installation and application of such commodities* (except iron and steel and commodities in bulk), between the plantsite of CertainTeed Products Corp. at Avery, Ohio, on the one hand, and, on the other, points in

Delaware, Maryland, New Jersey, New York, Pennsylvania, Virginia, West Virginia, and the District of Columbia. **NOTE:** Applicant states that the requested authority can be tacked with its existing authority, but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 42487 (Sub-No. 780), filed November 23, 1971. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, CA 94025. Applicant's representative: W. C. Evans, Suite 1100, 1680 L Street NW., Washington, DC 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk and commodities requiring special equipment), serving Red Lion, Pa., as an off-route point in connection with applicant's presently authorized regular route authority. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at York or Harrisburg, Pa.

No. MC 51146 (Sub-No. 243), filed November 11, 1971. Applicant: SCHNEIDER TRANSPORT & STORAGE, INC., 2661 South Broadway, Green Bay, WI 54304. Applicant's representative: Charles Singer, 33 North Dearborn, Chicago, IL 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Furniture upholstered*, (1) from the plant and warehouse sites of La-Z-Boy Chair Co., in Florence, S.C.; Newton, Miss.; Neosho, Mo.; Monroe, Mich.; and Redlands, Calif., to points in Wisconsin, Michigan, Indiana, Illinois, Minnesota, Missouri, Ohio, Iowa, and Nebraska; and (2) from the plant and warehouse sites of La-Z-Boy Chair Co., in Redlands, Calif., to points in Colorado, Utah, and points in Wyoming and Montana. **NOTE:** Applicant states that the requested authority could be tacked with various subs of MC 51146 where feasible. It further states it has various duplicative items of authority under various subs, but does not seek duplication authority. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 52709 (Sub-No. 316), filed November 22, 1971. Applicant: RINGSBY TRUCK LINES, INC., 5773 South Prince Street, Littleton, CO 80120. Applicant's representative: Robert P. Tyler (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts* as described in section A of Appen-

dix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk in tank vehicles), from the plantsite and storage facilities of Swift and Co. at Scottsbluff and Gering, Nebr., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia, restricted to apply only on shipments originating at the above-named plantsite and destined to the above-named destinations. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 52861 (Sub-No. 27), filed November 24, 1971. Applicant: WILLS TRUCKING, INC., 2535 Center Street, Cleveland, OH 44113. Applicant's representative: Boyd B. Ferris, 88 East Broad Street, Columbus, OH 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Recarburizing coke*, from Ecorse and Detroit, Mich., and Toledo and Cleveland, Ohio, to points in Ohio and Pennsylvania. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Applicant now holds contract carrier authority under its No. MC 127864, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio or Washington, D.C.

No. MC 54567 (Sub-No. 11), filed November 15, 1971. Applicant: RELIANCE TRUCK COMPANY, a corporation, 2500 North 24th Avenue, Phoenix, AZ 85009. Applicant's representative: A. Michael Bernstein, 1327 United Bank Building, Phoenix, AZ 85012. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Size and weight commodities together with nonsize and weight commodities* in the same shipment; (2) *self-propelled articles*, weighing 15,000 pounds or more; (3) *iron and steel articles*; (4) *construction materials, equipment and supplies*; (5) *material handling equipment*; and (6) *pipe*, other than iron and steel, between points in Utah, Idaho, Montana, Oregon, Washington, Nevada, Arizona, and California. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. No duplicate authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Phoenix, Ariz., or Los Angeles, Calif.

No. MC 55337 (Sub-No. 16), filed November 18, 1971. Applicant: ELKTON TRUCKING COMPANY, a corporation, Post Office Box 277, Elkton, MD 21921. Applicant's representative: James E. Wilson, 1032 Pennsylvania Building, Pennsylvania Avenue and 13th Street NW., Washington, DC 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from points in Adams



County, Pa., to points in Delaware, Maryland, New York, New Jersey, Pennsylvania, Virginia, and the District of Columbia. **NOTE:** Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 55896 (Sub-No. 36), filed November 22, 1971. Applicant: R-W SERVICE SYSTEM, INC., 20225 Goddard Road, Taylor, MI 48180. Applicant's representative: Robert A. Sullivan, 1800 Buhl Building, 535 Griswold Street, Detroit, MI 48226. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Boards, building, wall and/or insulating and fiberboards*, from points in Alpena County, Mich., to points in Delaware, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, North Carolina, Pennsylvania, Virginia, West Virginia, Wisconsin, and St. Louis, Mo., and (2) *materials, equipment and supplies*, used in the manufacture of boards, building, wall and/or insulating and fiberboards from points in Delaware, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, North Carolina, Pennsylvania, Virginia, West Virginia, Wisconsin, and St. Louis, Mo., to points in Alpena County, Mich. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Chicago, Ill.

No. MC 56679 (Sub-No. 57), filed November 17, 1971. Applicant: BROWN TRANSPORT CORP., 125 Milton Avenue SE., Atlanta, GA 30315. Applicant's representative: B. K. McClain (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Yarn and staple fibre* from points in Georgia and South Carolina to points in Oklahoma and Texas. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Washington, D.C.

No. MC 56679 (Sub-No. 58), filed November 23, 1971. Applicant: BROWN TRANSPORT CORP., 125 Milton Avenue SE., Atlanta, GA 30315. Applicant's representative: B. K. McClain (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment because of size or weight), (1) between Covington and Milledgeville, Ga., from Covington over Georgia Highway 36 to

Stewart, thence over Georgia Highway 212 to Milledgeville, and return over the route, serving all intermediate points, and (2) between Milledgeville, and Macon, Ga., from Milledgeville over Georgia Highway 49 to Macon and return over the same route, serving all intermediate points. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 59150 (Sub-No. 63), filed November 12, 1971. Applicant: PLOOF TRANSFER COMPANY, INC., 1901 Hill Street, Jacksonville, FL 32202. Applicant's representative: Martin Sack, Jr., 1754 Gulf Life Tower, Jacksonville, Fla. 32207. Authority is sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Gypsum, gypsum products, building materials and materials, equipment and supplies* used in the manufacture, distribution, installation and application of such commodities, between the plantsite and storage facilities of National Gypsum Co. at Port Tampa, Fla., on the one hand, and, on the other hand, points in Alabama, Arkansas, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Jacksonville or Tampa, Fla., or Washington, D.C.

No. MC 59680 (Sub-No. 195), filed November 12, 1971. Applicant: STRICKLAND TRANSPORTATION CO., INC., 3011 Gulden Avenue, Post Office Box 5689, Dallas, TX 75222. Applicant's representative: Oscar P. Peck (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsite of the Borg & Beck Division of Borg-Warner Corp. at 18½ Mile Road, east of Mound Road, Sterling Heights, Mich., as an off-route point in connection with applicant's regular route operations to and from Detroit, Mich. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 59856 (Sub-No. 45), filed November 15, 1971. Applicant: SALT CREEK FREIGHTWAYS, a corporation, 3333 West Yellowstone, Post Office Box 1411, Casper, WY 82601. Applicant's representative: Joseph F. Sloan, 6540 North Washington Street, Denver, CO 80229. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except livestock, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving Arch Mineral Corp. mine site located approximately

12 miles west of Hanna, Wyo.; Rosebud Coal Co. mine site located approximately 3 miles northeast of Hanna, Wyo.; and Energy Development Corp., located approximately 5½ miles northwest of Hanna, Wyo., as off-route points in connection with presently authorized regular route operations under MC 59856 and related subs. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 60014 (Sub-No. 30), filed November 22, 1971. Applicant: AERO TRUCKING, INC., Post Office Box 308, Monroeville, PA 15146. Applicant's representative: Edward Conto (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Iron and steel articles*, from Hicksville, Ohio to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, Tennessee, and Wisconsin; and (2) *equipment, materials and supplies* used in the manufacture and processing of iron and steel articles (except commodities in bulk), from points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, Tennessee, and Wisconsin to Hicksville, Ohio. **NOTE:** Applicant states that the requested authority can be tacked with present authority under MC 60014, however, tacking operations are not planned at this time. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio or Washington, D.C.

No. MC 60667 (Sub-No. 4), filed November 19, 1971. Applicant: WILLIAM P. HALEY, INC., 4 India Street, Portland, ME 04112. Applicant's representative: Richard J. Haley (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Used household goods* as defined by the Commission, between Portland, Maine, on the one hand, and on the other, points in Maine. **NOTE:** Applicant states it would tack at Portland, Maine, to perform a through service serving points in Maine. If a hearing is deemed necessary, applicant requests it be held at Portland, Maine.

No. MC 60987 (Sub-No. 17), filed November 22, 1971. Applicant: ARKIN TRUCK LINE, INCORPORATED, 1600 South Indiana Avenue, Chicago, IL 60616. Applicant's representative: George S. Mullins, 4704 West Irving Park Road, Chicago, IL 60641. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Printed matter and materials, supplies, and equipment* used or useful in the maintenance and operation of printing houses, (except commodities in bulk in tank vehicles), between the plantsite of R. R. Donnelley & Sons Co. at Warsaw, Ind., on the one hand, and, on the other, points in Ohio (except Willard, Ohio), under contract with R. R. Donnelley & Sons Co., Chicago, Ill. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.



No. MC 61592 (Sub-No. 250), filed November 15, 1971. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, IA 52722. Applicant's representative: R. Connor Wiggins, Jr., 100 North Main Building, Memphis, Tenn. 38103. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Canned and packaged animal and pet food and canned and packaged foodstuffs*, from the plantsites and warehouses of Allen Canning Co. at Alma and Van Buren, Ark., to points in the United States (except Alaska and Hawaii). Note: Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant does not specify location.

No. MC 61825 (Sub-No. 47), filed November 22, 1971. Applicant: ROY STONE TRANSFER CORPORATION, V. C. Drive, Collinsville, VA 24078. Applicant's representative: George S. Hales, Post Office Box 872, Martinsville, VA 24112. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Insulating material, mineral wool and mineral wool products*, from Mountaintop, Luzerne County, Pa., and Williamstown Junction, N.J., to points in Alabama, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia. Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 61955 (Sub-No. 14), filed November 22, 1971. Applicant: CENTROPOLIS TRANSFER CO., INC., 701 North Sterling Avenue, Sugar Creek, MO 64054. Applicant's representative: Lee K. Mathews, 418 Olive Street, Suite 1000, St. Louis, MO 63102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fly ash*, from Kansas City, Mo., La Cygne, Kans., and the plantsite of Kansas City Power and Light Co. near Clinton, Mo., to points in Arkansas, Illinois, Iowa, Kansas, Missouri, Nebraska, and Oklahoma. Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Kansas City or St. Louis, Mo.

No. MC 66098 (Sub-No. 2), filed November 23, 1971. Applicant: PERKINS FREIGHT LINES, INC., 140 Milton Avenue SE., Atlanta, GA 30315. Applicant's representative: Archie B. Culbreth, Suite 417, 1252 West Peachtree Street NW., Atlanta, GA 30309. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Telephone equipment, material, and supplies*, used in the installation, maintenance, and repair of such equipment, between Griffin, Ga., on the one hand, and, on the other, points in Lamar, Pike, Spaulding, Henry, Butts, Clayton, Fayette, Meriweather, and Cowetta

Counties, Ga. Note: Applicant states that the requested authority would be tacked with its existing authority at Griffin, Ga., so as to provide through service between points in Georgia presently served and points in the counties sought to serve. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 69116 (Sub-No. 142), filed November 22, 1971. Applicant: SPECTOR FREIGHT SYSTEM, INC., 205 West Wacker Drive, Chicago, IL 60606. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, IL 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Urethane and urethane products, urethane roofing and insulating and materials*, used in the installation thereof, except commodities in bulk, from the plantsite and warehouse facilities of the Philip Carey Co., Division of the Panaco Corp., Elizabethtown, Ky., to points in Connecticut, Delaware, Illinois, Indiana, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia, Wisconsin, and the District of Columbia. Note: Applicant states that the requested authority can be tacked with its existing authority, but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 71652 (Sub-No. 3), filed November 15, 1971. Applicant: ATHEL HUPP DUDLEY, INC., 1790 Antelope Road, White City, OR 97501. Applicant's representative: Lawrence V. Smart, Jr., 419 NW. 23d Avenue, Portland, OR. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, which by reason of size or weight, require special handling or the use of special equipment and *commodities* which do not require special handling or the use of special equipment when moving in the same shipment on the same bill of lading as commodities which by reason of size or weight require special handling or the use of special equipment; (2) *self-propelled articles, transported on trailers, and related machinery, tools, parts and supplies*, moving in connection therewith; (3) *iron and steel articles*, as described in appendix 5 to the Commission's report in *Descriptions in Motor Carrier Certificates*, Ex Parte MC 45, 61 M.C.C. 209 and 766; (4) *pipe*, other than iron or steel, together with fittings, and (5) *construction materials*, between points in California, on the one hand, and, on the other, points in Oregon, Washington, Idaho, Montana, Nevada, Utah, and Arizona. Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, appli-

cant requests it be held at San Francisco, Calif., or Portland, Oreg.

No. MC 73688 (Sub-No. 52), filed November 15, 1971. Applicant: SOUTHERN TRUCKING CORPORATION, 1500 Orenda Avenue, Post Office Box 7182, Memphis, TN 38107. Applicant's representative: Charles H. Hudson, Jr., 601 Stahlman Building, Nashville, Tenn. 37201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Urethane and urethane products, urethane roofing and insulation, and materials* used in the insulation thereof, from the plantsite of the Philip Carey Co., at Elizabethtown, Ky., to points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Kansas, Louisiana, Mississippi, Missouri, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Texas, Tennessee, Virginia, and West Virginia. Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Cincinnati, Ohio.

No. MC 78687 (Sub-No. 34), filed November 15, 1971. Applicant: LOTT MOTOR LINES, INC., 118 Monell Street, Penn Yan, NY. Applicant's representative: E. Stephen Heisley, 666 11th Street NW., Washington, DC 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Scrap metal*, from points in Broome, Cortland, Onondaga, Ontario, Steuben, and Tompkins Counties, N.Y., to points in Pennsylvania and Phillipsburg and Burlington, N.J. Note: Applicant states that the requested authority cannot be tacked with its existing authority. Applicant holds contract carrier authority under MC 2505, therefore, dual operations and common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 78687 (Sub-No. 35), filed December 1, 1971. Applicant: LOTT MOTOR LINES, 118 Monell Street, Penn Yan, NY. Applicant's representative: E. Stephen Heisley, 705 McLachlen Bank Building, 666 11th Street NW., Washington, DC 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Coal*, from points in Bradford and Tioga Counties, Pa., to points in New York. Note: Applicant states that the requested authority cannot be tacked with its existing authority. Applicant holds contract carrier authority under MC 2505, therefore, dual operations and common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 79577 (Sub-No. 38), filed November 15, 1971. Applicant: OILFIELDS TRUCKING COMPANY, 1601 South Union Avenue, Post Office Box 751, Bakersfield, CA 93307. Applicant's representative: Phil Jacobson, 510 West Sixth Street, Los Angeles, CA 90014. Authority sought to operate as a common carrier, by motor vehicle, over irregular



routes, transporting: *Water*, in bulk, from points in San Bernardino, Riverside, Orange, San Diego, Ventura, and Los Angeles Counties, Calif., to the Mojave Steam Electric Plant of Southern California Edison Co., located in Clark County, Nev., near Bullhead City, Ariz. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif., or Las Vegas, Nev.

No. MC 82079 (Sub-No. 25), filed November 22, 1971. Applicant: KELLER TRANSFER LINE, INC., 1239 Randolph Avenue SW., Grand Rapids, MI 49507. Applicant's representative: J. M. Neath, Jr., 900 1 Vandenberg Center, Grand Rapids, MI 49502. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from the plantsite and storage facilities of Pet Inc., Frozen Foods Division, Frankfort, Mich., to points in Illinois (except Chicago and its commercial zone), Indiana, and Ohio. Also from storage facilities utilized by Pet Inc., Frozen Foods Division at Benton Harbor and Hart, Mich., to points in Illinois (except Chicago and its commercial zone), Indiana, and Ohio. **NOTE:** Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Lansing, Mich.

No. MC 83539 (Sub-No. 322), filed November 11, 1971. Applicant: C & H TRANSPORTATION CO., INC., 1936 2010 West Commerce Street, Post Office Box 5976, Dallas, TX 75222. Applicant's representative: Thomas E. James (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel shop equipment, office equipment, pallet racks, storage and wardrobe lockers*, from Santa Ana, Calif., to points in the United States (except California and Hawaii). **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 83539 (Sub-No. 323), filed November 12, 1971. Applicant: C & H TRANSPORTATION CO., INC., 1936 2010 West Commerce Street, Post Office Box 5976, Dallas TX 75222. Applicant's representative: Thomas E. James (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which because of size or weight require the use of special equipment, (2) *self-propelled articles* each weighing 15,000 pounds or more (except in driveway service), and (3) *related machinery, parts, materials and supplies* moving in mixed loads, respectively, with the commodities described in (1) and (2) above, between points in Indiana, Kentucky, Michigan, Ohio, Pennsylvania, Virginia,

and West Virginia. **NOTE:** Applicant states that it intends to tack with all its authority to the fullest extent, including certificates issued in MC 83539 Sub-Nos. 9, 12, 13, 14, 17, 20, 21, 82, 93, 96, 97, 102, 146, 185, 194, 216, 223, 226, 274, and 312; Certificate No. 109430 under 210a (b) lease to applicant as authorized in MC-F-11093; and Certificate MC-119918. If a hearing is deemed necessary, applicant requests it be held at Cleveland, Ohio, then if hearing is continued, Washington, D.C.

No. MC 83539 (Sub-No. 324), filed December 1, 1971. Applicant: C & H TRANSPORTATION CO., INC., 1936-2010 West Commerce Street (Post Office Box 5976), Dallas, Tex. 75222. Applicant's representative: Thomas E. James (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fabricated pipe, bellows and expansion joints*, from the plantsite of Associated Piping & Engineering Co., at Compton, Calif., to points in the United States (except California and Hawaii). **NOTE:** Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 83835 (Sub-No. 87), filed November 19, 1971. Applicant: WALES TRANSPORTATION, INC., Post Office Box 6186, Dallas, TX 75222. Applicant's representative: James W. Hightower, 136 Wynnewood Professional Building, Dallas, Tex. 75224. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities* the transportation of which, because of size or weight, require the use of special equipment, and *related machinery parts and related contractor's materials and supplies* when their transportation is incidental to the transportation by said carrier of commodities which by reason of size or weight require special equipment; and (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery tools, parts, and supplies* when moving in connection therewith, (a) between points in Indiana and Pennsylvania, on the one hand, and, on the other, points in Illinois, Oklahoma, and Texas; and (b) between points in Ohio, on the one hand, and, on the other, points in Illinois, Kansas, Missouri, Oklahoma, and Texas. **NOTE:** Applicant states joinder could take place at points in Texas, Kansas, and Oklahoma, to serve points in Arkansas, Louisiana, New Mexico, Utah, and Nebraska. It further states it presently holds authority in all the territory it seeks, to transport "contractors machinery and equipment" and this authority could be canceled or restricted against severance by sale, as the Commission deems appropriate. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex., and Pittsburgh, Pa.

No. MC 85465 (Sub-No. 45), filed November 19, 1971. Applicant: WEST

NEBRASKA EXPRESS, INC., Post Office Box 952, Scottsbluff, NE 69361. Applicant's representative: William A. Bottom (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses* as described in sections A and C of appendix 1 to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from Dakota City and West Point, Nebr., to points in Maine, New Hampshire, New York, New Jersey, Vermont, Massachusetts, Connecticut, Rhode Island, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, North Carolina, South Carolina, and the District of Columbia, restricted to traffic originating at the plantsite and storage facilities utilized by Iowa Beef Processors, Inc., at or near the named origins. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 94350 (Sub-No. 297), filed November 15, 1971. Applicant: TRANSIT HOMES, INC., Haywood Road, Post Office Box 1628, Greenville, SC 29602. Applicant's representative: Wilmer Hill, Suite 705, McLachlen Bank Building, Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers* designed to be drawn by passenger automobiles in initial movements, from points in New York (excluding Genesee, Wayne, and Niagara Counties) to points in the United States on and east of a line beginning at the mouth of the Mississippi River, and extending along the Mississippi River to its junction with the western boundary of Itasca County, Minn., thence northward along the western boundaries of Itasca and Koochiching Counties, Minn., to the international boundary line between the United States and Canada. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 94350 (Sub-No. 298), filed November 15, 1971. Applicant: TRANSIT HOMES, INC., Haywood Road, Post Office Box 1628, Greenville, SC 29602. Applicant's representative: Wilmer Hill, 666 11th Street NW., Suite 705, McLachlen Bank Building, Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers* designed to be drawn by passenger automobiles in initial movements, from points in Texas to points in the United States on and west of a line beginning at the mouth of the Mississippi River, and extending along the Mississippi River to its junction with the western boundary of Itasca County, Minn., thence northward along the western boundaries of Itasca and Koochiching Counties, Minn., to the international boundary line between the United States and Canada.



NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Austin, Tex.

No. MC 95876 (Sub-No. 121), filed November 22, 1971. Applicant: ANDERSON TRUCKING SERVICE, INC., 203 Cooper Avenue South, St. Cloud, MN 56301. Applicant's representative: Charles W. Singer, Suite 1625, 33 North Dearborn, Chicago, IL 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Material and supplies* used in the manufacture and distribution of cast iron products, and finished products, thereof, from points in Illinois, Indiana, Kentucky, Maryland, Michigan, Minnesota, Missouri, North Carolina, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Virginia, West Virginia, and Wisconsin to points in Pottawattamie County, Iowa. NOTE: Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 96165 (Sub-No. 12), filed November 22, 1971. Applicant: T. DEL FARNO TRUCKING CO., a corporation, 10 Ward Avenue, North Providence, RI 02904. Applicant's representative: Frank J. Weiner, 6 Beacon Street, Boston, MA 02108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Construction and road building machinery, materials, supplies, and equipment* (except in bulk in tank vehicles), between points in Rhode Island, on the one hand, and, on the other, points in Connecticut and Massachusetts. NOTE: Applicant states that tacking possibilities exist although not intended. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Providence, R.I., or Boston, Mass.

No. MC 99213 (Sub-No. 15), filed November 17, 1971. Applicant: VIRGINIA FREIGHT LINES, a corporation, North Main Street, Kilmarnock, VA 22482. Applicant's representative: J. S. Venable, Post Office Box 728, Kilmarnock, VA 22482. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fish meal, fish oil, and fish solubles*, from Reedville, Va., to points in Ohio and Connecticut. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Richmond, Va., or Washington, D.C.

No. MC 102616 (Sub-No. 867), filed November 12, 1971. Applicant: COASTAL

TANK LINES, INC., Post Office Box 7211, 215 East Waterloo Road, Akron, OH 44319. Applicant's representative: Harold G. Hernly, Jr., 2030 North Adams Street, Suite 510, Arlington, VA 22201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products* (except petroleum chemicals), in bulk, in tank vehicles, from Pittsburgh, Pa., to points in Braxton, Clay, Fayette, Greenbrier, Nicholas, Raleigh, Roane, and Summers Counties, W. Va. NOTE: Applicant states that the requested authority can be tacked with its existing authority, but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 103993 (Sub-No. 681), filed November 18, 1971. Applicant: MORGAN DRIVE-AWAY, INC., 2800 West Lexington Avenue, Elkhart, IN 46514. Applicant's representative: Paul D. Borghesani (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movements, from points in Christian County, Ky., to points in the United States (except Alaska and Hawaii). NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 103993 (Sub-No. 682), filed November 23, 1971. Applicant: MORGAN DRIVE-AWAY, INC., 2800 West Lexington Avenue, Elkhart, IN 46514. Applicant's representative: Paul D. Borghesani (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movements, from East Feliciana Parish, La., to points in the United States (except Alaska and Hawaii). NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Baton Rouge, La.

No. MC 103993 (Sub-No. 683), filed November 23, 1971. Applicant: MORGAN DRIVE-AWAY, INC., 2800 West Lexington Avenue, Elkhart, IN 46514. Applicant's representative: Paul D. Borghesani (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Boats*, from points in Butler County, Ky., to points in the United States (except Alaska and Hawaii). NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Lexington, Ky.

No. MC 104004 (Sub-No. 185), filed November 22, 1971. Applicant: ASSOCIATED TRANSPORT, INC., 380 Madison Avenue, New York, NY 10017. Applicant's representative: John P. Tynan, 69-20 Fresh Pond Road, Ridgewood, NY 11227. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, commodities in bulk or requiring special equipment, household goods as defined by the Commission, and those contaminating to other lading) serving the plantsite of PPG Industries, Inc., at or near Mt. Holly Springs, Pa., without restriction, as an off-route point in connection with applicant's presently authorized routes between Ridgeway, Va., and Scranton, Pa., and New York, N.Y., under MC 104004. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC 106644 (Sub-No. 130), filed November 15, 1971. Applicant: SUPERIOR TRUCKING COMPANY, INC., 2770 Peyton Road NW, (Post Office Box 916), Atlanta, GA 30301. Applicant's representative: Duane W. Acklie, Post Office Box 80806, Lincoln, NE 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Heat exchangers and equalizers* for air, gas, or liquid, *machinery and equipment* for heating, cooling, conditioning, humidifying, dehumidifying, and moving of air, gas, or liquid, and *parts, attachments, and accessories* for use in the installation of the above named commodities, between Jackson, Tenn., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii). NOTE: Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. Applicant holds contract carrier authority under MC 104724 Sub 13, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 106644 (Sub-No. 131), filed November 15, 1971. Applicant: SUPERIOR TRUCKING COMPANY, INC., 2770 Peyton Road NW, Post Office Box 916, Atlanta, GA 30301. Applicant's representative: Duane W. Acklie, Post Office Box 80806, Lincoln, NE 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Outdoor bleachers grandstands*, of steel and wood knocked down, and picnic tables, and *materials, supplies, and fixtures* used in the construction thereof, from Baton Rouge, La., to points in the United States (except Alaska and Hawaii). NOTE: Applicant states that the requested authority cannot be tacked with its existing authority.



Applicant has contract carrier authority under MC 104724 Sub 13, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Baton Rouge or New Orleans, La.

No. MC 107012 (Sub-No. 135), filed November 15, 1971. Applicant: NORTH AMERICAN VAN LINES, INC., 4820 New Haven Avenue, Post Office Box 988, Fort Wayne, IN 46801. Applicant's representative: Terry G. Fewell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture, and commercial and institutional fixtures*, all uncrated, from Atlanta, Ga., to points in the United States (except Hawaii, Illinois, Indiana, Michigan, Missouri, Ohio, and Wisconsin). NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Washington, D.C.

No. MC 107107 (Sub-No. 417), filed November 18, 1971. Applicant: ALTERMAN TRANSPORT LINES, INC., 12805 NW. 42d Avenue, Opa Locka, FL 33054. Applicant's representative: Ford W. Sewell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Mattoon, Ill., to points in Florida, Georgia, and Alabama, restricted to traffic originating at Mattoon, Ill., and destined to States named. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 107227 (Sub-No. 124), filed November 22, 1971. Applicant: INSURED TRANSPORTERS, INC., 1944 Williams Street, San Leandro, CA 94577. Applicant's representative: John G. Lyons, 1418 Mills Tower, San Francisco, CA. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foreign made motor vehicles* (except (1) trailers and farm tractors, and (2) commodities requiring special equipment), in secondary movements, in truckaway service, from Sacramento, Calif., to points in Nevada and Utah. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 107295 (Sub-No. 579), filed November 15, 1971. Applicant: PRE-FAB TRANSIT CO., Post Office Box 146, Farmer City, IL 61842. Applicant's representative: Dale L. Cox (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Concrete roof tile*, from Knox County, Ind., to points in the United States (except Alaska and Hawaii). NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is

deemed necessary, applicant requests it be held at Indianapolis or Evansville, Ind.

No. MC 107295 (Sub-No. 580), filed November 15, 1971. Applicant: PRE-FAB TRANSIT CO., Post Office Box 146, Farmer City, IL 61842. Applicant's representative: Dale L. Cox (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pipe* (other than iron and steel), and *fittings and accessories* therefor, from Ouachita County, Ark., to points in the United States (except Alaska and Hawaii). NOTE: Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. No duplicating authority sought. If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark., or Memphis, Tenn.

No. MC 107295 (Sub-No. 581), filed November 15, 1971. Applicant: PRE-FAB TRANSIT CO., a corporation, Post Office Box 146, Farmer City, IL 61842. Applicant's representative: Mack Stephenson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Refrigerated display units*, from Champaign, Ill., to points in the United States (except Alaska and Hawaii); and (2) *obsolete vending machines*, from points in the United States (except Alaska and Hawaii) to Champaign, Ill. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 107295 (Sub-No. 582), filed December 1, 1971. Applicant: PRE-FAB TRANSIT CO., a corporation, 100 South Main Street, Farmer City, IL 61842. Applicant's representative: Mack Stephenson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wire, nails, mesh, staples, gates, rods, reinforcement bars, corrugated sheets, billets, and fencing*, from the plantsite of Continental Steel Corp. at Kokomo, Ind., to points in Texas, Louisiana, Mississippi, Oklahoma, Missouri, Illinois, Iowa, Wisconsin, Pennsylvania, and New York; and (2) *materials, equipment, and supplies* used in the manufacture and processing of iron and steel articles, from points in Illinois, Michigan, Pennsylvania, Kentucky, and Ohio, to the plantsite of Continental Steel Corp. at Kokomo, Ind. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107295 (Sub-No. 583), filed December 1, 1971. Applicant: PRE-FAB TRANSIT CO., a corporation, 100 South Main Street, Farmer City, IL 61842. Applicant's representative: Mack Stephenson, Post Office Box 146, Farmer City, IL 61842. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal buildings, wall sections, panels and parts thereof*, from Indiana, Pa., to points in the United States (except Alaska and Hawaii). NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. Applicant further states that should possible duplication be discovered later, it will be disclosed at the hearing. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107295 (Sub-No. 584), filed December 1, 1971. Applicant: PRE-FAB TRANSIT CO., a corporation, 100 South Main Street, Farmer City, IL 61842. Applicant's representative: Mack Stephenson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Prefabricated components of electrical substations and towers*, except electrical equipment, from Newark, Ohio to points in Georgia, North Carolina, South Carolina, and that part of Virginia on and south of U.S. Highway 460, and on and east of U.S. Highway 301. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. Applicant further states that should possible duplications be discovered later, they will be disclosed at the hearing. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 108350 (Sub-No. 109), filed November 12, 1971. Applicant: LITTLE AUDREY'S TRANSPORTATION CO., INC., Post Office Box 129, Fremont, NE 68025. Applicant's representative: Carl L. Steiner, 39 South LaSalle Street, Chicago, IL 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and articles distributed by meat packinghouses* as described in sections A and C of appendix 1 in 61 M.C.C. 209 and 766 (except hides and commodities in bulk) (1) from Waterloo, Iowa to points in Arizona, Utah, Idaho, Washington (except Tacoma, Auburn, Seattle, and Spokane), Oregon (except Portland), Nevada, and California (except San Diego, Los Angeles, San Jose, San Francisco, Stockton, and Sacramento), and (2) from Columbus Junction, Iowa to points in Arizona, Utah, Idaho, Washington, Oregon, Nevada, and California. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Phoenix, Ariz., or Los Angeles, Calif.

No. MC 108393 (Sub-No. 56), filed November 18, 1971. Applicant: SIGNAL DELIVERY SERVICE, INC., 930 North



York Road, Hinsdale, IL 60521. Applicant's representative: J. A. Kundtz, 1100 National City Bank Building, Cleveland, Ohio 44114. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Parts of electrical gas appliances, and equipment, materials, and supplies* used in the manufacture, distribution, and repair of electrical or gas appliances, between Elizabethtown, Ky., and Evansville, Ind., under continuing contract or contracts with Whirlpool Corp. **NOTE:** Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 109397 (Sub-No. 264), filed November 12, 1971. Applicant: TRI-STATE MOTOR TRANSIT CO., a corporation, Post Office Box 113, Joplin, MO 64801. Applicant's representative: A. N. Jacobs (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Electronic or electrical systems, machinery, equipment; and* (2) *electronic or electrical systems, machinery, and equipment and parts*, between Orland Parks, Ill., on the one hand, and, on the other, points in the United States (except Hawaii). **NOTE:** Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Dallas, Tex.

No. MC 109462 (Sub-No. 17), filed November 15, 1971. Applicant: LUMBER TRANSPORT, INC., Post Office Box 6181 South Station, Fort Smith, AR 72901. Applicant's representative: Robert G. Russell (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay products*, from points in Seminole County, Okla., to points in Alabama, Arizona, Illinois, Kentucky, Louisiana, Mississippi, Nebraska, Tennessee, Utah, and Wyoming. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Fort Smith, Ark., or Oklahoma City, Okla.

No. MC 110525 (Sub-No. 1022), filed December 2, 1971. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, PA 19335. Applicant's representative: Leonard A. Jaskiewicz, Suite 501, 1730 M Street NW., Washington, DC 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals* (except formaldehyde), in bulk, in tank vehicles, from Riverside (North-

umberland County), Pa., to Elton (Rockingham County), Va. **NOTE:** Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110563 (Sub-No. 76), filed November 15, 1971. Applicant: COLDWAY FOOD EXPRESS, INC., Ohio Building, P.O. Box 747, Sidney, OH 45365. Applicant's representative: Joseph M. Scanlan, 111 West Washington, Chicago, IL 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts* as described in section A of appendix 1 to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk in tank vehicles), from the plantsite and storage facilities of Swift & Co. at Scottsbluff and Gering, Nebr., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia, restricted to shipments originating at the above-named plantsite and destined to the above-named States. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Scottsbluff, Nebr.

No. MC 110988 (Sub-No. 282), filed November 15, 1971. Applicant: SCHNEIDER TANK LINES, INC., 200 West Cecil Street, Neenah, WI 54956. Applicant's representative: E. Stephen Heisley, 666 11th Street NW., Washington, DC 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paper coating emulsion*, liquid, in bulk, in tank or hopper-type vehicles, from the plantsite of the National Cash Register Co. at Dayton, Ohio, to the plantsite of D. M. Bare Paper Mill, at or near Roaring Springs, Pa.; (2) *soya syrups or soybean solubles condensed*, in bulk, in tank or hopper-type vehicles, from Remington, Ind., to points in Indiana, Ohio, Illinois, Michigan, Missouri, Kentucky, Iowa, and Wisconsin; and (3) *foundry sand additives*, consisting of clay, or various mixtures of clay, ground coal, wood flour or other binding or treating ingredients, in bulk, in hopper-type vehicles, and *foundry sand*, such as chrome sand and zircon sand, in bulk, in hopper-type vehicles; (a) from Albion, Mich., to points in Illinois, and Wisconsin; (b) from Columbus, Ohio, to points in Illinois, Indiana, and Wisconsin; and (c) from Granite City, Ill., to points in Indiana, Kansas, Nebraska, and Wisconsin. **NOTE:** Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant

requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 111170 (Sub-No. 174), filed November 12, 1971. Applicant: WHEELING PIPE LINE, INC., Post Office Box 1718, El Dorado, AR 71730. Applicant's representative: Don A. Smith, Post Office Box 43, Fort Smith, AR 72901. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, dry in bulk, from Friars Point, Miss., to points in Arkansas, Missouri, and Tennessee. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. No duplicating authority sought. If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark., or Memphis, Tenn.

No. MC 111170 (Sub-No. 175), filed November 18, 1971. Applicant: WHEELING PIPE LINE, INC., Post Office Box 1718, El Dorado, AR 71730. Applicant's representative: Don A. Smith, Post Office Box 43, Fort Smith, AR 72901. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals* from West Helena, Ark., to points in Alabama, Georgia, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, Oklahoma, South Carolina, Tennessee, and Texas. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Applicant further states that no duplicating authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark., or Memphis, Tenn.

No. MC 111170 (Sub-No. 176), filed November 26, 1971. Applicant: WHEELING PIPE LINE, INC., Post Office Box 1718, El Dorado, AR 71730. Applicant's representative: Don A. Smith, Post Office Box 43, Fort Smith, AR 72901. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from points in Hot Spring County, Ark., to points in Louisiana, Mississippi, Missouri (except points in the St. Louis, Mo., commercial zone), Oklahoma, Tennessee, Texas (except points in Chambers, Montgomery, Harris, Fort Bend, Galveston, Liberty, and Brazoria Counties, Tex.), and Wisconsin; restricted against the transportation (a) of spent catalyst to points in Louisiana and Texas, and (b) fertilizer and fertilizer ingredients to points in Louisiana, Mississippi, and Tennessee. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Applicant further states that no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark., or Memphis, Tenn.

No. MC 111170 (Sub-No. 177), filed November 26, 1971. Applicant: WHEELING PIPE LINE, INC., Post Office Box 1718, El Dorado, AR 71730. Applicant's representative: Don A. Smith, Post Office Box 43, Fort Smith, AR 72901. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular



routes, transporting: *Chemicals*, from points in Pulaski County, Ark., to points in the United States (except Alaska and Hawaii). Note: Applicant states that the requested authority cannot be tacked with its existing authority. Applicant seeks no duplicating authority. If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark., or Memphis, Tenn.

No. MC 111397 (Sub-No. 99), filed November 18, 1971. Applicant: DAVIS TRANSPORT, INC., 1345 South Fourth Street, Paducah, KY 42001. Applicant's representative: H. S. Melton, Jr., Box 1407, Paducah, KY 42001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Radioactive waste materials* in company-owned containers, on company-owned trailers of special design, between Peach Bottom Atomic Power Station, at or near Delta, Pa., Vermont Yankee Nuclear Power Station, at or near Vernon, Vt., Oconee Power Station, at or near Oconee, S.C., Calvert Cliffs Nuclear Power Station, at or near Lusby, Md., the facilities of Nuclear Fuel Services, Inc., at or near West Valley, N.Y., and the facilities of Nuclear Engineering Co. in Rowan County, Ky. Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky., or Washington, D.C.

No. MC 112123 (Sub-No. 7), filed November 10, 1971. Applicant: BEST-WAY TRANSPORTATION, a corporation, 2343 West Mohave Street, Phoenix, AR 85009. Applicant's representative: Marvin Handler, 405 Montgomery Street, Suite 1400, San Francisco, CA 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: Over regular routes: *General commodities* (except commodities in bulk and used household goods as defined in 17 M.C.C. 467), (1) between Phoenix, Ariz., and Arizona-New Mexico State line near Teec Nos Pos, Ariz., from Phoenix over Interstate Highway 17 to Flagstaff, thence over U.S. Highway 89 to junction of U.S. Highway 89 and U.S. Highway 160, thence over U.S. Highway 160 to Teec Nos Pos thence over Arizona Highway 504 to Arizona-New Mexico State line, and return over the same route, serving all intermediate points; (2) between Teec Nos Pos, Ariz., and the Arizona-Colorado-Utah and New Mexico State line, from Teec Nos Pos over U.S. Highway 160 to Arizona-Colorado-Utah, and New Mexico State line (Four Corners), and return over the same route, serving all intermediate points; (3) between Phoenix and Fredonia, Ariz., from Phoenix over Interstate Highway 17 to Flagstaff, thence over U.S. Highway 89 to Kanab, Utah, thence over Alternate U.S. Highway 89 to Fredonia, and return over the same route, serving all intermediate points;

(4) Between Fredonia and Colorado City, Ariz., from Fredonia, Ariz., over Arizona Highway 389 to Colorado City,

and return over same route, serving all intermediate points; (5) between Colorado City and Littlefield, Ariz., from Colorado City over Arizona Highway 389 to Arizona-Utah State line thence over Utah Highway 59 to junction Utah Highway 59 and Utah Highway 15, thence over Utah Highway 15 to junction Interstate Highway 15 and Utah Highway 15, thence over U.S. Highway 91 and/or Interstate Highway 15 to Littlefield, and return over same route, serving all intermediate points; (6) between Kayenta, Ariz., and Arizona-Utah State line, from Kayenta over U.S. Highway 163 to Arizona-Utah State line, and return over same route, serving all intermediate points; (7) between Flagstaff and Lupton, Ariz., from Flagstaff over Interstate Highway 40 to Lupton, and return over same route, serving all intermediate points; (8) between Tuba City and Window Rock, Ariz., from Tuba City over Arizona 264 to junction Arizona Highway 264 and Indian Route 12, thence over Indian Route 12 to Window Rock, Ariz., and return over same route, serving all intermediate points; (9) between Window Rock and Saw Mill, Ariz., from Window Rock over Indian Route 12 and/or Indian Route 7, and return over same route, serving all intermediate points; (10) between Holbrook and Show Low, Ariz., from Holbrook over U.S. Highway 77 to Show Low, and return over same route, serving all intermediate points;

(11) Between Phoenix, Ariz., and Arizona-New Mexico State line through Springerville, Ariz., from Phoenix over U.S. Highway 60 to Arizona-New Mexico State line and return over same route, serving all intermediate points; (12) between Globe, Ariz., and Arizona-New Mexico State line through Duncan, from Globe over U.S. Highway 70 to Arizona-New Mexico State line, and return over same route, serving all intermediate points; (13) between junction U.S. Highway 666 and Arizona Highway 61 and the Arizona-New Mexico State line near Zuni, N. Mex., from junction U.S. Highway 666 and Arizona Highway 61 to Arizona-New Mexico line, thence over Arizona Highway 61, and return over the same route, serving all intermediate points; (14) between Sanders and Alpine, Ariz., from Sanders over U.S. Highway 666 to Alpine, and return over the same route, serving all intermediate points; (15) between Alpine, Ariz., and Arizona-New Mexico State line, from Alpine over U.S. Highway 180 to Arizona-New Mexico State line, and return over the same route, serving all intermediate points; (16) between Alpine, Ariz., and Arizona-New Mexico State line near Mule Creek, N. Mex., from Alpine over U.S. Highway 666 to the junction of Arizona Highways 78 and 75, thence over Arizona Highway 78 to Arizona-New Mexico State line, and return over the same route, serving all intermediate points; (17) between junction U.S. Highway 666 and Arizona Highways 78 and 75 and Duncan, Ariz., from junction U.S. Highway 666 and Arizona Highways 78 and 75 over Arizona Highway 75 to Duncan, Ariz., and return over the same route, serving all intermediate

points; (18) between junction U.S. Highway 666 and Arizona Highways 75 and 78, and junction U.S. Highway 70 and U.S. Highway 666, from junction U.S. Highway 666 and Arizona Highways 75 and 78 over U.S. Highway 666 to junction U.S. Highways 70 and 666, and return over the same route, serving all intermediate points;

(19) Between Yuma, Ariz., and junction Interstate Highway 8 and Interstate Highway 10, from Yuma over Interstate Highway 8, thence to junction of Interstate Highway 8 and Interstate Highway 10, and return over same route, serving all intermediate points; (20) between the junction of Interstate Highway 8 and Interstate Highway 10 and the Arizona-New Mexico State line near San Simon, Ariz., from junction Interstate Highway 8 and Interstate Highway 10 over Interstate Highway 10 to Arizona-New Mexico State line, and return over same route, serving all intermediate points; (21) between Yuma and San Luis, Ariz., from Yuma over U.S. Highway 95 to San Luis, and return over same route, serving all intermediate points; (22) between Gila Bend and Lukeville, Ariz., from Gila Bend over Arizona Highway 85 to Lukeville, and return over same route, serving all intermediate points; (23) between Tucson and Nogales, Ariz., from Tucson over Interstate Highway 19 to Nogales, and return over same route, serving all intermediate points; (24) between Tucson and Why, Ariz., from Tucson over Arizona Highway 86 to Why at the junction of Arizona Highways 85 and 86, and return over same route, serving all intermediate points;

(25) Between Robles Junction and Sasabe, Ariz., from Robles Junction over Arizona Highway 286 to Sasabe, and return over the same route, serving all intermediate points; (26) between Benson and Douglas, Ariz., from Benson over U.S. Highway 80 to Douglas, and return over the same route, serving all intermediate points; (27) between Bisbee and Naco, Ariz., from Bisbee over U.S. Highway 80 to junction U.S. Highway 80 and Arizona Highway 92, thence over Arizona Highway 92 to Don Luis, thence over Arizona Highway 92 to Naco, Ariz., and return over the same route, serving all intermediate points; (28) between Phoenix and Gila Bend, Ariz., from Phoenix over U.S. Highway 80 to Gila Bend, and return over the same route, serving all intermediate points; (29) between Phoenix and Ehrenberg, Ariz., from Phoenix over U.S. Highway 60 and/or Interstate Highway 10 Ehrenberg, Ariz., and return over the same route, serving all intermediate points; (30) between Hope and Parker, Ariz., from Hope over Arizona Highway 72 to junction Arizona Highway 72 and Arizona Highway 95, thence over Arizona Highway 95 to Parker, and return over the same route, serving all intermediate points; (31) between Parker and Topock, Ariz., from Parker over Arizona Highway 95 to junction of Arizona Highway 95 and Interstate Highway 40, thence over Interstate Highway 40 to Topock, and return over the same route,



serving all intermediate points; (32) between Kingman and Topock, Ariz., from Kingman over U.S. Highway 66 and/or Interstate Highway 40 to Topock, Ariz., and return over same route, serving all intermediate points; (33) between Kingman, Ariz., and Arizona-Nevada State line at Hoover Dam, from Kingman over U.S. Highway 93 to Arizona-Nevada State line at Hoover Dam, and return over the same route, serving all intermediate points;

(34) Between Kingman and Littlefield, Ariz., from Kingman over U.S. Highway 93 to Las Vegas, Nev., thence over Interstate Highway 15 to Littlefield, Ariz., and return over the same route, serving all intermediate points in Arizona; (35) between Ehrenberg and Cibola, Ariz., from Ehrenberg over unnumbered highways to Cibola, and return over the same route, serving all intermediate points in Arizona over the described route; also as an alternate route from Ehrenberg to junction U.S. Highway 60 and California Highway 78, over California Highway 78 to Ripley and unnumbered highway to Cibola and/or Palo Verde and unnumbered highway to Cibola and return over the same route; (36) between Kingman and Wickenburg, Ariz., from Kingman over Interstate Highway 40 to the junction of Interstate Highway 40 and U.S. Highway 93, thence over U.S. Highway 93 and Arizona Highway 93 to Wickenburg, and return over the same route, serving all intermediate points; (37) between junction U.S. Highway 93 and Arizona Highway 71 and junction Arizona Highway 71 and U.S. Highway 60 at Agua, Ariz., from junction U.S. Highway 93 and Arizona Highway 71 over Arizona Highway 71 to the junction of Arizona Highway 71 and U.S. Highway 60 at Agua, and return over the same route, serving all intermediate points; (38) between Kingman and Flagstaff, Ariz., from Kingman over Interstate Highway 40 and/or U.S. Highway 66, and return over the same route, serving all intermediate points; (39) between Topock and Colorado City, Ariz., from Topock over U.S. Highway 66 to Java, Calif., thence over U.S. Highway 95 to Las Vegas, Nev., thence over Interstate Highway 15 and/or U.S. Highway 91 to junction of Interstate Highway 15 and/or U.S. Highway 91 and Utah Highway 15, thence over Utah Highway 15 to Hurricane, Utah, thence over Utah Highway 59 to Utah-Arizona State line, thence over Arizona Highway 389 to Colorado City, Ariz., and return over the same route, serving all intermediate points;

(40) Between Kingman, and Davis Dam, Ariz., from Kingman over U.S. Highway 93 to junction U.S. Highway 93 and Arizona Highway 68, thence over Arizona Highway 68 to Davis Dam, and return over the same route, serving all intermediate points; (41) between Bitter Springs and Colorado City, Ariz., from Bitter Springs over Alternate U.S. Highway 89 and Arizona Highway 389 thence over Arizona Highway 389 to Colorado City, and return over the same route, serving all intermediate points; (42)

between Phoenix, Ariz., and junction Interstate Highway 8 and Interstate Highway 10, from Phoenix over Interstate Highway 10 to junction of Interstate Highway 8 and Interstate Highway 10, and return over the same route, serving all intermediate points; and (43) between Davis Dam and Colorado City, Ariz., from Davis Dam, Ariz., over Nevada Highway 77 to junction U.S. Highway 95, thence over U.S. Highway 95 to junction of U.S. Highway 95 and Interstate Highway 15, thence over U.S. Highway 91 and/or over Interstate Highway 15 to junction of Interstate Highway 15 and Utah Highway 15, thence over Utah Highway 15 to junction of Utah Highway 15 and Utah Highway 59 to Utah-Arizona State line, thence over Arizona Highway 389 to Colorado City, Ariz., and return over the same route, serving all intermediate points in Arizona; and serving the off-route points in Mohave, Yuma, Maricopa, Pinal, Pima, Santa Cruz, Cochise, Graham, and Greenlee Counties and those portions of Gila, Navaho, and Apache Counties south of U.S. Highway 60, those portions of Yavapai and Coconino Counties south of U.S. Highway 89 and/or U.S. Highway Alternate 89, the Navaho and Hopi Indian Reservations in Arizona and the Lake Mead National Recreation Area in 1 through 43 above. Irregular routes: *Heavy machinery and commodities* which by reason of size or weight require special handling or the use of special equipment and commodities which do not require special handling or the use of special equipment when moving in the same shipment on the same bill of lading as commodities which, by reason of size or weight, require special handling or the use of special equipment, and household goods and new furniture as defined by the Commission, between points in the State of Arizona. Note: Applicant states that tacking will be made at common points with presently held authority. The instant application seeks to convert its Certificate of Registration in MC 112123 (Sub-No. 6), into a Certificate of Public Convenience and Necessity. If a hearing is deemed necessary, applicant requests it be held at Phoenix, Ariz., or Los Angeles, Calif.

No. MC 113362 (Sub-No. 227), filed November 11, 1971. Applicant: ELLSWORTH FREIGHT LINES, INC., 310 East Broadway, Eagle Grove, IA 50533. Applicant's representative: Jack H. Blanshan, 29 South La Salle Street, Chicago, IL 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Nuts edible processed and peanuts edible processed*, from the plant site and/or warehouse facilities of the Kelling Nut Co., at Paterson, N.J. (wholly owned subsidiary of C.P.C. Intl., Inc.) to Chicago, Ill. Note: Applicant states that the requested authority can be tacked with its existing authority and serve points in Iowa and Minnesota. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 11395 (Sub-No. 51) (Correction), filed October 12, 1971, published

in the FEDERAL REGISTER issues of November 11, and December 2, 1971, and republished in part as corrected this issue. Applicant: GREGORY HEAVY HAULERS, INC., 51 Oldham Street (Post Office Box 60628), Nashville, TN 37206. Applicant's representative: Wilmer B. Hill, 705 McLachlen Bank Building, 666 11th Street NW., Washington, DC 20001. Note: The purpose of this partial republication is to show the correct docket number assigned thereto, as No. MC 113495 (Sub-No. 51), in lieu of No. MC 113495 (Sub-No. 1), which was in error. The rest of the notice remains as previously published.

No. MC 113651 (Sub-No. 148), filed November 9, 1971. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, IN 47303. Applicant's representative: Charles W. Singer, Suite 1625, 33 North Dearborn, Chicago, IL 60602. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Bananas and coconuts and pineapples* when transported in the same trailer with bananas, (1) from Charleston, S.C., to points in Alabama, Arkansas, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Mississippi, Missouri, Ohio, Tennessee, Texas, Virginia, West Virginia, Minnesota, and Wisconsin; (2) from New Orleans, La., to points in Arkansas (except Little Rock), Alabama, Georgia (except Atlanta), Indiana (except Indianapolis and Terre Haute), Iowa, Kansas, Kentucky (except Louisville), Louisiana, Michigan, Mississippi (except Grenada), Ohio (except Cincinnati, Columbus, and Defiance), Texas (except San Antonio), Virginia, West Virginia (except Huntington), Minnesota, Wisconsin, and Missouri (except St. Louis), and (3) from Gulfport, Miss., to points in Alabama (except Montgomery), Arkansas, Georgia (except Atlanta and points within 15 miles of Atlanta), Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Mississippi, Missouri, Ohio, Tennessee, Texas, Virginia, and West Virginia. Note: \*Carrier is already authorized to transport bananas from Gulfport, Miss., to the above-named States; therefore, this portion of the application from Gulfport only extends to the transportation of coconuts and pineapples in mixed shipments with bananas. Applicant states that the requested authority cannot be tacked with its existing authority. No duplicate authority is sought. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La., or Washington, D.C.

No. MC 113908 (Sub-No. 217), filed November 15, 1971. Applicant: ERICKSON TRANSPORT CORPORATION, 2105 East Dale Street, Post Office Box 3180, Springfield, MO 65804. Applicant's representative: Le Roy Smith (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Beverage base*, in bulk, in tank vehicles, from Chicago, Ill., to Los Angeles, Calif. Note: Applicant states that the requested authority cannot be tacked with



its existing authority. If a hearing is deemed necessary, applicant requests it be held at Kansas City or St. Louis, Mo.

No. MC 114004 (Sub-No. 113), filed November 19, 1971. Applicant: CHANDLER TRAILER CONVOY, INC., 8828 New Benton Highway, Little Rock, AR 72209. Applicant's representative: Winston Chandler, Jr., (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buildings* in sections, in initial movements, mounted on undercarriages (a) from points in El Paso County, Colo., to points in the United States including Alaska (but excluding Hawaii), and (b) from points in Mobile County, Ala., to points in the United States including Alaska (but excluding Hawaii). **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Mobile, Ala., and Denver, Colo.

No. MC 114211 (Sub-No. 163), filed November 22, 1971. Applicant: WARREN TRANSPORT, INC., 324 Manhard Street, Post Office Box 420, Waterloo, IA 50704. Applicant's representative: Charles W. Singer, Suite 1625, 33 North Dearborn, Chicago, IL 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Materials and supplies* used in the manufacture and distribution of cast iron products, and finished products thereof, from points in Illinois, Indiana, Kentucky, Maryland, Michigan, Minnesota, Missouri, North Carolina, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Virginia, West Virginia, and Wisconsin, to Pottawattamie County, Iowa. **NOTE:** Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. No duplicate authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114273 (Sub-No. 108), filed November 17, 1971. Applicant: CEDAR RAPIDS STEEL TRANSPORTATION, INC., Post Office Box 68, 3930 16th Avenue SW., Cedar Rapids, IA 52406. Applicant's representative: Robert E. Konchar, Suite 315, Commerce Exchange Building, 2720 First Avenue NE., Cedar Rapids, IA 52402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products, and articles distributed by meat packinghouses*, as described in sections A and C of appendix 1 to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk in tank vehicles), from the plantsite and storage facilities of Swift & Co. at Scottsbluff

and Gering, Nebr., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia, restricted to shipments originating at the above-named plantsite and destined to the above-named states. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114533 (Sub-No. 241), filed November 12, 1971. Applicant: BANKERS DISPATCH CORPORATION, 4970 South Archer Avenue, Chicago, IL 60632. Applicant's representative: Arnold Burke, 2220 Brunswick Building, 69 West Washington Boulevard, Chicago, IL 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Human blood and blood products*, between Wichita, Kans., on the one hand, and, on the other, points in Grant, Kay, Garfield, Woods, Ellis, Muskogee, Washington, Oklahoma, Tulsa, and Pawnee Counties, Okla. **NOTE:** Applicant also holds contract carrier authority under MC 128616 therefore dual operations may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 114533 (Sub-No. 243), filed November 26, 1971. Applicant: BANKERS DISPATCH CORPORATION, 4970 South Archer Avenue, Chicago, IL 60632. Applicant's representative: Arnold Burke, 2220 Brunswick Building, 69 West Washington Boulevard, Chicago, IL 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Small parts, components and supplies used in the repair, maintenance, and operation of electronic and mechanical office machines*, between Madison, Wis., on the one hand, and, on the other, points in Illinois and Iowa, limited to shipments not weighing more than 600 pounds. **NOTE:** Applicant also holds contract carrier authority under MC 128616, therefore dual operations may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Madison, Wis., Milwaukee, Wis., or Chicago, Ill.

No. MC 114533 (Sub-No. 246), filed November 26, 1971. Applicant: BANKERS DISPATCH CORPORATION, 4970 South Archer Avenue, Chicago, IL 60632. Applicant's representative: Warren W. Wallin, 330 South Jefferson Street, Chicago, IL 60606. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Audit media and other business records*, (A) between Lansing, Mich., on the one hand, and, on the other, Lima, Ohio and Marion, Ind., and (B) between points in Grundy County, Ill., on the one hand, and, on the other, points in Indiana, Michigan, Wisconsin, and Missouri. **NOTE:** Applicant holds contract carrier authority under MC 128616 therefore dual op-

erations may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.; Indianapolis, Ind., or Chicago, Ill.

No. MC 114604 (Sub-No. 10), filed October 6, 1971. Applicant: CAUDELL TRANSPORT, INC., State Farmers Market, Building 33, Forest Park, GA 30050. Applicant's representative: Frank D. Hall, Suite 713, 3384 Peachtree Road NE., Atlanta, GA 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers*, from Macon, Ga., to Pabst Brewery at Pabst, Ga., at or near Perry, Ga., restricted to traffic having a prior interstate rail movement. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Washington, D.C.

No. MC 115036 (Sub-No. 21), filed November 12, 1971. Applicant: VAN TASSEL, INCORPORATED, Fifth and Grand, Pittsburg, Kans. 66762. Applicant's representative: Wilburn L. Williamson, 280 National Foundation Center, 3535 NW, 58th, Oklahoma City, OK 73112. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Materials* used in the manufacture of urethane, and (2) *equipment* used in the mixture and discharge of the commodities in (1) above, from Pittsburg, Kans., to points in the United States in and east of North Dakota, South Dakota, Nebraska, Colorado, and New Mexico, under a continuing contract or contracts with W. S. Dickey Clay Manufacturing Co., Pittsburg, Kans. **NOTE:** Applicant holds common carrier authority under MC 119630 and Subs thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Tulsa or Oklahoma City, Okla.

No. MC 115311 (Sub-No. 127), filed November 10, 1971. Applicant: J & M TRANSPORTATION CO., INC., Post Office Box 488, Milledgeville, GA 31061. Applicant's representative: Paul M. Daniell, Post Office Box 872, Atlanta, GA 30301. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages and related advertising materials*, between points in Houston County, Ga., on the one hand, and, on the other, points in Georgia, Kentucky, Louisiana, Virginia, West Virginia, and those points in Tennessee on and west of Interstate Highway 65. **NOTE:** Applicant states tacking possibilities exist, but does not intend to tack, therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. No duplicate authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.



No. MC 115311 (Sub-No. 128), filed November 22, 1971. Applicant: J & M TRANSPORTATION CO., INC., Post Office Box 488, Milledgeville, GA 31061. Applicant's representative: Alan E. Serby, Post Office Box 872, Atlanta, GA 30301. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Canned goods and related advertising matter*, from points in Jones County, Ga., to points in Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Arkansas, Tennessee, Kentucky, South Carolina, North Carolina, Virginia, and West Virginia. Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 115669 (Sub-No. 125), filed November 15, 1971. Applicant: HOWARD N. DAHLSTEN, doing business as DAHLSTEN TRUCK LINE, Post Office Box 95, Clay Center, NE 68933. Applicant's representative: Donald L. Stern, 530 Univac Building, 7100 West Center Road, Omaha, NE 68106. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Salt and salt products, and materials and supplies used in agricultural, water treatment, food processing, wholesale grocery, and institutional supply industries, when shipped in mixed loads with salt and salt products, from Saltair, Utah, to points in Kansas; and (2) processed volcanic ash and building and construction materials, except oil-field commodities as described in Mercer Extension—Oil Field Commodities, 74 MCC 459, and except those commodities which because of size or weight require the use of special equipment, from points in Oklahoma and Texas, to points in Arizona, Arkansas, Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Louisiana, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Ohio, Oklahoma, South Dakota, Texas, Utah, Wisconsin, and Wyoming.* Note: Applicant stated that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 115826 (Sub-No. 230), filed November 11, 1971. Applicant: W. J. DIGBY, INC., 1960 31st Street, Denver, CO 80217. Applicant's representative: Ezekial Gomez (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses as described in sections A and C of appendix 1 to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 786, from Holton, Kans., to points in Alabama, Florida, Georgia, Louisiana, Mississippi, and Tennessee.* Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo., or Kansas City, Kans.

No. MC 115826 (Sub-No. 231), filed November 11, 1971. Applicant: W. J. DIGBY, INC., Post Office Box 5088, 1960 31st Street, Denver, CO 80217. Applicant's representative: Ezekial Gomez (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Hides and pelts, from points in Colorado, Scottsbluff, Nebr.; Albert Lea, Minn.; St. Joseph, Mo., and Cedar Rapids, Iowa, to points in California and Texas.* Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo., or Los Angeles, Calif.

No. MC 115841 (Sub-No. 421), filed November 12, 1971. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 10327, Birmingham, AL 35204. Applicant's representative: E. Stephen Heisley, 666 11th Street NW., Washington, DC 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods (except commodities in bulk), from points in California, to Cleveland, Ohio, and points in its Commercial Zone.* Note: Applicant states tacking is possible at Cleveland, Ohio, but it has no present intention to tack. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif., Cleveland, Ohio, or Washington, D.C.

No. MC 116073 (Sub-No. 207) (Correction), filed October 27, 1971, published in the FEDERAL REGISTER issue of December 16, 1971, under MC 116273 Sub-No. 207, corrected in part, this issue. Applicant: BARRETT MOBILE HOME TRANSPORT, INC., 1825 Main Avenue, also Post Office Box 919, Moorhead, MN 56560. Applicant's representative: Robert G. Tassar, 1819 Fourth Avenue, South Kegel Plaza, Moorhead, MN 56560. Note: The sole purpose of this partial republication is to reflect the correct docket number as MC 116073 (Sub-No. 207) in lieu of that previously shown. The rest of the application remains the same.

No. MC 116442 (Sub-No. 13), filed November 11, 1971. Applicant: RAYMOND E. TOWNSEND, JR., Dagsboro-Omar Road, Frankford, Del. 19945. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer, in bulk and in bags, from points in Delaware to points in Cecil, Kent, Queen Annes, Talbot, Caroline, Dorchester, Wicomico, Somerset, and Worcester Counties, Md.; and Accomack and Northampton Counties, Va.* Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117119 (Sub-No. 446), filed November 22, 1971. Applicant: WILLIS

SHAW FROZEN EXPRESS, INC., Post Office Box 188, Elm Springs, AR 72728. Applicant's representative: Bobby G. Shaw (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *prepared flour, prepared flour mixes, frosting mixes, and icing mixes (except in bulk), from Chelsea, Mich., to points in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming, restricted to traffic originating at Chelsea, Mich., and destined to the named destination States.* Note: Common control may be involved. Applicant states no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., or Washington, D.C.

No. MC 117445 (Sub-No. 3), filed November 15, 1971. Applicant: SALTRAN, INC., 900 East Center Street, Logan, UT 84321. Applicant's representative: Irene Warr, 419 Judge Building, Salt Lake City, UT 84111. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Salt, from the plantsite of Lake Crystal Salt Co. at Saline, Utah, to points in Oregon, Washington, California, New Mexico, Arizona, Nevada, and Nebraska, under contract with Lake Crystal Salt Co.* Note: If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 117799 (Sub-No. 22), filed November 12, 1971. Applicant: BEST WAY FROZEN EXPRESS, INC., 3033 Excelsior Boulevard, Room 205, Minneapolis, MN 55416. Applicant's representative: K. O. Petrick (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses (except hides and commodities in bulk), from Huron, S. Dak., and Scottsbluff, Nebr., to points in Alabama, Georgia, Florida, North Carolina, and South Carolina.* Note: Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Minneapolis-St. Paul, Minn.

No. MC 118865 (Sub-No. 11), filed November 18, 1971. Applicant: CEMENT EXPRESS, INC., Hokes Hill Road and Lemon Street, York, PA 17404. Applicant's representative: Anthony C. Vance, Suite 501, 1111 E Street NW., Washington, DC 20004. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cement (Portland and masonry, in bulk and package), from York, Pa., to points in Kentucky North Carolina, Tennessee, and West Virginia.* Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.



No. MC 118959 (Sub-No. 101), filed November 12, 1971. Applicant: JERRY LIPPS, INC., 130 South Frederick Street, Cape Girardeau, MO 63701. Applicant's representative: Billy J. Oxford (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Machines, dishwashing or washing; conveyor, conveyor systems, parts, accessories, panels, belting, generators, rollers, wheels, angels, side channels, machinery parts, deck covers, frames, supports, braces, and equipment, materials, and supplies used or useful in the manufacture or installation of these commodities and equipment, materials, or supplies used in the manufacture or processing of the above commodities, between Florence, Ky., and points in Arkansas, Alabama, Florida, Georgia, Louisiana, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia.* Note: Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. Applicant has contract carrier authority under MC 125664, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Cincinnati, Ohio, or St. Louis, Mo.

No. MC 118959 (Sub-No. 102), filed November 12, 1971. Applicant: JERRY LIPPS, INC., 130 South Frederick, Cape Girardeau, MO 63701. Applicant's representative: Billy J. Oxford (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel prison bars, from Covington, Ky., to points in the United States (except Alaska and Hawaii).* Note: Applicant states that the requested authority cannot be tacked with its existing authority. Applicant has contract carrier authority under MC 125664, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Cincinnati, Ohio, or Louisville, Ky.

No. MC 118978 (Sub-No. 6), filed November 12, 1971. Applicant: MERCURY PRODUCE EXPRESS, LTD., a corporation, 2201 Rosser, Burnaby 2, BC, Canada. Applicant's representative: Jack R. Davis, 1100 IBM Building, Seattle, Wash. 98101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Such commodities as are dealt in by wholesale, retail, and general grocery and food business houses, and, in connection therewith, equipment, materials, and supplies used in the conduct of such businesses; and (2) commodities which are exempt from economic regulation, when moving in mixed shipments with the commodities specified above, from points in California, Oregon, and*

*Washington, to ports of entry between the United States and Canada at or near Washington, Idaho, and Montana, restricted to traffic destined to the facilities of James Bros. Food Ltd., Vancouver, B.C. Canada; Koffman Food Importers, Ltd., Vancouver, B.C. Canada; J. K. Preiswerk Co., Vancouver, B.C. Canada, and Oppenheimer Bros. & Co., Burnaby, B.C. Canada.* Note: Applicant presently holds authority to transport the same commodities in the same territory for specified shippers as a contract carrier in its permit No. MC 125022. Applicant states that this application is for the sole purpose of converting its permit No. MC 125022 to a common carrier certificate. Applicant further states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 119489 (Sub-No. 25), filed November 15, 1971. Applicant: PAUL ABLE, doing business as CENTRAL TRANSPORT CO., Post Office Box 249, Norfolk, NE 68701. Applicant's representative: J. Max Harding, 605 South 14th Street, Post Office Box 82028, Lincoln, NE 68501. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Feed, feed ingredients, feed supplements, urea, feed grade urea, when used in feed or feed supplements, in tank or hopper vehicles, from Fremont, Nebr., to points in Colorado, Illinois, Iowa, Kansas, Missouri, Minnesota, North Dakota, Oklahoma, South Dakota, Texas, Wisconsin, and Wyoming.* Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 119539 (Sub-No. 15), filed November 14, 1971. Applicant: BEVERAGE TRANSPORT, INC., Post Office Box 88, East Bloomfield, NY 14443. Applicant's representative: Raymond A. Richards, 23 West Main Street, Webster, NY 14580. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Malt beverages and advertising matter, when moving in the same vehicle with malt beverages, from Natick, Mass., to points in New York on and west of U.S. Highway 11 and Interstate Highway 81.* Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 119789 (Sub-No. 109), filed November 22, 1971. Applicant: CARAVAN REFRIGERATED CARGO, INC., Post Office Box 6188, Dallas, TX 75222. Applicant's representative: Winston M. Boggs (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs, canned, preserved, or prepared, from Aspers, Pa., to points in Texas, Oklahoma, Louisiana, and Arkansas.* Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant

requests it be held at Washington, D.C., or Dallas, Tex.

No. MC 119792 (Sub-No. 33), filed November 15, 1971. Applicant: CHICAGO SOUTHERN TRANSPORTATION COMPANY, INC., 1401 West 43d Street, Chicago, IL 60609. Applicant's representative: William J. Boyd, 29 South La Salle Street, Chicago, IL 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts and articles distributed by meat packinghouses, as described in appendix 1 to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, between Chicago, Ill., on the one hand, and, on the other, Evansville, Ind., and Columbia, Tenn.* Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119974 (Sub-No. 37), filed November 17, 1971. Applicant: L.C.L. TRANSIT COMPANY, a corporation, 949 Advance Street, Post Office Box 949, Green Bay, WI 54305. Applicant's representative: Charles E. Dye (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs and materials, supplies and equipment used or useful in the production thereof; (1) from St. James, Madelia, and Butterfield, Minn., to points in Illinois, Indiana, Iowa, Michigan, Wisconsin, and St. Louis, Mo.; (2) from Estherville, Iowa, to points in Illinois, Indiana, Michigan, Minnesota, Wisconsin, and St. Louis, Mo.; and (3) from points in Wisconsin to St. James, Madelia, and Butterfield, Minn., and Estherville, Iowa.* Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at St. Paul, Minn., or Chicago, Ill.

No. MC 119988 (Sub-No. 47), filed November 18, 1971. Applicant: GREAT WESTERN TRUCKING CO., INC., Highway 103 East, Post Office Box 1384, Lufkin, TX 75901. Applicant's representative: Bennie W. Haskins (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed and feed ingredients (except in tank vehicles); (1) between points in Arkansas, Louisiana, and Texas; (2) between points in Mississippi, on the one hand, and, on the other, points in Texas; and (3) from points in Arkansas to points in Mississippi.* Note: Applicant states that the requested authority cannot be tacked with its existing authority. Applicant further states that it seeks no duplicating authority and recognizes that any grant of authority herein to the extent it may duplicate applicant's existing authorities, shall be construed as conferring only single operating rights. If a hearing is deemed necessary, applicant requests it be held at Houston or Dallas, Tex.



No. MC 120736 (Sub-No. 3), filed November 22, 1971. Applicant: STROTHMAN EXPRESS, INC., 2735 Spring Grove Avenue, Cincinnati, OH 45225. Applicant's representative: Paul F. Beery, 88 East Broad Street, Columbus, OH 43215. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, in vehicles equipped with mechanical refrigeration, between Cincinnati, Ohio, on the one hand, and, on the other, points in Pennsylvania, West Virginia, Kentucky, and Indiana. **NOTE:** Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 124004 (Sub-No. 18), filed November 22, 1971. Applicant: RICHARD DAHN, INC., Rural Delivery 1, Sparta, NJ 07871. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, NJ 07306. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Quarry products*, from points in Wyoming, Lackawanna, Bucks, Luzerne, Monroe, Carbon, and Berks Counties, Pa., and Orange County, N.Y., to points in Massachusetts, Connecticut, Rhode Island, New York, Pennsylvania, Ohio, Maryland, Delaware, New Jersey, and the District of Columbia. **NOTE:** Applicant states that the requested authority can be joined with its existing authority at Phillipsburg, N.J., but does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Philadelphia, Pa.

No. MC 124004 (Sub-No. 19), filed November 22, 1971. Applicant: RICHARD DAHN, INC., Rural Delivery 1, Sparta, NJ 07871. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, NJ 07306. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Scrap brick and metals*, from points in Massachusetts, Connecticut, Rhode Island, Pennsylvania, Ohio, and New York, to Kearny, N.J. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 124078 (Sub-No. 502), filed November 22, 1971. Applicant: SCHWERTMAN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, WI 53246. Applicant's representative: James R. Ziperski (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*,

in bulk, from points in Duval County, Fla., to points in Georgia. **NOTE:** Common control may be involved. Applicant states that the requested authority can be tacked with its existing authority, but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Jacksonville or Miami, Fla.

No. MC 124206 (Sub-No. 4), filed November 15, 1971. Applicant: BARRY CARTAGE, INC., 120 East National Avenue, Milwaukee, WI 53204. Applicant's representative: William C. Dineen, 710 North Plankinton Avenue, Milwaukee, WI 53203. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, and in connection therewith, equipment, materials, and supplies used in the conduct of such business*; (1) from points in Milwaukee, and Waukesha Counties, Wis., to points in that part of Illinois on and north of U.S. Highway 6, and points in that part of Iowa on and east of a line beginning at Davenport and extending along U.S. Highway 61 to Dubuque, Iowa, thence along U.S. Highway 52 to the Iowa-Minnesota State line; and (2) from points in the destination area described in (1) above, to points in Milwaukee and Waukesha Counties, Wis., under a continuing contract or contracts with Roundy's Inc., of Wauwatosa, Wis. **NOTE:** Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Milwaukee, Wis.

No. MC 124211 (Sub-No. 205), filed November 18, 1971. Applicant: HILT TRUCK LINE, INC., Post Office Box 988 D.T.S., Omaha, NE 68101. Applicant's representative: Thomas L. Hilt (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular and irregular routes, transporting: (1) Irregular routes: *Refrigeration and heating equipment, machinery parts, and accessories*, from Montebello, Calif., to points in Iowa, Minnesota, North Dakota, South Dakota, Nebraska, Kansas, and Missouri; and (2) Regular routes: *Beverages, grain products, groceries, and grocery store supplies*, serving Council Bluffs, Iowa, as an intermediate or off-route point in connection with carrier's presently authorized regular route. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Applicant does not seek duplicating authority and will accept a restriction against any such duplication. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 124211 (Sub-No. 206), filed November 29, 1971. Applicant: HILT

TRUCK LINE, INC., Post Office Box 988, D.T.S., Omaha, NE 68101. Applicant's representative: Thomas L. Hilt (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts and articles distributed by meat packinghouses as described in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from Dakota City and West Point, Nebr., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia, restricted to traffic originating at the plantsites and storage facilities of Iowa Beef Processors, Inc., at or near the named origins. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 124774 (Sub-No. 83), filed November 12, 1971. Applicant: MIDWEST REFRIGERATED EXPRESS, INC., 3200 Highway 75 North, Post Office Box 356, Sioux City, IA 51101. Applicant's representative: William J. Hanlon, 4423 South 67th Street, Omaha, NE 68117. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts and articles distributed by meat packinghouses as described in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from Emporia, Kans.; West Point and Dakota City, Nebr.; Luverne, Minn.; Denison, Fort Dodge, La Mars, and Mason City, Iowa; to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New Jersey, New York, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, Illinois, and the District of Columbia, restricted to traffic originating at the plantsites and storage facilities utilized by Beef Processors, Inc., at or near the named origins. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Philadelphia, Pa.

No. MC 124796 (Sub-No. 91), filed November 29, 1971. Applicant: CONTINENTAL CONTRACT CARRIER CORP., 15045 East Salt Lake Avenue, Post Office Box 1257, City of Industry, CA 91747. Applicant's representative: J. Max Harding, Post Office Box 82028, Lincoln, NE 68501. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Buffing, polishing, cleaning, scouring, washing, and bleaching compounds and animal litter, and materials, equipment, and supplies utilized in the manufacture, sale, and distribution of these commodities*, from points in the United States



(except Alaska and Hawaii) to the plant-sites or facilities utilized by The Clorox Co., its divisions and affiliates, located at or near Boston, Mass.; Jersey City, N.J.; Frederick, Md.; Charlotte, N.C.; Atlanta, Ga.; Tampa, Fla.; Houston, Tex.; Cleveland, Ohio; Chicago, Ill.; Kansas City, Mo.; Los Angeles and Oakland, Calif.; (2) *buffing, polishing, cleaning, scouring, washing, and bleaching compounds, and animal litter*; (a) from Boston, Mass., to points in Connecticut, Maine, New Hampshire, Vermont, and Rhode Island; (b) from Jersey City, N.J., to points in Connecticut and New York; (c) from Frederick, Md., to points in Virginia, Pennsylvania, West Virginia, and the District of Columbia; (d) from Charlotte, N.C., to points in South Carolina, Virginia, West Virginia, and Tennessee; (e) from Atlanta, Ga., to points in Louisiana, Mississippi, Arkansas, Kentucky, Tennessee, Alabama, and Florida; (f) from Cleveland, Ohio, to points in Michigan, New York, and Pennsylvania; (g) from Chicago, Ill., to points in Kentucky, Indiana, Ohio, Michigan, and Wisconsin; (h) from Tampa, Fla., to points in Georgia on and south of U.S. Highway 80; (i) from Los Angeles and Oakland, Calif., to points in Nevada, Utah, Oregon, Washington, Montana, Idaho, and points in Texas on and west of U.S. Highway 287 from the Oklahoma-Texas State line to Amarillo thence over U.S. Highway 87 to San Angelo and thence over U.S. Highway 277 to Del Rio; and (j) from Oakland, Calif., to points in Arizona; and (3) *buffing, polishing, cleaning, scouring, washing, and bleaching compounds*, from the plant-sites of the Shield Aerosol Co. in Piscataway, N.J., and Chino, Calif., to all points in the United States. Restriction: The operations authorized herein are subject to the following conditions: Said operations are restricted against the transportation of commodities in bulk or those which by reason of size or weight require special equipment. Said operations are restricted to shipments which originate and/or terminate at the plant-sites or facilities utilized by the Clorox Co., its divisions, subsidiaries and affiliates. Said operations are limited to a transportation service to be performed under a continuing contract, or contracts, with the Clorox Co., its divisions, subsidiaries, and affiliates. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif., or Washington, D.C.

No. MC 124835 (Sub-No. 10), filed November 15, 1971. Applicant: PRODUCERS TRANSPORT CO., a corporation, Post Office Box 4022, Chattanooga, TN 37405. Applicant's representative: R. Cameron Rollins, 321 E. Center Street, Kingsport, TN 37660. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cement*, from Chattanooga, Tenn., to points in Alabama, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia; and (2) *cement*, restricted to prior move-

ment by rail from the plantsite or plant-sites of General Portland Cement Co., located in Hamilton County, Tenn.; Dallas and Houston, Tex.; or Tampa, Fla.; (a) between points in Alabama; (b) between points in Georgia; (c) between points in Kentucky; (d) between points in Mississippi; (e) between points in North Carolina; (f) between points in South Carolina; (g) between points in Tennessee; and (h) between points in Virginia. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn., or Atlanta, Ga.

No. MC 125996 (Sub-No. 23), filed November 11, 1971. Applicant: ROAD RUNNER TRUCKING, INC., Post Office Box 37491, Omaha, NE 68137. Applicant's representative: Arnold Burke, 127 North Dearborn Street, Suite 1133, Chicago, IL 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from the plantsite and warehouse facilities of Sara Lee at Deerfield, Ill., and storage facilities of Sara Lee at Chicago, Ill., to points in Connecticut, Delaware, Maryland, Maine, Massachusetts, New Hampshire, New York, New Jersey, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Washington, D.C. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Omaha, Nebr.

No. MC 126489 (Sub-No. 12), filed November 15, 1971. Applicant: GASTON FEED TRANSPORTS, INC., 1203 West Fourth, Post Office Box 1066, Hutchinson, KS 67501. Applicant's representative: John E. Jandera, 641 Harrison Street, Topeka, KS 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry cottonseed products* from points in Texas and Oklahoma, to points in New Mexico, Kansas, Colorado, and Nebraska. **NOTE:** Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 127042 (Sub-No. 90), filed November 29, 1971. Applicant: HAGEN, INC., 4120 Floyd Boulevard (Post Office Box 98, Leeds Station), Sioux City, IA 51108. Applicant's representative: Joseph W. Harvey (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products and meat byproducts, and articles distributed by meat packinghouses*, as de-

scribed in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from Hawarden, Iowa, to points in Illinois, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin. **NOTE:** Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Sioux City, Iowa; Omaha, Nebr., or St. Paul, Minn.

No. MC 127274 (Sub-No. 35), filed November 11, 1971. Applicant: SHERWOOD TRUCKING, INC., 1517 Hoyt Avenue, Muncie, IN 47302. Applicant's representative: Donald W. Smith, 900 Circle Tower, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hardwood veneer*, domestic, and *hardwood plywood*, from Suffolk, Va., to points in Pennsylvania, Ohio, Indiana, Illinois, Michigan, Wisconsin, Missouri, Kentucky, Tennessee, South Carolina, North Carolina, Georgia, and Alabama. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn., or Indianapolis, Ind.

No. MC 127557 (Sub-No. 17), filed November 15, 1971. Applicant: COMMERCIAL TRANSPORTATION, INC., 833 Warner Street SW., Atlanta, GA 30310. Applicant's representative: Virgil H. Smith, 431 Title Building, Atlanta, Ga. 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Pittsburgh, Pa., to points in Tennessee. **NOTE:** Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 127625 (Sub-No. 12), filed November 22, 1971. Applicant: SANTEE CEMENT CARRIERS, INC., Post Office Box 638, Holly Hill, SC 29059. Applicant's representative: Frank B. Hand, Jr., The Union Trust Building, 740 15th Street NW., Washington, DC 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum rock and cement clinkers*, in bulk, in dump vehicles, from Charleston, S.C., to the plantsite of the Santee Portland Cement Corp. near Holly Hill, S.C. **NOTE:** Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Columbia, S.C., or Washington, D.C.



No. MC 127892 (Sub-No. 2), filed November 19, 1971. Applicant: DONALD E. HIRTLE TRANSPORT, LIMITED, Post Office Box 88, Blockhouse, Lunenburg County, NS Canada. Applicant's representative: Francis E. Barrett, Jr., 10 Industrial Park Road, Hingham, MA 02043. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Bananas*, when moving in the same vehicle with commodities declared to be exempt under the provisions of section 203 (b) (6) of the Interstate Commerce Act, from Chelsea, Mass., to port of entry on the international boundary line between the United States and Canada located at or near Calais and Houlton, Maine, and to Bar Harbor and Portland, Maine, restricted to traffic moving in foreign commerce, and (b) *Fresh and processed fish*, when moving in the same vehicle with commodities declared to be exempt under the provisions of section 203 (b) (6) of the Interstate Commerce Act, from ports of entry on the international boundary line located at or near Calais and Houlton, Maine, and from Bar Harbor and Portland, Maine, to Boston and Gloucester, Mass.; New York, N.Y.; Jersey City, N.J.; and Philadelphia, and Pittsburgh, Pa.; restricted to traffic moving in foreign commerce. Note: Applicant states authority sought to and from Bar Harbor and Portland, Maine, to cover service by ferry. Applicant also holds contract carrier authority under MC 129074, therefore dual operations may be involved. Applicant further states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Boston, Mass., or Portland, Maine.

No. MC 128196 (Sub-No. 7), filed November 22, 1971. Applicant: KARL ARTHUR WEBER, 2002 West Cypress Street, Phoenix, AZ 85009. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, forest products, and wood building materials, paper and paper products, fiber and fiber products, gypsum and gypsum products, and building materials*, in board, laminated, plywood, roll, sheet, or plank form, constructed of one or more or a combination of the above-named products, and *baled waste products, or damaged materials for salvage or reprocessing*, between points in Arizona, Arkansas, California, Colorado, Idaho, Kansas, Louisiana, Mississippi, Montana, Nevada, New Mexico, Oklahoma, Oregon, Tennessee, Texas, Utah, Washington, and Wyoming. Note: If a hearing is deemed necessary, applicant requests it be held at Eureka, Calif.

No. MC 128375 (Sub-No. 75), filed November 11, 1971. Applicant: CRETE CARRIER CORPORATION, Box 249, also 1444 Main, Crete, NE 68333. Applicant's representative: Duane W. Acklie, Box 80806, Lincoln, NE 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Auto parts and accessories, and materials and supplies used in the*

manufacture, production, and distribution of auto parts and accessories, between points in Grady County, Okla., on the one hand, and, on the other, points in the United States (including Alaska and Hawaii) under continuing contract with the Maremont Corp. Note: If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 128375 (Sub-No. 76), filed November 19, 1971. Applicant: CRETE CARRIER CORPORATION, Box 249, Crete, NE 68333. Applicant's representative: Duane W. Acklie, Box 80806, Lincoln, NE 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Liquid cleaning compounds, floor wax, floor polishers and carpet washers, vacuum cleaner bags and related advertising, display and promotional materials, and materials and supplies used in the manufacture of the above-described commodities (except liquids in bulk)*; (1) between French Lick, Ind., on the one hand, and, on the other, points in Illinois, Indiana, Wisconsin, Michigan, Ohio, Pennsylvania, New York, New Jersey, Delaware, Maryland, Connecticut, Rhode Island, Vermont, New Hampshire, Maine, Massachusetts, and the District of Columbia; and (2) from points in Missouri to French Lick, Ind., under contract with Liggett & Myers Inc., and its subsidiaries and divisions. Note: If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 128564 (Sub-No. 4), filed November 22, 1971. Applicant: KENNETH G. WOODARD, Route No. 2, Storm Lake, IA 50583. Applicant's representative: Patrick E. Quinn, 605 South 14th Street, Post Office Box 82028, Lincoln, NE 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cheese*, from Hartington, Nebr., to Carthage and Springfield, Mo., and Champaign, Ill., under contract with Neu Cheese Co. Note: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Sioux City, Iowa.

No. MC 128616 (Sub-No. 7), filed November 12, 1971. Applicant: BANKERS DISPATCH CORPORATION, 4970 South Archer Avenue, Chicago, IL 60632. Applicant's representative: Arnold Burke, 2220 Brunswick Building, 69 West Washington Boulevard, Chicago, IL 60602. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Commercial papers, documents, and written instruments (except coins, currency, and negotiable securities) as are used in the conduct and operation of banks and banking institutions*, between Wichita, Kans., on the one hand, and, on the other, points in Garfield, Kay, Woodward, Tulsa, Alfalfa, Woods, Ellis, and Grant Counties, Okla., under contract with The First National Bank in Wichita, Kans., The First National Bank of Medford, Medford, Okla., and The Fourth National Bank & Trust Co., Wichita, Kans. Note: Applicant also holds com-

mon carrier authority under MC 114533 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Wichita, Kans., or Kansas City, Mo.

No. MC 128746 (Sub-No. 12), filed November 12, 1971. Applicant: D'AGATA NATIONAL TRUCKING CO., a corporation, 3222-44 South 61st Street, Philadelphia, PA 19153. Applicant's representative: Leonard A. Jaskiewicz, 1730 M Street NW., Washington, DC 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages*, in containers and related advertising materials; (a) from Williamsburg, Va., to points in Delaware, Maryland, New Jersey, Pennsylvania, and the District of Columbia; and (b) from Winston-Salem, N.C., to points in Delaware, Maryland, New Jersey, Pennsylvania, Virginia, and the District of Columbia; and (2) *containers*, from the named destination States to the named origins. Note: Applicant states that the requested authority can be joined at Philadelphia, Pa., to points in Connecticut, Massachusetts, New York, Maine, New Hampshire, Vermont, and Rhode Island. If a hearing is deemed necessary, applicant does not specify location.

No. MC 128757 (Sub-No. 6), filed November 22, 1971. Applicant: GOLDEN WEST TRUCKING CO., a corporation, 12780 SW. Prince Albert Street, Tigard, OR 97210. Applicant's representative: Lawrence V. Smart, Jr., 419 NW. 23d Avenue, Portland, OR 97210. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Buildings*, wooden, knocked down or in flat sections, including all component parts, sash and doors in frames or sections with metal fittings, hardware, materials, supplies and fixtures, and *accessories*, used in the erection, construction and completion thereof, for the account of Timber Structures, Inc., from Fresno, Calif., to points in Oregon and Washington and (2) *Lumber*, for the account of Timber Structures, Inc., from points in Pierce County, Wash., to points in Multnomah County, Ore. Note: If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 128841 (Sub-No. 3), filed November 29, 1971. Applicant: MUR-GAIL, INC., 301 North Fifth Street, Minneapolis, MN 55403. Applicant's representative: Samuel Rubenstein (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are dealt in by premium trading stamp companies, restricted to traffic having had immediate prior out-of-State transportation by rail*, from Minneapolis and St. Paul, Minn., to Alexandria, Minn., returned shipments of the above commodities, in trailers owned or leased by The Sperry and Hutchinson Co., on return, for the account of The Sperry and Hutchinson Co. Note: If a hearing is deemed necessary, applicant



requests it be held at Minneapolis, Minn., or Chicago, Ill.

No. MC 128866 (Sub-No. 29), filed November 5, 1971. Applicant: B & B TRUCKING, INC., Post Office Box 128, 9 Brady Lane, Cherry Hill, NJ 08034. Applicant's representative: J. Michael Farrell, 1815 H Street NW., No. 512, Washington DC 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum food containers* for the account of Penny Plate, Inc., from Cherry Hill, N.J., and Searcy, Ark., to Teddy's Frozen Food, Byram, Conn.; Heidi Bakery, Silver Spring, Md.; Entenmann's Bakery, Inc., Bay Shore, Long Island, N.Y.; The Great Atlantic & Pacific Tea Co., Flushing, N.Y.; Teddy's Frosted Foods, Highland, N.Y.; Tony's Empty Package Warehouse, Milton, N.Y.; R.J.R. Foods, Inc., Jackson, Ohio; McMillin & Co., Northeast, Pa.; Oehme's Bakery, Inc., Lititz, Pa.; Stouffer Frozen Foods, King of Prussia, Pa.; Boulevard Baking, Philadelphia, Pa.; Bond Baking Co., Philadelphia, Pa.; Hanscom Retail Foods, Philadelphia, Pa.; Blue Grass Foods, Philadelphia, Pa.; Elm Tree Frozen Foods, Appleton, Wis.; and (2) from Searcy, Ark., to Seabrook Farms, Frozen Food Division, Seabrook, N.J., all under contract with Penny Plate, Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Philadelphia, Pa.

No. MC 128940 (Sub-No. 18), filed November 26, 1971. Applicant: RICHARD A. CRAWFORD, doing business as, R. A. CRAWFORD TRUCKING SERVICE, Post Office Box 722, Adelphi, MD 20783. Applicant's representative: Charles E. Creager, Suite 523, 316 Easley Street, Silver Spring, MD 20910. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Food products and preparations, advertising media, equipment and supplies* used in the preparation and serving of food in restaurants and commissaries, between Washington, D.C., on the one hand, and, on the other, points in Connecticut, Kentucky, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont, under contract with Fairfield Farm Kitchens, Washington, D.C. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 128988 (Sub-No. 18), filed November 19, 1971. Applicant: JO/KEL, INC., Post Office Box 22265, Los Angeles, CA 90022. Applicant's representative: J. Max Harding, Post Office Box 82028, Lincoln, NE 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fabric and such merchandise* as is sold by fabric stores and materials, supplies, and equipment utilized in the installation and operation of retail fabric stores, (a) from the distribution facilities of House of Fabrics of South Carolina, Inc., at or near Mauldin, S.C., to points in the United States west of a line beginning at the mouth of the Mississippi River and extending along the

west bank of the Mississippi River to its junction with the western boundary of Itasca County, Minn., thence northward along the western boundaries of Itasca and Koochiching Counties, Minn., to the United States-Canada boundary line (except Alaska and Hawaii), and (b) from facilities utilized by House of Fabrics of South Carolina, Inc., and its affiliates near Montclair (San Bernardino County), Calif., to points in the United States (except Alaska, California and Hawaii); (2) *refused, returned, or rejected shipments* of the commodities described above, from the destinations shown above, to the respective origins shown above, under contract with the House of Fabrics of South Carolina, Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 129004 (Sub-No. 2), filed November 15, 1971. Applicant: BORIS M. PETROFF, doing business as TRANS-WORLD VAN LINES, 1520 West 11th Street, Long Beach, CA 90813. Applicant's representative: Ernest D. Salm, 3846 Evans Street, Los Angeles, CA 90027. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods*, (1) between San Francisco and Oakland, Calif., on the one hand, and, on the other, Fresno, Lemoore, Merced, Monterey, Sacramento, San Luis Obispo, Santa Barbara, Santa Clara, and Stockton, Calif., and (2) between points in the Los Angeles harbor commercial zone as defined by the Commission and San Diego, Calif., on the one hand, and, on the other, points in Alameda, Contra Costa, Fresno, Kings, Merced, Monterey, Sacramento, San Francisco, San Luis Obispo, San Mateo, Santa Barbara, Santa Clara, Santa Cruz, Solano, and Tulare Counties, Calif., restricted to the transportation of traffic having a prior or subsequent movement, in containers, beyond the points authorized, and further restricted to the performance or pickup and delivery service in connection with packing, crating, and containerization and unpacking, uncrating, and decontainerization of such traffic. NOTE: If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 129350 (Sub-No. 19), filed November 19, 1971. Applicant: CHARLES E. WOLFE, doing business as EVERGREEN EXPRESS, Post Office Box 212, Billings, MT 59103. Applicant's representative: J. F. Meglen, Post Office Box 1581, Billings, MT 59103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feeds and ingredients*, from points in Arizona, Colorado, Iowa, Minnesota, Nebraska, North Dakota, South Dakota, and Texas to points in Montana and Wyoming. NOTE: Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking.

Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Billings, Mont.

No. MC 129623 (Sub-No. 5), filed November 22, 1971. Applicant: FRANK E. HUGHES, doing business as HUGHES MOVING AND STORAGE COMPANY, 6457 Stringfield Road, NW., Huntsville, AL 35810. Applicant's representative: John P. Carlton, 327 Frank Nelson Building, Birmingham, Ala. 35203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Merchandise, equipment, and supplies*, sold, used, or distributed by a manufacturer of cosmetics, from Huntsville, Ala., to points in Colbert, Cullman, Fayette, Franklin, Lamar, Lauderdale, Lawrence, Limestone, Madison, Marion, Morgan, and Walker Counties, Ala., restricted against the transportation of packages or articles weighing in the aggregate more than 250 pounds from one consignor to one consignee on any 1 day. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Washington, D.C.

No. MC 129630 (Sub-No. 2), filed November 15, 1971. Applicant: TANGLEN BROS., INC., Post Office Box 18, Crane, MT 59217. Applicant's representative: Jerome Anderson, 100 Transwestern Building, Billings, Mont. 59101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemical fertilizer*, from points in McKenzie County, N. Dak., to points in the counties of Daniels, Sheridan, Valley, Roosevelt, Garfield, McCone, Richland, Prairie, Dawson, Wibaux, Custer, and Fallon, Mont. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Billings, Mont., or Bismarck, N. Dak.

No. MC 129645 (Sub-No. 40), filed November 15, 1971. Applicant: BASIL J. SMEESTER AND JOSEPH G. SMEESTER, a partnership, doing business as SMEESTER BROTHERS TRUCKING, 1330 South Jackson Street, Iron Mountain, MI 49801. Applicant's representative: Louis J. Amato, Post Office Box E, Bowling Green, KY 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Gypsum products*; (2) *composition boards*; (3) *insulating materials*; (4) *roofing and roofing materials*; (5) *urethane and urethane products*; (6) *and related materials, supplies, and accessories* used in the installation of the commodities described in (1), (2), (3), (4), and (5) above (except commodities in bulk); (a) from Chester, W. Va.; Deposit, N.Y.; Philadelphia and Sunbury, Pa.; to points in Alabama, Arkansas, Colorado, Illinois,



Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Mexico, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, West Virginia, Wisconsin, and Wyoming; (b) from Camden, Ark.; Fairfield, Ala.; Hamlin and San Antonio, Tex.; to points in Alabama, Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Wisconsin, and Wyoming; (c) from Chicago, Ill.; Dubuque, Iowa; and Peoria, Ill.; to points in Alabama, Arkansas, Colorado, Delaware, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Missouri, Mississippi, Montana, Nebraska, New Jersey, New Mexico, New York, North Carolina, North Dakota, Oklahoma, Ohio, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, West Virginia, Wisconsin, Wyoming, and the District of Columbia; and (d) from Marrero, La., to points in Kansas, Kentucky, Missouri, and Tennessee. **NOTE:** Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Tampa or Jacksonville, Fla., or New Orleans, La.

No. MC 129691 (Sub-No. 1), filed November 15, 1971. Applicant: EMERY G. McCLARY, 6400 Northwest 10th Street, Oklahoma City, OK 73127. Applicant's representative: Dean Williamson, 280 National Foundation Life Center, 3535 Northwest 58th Street, Oklahoma City, OK 73112. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Repossessed automobiles*; (1) between points in Kansas; on the one hand, and, on the other, points in Arkansas, Arizona, California, Louisiana, Missouri, New Mexico, Texas, Tennessee, Alabama, Georgia, North Carolina, South Carolina, Indiana, Ohio, Illinois, Michigan, Kentucky, Colorado, Iowa, Nebraska, and Mississippi; and (2) between points in Oklahoma, on the one hand, and, on the other, points in Tennessee, Alabama, Georgia, North Carolina, South Carolina, Indiana, Ohio, Illinois, Michigan, Kentucky, Colorado, Iowa, Nebraska, and Mississippi. **NOTE:** Applicant states that the requested authority can be tacked with its existing authority at points in Oklahoma, but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.

No. MC 133146 (Sub-No. 5), filed November 23, 1971. Applicant: INTERNA-

TIONAL TRANSPORTATION SERVICE, INC., 3092 Piedmont Road NE, Atlanta, GA 30305. Applicant's representative: Guy H. Postell, 3384 Peachtree Road, NE, Suite 713, Atlanta, GA 30326. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Such materials or merchandise as is sold, used, or distributed by manufacturers of chemicals, furniture, linens, lighting equipment, insulation materials, envelopes, plastic bags, and display and recreational materials*, between points in and east of the States of North Dakota, South Dakota, Nebraska, Colorado, Oklahoma, and Texas, under a continuing contract or contracts with National Service Industries, Inc., of Atlanta, Ga. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 133233 (Sub-No. 20), filed November 12, 1971. Applicant: CLARENCE L. WERNER, doing business as WERNER ENTERPRISES, 805 32d Avenue, Council Bluffs, IA 51501. Applicant's representative: Charles J. Kimball, 605 South 14th Street, Post Office Box 82028, Lincoln, NE 68501. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Lumber, lumber products, and building materials*; (1) from the plant sites and storage facilities of William T. Joyce Co. at or near Springfield and Joplin, Mo., to points in Arkansas, Kansas, Oklahoma, and Illinois and (2) from points in Oklahoma to the above-named plant sites and storage facilities, under contract with William T. Joyce Co. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 133959 (Sub-No. 1), filed November 15, 1971. Applicant: LEWIS ALBAUGH AND MELVIN ALBAUGH, a partnership, doing business as ALBAUGH TRUCK LINE, 2006 Hubbell Avenue, Des Moines, IA 50317. Applicant's representative: William L. Fairbank, 900 Hubbell Building, Des Moines, IA 50309. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Wall sections, wood trusses, and building materials*, between Boone, Iowa, on the one hand, and, on the other, points in Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin, under a continuing contract or contracts with U.S. Homes, Inc., and Sandier-Bilt Homes. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa, or Omaha, Nebr.

No. MC 134452 (Sub-No. 3) (Correction), filed October 29, 1971, published in the FEDERAL REGISTER issue of December 2, 1971, and republished in part, as corrected this issue. Applicant: EUREKA CARTAGE COMPANY, INC., 5821 West Ogden Avenue, Cicero, IL 60650. Applicant's representative: William H. Towle, 127 North Dearborn Street, Chicago, IL 60602. The purpose of this partial republication is to redescribe the authority sought in part (1) of the

above application as follows: *Steel tubing and articles fabricated from steel tubing*, from the plant and warehouse sites of Michigan Tube Co., at Eau Claire, Mich., to points in Indiana, Kentucky, Ohio on and west of Interstate Highway 71, Michigan on and south of Interstate Highway 96, Illinois, St. Louis, Mo., and Des Moines, Iowa. The rest of the application remains as previously published.

No. MC 135007 (Sub-No. 12), filed November 19, 1971. Applicant: AMERICAN TRANSPORT, INC., Post Office Box 37406, Omaha, NE 68137. Applicant's representative: Charles J. Kimball, 605 South 14th Street, Post Office Box 82028, Lincoln, NE 68501. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Carpeting and rugs*, from points in Laurens County, Ga.; Washington County, Miss.; and Dillon County, S.C.; to points in Minnesota, Iowa, Missouri, Arkansas, Louisiana, and all States west thereof, under continuing contract with William Volker & Co. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 135021 (Sub-No. 1), filed November 22, 1971. Applicant: TEXAS OVERLAND TRUCKING EXPRESS, INC., Post Office Box 13426, Fort Worth, TX 76118. Applicant's representative: L. Clifford Davis, 914 East Rosedale, Fort Worth, TX 76108. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) (a) *Machinery and machinery parts*, for building and finishing rights-of-way, and highways, *earth drilling machinery and equipment and construction equipment*; (b) *machinery and machinery parts*, used in or with the discovery of water wells and production; (c) *oilfield equipment*, including pipe, and machinery used in the production, storage, and maintenance of petroleum products and their byproducts; (d) *concrete products*, prestressed or reinforced and including cement bags that are palletized when total weights are more than 1,500 pounds per pallet; (e) *articles of iron and steel*, plates, post, angles, forms, sheets, rounds, channels, beams, ingots, pilings, billets, blooms, reinforcing rods, slab, bars or flats, wire mesh, pipe, tubing, wire rods, skelp, cattle guards, conduit, forgings, guard rails, scaffolding and scrap metal (including crushed, mashed, or flattened motor vehicles); (f) *aluminum articles*, sheets, rolls, and blocks in excess of 1,500 pounds each package or pallet including castings and forgings; (g) *shipbuilding and repair; ship maintenance and marine equipment*, including engines and engine parts; and (h) *agricultural implements*, other than hand tools, import or export, including all farming equipment; (2) (a) *aircraft, aircraft parts*, including helicopters, crated and uncrated, engines or anything pertaining to aircraft; and (b) *missiles, missile vehicles, and all associated components*, including electronic equipment and related parts;



(3) (a) *Fire trucks, firefighting equipment*, chemicals of all kinds for extinguishing any kind of fires; (b) *street cleaners and trash containers* for municipal uses; and (c) *self-propelled vehicles*, weighing more than 4,000 pounds each, tractors and vehicles with tracks; (4) (a) *building material*, including lumber, roofing, insulation, wall board, slick or rough finish, knockdown buildings, and setup buildings; (5) (a) *household items and office furniture*, new or used, and *used automobiles*, when packed in approved shipping containers; (6) (a) *all approved shipping containers*, empty or loaded which because of size and weight require the use of special equipment; (7) (a) *plastic material and rubber products*, in crates, boxes, or drums when on pallets or boxes or drums weights in excess of 500 pounds each; (8) (a) *petroleum oils, greases, and related products*, in crates and drums weights in excess of 500 pounds each; (b) *fruits, meats, or vegetables*, separate or combined with or without other ingredients, freeze-dehydrated or freeze dried in inner containers, in boxes or in bulk or in barrels, foodstuff, beverages or beverage preparations, meats, cooled, cured, fresh or preserved, fruit, dried, fresh or green; and

(9) (a) *All commodities*, because of size and weight require the use of special equipment, restricted to the handling of traffic when moving on Government bills of lading at destination, or on commercial bills of lading endorsed with the following legend: "Transportation hereunder is for the Government, and actual transportations costs to be paid to the carrier by the shipper or receiver are to be reimbursed by the Government." II *Second request*: That the certificate of registration issued under docket No. MC 120750 under service date May 12, 1970, as listed below, be converted from a certificate of registration to a certificate of public convenience and necessity. If this authority is granted as requested, Toddman Transport Co. will request revocation of its certificate of registration. To Transport Solely Within the State of Texas the Following Commodities: (a) *Oilfield equipment and pipe*, when moving as oilfield equipment; (b) *pipe*, when it is to be used in the construction of pipeline of any and every other character or use other than oilfield equipment between the points within the area covered by the existing certificate of the applicant; except that the applicant is prohibited from transporting pipe when not moving as oilfield equipment, where both origin and destination are places on the certificated routes of regular route common carrier motor carriers, when such pipe is less than 4 inches in diameter and is also less than 28 feet in length;

(c) *Trenching machines*, tractors, draglines, backfillers, caterpillars, road building machinery, batch bins, ditching machinery, bulldozers, heavy mixers, finishing machinery, power hoists, cranes, heavy machinery, pile driving rigs, paving machines and equipment, graders, construction equipment, boilers, scrapers, irrigation and drainage machinery, road

maintainers, electric motors, pumps, transformers, circuit breakers, turbines, bridge construction equipment, shovels, planes, lathes, air compressors, rotaries, prefabricated houses, bulk station storage tanks, heavy tanks, pump machinery, erection machinery and equipment, refinery machinery and equipment, boats and prefabricated steel girders, threshing machines, sawmill machinery, telephone and telegraph poles, creosote and other pilings, heavy furnaces or ovens, pipe (including iron, steel, concrete, composition, or corrugated), punches, presses, iron or steel girders, beams, columns, posts, channels and trusses, generators and dynamos, iron or steel castings, sheets and plates, industrial hammers, industrial machinery, including laundry, icemaking, air conditioning, baker, bottling, gin, crushing, dredging, mill, brewery, textile, waterplant and wire covering, twisting, or laving, derricks, hoists, steam or internal combustion engines, rollers, powershovel, safes, vaults, bank doors, and gasoline, fuel oil, and other storage tanks, when said commodities are not moving as oilfield equipment, as follows: The holder of this authority may transport the above-named commodities together with its attachments and its detached parts thereof, between incorporated cities, towns, and villages only when the commodity to be transported weighs 4,000 pounds or more in a single piece or when such commodity, because of physical characteristics, other than weight, requires the use of "special devices, facilities or equipment" for the safe and proper loading or unloading thereof;

(d) *Absorbers* (scrubbers); air or gas lift equipment; amplifiers; seismic; anodes; magnesium; armatures (heavy) and parts; assemblies; backside, casing-head, Christmas tree, stuffing, knock-off screen setting; seating and set shoe; asphalt plant; asphalt or pipe linco (Sic) coating; in barrels or drums; ballers; barges; benders; pipe; blowout preventers; booms; crane; truck; dragline; derrick and tractor; brakes and parts; bridges, portable; buckets; clam shell; dragline and shovel; bug blowers; cable tool drilling machines; cable tools; cat heads; chains, loading, in barrels; casing spiders; chlorine and other chemicals in steel cylinders or tanks (not tank trucks); gas compressors; connection racks; conveyors; core barrels; coring units; clutches (heavy); crown blocks; crank shafts (heavy); cross-arms and their hardware; cross-ties; cylinder; engine and compressor; dehydration units; derrick ramps; derrick starting leg; derrick skids; derrick steps; derrick substructure; drill bits; drill collars; drilling line; drilling hose; draw works; drilling rig machinery; elevators; elevator balls; engine substructures; empty cylinders; extensions; derrick base; engine compound; finger boards; floor skids; fronts, rig or derrick; fishing tools; double boards; fuel oil and gasoline (not including movement in tank trucks or tank trailers); garages, portable; guards, chain and belt; grief stems or kelly joints; guns, mud; gravity meters; heat

exchangers; hooks; jack shafts; kelly and pipe straightener; ladders, derrick; light plants; machinery, pipe screening, pipe screwing, pipe slotting, pipe threading or cutting, pipe wrapping; water well machinery; water well surveying machinery; milling machine; marsh bug-gies; magnetic field balances; magnetometers; masts; monorail systems; mud boats; mud houses; mud mixers; mud tanks; mufflers (heavy); mouse holes; nipples, iron, cement; perforators; planners, power; plow; poles, gin; power transmission equipment (towers); pressure devices; rails, steel; railroad engines, cars and equipment; rat holes; radiators (heavy); reamers; reinforcing steel; retorts, iron or steel; river clamps; rods, reinforcing and sucker (single and bundles); recording equipment; road lumber; rig timbers; seismic shooting equipment; slips; shale shakers; screens; substitutes; speed reducers; smoke stacks; starting units; stand pipes, swivels; suction; spears and fishing tools; takeoffs, power; tool joints; towers; treating plants; tongs; traveling blocks; tubing and tubing heads; valves; V-belt drives; utility houses; welding machines; wire line, rope or cable, on reels; life equipment; anchors; angles (heavy); mud, including drilling mud and conditioners (not including movements in tank trucks or tank trailers); propellers or shafts; blades, including bit, scraper and grader; boring machinery or mills, including parts and equipment; dam and powerplant machinery and equipment (control gates); collars, including drill or pipe; counterbalances, including counter shafts and weights; hoppers; printing machines; telephone equipment (cables, reels, switchboards); tools in boxes and houses; trailer, mounted units, including mounted workover units; treaters; blocks; jacks (heavy); joints, including expansion or kelly; core drilling machines; core drilling equipment; protectors (attached to pipe); and heaters, when not moving as oilfield equipment as follows:

The holder of this authority may transport the above-named commodities (beginning with the commodity "Absorbers") together with its attachments and its detached parts thereof between points in the pickup and delivery, limits of the regular route common carrier motor carriers in incorporated cities, towns, and villages only when the commodity to be transported weighs 4,000 pounds or more in a single piece or when such commodity, because of physical characteristics other than weight, require the use of "special devices, facilities or equipment" for the safe and proper loading or unloading and transportation thereof. The term "special devices, facilities or equipment," is construed to mean only those operated by motive or mechanical power; and all commodities to be transported beginning with "trenching machines," together with attached and detached parts thereof, must require specialized equipment for the safe and proper loading or unloading and transportation thereof, between points in Washington, Oregon,



California, Nevada, Utah, Arizona, Colorado, New Mexico, Kansas, Oklahoma, Texas, Mississippi, Missouri, Arkansas, Louisiana, Alabama, Georgia, Florida, North Carolina, South Carolina, Kentucky, and Tennessee. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Fort Worth or Dallas, Tex.

No. MC 135166, filed December 11, 1970. Applicant: NORMAN E. MOORE, doing business as, N. E. MOORE HORSE TRANSPORT, 84 Thornlee Crescent NW., Calgary 47, AB, Canada. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Horses* (race and show), also *equipment* pertaining to horses, such as *bridles, saddles, racing bikes, and tack trunks*, between ports of entry on the international boundary line between the United States and Canada located in Washington, Idaho, and Montana, and points in Arizona, California, Colorado, Florida, Georgia, Idaho, Illinois, Indiana, Kentucky, Maryland, Michigan, Minnesota, Montana, Nebraska, Nevada, New York, North Dakota, Ohio, Oregon, Pennsylvania, South Dakota, Tennessee, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, and Wyoming. **NOTE:** If a hearing is deemed necessary, applicant does not specify a location.

No. MC 135500 (Sub-No. 1), filed August 9, 1971. Applicant: DANIEL MIMS, doing business as, MIMS GRAIN & EQUIPMENT CO., Williams Street, Hazlehurst, Ga. 31539. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer*, in bags, and in dry bulk, and *pesticides*, in containers moving in mixed loads with fertilizer, from Jacksonville, Fla., to points in Georgia on and south of U.S. Highway 280, and on and east of U.S. Highway 41. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Jacksonville, Fla.

No. MC 135871 (Sub-No. 3), filed November 24, 1971. Applicant: H.G.M. TRANSPORT COMPANY, a corporation, 1079 West Side Avenue, Jersey City, NJ 07306. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, NJ 07306. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in by department stores, and *supplies and equipment* used in the conduct of such business, between New York, N.Y., and Jersey City, N.J. (including the commercial zones of these points as described by the Interstate Commerce Commission), on the one hand, and, on the other, points in Delaware, New Jersey, New York, Ohio, Virginia, and West Virginia, under contract with S. E. Nichols, Inc. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 136021 (Sub-No. 2), filed November 11, 1971. Applicant: MUN COR., INC., Rural Delivery No. 1, Box 293A, Conemaugh, PA 15909. Applicant's representative: J. Lee Miller, 400 Porter Building, Pittsburgh, Pa. 15222. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Hydraulic oils, mine gear lubricants, and mine grease lubricants*, in bulk, in tank vehicles, (a) from Sewaren, N.J., to Mundy's Corner, Pa., and (b) from Buffalo, N.Y., to Mundy's Corner and West Brownsville, Pa., and (2) *hydraulic oils, mine gear lubricants, and mine grease lubricants*, in containers from Mundy's Corner and West Brownsville, Pa., to points in West Virginia, Ohio, and Pennsylvania, and empty containers, on return, under contract with Service Processing Co. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 136090 (Sub-No. 1), filed November 12, 1971. Applicant: NORTH CENTRAL LINES, INC., 305 North Montgomery, Eagle Grove, IA 50533. Applicant's representative: William L. Fairbank, 900 Hubbell Building, Des Moines, Iowa 50309. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Dry feed, feed ingredients, and feed supplements*, between Eagle Grove, Iowa, on the one hand, and, on the other points in Colorado, Illinois, Indiana, Iowa, Kansas, Missouri, Minnesota, Montana, Nebraska, North Dakota, Oklahoma, South Dakota, Wisconsin, and Wyoming, under contract with Promico, Inc., and Eagle Mills, Inc., of Eagle Grove, Iowa. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or St. Paul, Minn.

No. MC 136101, filed November 12, 1971. Applicant: FRANK J. MARRONE, doing business as ALL STATE MOBILE HOME MOVERS, 2526 West Tennessee Street, Tallahassee, FL 32301. Applicant's representative: W. Guy McKenzie, Jr., Post Office Box 1200, Tallahassee, FL 32302. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Mobile homes and modular homes*, in tow away and haul away service, between points in Thomas, Grady, and Colquitt Counties, Ga., on the one hand, and, on the other, points in Leon, Jefferson, Gadsden, Franklin, Wakulla, and Taylor Counties, Fla. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Tallahassee, Fla.

No. MC 136190, filed November 15, 1971. Applicant: WILKIE CONTRACTING COMPANY, a corporation, Post Office Box 447, Claysville, PA 15323. Applicant's representative: Walter W. Burton, Law Building, Main Street, Princeton, W. Va. 24740. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Pipeline and pipeline supplies and heavy equipment* for pipeline work, between points in West Virginia, Pennsylvania, and Maryland, under contract with Sheppard

& Co., Columbia Gas Transmission Corp., Carl G. Smith, Inc., Pace Pipe Line Co., Mounts Landscaping Co., M. C. Price Co., Pipeline, Fulghum Construction Corp., Albert Equipment Co., Inc., CRC Crose International, Inc., Somerville Equipment Co., Taylorstown Natural Gas Co., Texas Eastern Transmission Corp., Washington Oil Co., and Henkels McCoy, Inc. **NOTE:** If a hearing is deemed necessary, applicant does not specify a location.

No. MC 136194, filed November 15, 1971. Applicant: RONALD A. MANN, doing business as, MANN'S MOVING AND STORAGE, 2802 North Slappey Boulevard, Albany, GA 31702. Applicant's representative: Ariel V. Conlin, 53 Sixth Street NE., Atlanta, GA 30308. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Used household goods*, as described by the Commission, restricted to traffic having a prior or subsequent movement in containers beyond the points authorized, and confined to the performance of pickup and delivery service in connection with packing, crating, and containerization, or unpacking, uncrating and, decontainerization, of such traffic between points in Dougherty, Lee, Baker, Mitchell, Miller, Early, Calhoun, Randolph, Terrell, Worth, Crisp, Turner, Colquitt, Tift, Sumpter, Seminole, Decatur, Grady, Thomas, Quitman, and Lowndes Counties Ga. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 136207, filed November 22, 1971. Applicant: ANTONIO CARLESI, 543 Acushnet Avenue, New Bedford, MA 02740. Applicant's representative: Charles E. Creager, 816 Easley Street, Suite 523, Silver Springs, MD 20910. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Fabric linings and materials and supplies* used in the manufacture thereof, between Pawtucket, R.I., on the one hand, and, on the other, points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Michigan, Massachusetts, Minnesota, Missouri, Vermont, Wisconsin, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia, under contract with Harry Ball & Son. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 136212, filed November 12, 1971. Applicant: JENSEN TRUCKING COMPANY, INC., 213 South Washington Street, Post Office Box 37, Papillion, NE 68046. Applicant's representative: Frederick J. Coffman, 521 South 14th Street, Post Office Box 80806, Lincoln, NE 68501. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Supplies and materials* used in the manufacture, production, and distribution of canned goods, from points in Indiana, Illinois, Minnesota, Wisconsin, Michigan,



and Iowa, to Nebraska City, Nebr. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Lincoln or Omaha, Nebr.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 34319 (Sub-No. 11) (Clarification) filed August 12, 1971, published in the FEDERAL REGISTER issue of November 24, 1971, and republished in part, as clarified, this issue. Applicant: A.B.C. COACH LINES, INC., 116 West Rudisill Boulevard, Fort Wayne, IN 46807. Applicant's representative: Warren C. Young, 401 East Jackson Street, Muncie, IN 47305. The purpose of this partial republication is to redescribe the irregular authority sought as follows: *Passengers and their baggage, light express, newspapers, and mail, in special or charter operations; (a) from points on applicant's regular routes and in the territory served by such routes, to points in the United States, and return; and (b) from points in Indiana, to points in Indiana, Ohio, Illinois, Michigan, Pennsylvania, New York, Wisconsin, Kentucky, Kansas, and Florida, and return.* The rest of the application remains as previously published.

No. MC 135674 (Sub-No. 2), filed November 18, 1971. Applicant: BN TRANSPORT, INC., 176 East Fifth Street, St. Paul, MN 55101. Applicant's representative: Byron D. Olsen (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage* for the account of the National Railroad Passenger Corp., from Helena, Mont., to Butte, Mont., and return, handling only National Railroad Passenger Corp. (Amtrak) passengers traveling between Helena and points beyond Butte via Amtrak trains, over Interstate Highway

15 and U.S. Highway 91. No service will be provided to any intermediate points, nor will local passengers traveling only between Butte and Helena be handled. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Butte or Helena, Mont., or St. Paul, Minn.

No. MC 136223, filed November 18, 1971. Applicant: McARTHUR TRANSPORTATION LIMITED, Post Office Box 1141, Sidney, BC Canada. Applicant's representative: J. Allen Bond, Post Office Box 961, Victoria, BC Canada. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in charter operations, beginning and ending at ports of entry on the international boundary line between the United States and Canada located in Washington, and extending to points in Washington, Oregon, California, Idaho, and Nevada. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Seattle or Bellingham, Wash.

#### APPLICATION FOR FREIGHT FORWARDER

No. MC-PF-211 (Sub-No. 4), SHULMAN AIR FREIGHT, INC. Extension—All States (2), filed December 7, 1971. Applicant: SHULMAN AIR FREIGHT, INC., 20 Olney Avenue, Cherry Hill, NJ. Applicant's representative: Herbert Burstein, 30 Church Street, New York, NY 10007. Authority sought under section 410, part IV of the Interstate Commerce Act, for a permit authorizing applicant to extend operation as a freight forwarder in interstate or foreign commerce, in the forwarding of: *General commodities*, between points in the United States, on the one hand, and, on the other, ports on the Atlantic, Pacific, and Gulf Coasts of the United States, restricted to the transportation of export

and import traffic consolidated for movement in containers.

#### APPLICATION FOR FILING BROKAGE LICENSE

No. MC 12986 (Sub-No. 1), filed November 22, 1971. Applicant: DOUGLAS D. FOX, doing business as DOUG FOX TRAVEL SERVICE, 341 White Henry Stuart Building, Seattle, WA 98101. For a license (BMC-5) to engage in operations as a *broker* at Tacoma, Everett, Spokane, Centralia, Longview, Olympia, and Pasco, Wash., in arranging for transportation in interstate or foreign commerce of groups of *passengers and their baggage*, in round-trip sightseeing or pleasure tours, in special or charter operations, beginning and ending at Seattle, Tacoma, Everett, Spokane, Centralia, Longview, Olympia, and Pasco, Wash., and extending to points in the United States including Alaska and Hawaii.

No. MC 130160, filed November 15, 1971. Applicant: MARVIN WILLIAM BURSCH, doing business as BURSCH TRAVEL AGENCY, 107 Lincoln Avenue East, Alexandria, MN. 56308. Applicant's representative: William E. Fox, 860 Northwestern Bank Building, Minneapolis, Minn. 55402. For a license (BMC-5) to engage in operations as a *broker* at Alexandria and St. Cloud, Minn., in arranging for the transportation in interstate or foreign commerce of individuals, or groups of *passengers and their baggage*, in special operations, in one way or round trip tours, between points in the United States including Alaska (but excluding Hawaii).

By the Commission.

[SEAL]

ROBERT L. OSWALD,  
Secretary.

[FR Doc.71-18694 Filed 12-22-71;8:45 am]



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PART II



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## ENVIRONMENTAL PROTECTION AGENCY

■

Standards of Performance for  
New Stationary Sources



## Title 40—PROTECTION OF ENVIRONMENT

### Chapter I—Environmental Protection Agency

#### SUBCHAPTER C—AIR PROGRAMS

#### PART 60—STANDARDS OF PERFORMANCE FOR NEW STATIONARY SOURCES

On August 17, 1971 (36 F.R. 15704) pursuant to section 111 of the Clean Air Act as amended, the Administrator proposed standards of performance for steam generators, portland cement plants, incinerators, nitric acid plants, and sulfuric acid plants. The proposed standards, applicable to sources the construction or modification of which was initiated after August 17, 1971, included emission limits for one or more of four pollutants (particulate matter, sulfur dioxide, nitrogen oxides, and sulfuric acid mist) for each source category. The proposal included requirements for performance testing, stack gas monitoring, record keeping and reporting, and procedures by which EPA will provide pre-construction review and determine the applicability of the standards to specific sources.

Interested parties were afforded an opportunity to participate in the rule making by submitting comments. A total of more than 200 interested parties, including Federal, State, and local agencies, citizens groups, and commercial and industrial organizations submitted comments. Following a review of the proposed regulations and consideration of the comments, the regulations, including the appendix, have been revised and are being promulgated today. The principal revisions are described below:

1. Particulate matter performance testing procedures have been revised to eliminate the requirement for impingers in the sampling train. Compliance will be based only on material collected in the dry filter and the probe preceding the filter. Emission limits have been adjusted as appropriate to reflect the change in test methods. The adjusted standards require the same degree of particulate control as the originally proposed standards.

2. Provisions have been added whereby alternative test methods can be used to determine compliance. Any person who proposes the use of an alternative method will be obliged to provide evidence that the alternative method is equivalent to the reference method.

3. The definition of modification, as it pertains to increases in production rate and changes of fuels, has been clarified. Increases in production rates up to design capacity will not be considered a modification nor will fuel switches if the equipment was originally designed to accommodate such fuels. These provisions will eliminate inequities where equipment had been put into partial operation prior to the proposal of the standards.

4. The definition of a new source was clarified to include construction which

is completed within an organization as well as the more common situations where the facility is designed and constructed by a contractor.

5. The provisions regarding requests for EPA plan review and determination of construction or modification have been modified to emphasize that the submittal of such requests and attendant information is purely voluntary. Submittal of such a request will not bind the operator to supply further information; however, lack of sufficient information may prevent the Administrator from rendering an opinion. Further provisions have been added to the effect that information submitted voluntarily for such plan review or determination of applicability will be considered confidential, if the owner or operator requests such confidentiality.

6. Requirements for notifying the Administrator prior to commencing construction have been deleted. As proposed, the provision would have required notification prior to the signing of a contract for construction of a new source. Owners and operators still will be required to notify the Administrator 30 days prior to initial operation and to confirm the action within 15 days after startup.

7. Revisions were incorporated to permit compliance testing to be deferred up to 60 days after achieving the maximum production rate but no longer than 180 days after initial startup. The proposed regulation could have required testing within 60 days after startup but defined startup as the beginning of routine operation. Owners or operators will be required to notify the Administrator at least 10 days prior to compliance testing so that an EPA observer can be on hand. Procedures have been modified so that the equipment will have to be operated at maximum expected production rate, rather than rated capacity, during compliance tests.

8. The criteria for evaluating performance testing results have been simplified to eliminate the requirement that all values be within 35 percent of the average. Compliance will be based on the average of three repetitions conducted in the specified manner.

9. Provisions were added to require owners or operators of affected facilities to maintain records of compliance tests, monitoring equipment, pertinent analyses, feed rates, production rates, etc. for 2 years and to make such information available on request to the Administrator. Owners or operators will be required to summarize the recorded data daily and to convert recorded data into the applicable units of the standard.

10. Modifications were made to the visible emission standards for steam generators, cement plants, nitric acid plants, and sulfuric acid plants. The Ringelmann standards have been deleted; all limits will be based on opacity. In every case, the equivalent opacity will be at least as stringent as the proposed Ringelmann number. In addition, requirements have been altered for three of the source categories so that allowable emissions will be less than 10 percent opacity rather than 5 percent or less opacity. There were many comments

that observers could not accurately evaluate emissions of 5 percent opacity. In addition, drafting errors in the proposed visible emission limits for cement kilns and steam generators were corrected. Steam generators will be limited to visible emissions not greater than 20 percent opacity and cement kilns to not greater than 10 percent opacity.

11. Specifications for monitoring devices were clarified, and directives for calibration were included. The instruments are to be calibrated at least once a day, or more often if specified by the manufacturer. Additional guidance on the selection and use of such instruments will be provided at a later date.

12. The requirement for sulfur dioxide monitoring at steam generators was deleted for those sources which will achieve the standard by burning low-sulfur fuel, provided that fuel analysis is conducted and recorded daily. American Society for Testing and Materials sampling techniques are specified for coal and fuel oil.

13. Provisions were added to the steam generator standards to cover those instances where mixed fuels are burned. Allowable emissions will be determined by prorating the heat input of each fuel, however, in the case of sulfur dioxide, the provisions allow operators the option of burning low-sulfur fuels (probably natural gas) as a means of compliance.

14. Steam generators fired with lignite have been exempted from the nitrogen oxides limit. The revision was made in view of the lack of information on some types of lignite burning. When more information is developed, nitrogen oxides standards may be extended to lignite fired steam generators.

15. A provision was added to make it explicit that the sulfuric acid plant standards will not apply to scavenger acid plants. As stated in the background document, APTD 0711, which was issued at the time the proposed standards were published, the standards were not meant to apply to such operations, e.g., where sulfuric acid plants are used primarily to control sulfur dioxide or other sulfur compounds which would otherwise be vented into the atmosphere.

16. The regulation has been revised to provide that all materials submitted pursuant to these regulations will be directed to EPA's Office of General Enforcement.

17. Several other technical changes have also been made. States and interested parties are urged to make a careful reading of these regulations.

As required by section 111 of the Act, the standards of performance promulgated herein "reflect the degree of emission reduction which (taking into account the cost of achieving such reduction) the Administrator determines has been adequately demonstrated". The standards of performance are based on stationary source testing conducted by the Environmental Protection Agency and/or contractors and on data derived from various other sources, including the available technical literature. In the comments on the proposed standards, many questions were raised as to costs and



demonstrated capability of control systems to meet the standards. These comments have been evaluated and investigated, and it is the Administrator's judgment that emission control systems capable of meeting the standards have been adequately demonstrated and that the standards promulgated herein are achievable at reasonable costs.

The regulations establishing standards of performance for steam generators, incinerators, cement plants, nitric acid plants, and sulfuric acid plants are hereby promulgated effective on publication and apply to sources, the construction or modification of which was commenced after August 17, 1971.

Dated: December 16, 1971.

WILLIAM D. RUCKELSHAUS,  
Administrator,  
Environmental Protection Agency.

A new Part 60 is added to Chapter I, Title 40, Code of Federal Regulations, as follows:

**Subpart A—General Provisions**

- Sec. 60.1 Applicability.
- 60.2 Definitions.
- 60.3 Abbreviations.
- 60.4 Address.
- 60.5 Determination of construction or modification.
- 60.6 Review of plans.
- 60.7 Notification and recordkeeping.
- 60.8 Performance tests.
- 60.9 Availability of information.
- 60.10 State authority.

**Subpart D—Standards of Performance for Fossil Fuel-Fired Steam Generators**

- 60.40 Applicability and designation of affected facility.
- 60.41 Definitions.
- 60.42 Standard for particulate matter.
- 60.43 Standard for sulfur dioxide.
- 60.44 Standard for nitrogen oxides.
- 60.45 Emission and fuel monitoring.
- 60.46 Test methods and procedures.

**Subpart E—Standards of Performance for Incinerators**

- 60.50 Applicability and designation of affected facility.
- 60.51 Definitions.
- 60.52 Standard for particulate matter.
- 60.53 Monitoring of operations.
- 60.54 Test methods and procedures.

**Subpart F—Standards of Performance for Portland Cement Plants**

- 60.60 Applicability and designation of affected facility.
- 60.61 Definitions.
- 60.62 Standard for particulate matter.
- 60.63 Monitoring of operations.
- 60.64 Test methods and procedures.

**Subpart G—Standards of Performance for Nitric Acid Plants**

- 60.70 Applicability and designation of affected facility.
- 60.71 Definitions.
- 60.72 Standard for nitrogen oxides.
- 60.73 Emission monitoring.
- 60.74 Test methods and procedures.

**Subpart H—Standards of Performance for Sulfuric Acid Plants**

- 60.80 Applicability and designation of affected facility.
- 60.81 Definitions.

- Sec. 60.82 Standard for sulfur dioxide.
- 60.83 Standard for acid mist.
- 60.84 Emission monitoring.
- 60.85 Test methods and procedures.

**APPENDIX—TEST METHODS**

- Method 1—Sample and velocity traverses for stationary sources.
- Method 2—Determination of stack gas velocity and volumetric flow rate (Type S pitot tube).
- Method 3—Gas analysis for carbon dioxide, excess air, and dry molecular weight.
- Method 4—Determination of moisture in stack gases.
- Method 5—Determination of particulate emissions from stationary sources.
- Method 6—Determination of sulfur dioxide emissions from stationary sources.
- Method 7—Determination of nitrogen oxide emissions from stationary sources.
- Method 8—Determination of sulfuric acid mist and sulfur dioxide emissions from stationary sources.
- Method 9—Visual determination of the opacity of emissions from stationary sources.

**AUTHORITY:** The provisions of this Part 60 issued under sections 111, 114, Clean Air Act; Public Law 91-604, 84 Stat. 1713.

**Subpart A—General Provisions**

**§ 60.1 Applicability.**

The provisions of this part apply to the owner or operator of any stationary source, which contains an affected facility the construction or modification of which is commenced after the date of publication in this part of any proposed standard applicable to such facility.

**§ 60.2 Definitions.**

As used in this part, all terms not defined herein shall have the meaning given them in the Act:

(a) "Act" means the Clean Air Act (42 U.S.C. 1857 et seq., as amended by Public Law 91-604, 84 Stat. 1676).

(b) "Administrator" means the Administrator of the Environmental Protection Agency or his authorized representative.

(c) "Standard" means a standard of performance proposed or promulgated under this part.

(d) "Stationary source" means any building, structure, facility, or installation which emits or may emit any air pollutant.

(e) "Affected facility" means, with reference to a stationary source, any apparatus to which a standard is applicable.

(f) "Owner or operator" means any person who owns, leases, operates, controls, or supervises an affected facility or a stationary source of which an affected facility is a part.

(g) "Construction" means fabrication, erection, or installation of an affected facility.

(h) "Modification" means any physical change in, or change in the method of operation of, an affected facility which increases the amount of any air pollutant (to which a standard applies) emitted by such facility or which results in the emission of any air pollutant (to which a standard applies) not previously emitted, except that:

(1) Routine maintenance, repair, and replacement shall not be considered physical changes, and

(2) The following shall not be considered a change in the method of operation:

(i) An increase in the production rate, if such increase does not exceed the operating design capacity of the affected facility;

(ii) An increase in hours of operation;

(iii) Use of an alternative fuel or raw material if, prior to the date any standard under this part becomes applicable to such facility, as provided by § 60.1, the affected facility is designed to accommodate such alternative use.

(i) "Commenced" means that an owner or operator has undertaken a continuous program of construction or modification or that an owner or operator has entered into a binding agreement or contractual obligation to undertake and complete, within a reasonable time, a continuous program of construction or modification.

(j) "Opacity" means the degree to which emissions reduce the transmission of light and obscure the view of an object in the background.

(k) "Nitrogen oxides" means all oxides of nitrogen except nitrous oxide, as measured by test methods set forth in this part.

(l) "Standard of normal conditions" means 70° Fahrenheit (21.1° centigrade) and 29.92 in. Hg (760 mm. Hg).

(m) "Proportional sampling" means sampling at a rate that produces a constant ratio of sampling rate to stack gas flow rate.

(n) "Isokinetic sampling" means sampling in which the linear velocity of the gas entering the sampling nozzle is equal to that of the undisturbed gas stream at the sample point.

(o) "Startup" means the setting in operation of an affected facility for any purpose.

**§ 60.3 Abbreviations.**

The abbreviations used in this part have the following meanings in both capital and lower case:

- B.t.u.—British thermal unit.
- cal.—calorie(s).
- c.f.m.—cubic feet per minute.
- CO<sub>2</sub>—carbon dioxide.
- g.—gram(s).
- gr.—grain(s).
- mg.—milligram(s).
- mm.—millimeter(s).
- l.—liter(s).
- nm.—nanometer(s), —10<sup>-9</sup> meter.
- μg.—microgram(s), 10<sup>-6</sup> gram.
- Hg.—mercury.
- in.—inch(es).
- K—1,000.
- lb.—pound(s).
- ml.—milliliter(s).
- No.—number.
- %—percent.
- NO—nitric oxide.
- NO<sub>2</sub>—nitrogen dioxide.
- NO<sub>x</sub>—nitrogen oxides.
- NM<sub>3</sub>—normal cubic meter.
- s.c.f.—standard cubic feet.
- SO<sub>2</sub>—sulfur dioxide.
- H<sub>2</sub>SO<sub>4</sub>—sulfuric acid.
- SO<sub>3</sub>—sulfur trioxide.



ft.<sup>3</sup>—cubic feet.  
ft.<sup>2</sup>—square feet.  
min.—minute(s).  
hr.—hour(s).

#### § 60.4 Address.

All applications, requests, submissions, and reports under this part shall be submitted in triplicate and addressed to the Environmental Protection Agency, Office of General Enforcement, Waterside Mall SW., Washington, DC 20460.

#### § 60.5 Determination of construction or modification.

When requested to do so by an owner or operator, the Administrator will make a determination of whether actions taken or intended to be taken by such owner or operator constitute construction or modification or the commencement thereof within the meaning of this part.

#### § 60.6 Review of plans.

(a) When requested to do so by an owner or operator, the Administrator will review plans for construction or modification for the purpose of providing technical advice to the owner or operator.

(b) (1) A separate request shall be submitted for each affected facility.

(2) Each request shall (i) identify the location of such affected facility, and (ii) be accompanied by technical information describing the proposed nature, size, design, and method of operation of such facility, including information on any equipment to be used for measurement or control of emissions.

(c) Neither a request for plans review nor advice furnished by the Administrator in response to such request shall (1) relieve an owner or operator of legal responsibility for compliance with any provision of this part or of any applicable State or local requirement, or (2) prevent the Administrator from implementing or enforcing any provision of this part or taking any other action authorized by the Act.

#### § 60.7 Notification and record keeping.

(a) Any owner or operator subject to the provisions of this part shall furnish the Administrator written notification as follows:

(1) A notification of the anticipated date of initial startup of an affected facility not more than 60 days or less than 30 days prior to such date.

(2) A notification of the actual date of initial startup of an affected facility within 15 days after such date.

(b) Any owner or operator subject to the provisions of this part shall maintain for a period of 2 years a record of the occurrence and duration of any startup, shutdown, or malfunction in operation of any affected facility.

#### § 60.8 Performance tests.

(a) Within 60 days after achieving the maximum production rate at which the affected facility will be operated, but not later than 180 days after initial startup of such facility and at such other times as may be required by the Administrator under section 114 of the Act, the owner

or operator of such facility shall conduct performance test(s) and furnish the Administrator a written report of the results of such performance test(s).

(b) Performance tests shall be conducted and results reported in accordance with the test method set forth in this part or equivalent methods approved by the Administrator; or where the Administrator determines that emissions from the affected facility are not susceptible of being measured by such methods, the Administrator shall prescribe alternative test procedures for determining compliance with the requirements of this part.

(c) The owner or operator shall permit the Administrator to conduct performance tests at any reasonable time, shall cause the affected facility to be operated for purposes of such tests under such conditions as the Administrator shall specify based on representative performance of the affected facility, and shall make available to the Administrator such records as may be necessary to determine such performance.

(d) The owner or operator of an affected facility shall provide the Administrator 10 days prior notice of the performance test to afford the Administrator the opportunity to have an observer present.

(e) The owner or operator of an affected facility shall provide, or cause to be provided, performance testing facilities as follows:

(1) Sampling ports adequate for test methods applicable to such facility.

(2) Safe sampling platform(s).

(3) Safe access to sampling platform(s).

(4) Utilities for sampling and testing equipment.

(f) Each performance test shall consist of three repetitions of the applicable test method. For the purpose of determining compliance with an applicable standard of performance, the average of results of all repetitions shall apply.

#### § 60.9 Availability of information.

(a) Emission data provided to, or otherwise obtained by, the Administrator in accordance with the provisions of this part shall be available to the public.

(b) Except as provided in paragraph (a) of this section, any records, reports, or information provided to, or otherwise obtained by, the Administrator in accordance with the provisions of this part shall be available to the public, except that (1) upon a showing satisfactory to the Administrator by any person that such records, reports, or information, or particular part thereof (other than emission data), if made public, would divulge methods or processes entitled to protection as trade secrets of such person, the Administrator shall consider such records, reports, or information, or particular part thereof, confidential in accordance with the purposes of section 1905 of title 18 of the United States Code, except that such records, reports, or information, or particular part thereof, may be disclosed to other officers, employees, or authorized representatives of

the United States concerned with carrying out the provisions of the Act or when relevant in any proceeding under the Act; and (2) information received by the Administrator solely for the purposes of §§ 60.5 and 60.6 shall not be disclosed if it is identified by the owner or operator as being a trade secret or commercial or financial information which such owner or operator considers confidential.

#### § 60.10 State authority.

The provisions of this part shall not be construed in any manner to preclude any State or political subdivision thereof from:

(a) Adopting and enforcing any emission standard or limitation applicable to an affected facility, provided that such emission standard or limitation is not less stringent than the standard applicable to such facility.

(b) Requiring the owner or operator of an affected facility to obtain permits, licenses, or approvals prior to initiating construction, modification, or operation of such facility.

#### Subpart D—Standards of Performance for Fossil-Fuel Fired Steam Generators

##### § 60.40 Applicability and designation of affected facility.

The provisions of this subpart are applicable to each fossil fuel-fired steam generating unit of more than 250 million B.t.u. per hour heat input, which is the affected facility.

##### § 60.41 Definitions.

As used in this subpart, all terms not defined herein shall have the meaning given them in the Act, and in Subpart A of this part.

(a) "Fossil fuel-fired steam generating unit" means a furnace or boiler used in the process of burning fossil fuel for the primary purpose of producing steam by heat transfer.

(b) "Fossil fuel" means natural gas, petroleum, coal and any form of solid, liquid, or gaseous fuel derived from such materials.

(c) "Particulate matter" means any finely divided liquid or solid material, other than uncombined water, as measured by Method 5.

##### § 60.42 Standard for particulate matter.

On and after the date on which the performance test required to be conducted by § 60.8 is initiated no owner or operator subject to the provisions of this part shall discharge or cause the discharge into the atmosphere of particulate matter which is:

(a) In excess of 0.10 lb. per million B.t.u. heat input (0.18 g. per million cal.) maximum 2-hour average.

(b) Greater than 20 percent opacity, except that 40 percent opacity shall be permissible for not more than 2 minutes in any hour.

(c) Where the presence of uncombined water is the only reason for failure to meet the requirements of paragraph (b) of this section such failure shall not be a violation of this section.



§ 60.43 Standard for sulfur dioxide.

On and after the date on which the performance test required to be conducted by § 60.8 is initiated no owner or operator subject to the provisions of this part shall discharge or cause the discharge into the atmosphere of sulfur dioxide in excess of:

(a) 0.80 lb. per million B.t.u. heat input (1.4 g. per million cal.), maximum 2-hour average, when liquid fossil fuel is burned.

(b) 1.2 lbs. per million B.t.u. heat input (2.2 g. per million cal.), maximum 2-hour average, when solid fossil fuel is burned.

(c) Where different fossil fuels are burned simultaneously in any combination, the applicable standard shall be determined by proration. Compliance shall be determined using the following formula:

$$\frac{y(0.80) + z(1.2)}{x + y + z}$$

where:

- x is the percent of total heat input derived from gaseous fossil fuel and,
- y is the percent of total heat input derived from liquid fossil fuel and,
- z is the percent of total heat input derived from solid fossil fuel.

§ 60.44 Standard for nitrogen oxides.

On and after the date on which the performance test required to be conducted by § 60.8 is initiated no owner or operator subject to the provisions of this part shall discharge or cause the discharge into the atmosphere of nitrogen oxides in excess of:

(a) 0.20 lb. per million B.t.u. heat input (0.36 g. per million cal.), maximum 2-hour average, expressed as NO<sub>x</sub>, when gaseous fossil fuel is burned.

(b) 0.30 lb. per million B.t.u. heat input (0.54 g. per million cal.), maximum 2-hour average, expressed as NO<sub>x</sub>, when liquid fossil fuel is burned.

(c) 0.70 lb. per million B.t.u. heat input (1.26 g. per million cal.), maximum 2-hour average, expressed as NO<sub>x</sub> when solid fossil fuel (except lignite) is burned.

(d) When different fossil fuels are burned simultaneously in any combination the applicable standard shall be determined by proration. Compliance shall be determined by using the following formula:

$$\frac{x(0.20) + y(0.30) + z(0.70)}{x + y + z}$$

where:

- x is the percent of total heat input derived from gaseous fossil fuel and,
- y is the percent of total heat input derived from liquid fossil fuel and,
- z is the percent of total heat input derived from solid fossil fuel.

§ 60.45 Emission and fuel monitoring.

(a) There shall be installed, calibrated, maintained, and operated, in any fossil fuel-fired steam generating unit subject to the provisions of this part, emission monitoring instruments as follows:

(1) A photoelectric or other type smoke detector and recorder, except

where gaseous fuel is the only fuel burned.

(2) An instrument for continuously monitoring and recording sulfur dioxide emissions, except where gaseous fuel is the only fuel burned, or where compliance is achieved through low sulfur fuels and representative sulfur analysis of fuels are conducted daily in accordance with paragraph (c) or (d) of this section.

(3) An instrument for continuously monitoring and recording emissions of nitrogen oxides.

(b) Instruments and sampling systems installed and used pursuant to this section shall be capable of monitoring emission levels within  $\pm 20$  percent with a confidence level of 95 percent and shall be calibrated in accordance with the method(s) prescribed by the manufacturer(s) of such instruments; instruments shall be subjected to manufacturers recommended zero adjustment and calibration procedures at least once per 24-hour operating period unless the manufacturer(s) specifies or recommends calibration at shorter intervals, in which case such specifications or recommendations shall be followed. The applicable method specified in the appendix of this part shall be the reference method.

(c) The sulfur content of solid fuels, as burned, shall be determined in accordance with the following methods of the American Society for Testing and Materials.

(1) Mechanical sampling by Method D 2234-065.

(2) Sample preparation by Method D 2013-65.

(3) Sample analysis by Method D 271-68.

(d) The sulfur content of liquid fuels, as burned, shall be determined in accordance with the American Society for Testing and Materials Methods D 1551-68, or D 129-64, or D 1552-64.

(e) The rate of fuel burned for each fuel shall be measured daily or at shorter intervals and recorded. The heating value and ash content of fuels shall be ascertained at least once per week and recorded. Where the steam generating unit is used to generate electricity, the average electrical output and the minimum and maximum hourly generation rate shall be measured and recorded daily.

(f) The owner or operator of any fossil fuel-fired steam generating unit subject to the provisions of this part shall maintain a file of all measurements required by this part. Appropriate measurements shall be reduced to the units of the applicable standard daily, and summarized monthly. The record of any such measurement(s) and summary shall be retained for at least 2 years following the date of such measurements and summaries.

§ 60.46 Test methods and procedures.

(a) The provisions of this section are applicable to performance tests for determining emissions of particulate matter, sulfur dioxide, and nitrogen oxides from fossil fuel-fired steam generating units.

(b) All performance tests shall be conducted while the affected facility is operating at or above the maximum steam production rate at which such facility will be operated and while fuels or combinations of fuels representative of normal operation are being burned and under such other relevant conditions as the Administrator shall specify based on representative performance of the affected facility.

(c) Test methods set forth in the appendix to this part or equivalent methods approved by the Administrator shall be used as follows:

(1) For each repetition, the average concentration of particulate matter shall be determined by using Method 5. Traversing during sampling by Method 5 shall be according to Method 1. The minimum sampling time shall be 2 hours, and minimum sampling volume shall be 60 ft.<sup>3</sup> corrected to standard conditions on a dry basis.

(2) For each repetition, the SO<sub>2</sub> concentration shall be determined by using Method 6. The sampling site shall be the same as for determining volumetric flow rate. The sampling point in the duct shall be at the centroid of the cross section if the cross sectional area is less than 50 ft.<sup>2</sup> or at a point no closer to the walls than 3 feet if the cross sectional area is 50 ft.<sup>2</sup> or more. The sample shall be extracted at a rate proportional to the gas velocity at the sampling point. The minimum sampling time shall be 20 min. and minimum sampling volume shall be 0.75 ft.<sup>3</sup> corrected to standard conditions. Two samples shall constitute one repetition and shall be taken at 1-hour intervals.

(3) For each repetition the NO<sub>x</sub> concentration shall be determined by using Method 7. The sampling site and point shall be the same as for SO<sub>2</sub>. The sampling time shall be 2 hours, and four samples shall be taken at 30-minute intervals.

(4) The volumetric flow rate of the total effluent shall be determined by using Method 2 and traversing according to Method 1. Gas analysis shall be performed by Method 3, and moisture content shall be determined by the condenser technique of Method 5.

(d) Heat input, expressed in B.t.u. per hour, shall be determined during each 2-hour testing period by suitable fuel flow meters and shall be confirmed by a material balance over the steam generation system.

(e) For each repetition, emissions, expressed in lb./10<sup>6</sup> B.t.u. shall be determined by dividing the emission rate in lb./hr. by the heat input. The emission rate shall be determined by the equation, lb./hr. = Q<sub>v</sub> × c where, Q<sub>v</sub> = volumetric flow rate of the total effluent in ft.<sup>3</sup>/hr. at standard conditions, dry basis, as determined in accordance with paragraph (c) (4) of this section.

(1) For particulate matter, c = particulate concentration in lb./ft.<sup>3</sup>, at determined in accordance with paragraph (c) (1) of this section, corrected to standard conditions, dry basis.



(2) For  $\text{SO}_2$ ,  $c=\text{SO}_2$ , concentration in lb./ft.<sup>3</sup>, as determined in accordance with paragraph (c) (2) of this section, corrected to standard conditions, dry basis.

(3) For  $\text{NO}_x$ ,  $c=\text{NO}_x$ , concentration in lb./ft.<sup>3</sup>, as determined in accordance with paragraph (c) (3) of this section, corrected to standard conditions, dry basis.

#### Subpart E—Standards of Performance for Incinerators

##### § 60.50 Applicability and designation of affected facility.

The provisions of this subpart are applicable to each incinerator of more than 50 tons per day charging rate, which is the affected facility.

##### § 60.51 Definitions.

As used in this subpart, all terms not defined herein shall have the meaning given them in the Act and in Subpart A of this part.

(a) "Incinerator" means any furnace used in the process of burning solid waste for the primary purpose of reducing the volume of the waste by removing combustible matter.

(b) "Solid waste" means refuse, more than 50 percent of which is municipal type waste consisting of a mixture of paper, wood, yard wastes, food wastes, plastics, leather, rubber, and other combustibles, and noncombustible materials such as glass and rock.

(c) "Day" means 24 hours.

(d) "Particulate matter" means any finely divided liquid or solid material, other than uncombined water, as measured by Method 5.

##### § 60.52 Standard for particulate matter.

On and after the date on which the performance test required to be conducted by § 60.8 is initiated, no owner or operator subject to the provisions of this part shall discharge or cause the discharge into the atmosphere of particulate matter which is in excess of 0.08 gr./s.c.f. (0.18 g./NM<sup>3</sup>) corrected to 12 percent  $\text{CO}_2$ , maximum 2-hour average.

##### § 60.53 Monitoring of operations.

The owner or operator of any incinerator subject to the provisions of this part shall maintain a file of daily burning rates and hours of operation and any particulate emission measurements. The burning rates and hours of operation shall be summarized monthly. The record(s) and summary shall be retained for at least 2 years following the date of such records and summaries.

##### § 60.54 Test methods and procedures.

(a) The provisions of this section are applicable to performance tests for determining emissions of particulate matter from incinerators.

(b) All performance tests shall be conducted while the affected facility is operating at or above the maximum refuse charging rate at which such facility will be operated and the solid waste burned shall be representative of normal operation and under such other relevant conditions as the Administrator shall

specify based on representative performance of the affected facility.

(c) Test methods set forth in the appendix to this part or equivalent methods approved by the Administrator shall be used as follows:

(1) For each repetition, the average concentration of particulate matter shall be determined by using Method 5. Traversing during sampling by Method 5 shall be according to Method 1. The minimum sampling time shall be 2 hours and the minimum sampling volume shall be 60 ft.<sup>3</sup> corrected to standard conditions on a dry basis.

(2) Gas analysis shall be performed using the integrated sample technique of Method 3, and moisture content shall be determined by the condenser technique of Method 5. If a wet scrubber is used, the gas analysis sample shall reflect flue gas conditions after the scrubber, allowing for the effect of carbon dioxide absorption.

(d) For each repetition particulate matter emissions, expressed in gr./s.c.f., shall be determined in accordance with paragraph (c) (1) of this section corrected to 12 percent  $\text{CO}_2$ , dry basis.

#### Subpart F—Standards of Performance for Portland Cement Plants

##### § 60.60 Applicability and designation of affected facility.

The provisions of the subpart are applicable to the following affected facilities in portland cement plants: kiln, clinker cooler, raw mill system, finish mill system, raw mill dryer, raw material storage, clinker storage, finished product storage, conveyor transfer points, bagging and bulk loading and unloading systems.

##### § 60.61 Definitions.

As used in this subpart, all terms not defined herein shall have the meaning given them in the Act and in Subpart A of this part.

(a) "Portland cement plant" means any facility manufacturing portland cement by either the wet or dry process.

(b) "Particulate matter" means any finely divided liquid or solid material, other than uncombined water, as measured by Method 5.

##### § 60.62 Standard for particulate matter.

(a) On and after the date on which the performance test required to be conducted by § 60.8 is initiated no owner or operator subject to the provisions of this part shall discharge or cause the discharge into the atmosphere of particulate matter from the kiln which is:

(1) In excess of 0.30 lb. per ton of feed to the kiln (0.15 Kg. per metric ton), maximum 2-hour average.

(2) Greater than 10 percent opacity, except that where the presence of uncombined water is the only reason for failure to meet the requirements for this subparagraph, such failure shall not be a violation of this section.

(b) On and after the date on which the performance test required to be conducted by § 60.8 is initiated no owner

or operator subject to the provisions of this part shall discharge or cause the discharge into the atmosphere of particulate matter from the clinker cooler which is:

(1) In excess of 0.10 lb. per ton of feed to the kiln (0.050 Kg. per metric ton) maximum 2-hour average.

(2) 10 percent opacity or greater.

(c) On and after the date on which the performance test required to be conducted by § 60.8 is initiated no owner or operator subject to the provisions of this part shall discharge or cause the discharge into the atmosphere of particulate matter from any affected facility other than the kiln and clinker cooler which is 10 percent opacity or greater.

##### § 60.63 Monitoring of operations.

The owner or operator of any portland cement plant subject to the provisions of this part shall maintain a file of daily production rates and kiln feed rates and any particulate emission measurements. The production and feed rates shall be summarized monthly. The record(s) and summary shall be retained for at least 2 years following the date of such records and summaries.

##### § 60.64 Test methods and procedures.

(a) The provisions of this section are applicable to performance tests for determining emissions of particulate matter from portland cement plant kilns and clinker coolers.

(b) All performance tests shall be conducted while the affected facility is operating at or above the maximum production rate at which such facility will be operated and under such other relevant conditions as the Administrator shall specify based on representative performance of the affected facility.

(c) Test methods set forth in the appendix to this part or equivalent methods approved by the Administrator shall be used as follows:

(1) For each repetition, the average concentration of particulate matter shall be determined by using Method 5. Traversing during sampling by Method 5 shall be according to Method 1. The minimum sampling time shall be 2 hours and the minimum sampling volume shall be 60 ft.<sup>3</sup> corrected to standard conditions on a dry basis.

(2) The volumetric flow rate of the total effluent shall be determined by using Method 2 and traversing according to Method 1. Gas analysis shall be performed using the integrated sample technique of Method 3, and moisture content shall be determined by the condenser technique of Method 5.

(d) Total kiln feed (except fuels), expressed in tons per hour on a dry basis, shall be determined during each 2-hour testing period by suitable flow meters and shall be confirmed by a material balance over the production system.

(e) For each repetition, particulate matter emissions, expressed in lb./ton of kiln feed shall be determined by dividing the emission rate in lb./hr. by the kiln feed. The emission rate shall be determined by the equation,  $\text{lb./hr.} = Q \times C$ .



where  $Q_v$  = volumetric flow rate of the total effluent in ft.<sup>3</sup>/hr. at standard conditions, dry basis, as determined in accordance with paragraph (c)(2) of this section, and,  $c$  = particulate concentration in lb./ft.<sup>3</sup>, as determined in accordance with paragraph (c)(1) of this section, corrected to standard conditions, dry basis.

### Subpart G—Standards of Performance for Nitric Acid Plants

#### § 60.70 Applicability and designation of affected facility.

The provisions of this subpart are applicable to each nitric acid production unit, which is the affected facility.

#### § 60.71 Definitions.

As used in this subpart, all terms not defined herein shall have the meaning given them in the Act and in Subpart A of this part.

(a) "Nitric acid production unit" means any facility producing weak nitric acid by either the pressure or atmospheric pressure process.

(b) "Weak nitric acid" means acid which is 30 to 70 percent in strength.

#### § 60.72 Standard for nitrogen oxides.

On and after the date on which the performance test required to be conducted by § 60.8 is initiated no owner or operator subject to the provisions of this part shall discharge or cause the discharge into the atmosphere of nitrogen oxides which are:

(a) In excess of 3 lbs. per ton of acid produced (1.5 kg. per metric ton), maximum 2-hour average, expressed as  $NO_x$ .

(b) 10 percent opacity or greater.

#### § 60.73 Emission monitoring.

(a) There shall be installed, calibrated, maintained, and operated, in any nitric acid production unit subject to the provisions of this subpart, an instrument for continuously monitoring and recording emissions of nitrogen oxides.

(b) The instrument and sampling system installed and used pursuant to this section shall be capable of monitoring emission levels within  $\pm 20$  percent with a confidence level of 95 percent and shall be calibrated in accordance with the method(s) prescribed by the manufacturer(s) of such instrument, the instrument shall be subjected to manufacturers recommended zero adjustment and calibration procedures at least once per 24-hour operating period unless the manufacturer(s) specifies or recommends calibration at shorter intervals, in which case such specifications or recommendations shall be followed. The applicable method specified in the

appendix of this part shall be the reference method.

(c) Production rate and hours of operation shall be recorded daily.

(d) The owner or operator of any nitric acid production unit subject to the provisions of this part shall maintain a file of all measurements required by this subpart. Appropriate measurements shall be reduced to the units of the standard daily and summarized monthly. The record of any such measurement and summary shall be retained for at least 2 years following the date of such measurements and summaries.

#### § 60.74 Test methods and procedures.

(a) The provisions of this section are applicable to performance tests for determining emissions of nitrogen oxides from nitric acid production units.

(b) All performance tests shall be conducted while the affected facility is operating at or above the maximum acid production rate at which such facility will be operated and under such other relevant conditions as the Administrator shall specify based on representative performance of the affected facility.

(c) Test methods set forth in the appendix to this part or equivalent methods as approved by the Administrator shall be used as follows:

(1) For each repetition the  $NO_x$  concentration shall be determined by using Method 7. The sampling site shall be selected according to Method 1 and the sampling point shall be the centroid of the stack or duct. The sampling time shall be 2 hours and four samples shall be taken at 30-minute intervals.

(2) The volumetric flow rate of the total effluent shall be determined by using Method 2 and traversing according to Method 1. Gas analysis shall be performed by using the integrated sample technique of Method 3, and moisture content shall be determined by Method 4.

(d) Acid produced, expressed in tons per hour of 100 percent nitric acid, shall be determined during each 2-hour testing period by suitable flow meters and shall be confirmed by a material balance over the production system.

(e) For each repetition, nitrogen oxides emissions, expressed in lb./ton of 100 percent nitric acid, shall be determined by dividing the emission rate in lb./hr. by the acid produced. The emission rate shall be determined by the equation,  $lb./hr. = Q_v \times c$ , where  $Q_v$  = volumetric flow rate of the effluent in ft.<sup>3</sup>/hr. at standard conditions, dry basis, as determined in accordance with paragraph (c)(2) of this section, and  $c = NO_x$  concentration in lb./ft.<sup>3</sup>, as determined in accordance with paragraph

(c)(1) of this section, corrected to standard conditions, dry basis.

### Subpart H—Standards of Performance for Sulfuric Acid Plants

#### § 60.80 Applicability and designation of affected facility.

The provisions of this subpart are applicable to each sulfuric acid production unit, which is the affected facility.

#### § 60.81 Definitions.

As used in this subpart, all terms not defined herein shall have the meaning given them in the Act and in Subpart A of this part.

(a) "Sulfuric acid production unit" means any facility producing sulfuric acid by the contact process by burning elemental sulfur, alkylation acid, hydrogen sulfide, organic sulfides and mercaptans, or acid sludge, but does not include facilities where conversion to sulfuric acid is utilized primarily as a means of preventing emissions to the atmosphere of sulfur dioxide or other sulfur compounds.

(b) "Acid mist" means sulfuric acid mist, as measured by test methods set forth in this part.

#### § 60.82 Standard for sulfur dioxide.

On and after the date on which the performance test required to be conducted by § 60.8 is initiated no owner or operator subject to the provisions of this part shall discharge or cause the discharge into the atmosphere of sulfur dioxide in excess of 4 lbs. per ton of acid produced (2 kg. per metric ton), maximum 2-hour average.

#### § 60.83 Standard for acid mist.

On and after the date on which the performance test required to be conducted by § 60.8 is initiated no owner or operator subject to the provisions of this part shall discharge or cause the discharge into the atmosphere of acid mist which is:

(a) In excess of 0.15 lb. per ton of acid produced (0.075 kg. per metric ton), maximum 2-hour average, expressed as  $H_2SO_4$ .

(b) 10 percent opacity or greater.

#### § 60.84 Emission monitoring.

(a) There shall be installed, calibrated, maintained, and operated, in any sulfuric acid production unit subject to the provisions of this subpart, an instrument for continuously monitoring and recording emissions of sulfur dioxide.

(b) The instrument and sampling system installed and used pursuant to this section shall be capable of monitoring emission levels within  $\pm 20$  percent with a confidence level of 95 percent and shall be calibrated in accordance with the



method(s) prescribed by the manufacturer(s) of such instrument, the instrument shall be subject to manufacturers recommended zero adjustment calibration procedures at least once per 24-hour operating period unless the manufacturer(s) specified or recommends calibration at shorter intervals, in which case such specifications or recommendations shall be followed. The applicable method specified in the appendix of this part shall be the reference method.

(c) Production rate and hours of operation shall be recorded daily.

(d) The owner or operator of any sulfuric acid production unit subject to the provisions of this subpart shall maintain a file of all measurements required by this subpart. Appropriate measurements shall be reduced to the units of the applicable standard daily and summarized monthly. The record of any such measurement and summary shall be retained for at least 2 years following the date of such measurements and summaries.

§ 60.85 Test methods and procedures.

(a) The provisions of this section are applicable to performance tests for determining emissions of acid mist and sulfur dioxide from sulfuric acid production units.

(b) All performance tests shall be conducted while the affected facility is operating at or above the maximum acid production rate at which such facility will be operated and under such other relevant conditions as the Administrator shall specify based on representative performance of the affected facility.

(c) Test methods set forth in the appendix to this part or equivalent methods as approved by the Administrator shall be used as follows:

Method 1. Gas analysis shall be performed by using the integrated sample technique of Method 3. Moisture content can be considered to be zero.

(d) Acid produced, expressed in tons per hour of 100 percent sulfuric acid shall be determined during each 2-hour testing period by suitable flow meters and shall be confirmed by a material balance over the production system.

(e) For each repetition acid mist and sulfur dioxide emissions, expressed in lb./ton of 100 percent sulfuric acid shall be determined by dividing the emission rate in lb./hr. by the acid produced. The emission rate shall be determined by the equation,  $lb./hr. = Q_a \times c$ , where  $Q_a$  = volumetric flow rate of the effluent in ft.<sup>3</sup>/hr. at standard conditions, dry basis as determined in accordance with paragraph (c) (2) of this section, and  $c$  = acid mist and  $SO_2$  concentrations in lb./ft.<sup>3</sup> as determined in accordance with paragraph (c) (1) of this section, corrected to standard conditions, dry basis.

#### APPENDIX—TEST METHODS

##### METHOD 1—SAMPLE AND VELOCITY TRAVERSES FOR STATIONARY SOURCES

###### 1. Principle and Applicability.

1.1 Principle. A sampling site and the number of traverse points are selected to aid in the extraction of a representative sample.

1.2 Applicability. This method should be applied only when specified by the test procedures for determining compliance with the New Source Performance Standards. Unless otherwise specified, this method is not intended to apply to gas streams other than those emitted directly to the atmosphere without further processing.

###### 2. Procedure.

2.1 Selection of a sampling site and minimum number of traverse points.

2.1.1 Select a sampling site that is at least eight stack or duct diameters downstream and two diameters upstream from any flow disturbance such as a bend, expansion, contraction, or visible flame. For rectangular cross section, determine an equivalent diameter from the following equation:

$$\text{equivalent diameter} = 2 \sqrt{\frac{(\text{length})(\text{width})}{\text{length} + \text{width}}} \quad \text{equation 1-1}$$

2.1.2 When the above sampling site criteria can be met, the minimum number of traverse points is twelve (12).

2.1.3 Some sampling situations render the above sampling site criteria impractical. When this is the case, choose a convenient sampling location and use Figure 1-1 to determine the minimum number of traverse points. Under no conditions should a sampling point be selected within 1 inch of the stack wall. To obtain the number of traverse points for stacks or ducts with a diameter less than 2 feet, multiply the number of points obtained from Figure 1-1 by 0.67.

2.1.4 To use Figure 1-1 first measure the distance from the chosen sampling location

to the nearest upstream and downstream disturbances. Determine the corresponding number of traverse points for each distance from Figure 1-1. Select the higher of the two numbers of traverse points, or a greater value, such that for circular stacks the number is a multiple of 4, and for rectangular stacks the number follows the criteria of section 2.2.2.

2.2 Cross-sectional layout and location of traverse points.

2.2.1 For circular stacks locate the traverse points on at least two diameters according to Figure 1-2 and Table 1-1. The traverse axes shall divide the stack cross section into equal parts.

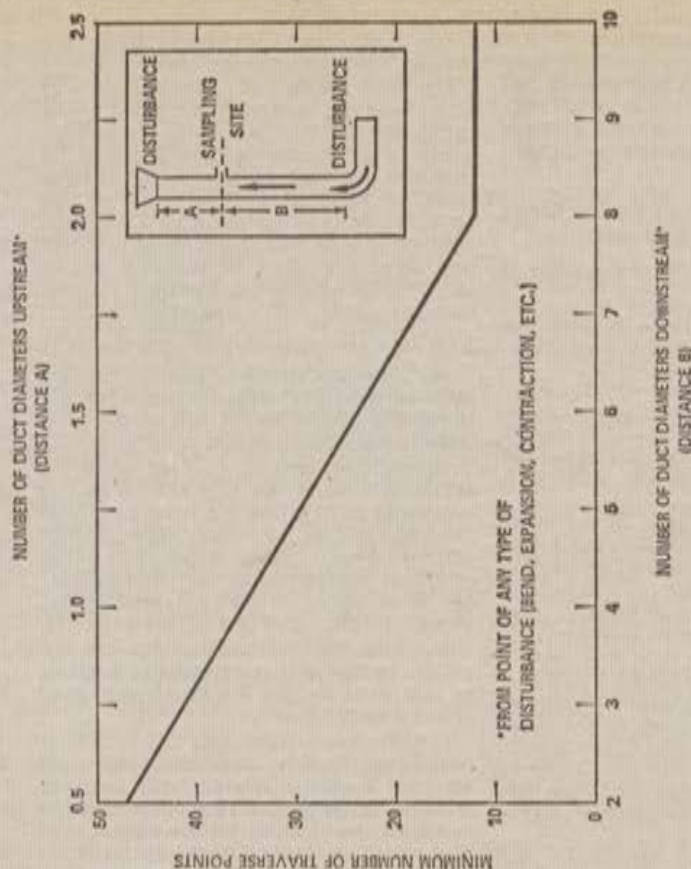


Figure 1-1. Minimum number of traverse points.



Table 1-1. Location of traverse points in circular stacks  
(Percent of stack diameter from inside wall to traverse point)

Traverse point number on a diameter	Number of traverse points on a diameter											
	2	4	6	8	10	12	14	16	18	20	22	24
1	14.6	6.7	4.4	3.3	2.5	2.1	1.8	1.6	1.4	1.3	1.1	1.1
2	85.4	25.0	14.7	10.5	8.2	6.7	5.7	4.9	4.4	3.9	3.5	3.2
3		75.0	29.5	19.4	14.6	11.8	9.9	8.5	7.5	6.7	6.0	5.5
4		93.3	70.5	32.3	22.6	17.7	14.5	12.5	10.9	9.7	8.7	7.9
5			85.3	67.7	34.2	25.0	20.1	16.9	14.6	12.9	11.6	10.5
6			95.6	80.6	65.8	35.5	26.9	22.0	18.8	16.5	14.6	13.2
7				89.5	77.4	64.5	36.6	28.3	23.6	20.4	18.0	16.1
8				95.7	85.4	65.0	37.4	37.5	29.6	25.0	21.8	19.4
9					91.8	82.3	73.1	62.5	38.2	30.6	26.1	23.0
10					97.5	88.2	79.9	71.7	61.8	38.8	31.5	27.2
11						93.3	85.4	78.0	70.4	61.2	39.3	32.3
12						97.9	90.1	83.1	76.4	69.4	60.7	39.8
13							94.3	87.5	81.2	75.0	68.5	60.2
14							98.2	91.5	85.4	79.6	73.9	67.7
15								95.1	89.1	83.5	78.2	72.8
16								98.4	92.5	87.1	82.0	77.0
17									95.6	90.3	85.4	80.6
18									98.6	93.3	88.4	83.9
19										96.1	91.3	86.8
20										98.7	94.0	89.5
21											96.5	92.1
22											98.9	94.5
23												96.8
24												98.9

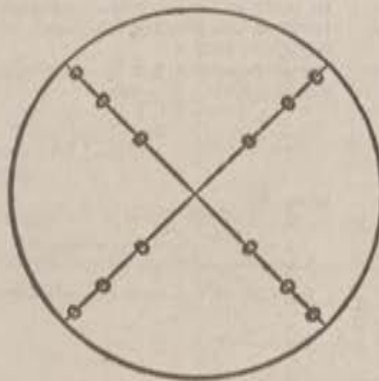


Figure 1-2. Cross section of circular stack divided into 12 equal areas, showing location of traverse points at centroid of each area.



Figure 1-3. Cross section of rectangular stack divided into 12 equal areas, with traverse points at centroid of each area.



2.2.2 For rectangular stacks divide the cross section into as many equal rectangular areas as traverse points, such that the ratio of the length to the width of the elemental areas is between one and two. Locate the traverse points at the centroid of each equal area according to Figure 1-3.

### 3. References.

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Devorkin, Howard, et al., Air Pollution Source Testing Manual, Air Pollution Control District, Los Angeles, Calif. November 1963.

Methods for Determination of Velocity, Volume, Dust and Mist Content of Gases, Western Precipitation Division of Joy Manufacturing Co., Los Angeles, Calif. Bulletin WP-50, 1968.

Standard Method for Sampling Stacks for Particulate Matter, In: 1971 Book of ASTM Standards, Part 23, Philadelphia, Pa. 1971, ASTM Designation D-2928-71.

### METHOD 2—DETERMINATION OF STACK GAS VELOCITY AND VOLUMETRIC FLOW RATE (TYPE S PITOT TUBE)

#### 1. Principle and applicability.

1.1 Principle. Stack gas velocity is determined from the gas density and from measurement of the velocity head using a Type S (Stauscheibe or reverse type) pitot tube.

1.2 Applicability. This method should be applied only when specified by the test pro-

cedures for determining compliance with the New Source Performance Standards.

#### 2. Apparatus.

2.1 Pitot tube—Type S (Figure 2-1), or equivalent, with a coefficient within  $\pm 5\%$  over the working range.

2.2 Differential pressure gauge—Inclined manometer, or equivalent, to measure velocity head to within 10% of the minimum value.

2.3 Temperature gauge—Thermocouple or equivalent attached to the pitot tube to measure stack temperature to within 1.5% of the minimum absolute stack temperature.

2.4 Pressure gauge—Mercury-filled U-tube manometer, or equivalent, to measure stack pressure to within 0.1 in. Hg.

2.5 Barometer—To measure atmospheric pressure to within 0.1 in. Hg.

2.6 Gas analyzer—To analyze gas composition for determining molecular weight.

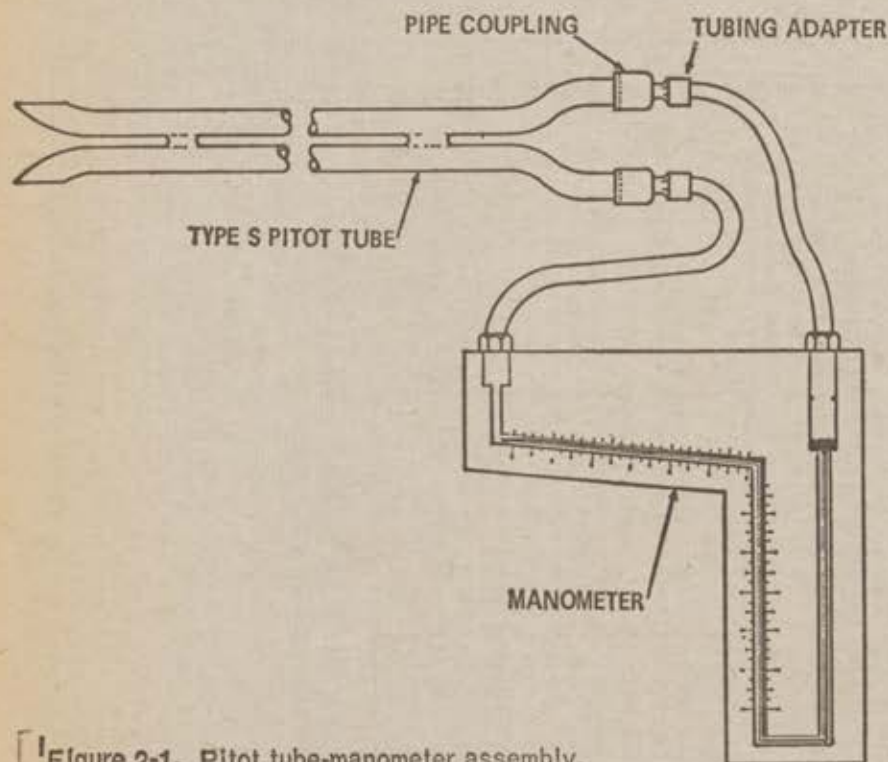
2.7 Pitot tube—Standard type, to calibrate Type S pitot tube.

#### 3. Procedure.

3.1 Set up the apparatus as shown in Figure 2-1. Make sure all connections are tight and leak free. Measure the velocity head and temperature at the traverse points specified by Method 1.

3.2 Measure the static pressure in the stack.

3.3 Determine the stack gas molecular weight by gas analysis and appropriate calculations as indicated in Method 3.



#### 4. Calibration.

4.1 To calibrate the pitot tube, measure the velocity head at some point in a flowing gas stream with both a Type S pitot tube and a standard type pitot tube with known coefficient. Calibration should be done in the laboratory and the velocity of the flowing gas stream should be varied over the normal working range. It is recommended that the calibration be repeated after use at each field site.

4.2 Calculate the pitot tube coefficient using equation 2-1.

$$C_{p, \text{test}} = C_{p, \text{std}} \sqrt{\frac{\Delta p_{\text{std}}}{\Delta p_{\text{test}}}} \quad \text{equation 2-1}$$

where:

$C_{p, \text{test}}$  = Pitot tube coefficient of Type S pitot tube.

$C_{p, \text{std}}$  = Pitot tube coefficient of standard type pitot tube (if unknown, use 0.99).

$\Delta p_{\text{std}}$  = Velocity head measured by standard type pitot tube.

$\Delta p_{\text{test}}$  = Velocity head measured by Type S pitot tube.

4.3 Compare the coefficients of the Type S pitot tube determined first with one leg and then the other pointed downstream. Use the pitot tube only if the two coefficients differ by no more than 0.01.

#### 5. Calculations.

Use equation 2-2 to calculate the stack gas velocity.

$$(V_s)_{\text{avg}} = K_p C_p (\sqrt{\Delta p})_{\text{avg}} \sqrt{\frac{(T_s)_{\text{avg}}}{P_s M_s}} \quad \text{Equation 2-2}$$

where:

$(V_s)_{\text{avg}}$  = Stack gas velocity, feet per second (f.p.s.).

$K_p = 85.48 \frac{\text{ft.}}{\text{sec.}} \left( \frac{\text{lb.}}{\text{lb. mole} \cdot \text{R}} \right)^{1/4}$  when these units are used.

$C_p$  = Pitot tube coefficient, dimensionless.

$(T_s)_{\text{avg}}$  = Average absolute stack gas temperature,  $^{\circ}\text{R}$ .

$(\sqrt{\Delta p})_{\text{avg}}$  = Average velocity head of stack gas, inches  $\text{H}_2\text{O}$  (see Fig. 2-2).

$P_s$  = Absolute stack gas pressure, inches Hg.

$M_s$  = Molecular weight of stack gas (wet basis), lb./lb.-mole.

$M_d(1 - B_{wv}) + 18B_{wv}$

$M_d$  = Dry molecular weight of stack gas (from Method 3).

$B_{wv}$  = Proportion by volume of water vapor in the gas stream (from Method 4).

Figure 2-2 shows a sample recording sheet for velocity traverse data. Use the averages in the last two columns of Figure 2-2 to determine the average stack gas velocity from Equation 2-2.

Use Equation 2-3 to calculate the stack gas volumetric flow rate.

$$Q_s = 3600 (1 - B_{wv}) V_s A \left( \frac{T_{\text{std}}}{(T_s)_{\text{avg}}} \right) \left( \frac{P_s}{P_{\text{std}}} \right) \quad \text{Equation 2-3}$$

where:

$Q_s$  = Volumetric flow rate, dry basis, standard conditions,  $\text{ft}^3/\text{hr}$ .

$A$  = Cross-sectional area of stack,  $\text{ft}^2$ .

$T_{\text{std}}$  = Absolute temperature at standard conditions,  $530^{\circ}\text{R}$ .

$P_{\text{std}}$  = Absolute pressure at standard conditions, 29.92 inches Hg.

Figure 2-1. Pitot tube-manometer assembly.







# METHOD 3—GAS ANALYSIS FOR CARBON DIOXIDE, EXCESS AIR, AND DRY MOLECULAR WEIGHT

## 1. Principle and applicability.

1.1 Principle. An integrated or grab gas sample is extracted from a sampling point and analyzed for its components using an Orsat analyzer.

1.2 Applicability. This method should be applied only when specified by the test procedures for determining compliance with the New Source Performance Standards. The test procedure will indicate whether a grab sample or an integrated sample is to be used.

## 2. Apparatus.

### 2.1 Grab sample (Figure 3-1).

2.1.1 Probe—Stainless steel or Pyrex<sup>1</sup> glass, equipped with a filter to remove particulate matter.

2.1.2 Pump—One-way squeeze bulb, or equivalent, to transport gas sample to analyzer.

<sup>1</sup> Trade name.

### 2.2 Integrated sample (Figure 3-2).

2.2.1 Probe—Stainless steel or Pyrex<sup>1</sup> glass, equipped with a filter to remove particulate matter.

2.2.2 Air-cooled condenser or equivalent—To remove any excess moisture.

2.2.3 Needle valve—To adjust flow rate.

2.2.4 Pump—Leak-free, diaphragm type, or equivalent, to pull gas.

2.2.5 Rate meter—To measure a flow range from 0 to 0.035 cfm.

2.2.6 Flexible bag—Tedlar<sup>1</sup> or equivalent, with a capacity of 2 to 3 cu. ft. Leak test the bag in the laboratory before using.

2.2.7 Pitot tube—Type S, or equivalent, attached to the probe so that the sampling flow rate can be regulated proportional to the stack gas velocity when velocity is varying with time or a sample traverse is conducted.

## 2.3 Analysis.

2.3.1 Orsat analyzer, or equivalent.

## 3. Procedure.

### 3.1 Grab sampling.

3.1.1 Set up the equipment as shown in Figure 3-1, making sure all connections are leak-free. Place the probe in the stack at a sampling point and purge the sampling line.

3.1.2 Draw sample into the analyzer.

### 3.2 Integrated sampling.

3.2.1 Evacuate the flexible bag. Set up the equipment as shown in Figure 3-2 with the bag disconnected. Place the probe in the stack and purge the sampling line. Connect the bag, making sure that all connections are tight and that there are no leaks.

3.2.2 Sample at a rate proportional to the stack velocity.

### 3.3 Analysis.

3.3.1 Determine the CO<sub>2</sub>, O<sub>2</sub>, and CO concentrations as soon as possible. Make as many passes as are necessary to give constant readings. If more than ten passes are necessary, replace the absorbing solution.

3.3.2 For grab sampling, repeat the sampling and analysis until three consecutive samples vary no more than 0.5 percent by volume for each component being analyzed.

3.3.3 For integrated sampling, repeat the analysis of the sample until three consecutive analyses vary no more than 0.2 percent by volume for each component being analyzed.

## 4. Calculations.

4.1 Carbon dioxide. Average the three consecutive runs and report the result to the nearest 0.1 % CO<sub>2</sub>.

4.2 Excess air. Use Equation 3-1 to calculate excess air, and average the runs. Report the result to the nearest 0.1 % excess air.

$$\% \text{ EA} = \frac{(\% \text{ O}_2) - 0.5(\% \text{ CO})}{0.264(\% \text{ N}_2) - (\% \text{ O}_2) + 0.5(\% \text{ CO})} \times 100$$

equation 3-1

where:

% EA = Percent excess air.

% O<sub>2</sub> = Percent oxygen by volume, dry basis.

% N<sub>2</sub> = Percent nitrogen by volume, dry basis.

% CO = Percent carbon monoxide by volume, dry basis.

0.264 = Ratio of oxygen to nitrogen in air by volume.

4.3 Dry molecular weight. Use Equation 3-2 to calculate dry molecular weight and average the runs. Report the result to the nearest tenth.

$$M_d = 0.44(\% \text{ CO}_2) + 0.32(\% \text{ O}_2) + 0.28(\% \text{ N}_2 + \% \text{ CO})$$

equation 3-2

where:

M<sub>d</sub> = Dry molecular weight, lb./lb.-mole.

% CO<sub>2</sub> = Percent carbon dioxide by volume, dry basis.

% O<sub>2</sub> = Percent oxygen by volume, dry basis.

% N<sub>2</sub> = Percent nitrogen by volume, dry basis.

0.44 = Molecular weight of carbon dioxide divided by 100.

0.32 = Molecular weight of oxygen divided by 100.

0.28 = Molecular weight of nitrogen and CO divided by 100.

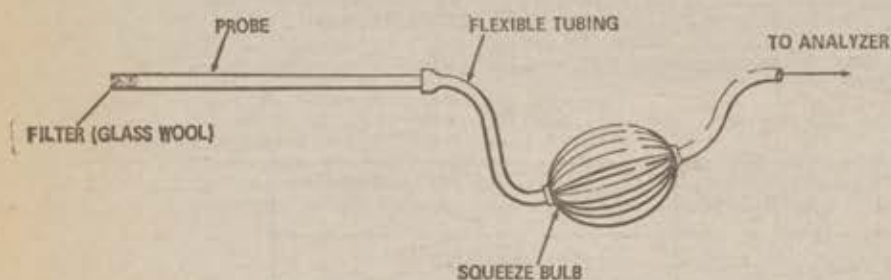


Figure 3-1. Grab-sampling train.

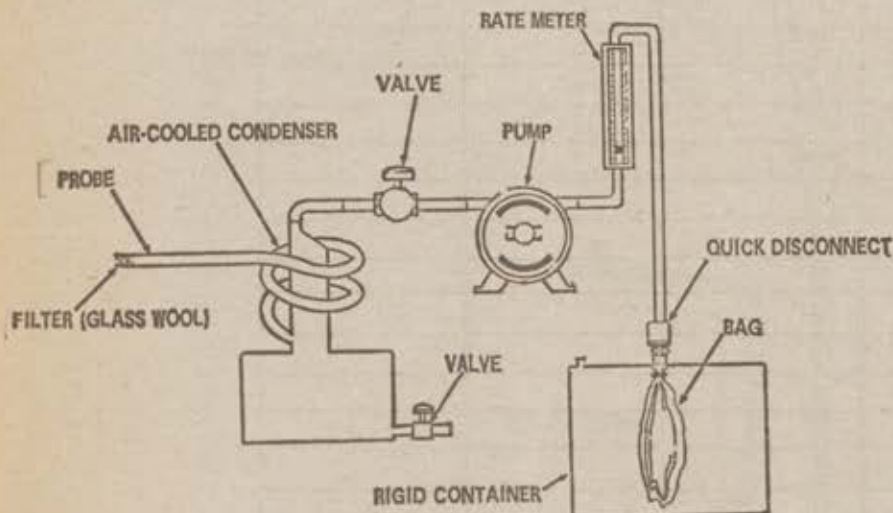


Figure 3-2. Integrated gas-sampling train.



# 5. References.

- Altshuler, A. P., et al., Storage of Gases and Vapors in Plastic Bags, Int. J. Air & Water Pollution, 6:75-81, 1963.
- Conner, William D., and J. S. Nader, Air Sampling with Plastic Bags, Journal of the American Industrial Hygiene Association, 25:391-397, May-June 1964.
- Devorkin, Howard, et al., Air Pollution Source Testing Manual, Air Pollution Control District, Los Angeles, Calif., November 1963.

## METHOD 4—DETERMINATION OF MOISTURE IN STACK GASES

### 1. Principle and applicability.

1.1 Principle. Moisture is removed from the gas stream, condensed, and determined volumetrically.

1.2 Applicability. This method is applicable for the determination of moisture in stack gas only when specified by test procedures for determining compliance with New Source Performance Standards. This method does not apply when liquid droplets are present in the gas stream; and the moisture is subsequently used in the determination of stack gas molecular weight.

Other methods such as drying tubes, wet bulb-dry bulb techniques, and volumetric condensation techniques may be used.

### 2. Apparatus.

2.1 Probe—Stainless steel or Pyrex glass sufficiently heated to prevent condensation

if liquid droplets are present in the gas stream, assume the stream to be saturated, determine the average stack gas temperature by traversing according to Method 1, and use a psychrometric chart to obtain an approximation of the moisture percentage.

\* Trade name.

$$V_{wv} = \frac{(V_1 - V_2) P_{H_2O} R T_{s+4}}{P_{s+4} M_{H_2O}}$$

where:

$V_{wv}$ —Volume of water vapor collected (standard conditions), cu. ft.

$V_1$ —Final volume of impinger contents, ml.

$V_2$ —Initial volume of impinger contents, ml.

$R$ —Ideal gas constant, 21.83 inches

and equipped with a filter to remove particulate matter.

2.2 Impingers—Two midget impingers, each with 30 ml. capacity, or equivalent.

2.3 Ice bath container—To condense moisture in impingers.

2.4 Silica gel tube (optional)—To protect pump and dry gas meter.

2.5 Needle valve—To regulate gas flow rate.

2.6 Pump—Leak-free, diaphragm type, or equivalent, to pull gas through train.

2.7 Dry gas meter—To measure to within 1% of the total sample volume.

2.8 Rotameter—To measure a flow range from 0 to 0.1 c.f.m.

2.9 Graduated cylinder—25 ml.

2.10 Barometer—Sufficient to read to within 0.1 inch Hg.

2.11 Pitot tube—Type 8, or equivalent, attached to probe so that the sampling flow rate can be regulated proportional to the stack gas velocity when velocity is varying with time or a sample traverse is conducted.

### 3. Procedure.

3.1 Place exactly 5 ml. distilled water in each impinger. Assemble the apparatus without the probe as shown in Figure 4-1. Leak check by plugging the inlet to the first impinger and drawing a vacuum. Insure that flow through the dry gas meter is less than 1% of the sampling rate.

3.2 Connect the probe and sample at a constant rate of 0.075 c.f.m. or at a rate proportional to the stack gas velocity. Continue sampling until the dry gas meter registers 1 cubic foot or until visible liquid droplets are carried over from the first impinger to the second. Record temperature, pressure, and dry gas meter readings as required by Figure 4-2.

3.3 After collecting the sample, measure the volume increase to the nearest 0.5 ml.

### 4. Calculations.

4.1 Volume of water vapor collected.

$$V_{wv} = \frac{(V_1 - V_2) P_{H_2O} R T_{s+4}}{P_{s+4} M_{H_2O}} = 0.0474 \frac{ft.^2}{ml.} (V_1 - V_2) \quad \text{equation 4-1}$$

Hg—cu. ft./lb. mole-°R.

$P_{H_2O}$ —Density of water, 1 g./ml.

$T_{s+4}$ —Absolute temperature at standard conditions, 530° R.

$P_{s+4}$ —Absolute pressure at standard conditions, 29.92 inches Hg.

$M_{H_2O}$ —Molecular weight of water, 18 lb./lb.-mole.

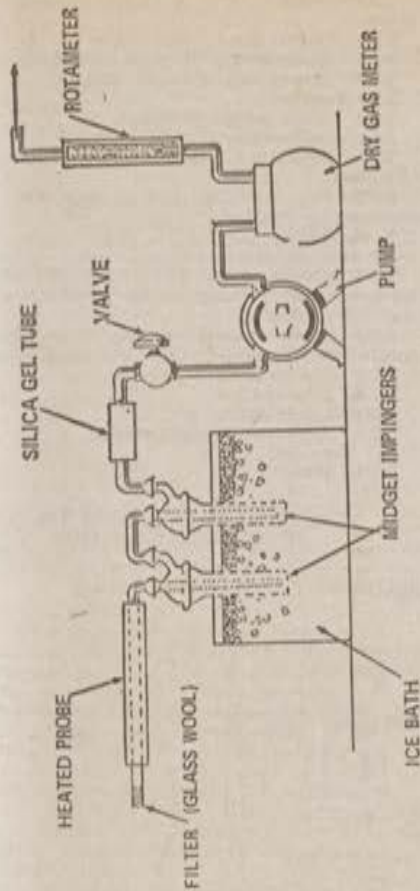


Figure 4-1. Moisture-sampling train.

LOCATION \_\_\_\_\_ COMMENTS \_\_\_\_\_  
TEST \_\_\_\_\_  
DATE \_\_\_\_\_  
OPERATOR \_\_\_\_\_  
BAROMETRIC PRESSURE \_\_\_\_\_

CLOCK TIME	GAS VOLUME THROUGH METER, (Vml), ft <sup>3</sup>	ROTAMETER SETTING ft <sup>3</sup> /min	METER TEMPERATURE, °F

Figure 4-2. Field moisture determination.



## 4.2 Gas volume.

$$V_{m,s} = V_m \left( \frac{P_m}{P_{s,14}} \right) \left( \frac{T_{s,14}}{T_m} \right) = 17.71 \frac{^{\circ}\text{R}}{\text{in. Hg}} \left( \frac{V_m P_m}{T_m} \right) \quad \text{equation 4-2}$$

where:

$V_{m,s}$  = Dry gas volume through meter at standard conditions, cu. ft.

$V_m$  = Dry gas volume measured by meter, cu. ft.

$P_m$  = Barometric pressure at the dry gas meter, inches Hg.

$P_{s,14}$  = Pressure at standard conditions, 29.92 inches Hg.

$T_{s,14}$  = Absolute temperature at standard conditions, 530° R.

$T_m$  = Absolute temperature at meter (°F + 460), °R.

## 4.3 Moisture content.

$$B_{w,v} = \frac{V_{w,v}}{V_{w,v} + V_{m,s}} + B_{w,m} = \frac{V_{w,v}}{V_{w,v} + V_{m,s}} + (0.025) \quad \text{equation 4-3}$$

where:

$B_{w,v}$  = Proportion by volume of water vapor in the gas stream, dimensionless.

$V_{w,v}$  = Volume of water vapor collected (standard conditions), cu. ft.

$V_{m,s}$  = Dry gas volume through meter (standard conditions), cu. ft.

$B_{w,m}$  = Approximate volumetric proportion of water vapor in the gas stream leaving the impingers, 0.025.

## 5. References.

Air Pollution Engineering Manual, Danielson, J. A. (ed.), U.S. DHEW, PHS, National Center for Air Pollution Control, Cincinnati, Ohio, PHS Publication No. 999-AP-40, 1967.

Devorkin, Howard, et al., Air Pollution Source Testing Manual, Air Pollution Control District, Los Angeles, Calif., November 1963.

Methods for Determination of Velocity, Volume, Dust and Mist Content of Gases, Western Precipitation Division of Joy Manufacturing Co., Los Angeles, Calif., Bulletin WP-50, 1968.

## METHOD 5—DETERMINATION OF PARTICULATE EMISSIONS FROM STATIONARY SOURCES

## 1. Principle and applicability.

1.1 Principle. Particulate matter is withdrawn isokinetically from the source and its weight is determined gravimetrically after removal of uncombined water.

1.2 Applicability. This method is applicable for the determination of particulate emissions from stationary sources only when specified by the test procedures for determining compliance with New Source Performance Standards.

## 2. Apparatus.

2.1 Sampling train. The design specifications of the particulate sampling train used by EPA (Figure 5-1) are described in APTD-0681. Commercial models of this train are available.

2.1.1 Nozzle—Stainless steel (316) with sharp, tapered leading edge.

2.1.2 Probe—Pyrex<sup>1</sup> glass with a heating system capable of maintaining a minimum gas temperature of 250° F. at the exit end during sampling to prevent condensation from occurring. When length limitations (greater than about 8 ft.) are encountered at temperatures less than 600° F., Incoloy 825<sup>2</sup>, or equivalent, may be used. Probes for sampling gas streams at temperatures in excess of 600° F. must have been approved by the Administrator.

2.1.3 Pitot tube—Type S, or equivalent, attached to probe to monitor stack gas velocity.

2.1.4 Filter Holder—Pyrex<sup>1</sup> glass with heating system capable of maintaining minimum temperature of 225° F.

2.1.5 Impingers / Condenser—Four impingers connected in series with glass ball joint fittings. The first, third, and fourth impingers are of the Greenburg-Smith design, modified by replacing the tip with a 1/2-inch ID glass tube extending to one-half inch from the bottom of the flask. The second impinger is of the Greenburg-Smith design with the standard tip. A condenser may be used in place of the impingers provided that the moisture content of the stack gas can still be determined.

2.1.6 Metering system—Vacuum gauge, leak-free pump, thermometers capable of measuring temperature to within 5° F., dry gas meter with 2% accuracy, and related equipment, or equivalent, as required to maintain an isokinetic sampling rate and to determine sample volume.

2.1.7 Barometer—To measure atmospheric pressure to ±0.1 inches Hg.

2.2 Sample recovery.

2.2.1 Probe brush—At least as long as probe.

2.2.2 Glass wash bottles—Two.

2.2.3 Glass sample storage containers.

2.2.4 Graduated cylinder—250 ml.

2.3 Analysis.

2.3.1 Glass weighing dishes.

2.3.2 Desiccator.

2.3.3 Analytical balance—To measure to ±0.1 mg.

2.3.4 Trip balance—300 g. capacity, to measure to ±0.05 g.

3. Reagents.

3.1 Sampling.

3.1.1 Filters—Glass fiber, MSA 1106 BH<sup>1</sup>, or equivalent, numbered for identification and preweighed.

3.1.2 Silica gel—Indicating type, 6-16 mesh, dried at 175° C. (350° F.) for 2 hours.

3.1.3 Water.

3.1.4 Crushed ice.

3.2 Sample recovery.

3.2.1 Acetone—Reagent grade.

3.3 Analysis.

3.3.1 Water.

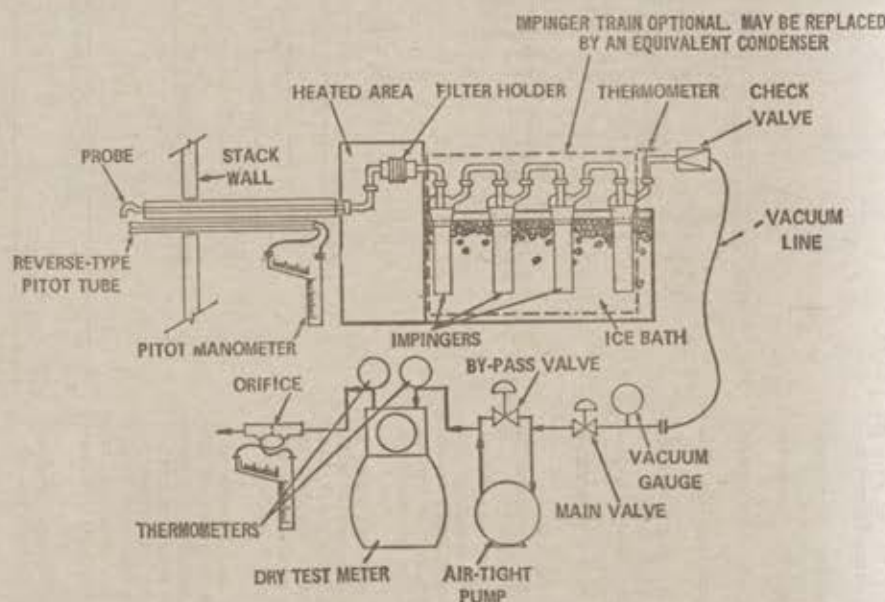


Figure 5-1. Particulate-sampling train.

3.3.2 Desiccant—Drierite<sup>3</sup> indicating.

## 4. Procedure.

## 4.1 Sampling

4.1.1 After selecting the sampling site and the minimum number of sampling points, determine the stack pressure, temperature, moisture, and range of velocity head.

4.1.2 Preparation of collection train. Weigh to the nearest gram approximately 200 g. of silica gel. Label a filter of proper diameter, desiccant<sup>2</sup> for at least 24 hours and weigh to the nearest 0.5 mg. in a room where the relative humidity is less than 50%. Place 100 ml. of water in each of the first two impingers, leave the third impinger empty, and place approximately 200 g. of preweighed silica gel in the fourth impinger. Set up the train without the probe as in Figure 5-1. Leak check the sampling train at the sampling site by plugging up the inlet to the filter holder and pulling a 15 in. Hg vacuum. A leakage rate not in excess of 0.02 c.f.m. at a vacuum of 15 in. Hg is acceptable. Attach the probe and adjust the heater to provide a gas temperature of about 250° F. at the probe outlet. Turn on the filter heating system. Place crushed ice around the impingers. Add

more ice during the run to keep the temperature of the gases leaving the last impinger as low as possible and preferably at 70° F., or less. Temperatures above 70° F. may result in damage to the dry gas meter from either moisture condensation or excessive heat.

4.1.3 Particulate train operation. For each run, record the data required on the example sheet shown in Figure 5-2. Take readings at each sampling point, at least every 5 minutes, and when significant changes in stack conditions necessitate additional adjustments in flow rate. To begin sampling, position the nozzle at the first traverse point with the tip pointing directly into the gas stream. Immediately start the pump and adjust the flow to isokinetic conditions. Sample for at least 5 minutes at each traverse point; sampling time must be the same for each point. Maintain isokinetic sampling throughout the sampling period. Nomographs are available which aid in the rapid adjustment of the sampling rate without other computations. APTD-0578 details the procedure for using these nomographs. Turn off the pump at the conclusion of each run and record the final readings. Remove the probe and nozzle from the stack and handle in accordance with the sample recovery process described in section 4.2.

<sup>1</sup> Trade name.

<sup>2</sup> Dry using Drierite<sup>3</sup> at 70° F. ± 10° F.

<sup>3</sup> Trade name.







PLANT \_\_\_\_\_  
 DATE \_\_\_\_\_  
 RUN NO. \_\_\_\_\_

CONTAINER NUMBER	WEIGHT OF PARTICULATE COLLECTED, mg		
	FINAL WEIGHT	TARE WEIGHT	WEIGHT GAIN
1			
2			
TOTAL			

	VOLUME OF LIQUID WATER COLLECTED	
	IMPINGER VOLUME, ml	SILICA GEL WEIGHT, g
FINAL		
INITIAL		
LIQUID COLLECTED		
TOTAL VOLUME COLLECTED		g* ml

CONVERT WEIGHT OF WATER TO VOLUME BY DIVIDING TOTAL WEIGHT INCREASE BY DENSITY OF WATER. (1 g/ml):

$$\frac{\text{INCREASE, g}}{(1 \text{ g/ml})} = \text{VOLUME WATER, ml}$$

Figure 5-3. Analytical data.

#### 6.6.2 Concentration in lb./cu. ft.

$$c_s = \frac{\left( \frac{1}{453,600} \frac{\text{lb.}}{\text{mg.}} \right) M_s}{V_{mstd}} = 2.205 \times 10^{-6} \frac{M_s}{V_{mstd}} \quad \text{equation 5-5}$$

where:  
 $c_s$  = Concentration of particulate matter in stack gas, lb./a.c.f., dry basis.  
 453,600 = Mg/lb.

$M_s$  = Total amount of particulate matter collected, mg.  
 $V_{mstd}$  = Volume of gas sample through dry gas meter (standard conditions), cu. ft.

#### 6.7 Isokinetic variation.

$$I = \frac{T_s \left[ \frac{V_{1s} (\rho_{H_2O}) R}{M_{H_2O}} + \frac{V_m}{T_m} \left( P_{bar} + \frac{\Delta H}{13.6} \right) \right]}{\theta V_s P_s A_s} \times 100$$

$$= \left( \frac{1.667 \text{ min.}}{\text{sec.}} \right) \left[ \left( 0.00267 \frac{\text{in. Hg-cu. ft.}}{\text{ml.}^\circ \text{R}} \right) V_{1s} + \frac{V_m}{T_m} \left( P_{bar} + \frac{\Delta H}{13.6} \right) \right] \frac{1}{\theta V_s P_s A_s}$$

Equation 5-6

where:

$I$  = Percent of isokinetic sampling.  
 $V_{1s}$  = Total volume of liquid collected in impingers and silica gel (See Fig. 5-3), ml.  
 $\rho_{H_2O}$  = Density of water, 1 g./ml.  
 $R$  = Ideal gas constant, 21.83 inches Hg-cu. ft./lb. mole- $^\circ$ R.  
 $M_{H_2O}$  = Molecular weight of water, 18 lb./lb.-mole.  
 $V_m$  = Volume of gas sample through the dry gas meter (meter conditions), cu. ft.  
 $T_m$  = Absolute average dry gas meter temperature (see Figure 5-2),  $^\circ$ R.  
 $P_{bar}$  = Barometric pressure at sampling site, inches Hg.  
 $\Delta H$  = Average pressure drop across the orifice (see Fig. 5-2), inches Hg.  
 $T_s$  = Absolute average stack gas temperature (see Fig. 5-2),  $^\circ$ R.  
 $\theta$  = Total sampling time, min.  
 $V_s$  = Stack gas velocity calculated by Method 2, Equation 2-2, ft./sec.  
 $P_s$  = Absolute stack gas pressure, inches Hg.  
 $A_s$  = Cross-sectional area of nozzle, sq. ft.

6.8 Acceptable results. The following range sets the limit on acceptable isokinetic sampling results:

If  $90\% \leq I \leq 110\%$ , the results are acceptable, otherwise, reject the results and repeat the test.

#### 7. Reference.

Addendum to Specifications for Incinerator Testing at Federal Facilities, PHS, NCAFC, Dec. 6, 1967.

Martin, Robert M., Construction Details of Isokinetic Source Sampling Equipment, Environmental Protection Agency, APTD-0581.

Rom, Jerome J., Maintenance, Calibration, and Operation of Isokinetic Source Sampling Equipment, Environmental Protection Agency, APTD-0576.

Smith, W. S., R. T. Shigehara, and W. F. Todd, A Method of Interpreting Stack Sampling Data, Paper presented at the 63d Annual Meeting of the Air Pollution Control Association, St. Louis, Mo., June 14-19, 1970.

Smith, W. S., et al., Stack Gas Sampling Improved and Simplified with New Equipment, APCA paper No. 67-119, 1967.

Specifications for Incinerator Testing at Federal Facilities, PHS, NCAFC, 1967.

#### METHOD 6—DETERMINATION OF SULFUR DIOXIDE EMISSIONS FROM STATIONARY SOURCES

##### 1. Principle and applicability.

1.1 Principle. A gas sample is extracted from the sampling point in the stack. The acid mist, including sulfur trioxide, is separated from the sulfur dioxide. The sulfur dioxide fraction is measured by the barium-thorin titration method.

1.2 Applicability. This method is applicable for the determination of sulfur dioxide emissions from stationary sources only when specified by the test procedures for determining compliance with New Source Performance Standards.

##### 2. Apparatus.

2.1 Sampling. See Figure 6-1.

2.1.1 Probe—Pyrex<sup>1</sup> glass, approximately 5 to 6 mm. ID, with a heating system to prevent condensation and a filtering medium to remove particulate matter including sulfuric acid mist.

2.1.2 Midget bubbler—One, with glass wool packed in top to prevent sulfuric acid mist carryover.

2.1.3 Glass wool.

2.1.4 Midget impingers—Three.

2.1.5 Drying tube—Packed with 6 to 18 mesh indicating-type silica gel, or equivalent, to dry the sample.

2.1.6 Valve—Needle valve, or equivalent, to adjust flow rate.

2.1.7 Pump—Leak-free, vacuum type.

2.1.8 Rate meter—Rotameter or equivalent, to measure a 0-10 a.c.f.h. flow range.

2.1.9 Dry gas meter—Sufficiently accurate to measure the sample volume within 1%.

2.1.10 Pitot tube—Type S, or equivalent.

<sup>1</sup> Trade names.



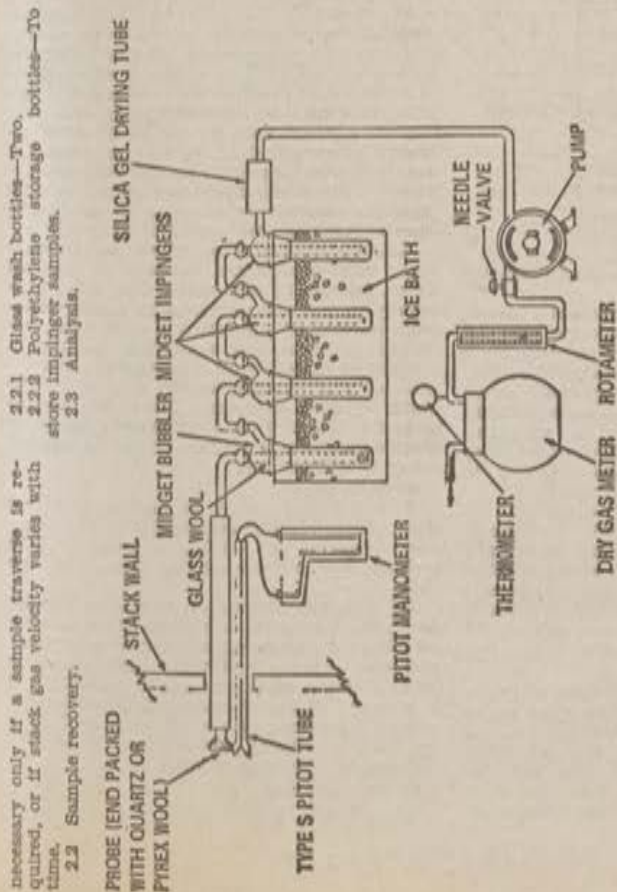


Figure 6-1, SO<sub>2</sub> sampling train.

- 2.2.1 Pipettes—Transfer type, 5 ml. and 10 ml. sizes (0.1 ml. divisions) and 25 ml. size (0.2 ml. divisions).
- 2.2.2 Volumetric flasks—50 ml., 100 ml., and 1,000 ml.
- 2.2.3 Burettes—5 ml. and 50 ml.
- 2.2.4 Erlenmeyer flask—125 ml.
3. Reagents.
- 3.1 Sampling.
- 3.1.1 Water—Deionized, distilled.
- 3.1.2 Isopropanol, 80%—Mix 80 ml. of isopropanol with 20 ml. of distilled water.
- 3.1.3 Hydrogen peroxide, 8%—Dilute 100 ml. of 30% hydrogen peroxide to 1 liter with distilled water. Prepare fresh daily.
- 3.2 Sample recovery.
- 3.2.1 Water—Deionized, distilled.
- 3.2.2 Isopropanol, 80%.
- 3.3 Analysis.
- 3.3.1 Water—Deionized, distilled.
- 3.3.2 Isopropanol.
- 3.3.3 Thion indicator—1-(o-arsenophenylazo)-2-naphthol-3,6-disulfonic acid, disodium salt (or equivalent). Dissolve 0.20 g. in 100 ml. distilled water.
- 3.3.4 Barium perchlorate (0.01 N)—Dissolve 1.95 g. of barium perchlorate [Ba(ClO<sub>4</sub>)<sub>2</sub> · 3H<sub>2</sub>O] in 200 ml. distilled water

velocity. Take readings at least every five minutes and when significant changes in stack conditions necessitate additional adjustments in flow rate. To begin sampling, position the tip of the probe at the first sampling point and start the pump. Sample proportionally throughout the run. At the conclusion of each run, turn off the pump and record the final readings. Remove the probe from the stack and disconnect it from the train. Drain the ice bath and purge the remaining part of the train by drawing clean ambient air through the system for 15 minutes.

4.2 Sample recovery. Disconnect the impingers after purging. Discard the contents of the midget bubbler. Pour the contents of the midget impingers into a polyethylene shipment bottle. Rinse the three midget impingers and the connecting tubes with distilled water and add these washings to the same storage container.

4.3 Sample analysis. Transfer the contents of the storage container to a 50 ml. volumetric flask. Dilute to the mark with deionized, distilled water. Pipette a 10 ml. aliquot of this solution into a 125 ml. Erlenmeyer flask. Add 40 ml. of isopropanol and two to four drops of thion indicator. Titrate to a pink endpoint using 0.01 N barium perchlorate. Run a blank with each series of samples.

#### 5. Calibration.

5.1 Use standard methods and equipment

$$C_{SO_2} = (7.05 \times 10^{-3} \text{ lb.-l. g.-ml.})$$

where:

$C_{SO_2}$  = Concentration of sulfur dioxide at standard conditions, dry basis, lb./cu. ft.

$7.05 \times 10^{-3}$  = Conversion factor, including the number of grams per gram equivalent of sulfur dioxide (32 g./g.-eq.), 453.6 g./lb., and 1,000 ml./l., lb.-l./g.-ml.

$V_i$  = Volume of barium perchlorate titrant used for the sample, ml.

$V_{is}$  = Volume of barium perchlorate titrant used for the blank, ml.

$N$  = Normality of barium perchlorate titrant, g.-eq./l.

$V_{s12}$  = Total solution volume of sulfur dioxide, 50 ml.

$V_{s11}$  = Volume of sample aliquot treated, ml.

$V_{s12}$  = Volume of gas sample through the dry gas meter (standard conditions), cu. ft., see Equation 6-1.

which have been approved by the Administrator to calibrate the rotameter, pitot tube, dry gas meter, and probe heater.

5.2 Standardize the barium perchlorate against 25 ml. of standard sulfuric acid containing 100 ml. of isopropanol.

#### 6. Calculations.

6.1 Dry gas volume. Correct the sample volume measured by the dry gas meter to standard conditions (70° F. and 29.92 inches Hg) by using equation 6-1.

$$V_{std} = V_m \left( \frac{T_{std}}{T_m} \right) \left( \frac{P_{bar}}{P_{std}} \right) =$$

$$17.71 \frac{^{\circ}R}{\text{in. Hg}} \left( \frac{V_m P_{bar}}{T_m} \right) \quad \text{equation 6-1}$$

where:

$V_{std}$  = Volume of gas sample through the dry gas meter (standard conditions), cu. ft.

$V_m$  = Volume of gas sample through the dry gas meter (meter conditions), cu. ft.

$T_{std}$  = Absolute temperature at standard conditions, 530° R.

$T_m$  = Average dry gas meter temperature, °R.

$P_{bar}$  = Barometric pressure at the orifice meter, inches Hg.

$P_{std}$  = Absolute pressure at standard conditions, 29.92 inches Hg.

6.2 Sulfur dioxide concentration.

$$\frac{(V_i - V_{is})N \left( \frac{V_{s12}}{V_{s11}} \right)}{V_{std}} \quad \text{equation 6-2}$$

#### 7. References.

Atmospheric Emissions from Sulfuric Acid Manufacturing Processes, U.S. DEW, PHS, Division of Air Pollution, Public Health Service Publication No. 999-AP-13, Cincinnati, Ohio, 1965.

Corbett, P. F., The Determination of SO<sub>2</sub> and SO<sub>3</sub> in Flue Gases, Journal of the Institute of Fuel, 24:237-243, 1961.

Matty, R. E. and E. K. Diehl, Measuring Flue-Gas SO<sub>2</sub> and SO<sub>3</sub>, Power 101:94-97, November, 1957.

Patton, W. F. and J. A. Erink, Jr., New Equipment and Techniques for Sampling Chemical Process Gases, J. Air Pollution Control Association, 13, 162 (1963).

#### METHOD 7—DETERMINATION OF NITROGEN OXIDE EMISSIONS FROM STATIONARY SOURCES

##### 1. Principle and applicability.

1.1 Principle. A grab sample is collected in an evacuated flask containing a dilute sulfuric acid-hydrogen peroxide absorbing solution, and the nitrogen oxides, except



nitrous oxide, are measure colorimetrically using the phenoldisulfonic acid (PDS) procedure.

1.2 Applicability. This method is applicable for the measurement of nitrogen oxides from stationary sources only when specified by the test procedures for determining compliance with New Source Performance Standards.

### 2. Apparatus.

#### 2.1 Sampling. See Figure 7-1.

2.1.1 Probe—Pyrex<sup>1</sup> glass, heated, with filter to remove particulate matter. Heating is unnecessary if the probe remains dry during the purging period.

2.1.2 Collection flask—Two-liter, Pyrex,<sup>1</sup> round bottom with short neck and 24/40 standard taper opening, protected against implosion or breakage.

<sup>1</sup> Trade name.

2.1.3 Flask valve—T-bore stopcock connected to a 24/40 standard taper joint.

2.1.4 Temperature gauge—Dial-type thermometer, or equivalent, capable of measuring 2° F. intervals from 25° to 125° F.

2.1.5 Vacuum line—Tubing capable of withstanding a vacuum of 3 inches Hg absolute pressure, with "T" connection and T-bore stopcock, or equivalent.

2.1.6 Pressure gauge—U-tube manometer, 35 inches, with 0.1-inch divisions, or equivalent.

2.1.7 Pump—Capable of producing a vacuum of 3 inches Hg absolute pressure.

2.1.8 Squeeze bulb—One way.

2.2 Sample recovery.

2.2.1 Pipette or dropper.

2.2.2 Glass storage containers—Cushioned for shipping.

positions. Evacuate the flask to at least 3 inches Hg absolute pressure. Turn the pump valve to its "vent" position and turn off the pump. Check the manometer for any fluctuation in the mercury level. If there is a visible change over the span of one minute, check for leaks. Record the initial volume, temperature, and barometric pressure. Turn the flask valve to its "purge" position, and then do the same with the pump valve. Purge the probe and the vacuum tube using the squeeze bulb. If condensation occurs in the probe and flask valve area, heat the probe and purge until the condensation disappears. Then turn the pump valve to its "vent" position. Turn the flask valve to its "sample" position and allow sample to enter the flask for about 15 seconds. After collecting the sample, turn the flask valve to its "purge" position and disconnect the flask from the sampling train. Shake the flask for 5 minutes.

#### 4.2 Sample recovery.

4.2.1 Let the flask set for a minimum of 16 hours and then shake the contents for 2 minutes. Connect the flask to a mercury filled U-tube manometer, open the valve from the flask to the manometer, and record the flask pressure and temperature along with the barometric pressure. Transfer the flask contents to a container for shipment or to a 250 ml. beaker for analysis. Rinse the flask with two portions of distilled water (approximately 10 ml.) and add rinse water to the sample. For a blank use 25 ml. of absorbing solution and the same volume of distilled water as used in rinsing the flask. Prior to shipping or analysis, add sodium hydroxide (1N) dropwise into both the sample and the blank until alkaline to litmus paper (about 25 to 35 drops in each).

#### 4.3 Analysis.

4.3.1 If the sample has been shipped in a container, transfer the contents to a 250 ml. beaker using a small amount of distilled water. Evaporate the solution to dryness on a steam bath and then cool. Add 2 ml. phenoldisulfonic acid solution to the dried residue and triturate thoroughly with a glass rod. Make sure the solution contacts all the residue. Add 1 ml. distilled water and four drops of concentrated sulfuric acid. Heat the solution on a steam bath for 3 minutes with occasional stirring. Cool, add 20 ml. distilled water, mix well by stirring, and add concentrated ammonium hydroxide dropwise with constant stirring until alkaline to litmus paper. Transfer the solution to a 100 ml. volumetric flask and wash the beaker three times with 4 to 5 ml. portions of distilled water. Dilute to the mark and mix thoroughly. If the sample contains solids, transfer a portion of the solution to a clean, dry centrifuge tube, and centrifuge, or filter a portion of the solution. Measure the absorbance of each sample at 420 nm. using the blank solution as a zero. Dilute the sample and the blank with a suitable amount of distilled water if absorbance falls outside the range of calibration.

#### 5. Calibration.

5.1 Flask volume. Assemble the flask and flask valve and fill with water to the stopcock. Measure the volume of water to  $\pm 10$  ml. Number and record the volume on the flask.

5.2 Spectrophotometer. Add 0.0 to 16.0 ml. of standard solution to a series of beakers. To each beaker add 25 ml. of absorbing solution and add sodium hydroxide (1N) dropwise until alkaline to litmus paper (about 25 to 35 drops). Follow the analysis procedure of section 4.3 to collect enough data to draw a calibration curve of concentration in  $\mu\text{g. NO}_x$  per sample versus absorbance.

#### 6. Calculations.

##### 6.1 Sample volume.

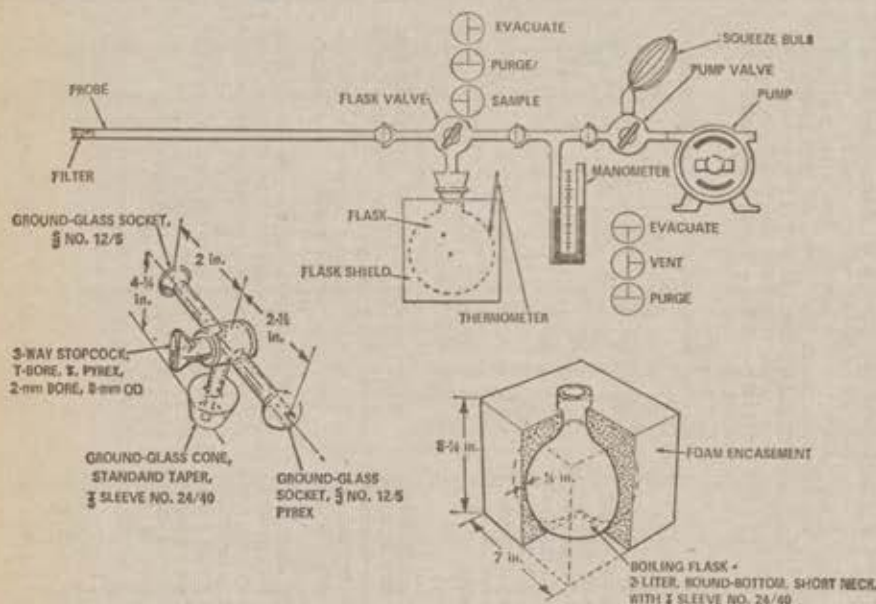


Figure 7-1. Sampling train, flask valve, and flask.

#### 2.2.3 Glass wash bottle.

#### 2.3 Analysis.

##### 2.3.1 Steam bath.

2.3.2 Beakers or casseroles—250 ml., one for each sample and standard (blank).

2.3.3 Volumetric pipettes—1, 2, and 10 ml.

2.3.4 Transfer pipette—10 ml. with 0.1 ml. divisions.

2.3.5 Volumetric flask—100 ml., one for each sample, and 1,000 ml. for the standard (blank).

2.3.6 Spectrophotometer—To measure absorbance at 420 nm.

2.3.7 Graduated cylinder—100 ml. with 1.0 ml. divisions.

2.3.8 Analytical balance—To measure to 0.1 mg.

#### 3. Reagents.

##### 3.1 Sampling.

3.1.1 Absorbing solution—Add 2.8 ml. of concentrated  $\text{H}_2\text{SO}_4$  to 1 liter of distilled water. Mix well and add 6 ml. of 3 percent hydrogen peroxide. Prepare a fresh solution weekly and do not expose to extreme heat or direct sunlight.

##### 3.2 Sample recovery.

3.2.1 Sodium hydroxide (1N)—Dissolve 40 g. NaOH in distilled water and dilute to 1 liter.

3.2.2 Red litmus paper.

3.2.3 Water—Deionized, distilled.

#### 3.3 Analysis.

3.3.1 Fuming sulfuric acid—15 to 18% by weight free sulfur trioxide.

3.3.2 Phenol—White solid reagent grade.

3.3.3 Sulfuric acid—Concentrated reagent grade.

3.3.4 Standard solution—Dissolve 0.5495 g. potassium nitrate ( $\text{KNO}_3$ ) in distilled water and dilute to 1 liter. For the working standard solution, dilute 10 ml. of the resulting solution to 100 ml. with distilled water. One ml. of the working standard solution is equivalent to 25  $\mu\text{g. nitrogen dioxide}$ .

3.3.5 Water—Deionized, distilled.

3.3.6 Phenoldisulfonic acid solution—Dissolve 25 g. of pure white phenol in 150 ml. concentrated sulfuric acid on a steam bath. Cool, add 75 ml. fuming sulfuric acid, and heat at 100° C. for 2 hours. Store in a dark, stoppered bottle.

#### 4. Procedure.

##### 4.1 Sampling.

4.1.1 Pipette 25 ml. of absorbing solution into a sample flask. Insert the flask valve stopper into the flask with the valve in the "purge" position. Assemble the sampling train as shown in Figure 7-1 and place the probe at the sampling point. Turn the flask valve and the pump valve to their "evacuate"



$$V_{st} = \frac{T_{std}(V_f - V_a)}{P_{std}} \left( \frac{P_f - P_i}{T_f - T_i} \right) = (17.71 \frac{^{\circ}R}{in. Hg}) (V_f - 25 \text{ ml.}) \left( \frac{P_f - P_i}{T_f - T_i} \right) \text{ Equation 7-1}$$

where:

$V_{st}$ —Sample volume at standard conditions (dry basis), ml.  
 $T_{std}$ —Absolute temperature at standard conditions, 530° R.  
 $P_{std}$ —Pressure at standard conditions, 29.92 inches Hg.  
 $V_f$ —Volume of flask and valve, ml.  
 $V_a$ —Volume of absorbing solution, 25 ml.

$P_f$ —Final absolute pressure of flask, inches Hg.  
 $P_i$ —Initial absolute pressure of flask, inches Hg.  
 $T_f$ —Final absolute temperature of flask, °R.  
 $T_i$ —Initial absolute temperature of flask, °R.

6.3 Sample concentration. Read  $\mu\text{g. NO}_2$  for each sample from the plot of  $\mu\text{g. NO}_2$  versus absorbance.

$$C = \left( \frac{m}{V_{st}} \right) \left( \frac{1 \text{ lb.}}{\text{cu. ft.}} \right) = (6.2 \times 10^{-5} \frac{\text{lb./s.c.f.}}{\mu\text{g./ml.}}) \left( \frac{m}{V_{st}} \right) \text{ equation 7-2}$$

where:

$C$ —Concentration of  $\text{NO}_2$  as  $\text{NO}_2$  (dry basis), lb./s.c.f.  
 $m$ —Mass of  $\text{NO}_2$  in gas sample,  $\mu\text{g.}$   
 $V_{st}$ —Sample volume at standard conditions (dry basis), ml.

#### 7. References.

Standard Methods of Chemical Analysis, 6th ed. New York, D. Van Nostrand Co., Inc., 1962, vol. 1, p. 329-330.

Standard Method of Test for Oxides of Nitrogen in Gaseous Combustion Products (Phenoldisulfonic Acid Procedure), In: 1968 Book of ASTM Standards, Part 23, Philadelphia, Pa. 1968, ASTM Designation D-1608-60, p. 725-729.

Jacob, M. B., The Chemical Analysis of Air Pollutants, New York, N.Y., Interscience Publishers, Inc., 1960, vol. 10, p. 351-356.

#### METHOD 8—DETERMINATION OF SULFURIC ACID MIST AND SULFUR DIOXIDE EMISSIONS FROM STATIONARY SOURCES

##### 1. Principle and applicability.

1.1 Principle. A gas sample is extracted from a sampling point in the stack and the acid mist including sulfur trioxide is separated from sulfur dioxide. Both fractions are measured separately by the barium-thorin titration method.

1.2 Applicability. This method is applicable to determination of sulfuric acid mist (including sulfur trioxide) and sulfur dioxide from stationary sources only when specified by the test procedures for determining

compliance with the New Source Performance Standards.

##### 2. Apparatus.

2.1 Sampling. See Figure 8-1. Many of the design specifications of this sampling train are described in APTD-0581.

2.1.1 Nozzle—Stainless steel (316) with sharp, tapered leading edge.

2.1.2 Probe—Pyrex<sup>1</sup> glass with a heating system to prevent visible condensation during sampling.

2.1.3 Pitot tube—Type S, or equivalent, attached to probe to monitor stack gas velocity.

2.1.4 Filter holder—Pyrex<sup>1</sup> glass.

2.1.5 Impingers—Four as shown in Figure 8-1. The first and third are of the Greenburg-Smith design with standard tip. The second and fourth are of the Greenburg-Smith design, modified by replacing the standard tip with a 1/2-inch ID glass tube extending to one-half inch from the bottom of the impinger flask. Similar collection systems, which have been approved by the Administrator, may be used.

2.1.6 Metering system—Vacuum gauge, leak-free pump, thermometers capable of measuring temperature to within 5° F., dry gas meter with 2% accuracy, and related equipment, or equivalent, as required to maintain an isokinetic sampling rate and to determine sample volume.

2.1.7 Barometer—To measure atmospheric pressure to  $\pm 0.1$  inch Hg.

<sup>1</sup> Trade name.

2.2 Sample recovery.  
 2.2.1 Wash bottles—Two.  
 2.2.2 Graduated cylinders—250 ml., 500 ml.

2.2.3 Glass sample storage containers.

2.2.4 Graduated cylinder—250 ml.

2.3 Analysis.

2.3.1 Pipette—25 ml., 100 ml.

2.3.2 Burette—50 ml.

2.3.3 Erlenmeyer flask—250 ml.

2.3.4 Graduated cylinder—100 ml.

2.3.5 Trip balance—300 g. capacity, to measure to  $\pm 0.05$  g.

2.3.6 Dropping bottle—to add indicator solution.

##### 3. Reagents.

##### 3.1 Sampling.

3.1.1 Filters—Glass fiber, MSA type 1106 BH, or equivalent, of a suitable size to fit in the filter holder.

3.1.2 Silica gel—Indicating type, 6-16 mesh, dried at 175° C. (350° F.) for 2 hours.

3.1.3 Water—Deionized, distilled.

3.1.4 Isopropanol, 80%—Mix 800 ml. of isopropanol with 200 ml. of deionized, distilled water.

3.1.5 Hydrogen peroxide, 3%—Dilute 100 ml. of 30% hydrogen peroxide to 1 liter with deionized, distilled water.

3.1.6 Crushed ice.

##### 3.2 Sample recovery.

3.2.1 Water—Deionized, distilled.

3.2.2 Isopropanol, 80%.

##### 3.3 Analysis.

3.3.1 Water—Deionized, distilled.

3.3.2 Isopropanol.

3.3.3 Thorin indicator—1-(o-arsonophenylazo)-2-naphthol-3, 6-disulfonic acid, disodium salt (or equivalent). Dissolve 0.20 g. in 100 ml. distilled water.

3.3.4 Barium perchlorate (0.01N)—Dissolve 1.95 g. of barium perchlorate [ $\text{Ba}(\text{ClO}_4)_2 \cdot 3 \text{H}_2\text{O}$ ] in 200 ml. distilled water and dilute to 1 liter with isopropanol. Standardize with sulfuric acid.

3.3.5 Sulfuric acid standard (0.01N)—Purchase or standardize to  $\pm 0.0002$  N against 0.01 N NaOH which has previously been standardized against primary standard potassium acid phthalate.

##### 4. Procedure.

##### 4.1 Sampling.

4.1.1 After selecting the sampling site and the minimum number of sampling points, determine the stack pressure, temperature, moisture, and range of velocity head.

4.1.2 Preparation of collection train. Place 100 ml. of 80% isopropanol in the first impinger, 100 ml. of 3% hydrogen peroxide in both the second and third impingers, and about 200 g. of silica gel in the fourth impinger. Retain a portion of the reagents for use as blank solutions. Assemble the train without the probe as shown in Figure 8-1 with the filter between the first and second impingers. Leak check the sampling train at the sampling site by plugging the inlet to the first impinger and pulling a 15-inch Hg vacuum. A leakage rate not in excess of 0.02 c.f.m. at a vacuum of 15 inches Hg is acceptable. Attach the probe and turn on the probe heating system. Adjust the probe heater setting during sampling to prevent any visible condensation. Place crushed ice around the impingers. Add more ice during the run to keep the temperature of the gases leaving the last impinger at 70° F. or less.

4.1.3 Train operation. For each run, record the data required on the example sheet shown in Figure 8-2. Take readings at each sampling point at least every 5 minutes and when significant changes in stack conditions necessitate additional adjustments in flow rate. To begin sampling, position the nozzle at the first traverse point with the tip pointing directly into the gas stream. Start the pump and immediately adjust the flow to isokinetic conditions. Maintain isokinetic sampling throughout the sampling period. Nomographs are available which aid in the

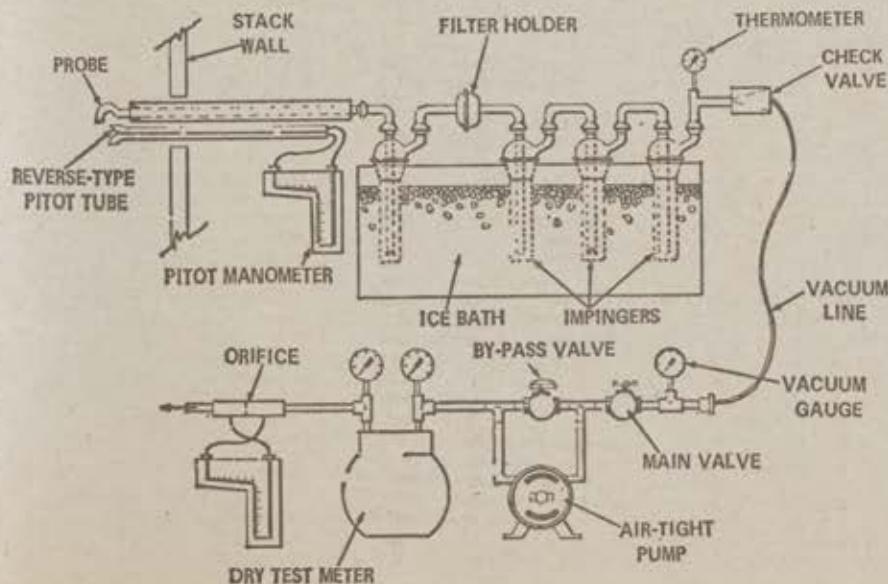


Figure 8-1. Sulfuric acid mist sampling train.







Rom, Jerome J., Maintenance, Calibration, and Operation of Isokinetic Source Sampling Equipment, Environmental Protection Agency, Air Pollution Control Office Publication No. APTD-0576.

Shell Development Co. Analytical Department, Determination of Sulfur Dioxide and Sulfur Trioxide in Stack Gases, Emeryville Method Series, 4516/59a.

**METHOD 9—VISUAL DETERMINATION OF THE OPACITY OF EMISSIONS FROM STATIONARY SOURCES**

**1. Principle and applicability.**

1.1 Principle. The relative opacity of an emission from a stationary source is determined visually by a qualified observer.

1.2 Applicability. This method is applicable for the determination of the relative opacity of visible emissions from stationary sources only when specified by test procedures for determining compliance with the New Source Performance Standards.

**2. Procedure.**

2.1 The qualified observer stands at approximately two stack heights, but not more than a quarter of a mile from the base of the stack with the sun to his back. From a vantage point perpendicular to the plume, the observer studies the point of greatest opacity in the plume. The data required in

Figure 9-1 is recorded every 15 to 30 seconds to the nearest 5% opacity. A minimum of 25 readings is taken.

**3. Qualifications.**

3.1 To certify as an observer, a candidate must complete a smoke-reading course conducted by EPA, or equivalent; in order to certify the candidate must assign opacity readings in 5% increments to 25 different black plumes and 25 different white plumes, with an error not to exceed 15 percent on any one reading and an average error not to exceed 7.5 percent in each category. The smoke generator used to qualify the observers must be equipped with a calibrated smoke indicator or light transmission meter located in the source stack if the smoke generator is to determine the actual opacity of the emissions. All qualified observers must pass this test every 6 months in order to remain certified.

**4. Calculations.**

4.1 Determine the average opacity.

**5. References.**

Air Pollution Control District Rules and Regulations, Los Angeles County Air Pollution Control District, Chapter 2, Schedule 6, Regulation 4, Prohibition, Rule 50, 17 p.

Kudluk, Rudolf, Ringelmann Smoke Chart, U.S. Department of Interior, Bureau of Mines, Information Circular No. 8333, May 1967.

SEC MIN.	0	5	10	15	20	25	30	35	40	45	SEC MIN.	0	5	10	15	20	25	30	35	40	45	
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Observation data

Plant \_\_\_\_\_

Stack location \_\_\_\_\_

Observer \_\_\_\_\_

Date \_\_\_\_\_

Time \_\_\_\_\_

Distance to stack \_\_\_\_\_

Wind direction \_\_\_\_\_

Wind speed \_\_\_\_\_

Sum of numbers recorded \_\_\_\_\_

Total number of readings \_\_\_\_\_

Opacity:  $\frac{\text{Sum of nos. recorded}}{\text{Total no. readings}}$  \_\_\_\_\_

\_\_\_\_\_

Figure 9-1. Field data.

[FR Doc. 71-18624 Filed 12-22-71; 8:45 am]