

The proposed officers, directors and shareholders are as follows:

Benirwin Bronstein, 4416 Royene NE., Albuquerque, N. Mex., President, Treasurer, Director.

Thomas G. Morris, 910 Warm Sands Dr. SE., Albuquerque, N. Mex., Vice President, Director.

Edward L. Lujan, 3700 Andrew NE., Albuquerque, N. Mex., Secretary, Director.

Mr. Benirwin Bronstein will initially own all the issued and outstanding stock. The corporation shall have only one class of stock. There is authorized 50,000 shares of common stock and it is proposed that this stock will be sold to no more than five shareholders. The initial capitalization will be \$300,000.

The Applicant will conduct its operations principally in the State of New Mexico and in other areas within the United States and its territories and possessions as may from time to time be approved by SBA. A diversified investment policy will be maintained.

Matters involved in SBA's consideration of the application include the general business reputation and character of management, and the probability of successful operations of the new company in accordance with the Act and regulations.

Notice is further given that any interested person may, on or before July 15, 1974, submit to SBA, in writing, relevant comments on the proposed licensing of this company. Any such communications should be addressed to: Associate Administrator for Finance and Invest-

ment, Small Business Administration, 1441 "L" Street, NW., Washington, D.C. 20416.

A copy of this notice shall be published by the proposed Licensee in a newspaper of general circulation in Albuquerque, New Mexico.

Dated: June 20, 1974.

JAMES THOMAS PHELAN,
Deputy Associate Administrator
for Investment.

[FR Doc.74-14870 Filed 6-27-74; 8:45 am]

VETERANS ADMINISTRATION

REHABILITATION/NURSING HOME CARE BUILDING; SEPULVEDA, CALIFORNIA

Availability of Final Environmental Impact Statement

Notice is hereby given that a document entitled "Final Environmental Statement for a 120-Bed Rehabilitation/Nursing Home Care Building, Veterans Administration Hospital, Sepulveda, California", dated March 1974, has been prepared as required by the National Environmental Policy Act of 1969. Persons wishing to review a copy of the document may do so at the following office:

Mr. Arthur W. Farmer, Assistant Chief Medical Director for Administration (13), Room 600, Veterans Administration, 810 Vermont Avenue NW., Washington, DC 20420.

This project consists of the construction of a 120-bed seismically designed

rehabilitation and nursing home care building and related sitework. This building will have four 30-bed wings of one-story design connected to a two-story administrative and support building. The building will provide hospital beds for those patients requiring a longer stay than is normal in the general medical and surgical area of the hospital. Related sitework includes a new access road ($\pm 550'$) and a new 72-car parking lot.

This new addition at the Sepulveda Veterans Administration Hospital of Los Angeles represents in part the replacement beds that were removed from the West Los Angeles Veterans Administration Hospital during reconstruction and demolition operations in 1972. This statement discusses the environmental impact of our nursing home replacement at Sepulveda. Included with the statement are the comments received on the Draft Statement and the Veterans Administration's response to those comments. Notice of Availability of the Draft Statement was published in the FEDERAL REGISTER dated September 20, 1973 (38 FR 26412).

The Environmental Impact Statement will be furnished upon request addressed to the Assistant Chief Medical Director for Administration at the above address.

Dated: June 24, 1974.

By direction of the Administrator.

[SEAL] R. L. ROUDEBUSH,
Deputy Administrator.

[FR Doc.74-14887 Filed 6-27-74; 8:45 am]

INTERSTATE COMMERCE COMMISSION

IRREGULAR-ROUTE MOTOR COMMON CARRIERS OF PROPERTY

Elimination of Gateways

JUNE 25, 1974.

The following letter-notices of proposals to eliminate gateways for the purpose of reducing highway congestion, alleviating air and noise pollution, minimizing safety hazards, and conserving fuel have been filed with the Interstate Commerce Commission under the Commission's Gateway Elimination rules (49 CFR 1065(a)), and notice thereof to all interested persons is hereby given as provided in such rules.

An original and two copies of protests against the proposed elimination of any gateway herein described may be filed with the Interstate Commerce Commission on or before July 8, 1974. A copy must also be served upon applicant or its representative. Protests against the elimination of a gateway will not operate to stay commencement of the proposed operation.

Successively filed letter-notices of the same carrier under these rules will be numbered consecutively for convenience in identification. Protests, if any, must refer to such letter-notices by number.

No. MC-2860 (Sub-No. E7), filed May 17, 1974. Applicant: NATIONAL FREIGHT, INC., 57 Westpark Avenue, Vineland, N.J. 08360. Applicant's representative: Jacob P. Billing, 1126 16th Street NW., Suite 300, Washington, D.C. 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fresh and frozen eggs, dressed and frozen poultry, butter, and cheese* (except commodities in bulk), from Rock Island and Chicago, Ill., to points in Connecticut, Delaware, Massachusetts, New Jersey, Rhode Island, that part of Maryland on and east of the Susquehanna River and the Chesapeake Bay, that part of New York on and east of a line beginning at the New York-New Jersey State line, thence along U.S. Highway 209 to junction Interstate Highway 87, thence along Interstate Highway 87 to junction New York Highway 23, and that part of Pennsylvania on and east of a line beginning at the Pennsylvania-Maryland State line, thence along U.S. Highway 222 to junction Interstate Highway 78, thence along Interstate Highway 78 to the Pennsylvania-New Jersey State line. The purpose of this filing is to eliminate the gateways of Alexandria, Va., Baltimore, Md., and Deepwater, N.J.

No. MC-64932 (Sub-No. E1), filed May 10, 1974. Applicant: ROGERS CARTAGE CO., 10735 So. Cicero Avenue, Oak Lawn, Ill. 60453. Applicant's representative: W. F. Farrell (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, (a) from points in the Chicago, Ill., commercial zone, as defined by the Commission, to points in Colorado and New Mexico on and east of

U.S. Highway 85; and (b) from Peoria, Ill., to points in Kansas and points in Colorado, New Mexico, and Texas on and east of U.S. Highway 85. The purpose of this filing is to eliminate the gateway of the plant site of National Starch and Chemical Corporation at Meredosia, Ill.

No. MC-64932 (Sub-No. E2), filed May 10, 1974. Applicant: ROGERS CARTAGE CO., 10735 So. Cicero Avenue, Oak Lawn, Ill. 60453. Applicant's representative: W. F. Farrell (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Cahokia, Ill., to points in Indiana and Missouri. The purpose of this filing is to eliminate the gateway of Hartford, Ill.

No. MC-64932 (Sub-No. E3), filed May 10, 1974. Applicant: ROGERS CARTAGE CO., 10735 So. Cicero Avenue, Oak Lawn, Ill. 60453. Applicant's representative: W. F. Farrell (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from East St. Louis, Ill., and St. Louis, Mo., to points in Indiana and Missouri. The purpose of this filing is to eliminate the gateway of Hartford, Ill.

No. MC-64932 (Sub-No. E4), filed May 10, 1974. Applicant: ROGERS CARTAGE CO., 10735 So. Cicero Avenue, Oak Lawn, Ill. 60453. Applicant's representative: W. F. Farrell (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid petroleum products* (except petrochemicals, liquid hydrogen, liquid oxygen, and liquid nitrogen), in bulk, in tank vehicles, from Hartford, Ill., to points in Alabama, Georgia, West Virginia, and Tennessee. The purpose of this filing is to eliminate the gateway of St. Louis, Mo.

No. MC-64932 (Sub-No. E5), filed May 10, 1974. Applicant: ROGERS CARTAGE CO., 10735 So. Cicero Avenue, Oak Lawn, Ill. 60453. Applicant's representative: W. F. Farrell (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid petroleum products* (except petrochemicals, liquid hydrogen, liquid oxygen, and liquid nitrogen), in bulk, in tank vehicles, from Roxanna, Ill., to points in Alabama, Georgia, Tennessee, and West Virginia. The purpose of this filing is to eliminate the gateway of St. Louis, Mo.

No. MC-64932 (Sub-No. E6), filed May 10, 1974. Applicant: ROGERS CARTAGE CO., 10735 So. Cicero Avenue, Oak Lawn, Ill. 60453. Applicant's representative: W. F. Farrell (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid petroleum products* (except petrochemicals, liquid hydrogen, liquid oxygen, and liquid nitrogen), in bulk, in tank vehicles, from Wood River, Ill., to points in

Alabama, Georgia, Tennessee, and West Virginia. The purpose of this filing is to eliminate the gateway of St. Louis, Mo.

No. MC-64932 (Sub-No. E7), filed May 10, 1974. Applicant: ROGERS CARTAGE CO., 10735 So. Cicero Avenue, Oak Lawn, Ill. 60453. Applicant's representative: W. F. Farrell (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from Terre Haute, Ind., to points in California. The purpose of this filing is to eliminate the gateway of Mapleton, Ill.

No. MC-64932 (Sub-No. E66), filed June 3, 1974. Applicant: ROGERS CARTAGE CO., 10735 So. Cicero Avenue, Oak Lawn, Ill. 60453. Applicant's representative: W. F. Farrell (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from points in West Virginia to points in California. The purpose of this filing is to eliminate the gateway of Ferndale, Mich. (a point within the Detroit, Mich., commercial zone), and the plantsite of Baird Chemical Industries, Inc., at or near Mapleton, Ill.

No. MC-64932 (Sub-No. E68), filed June 3, 1974. Applicant: ROGERS CARTAGE CO., 10735 So. Cicero Avenue, Oak Lawn, Ill. 60453. Applicant's representative: W. F. Farrell (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from the plantsite of Baird Chemical Industries, Inc., at or near Mapleton, Ill., to points in Texas and those points in Colorado and New Mexico on and east of U.S. Highway 85. The purpose of this filing is to eliminate the gateways of Louisiana, Mo., and the plantsite of National Starch and Chemical Corporation, at Meredosia, Ill.

No. MC-64932 (Sub-No. E74), filed June 3, 1974. Applicant: ROGERS CARTAGE CO., 10735 So. Cicero Avenue, Oak Lawn, Ill. 60453. Applicant's representative: W. F. Farrell (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from points in the Lower Peninsula of Michigan, to points in California. The purpose of this filing is to eliminate the gateways of Ferndale, Mich. (a point within the Detroit, Mich., commercial zone), and the plant site of Baird Chemical Industries, Inc.

No. MC-64932 (Sub-No. E86), filed May 3, 1974. Applicant: ROGERS CARTAGE CO., 10735 So. Cicero Avenue, Oak Lawn, Ill. 60453. Applicant's representative: W. F. Farrell (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from points in New Jersey on and north of Interstate Highway 78 to points in Texas. The pur-

pose of this filing is to eliminate the gateways of Ferndale, Mich. (a point within the Detroit, Mich., commercial zone), and Chicago Heights, Ill.

No. MC-73165 (Sub-No. E21), filed May 20, 1974. Applicant: EAGLE MOTOR LINES, INCORPORATED, P.O. Box 11086, Birmingham, Ala. 35202. Applicant's representative: Carl U. Hurst (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting:

(1) *Contractors' equipment and road-building machinery consisting of contractors' outfits*, which because of size or weight require the use of special equipment or consisting of self-propelled articles each weighing 15,000 pounds or more and related machinery, tools, parts, and supplies moving in connection therewith, from Peoria, Pekin, and Joliet, Ill., Detroit, Mich., Marion, Ohio, Milwaukee, Wis., and Cedar Rapids and Waverly, Iowa, to points in Louisiana east of the Mississippi River.

(2) *Commodities*, the transportation of which by reason of their size or weight require the use of special equipment (except pipe, pipe line materials machinery, equipment, and supplies incidental to and used in connection with the construction, dismantling, and repair of pipe lines), and self-propelled articles each weighing 15,000 pounds or more and related machinery, tools, parts, and supplies moving in connection therewith, (a) between Dubuque, Iowa, and points in Iowa and Wisconsin within 150 miles of Dubuque, and points in Illinois on, west, and north of a line beginning at Cairo, Ill., and extending along Illinois Highway 3 to Chester, thence along Illinois Highway 150 to junction Illinois Highway 154, thence along Illinois Highway 154 to Pickneyville, thence along Illinois Highway 127 to Nashville, thence along Illinois Highway 15 to Mt. Vernon, thence along Illinois Highway 37 to Effingham, thence along U.S. Highway 45 to Urbana, and thence along Interstate Highway 74 to the Illinois-Indiana State line, on the one hand, and, on the other, points in Kentucky west of the Tennessee River; (b) between Dubuque, Iowa, and points in Iowa and Wisconsin within 150 miles of Dubuque, and points in Illinois on, west, and north of a line beginning at Chicago, and extending along U.S. Highway 34 to Mendota, thence along U.S. Highway 51 to Bloomington, thence along U.S. Highway 66 to East St. Louis, including points in Madison, St. Clair, and Monroe Counties, on the one hand, and, on the other, points in Kentucky, on and south of a line beginning at Columbus, and extending along Kentucky Highway 80 to Hopkinsville, and thence along U.S. Highway 41 to the Kentucky-Tennessee State line; (c) between Dubuque, Iowa, and points in Iowa within 150 miles of Dubuque, points in Wisconsin on, west, and south of a line beginning at La Crosse, and extending along U.S. Highway 16 to Portage, and thence along U.S. Highway 51 to Beloit, and points in Illinois on and west of a line beginning at South Beloit, and extending along

U.S. Highway 51 to Rockford, thence along Illinois Highway 2 to Rock Island and thence along U.S. Highway 67 to East St. Louis, on the one hand, and, on the other, points in Kentucky on and south of a line beginning at Columbus, and extending along Kentucky Highway 80 to Bowling Green, and thence along U.S. Highway 231 to the Kentucky-Tennessee State line; (d) between points in Cerro Gordo, Floyd, Butler, Bremer, Black Hawk, Grundy, Marshall, Tama, Poweshiek, Mahaska, Jasper, and Wapello Counties, Iowa, within 150 miles of Dubuque, on the one hand, and, on the other, points in Kentucky on and west of U.S. Highway 231; (e) between points in Arkansas on and east of U.S. Highway 67, on the one hand, and, on the other, Dubuque, Iowa, and points in Iowa and Wisconsin within 150 miles of Dubuque, and all points in Illinois; (f) between points in Arkansas on and east of a line beginning at De Queen, and extending along U.S. Highway 70 to Little Rock, and thence along U.S. Highway 67 to the Arkansas-Missouri State line, on the one hand, and, on the other, points in Illinois, that part of Wisconsin within 150 miles of Dubuque, Iowa, and points in Iowa on and east of a line beginning at the Iowa-Minnesota State line and extending along Iowa Highway 150 to Cedar Rapids, and thence along U.S. Highway 218 to Keokuk; (g) between points in Arkansas on, east, and south of a line beginning at Ft. Smith, and extending along U.S. Highway 64 to Russellville, thence along Arkansas Highway 7 to Harrison, thence along U.S. Highway 62 to Mountain Home, and thence along Arkansas Highway 5 to the Arkansas-Missouri State line, on the one hand, and, on the other, points in Illinois on and east of a line beginning at the Illinois-Wisconsin State line near Oneco, and extending along Illinois Highway 26 to Bureau, thence along Illinois Highway 29 to Pana, and thence along U.S. Highway 51 to Cairo, and points in Wisconsin on, east, and south of a line beginning at the Wisconsin-Illinois State line near Monroe, and extending along Wisconsin Highway 69 to Verona, thence along U.S. Highway 151 to Fond du Lac, and thence along U.S. Highway 41 to Milwaukee; (h) between points in Arkansas, on the one hand, and, on the other, points in Wisconsin on, east, and south of a line beginning at the Wisconsin-Illinois State line near Monroe, and extending along Wisconsin Highway 69 to Verona, thence along U.S. Highway 151 to Fond du Lac, and thence along U.S. Highway 41 to Milwaukee, and points in Illinois on and east of U.S. Highway 51.

(3) *Road and bridge building machinery and materials*, the transportation of which because of size or weight require the use of special equipment (except pipe, pipe line material, machinery, equipment, and supplies incidental to and used in connection with the construction, dismantling, and repair of pipe lines), and road and bridge building machinery consisting of self-propelled articles each weighing 15,000 pounds or more and related machinery,

tools, parts, and supplies moving in connection therewith, (a) between points in Louisiana, on the one hand, and, on the other, Dubuque, Iowa, and points in Iowa and Wisconsin within 150 miles of Dubuque, and all points in Illinois; (b) between points in Texas on and east of a line beginning at the Texas-Louisiana State line near Panola, and extending along U.S. Highway 79 to Carthage, thence along U.S. Highway 59 to Victoria, and thence along U.S. Highway 77 to Brownsville, on the one hand, and, on the other, Dubuque, and points in Iowa and Wisconsin within 150 miles of Dubuque, and all points in Illinois; (c) between points in Texas on, east, and south of a line beginning at Texarkana, and extending along U.S. Highway 59 to Linden, thence along Texas Highway 155, to Palestine, thence along U.S. Highway 79 to Taylor, thence along Texas Highway 95 to Circleville, thence along Texas Highway 29 to Eldorado, and thence along U.S. Highway 277 to Eagle Pass, on the one hand, and, on the other, Dubuque, and points in Wisconsin within 150 miles of Dubuque, and all points in Illinois; (d) between points in Texas on and east of a line beginning at Arthur City, and extending along U.S. Highway 271 to Paris, thence along Texas Highway 24 to Denton, thence along U.S. Highway 35W to Ft. Worth, thence along U.S. Highway 81 to Laredo, on the one hand, and, on the other, Dubuque, Iowa, and points in Wisconsin on and south of a line beginning at the Wisconsin-Iowa State line near Dubuque, Iowa, and extending along U.S. Highway 151 to Fond du Lac, and thence along U.S. Highway 41 to Milwaukee, and points in Illinois on and east of U.S. Highway 67; (e) between points in Texas on and east of a line beginning at the Texas-Oklahoma State line near Burkburnett, and extending along U.S. Highway 281 to Wichita Falls, thence along U.S. Highway 277 to Eagle Pass, on the one hand, and, on the other, points in Wisconsin on, east, and south of a line beginning at the Wisconsin-Illinois State line near Monroe, and extending along Wisconsin Highway 69 to Verona, thence along U.S. Highway 151 to Fond du Lac, and thence along U.S. Highway 41 to Milwaukee, and points in Illinois on and east of U.S. Highway 51; (f) between points in Texas on and south of a line beginning at Texarkana, and extending along U.S. Highway 67 to Greenville, thence along Texas Highway 24 to Jacksboro, thence along Texas Highway 199 to Seymour, thence along U.S. Highway 82 to Lubbock, and thence along Texas Highway 116 to the Texas-New Mexico State line, on the one hand, and, on the other, points in Wisconsin, on, east, and south of a line beginning at the Wisconsin-Illinois State line near Monroe, and extending along Wisconsin Highway 69 to Verona, thence along U.S. Highway 151 to Fond du Lac, and thence along U.S. Highway 41 to Milwaukee, and points in Illinois on and east of a line beginning at the Illinois-Wisconsin State line near Oneco, and extending along Illinois Highway 26 to Bureau, thence along Illinois Highway 29 to Pana, and thence along U.S. Highway 51 to Cairo;

(g) between points in Texas on and south of U.S. Highway 80, on the one hand, and, on the other, points in Illinois on and south of U.S. Highway 40; (h) between points in Mississippi on and west of a line beginning at Vicksburg, and extending along U.S. Highway 80 to Jackson, and, thence along U.S. Highway 49 to Gulfport, on the one hand, and, on the other, Dubuque, Iowa, and points in Iowa and Wisconsin within 150 miles of Dubuque, and points in Illinois on and north of a line beginning at the Illinois-Iowa State line near Gulfport, and extending along U.S. Highway 34 to Galesburg, and thence along U.S. Highway 150 to the Illinois-Indiana State line near Danville.

(4) *Contractors' outfits consisting of machinery and contractors' equipment* (except oilfield equipment), the transportation of which by reason of their size or weight require the use of special equipment or handling, or consisting of self-propelled articles each weighing 15,000 pounds or more and related machinery, tools, parts, and supplies moving in connection therewith, between Bessemer, Alabama, and points in Alabama within 100 miles of Bessemer, on the one hand, and, on the other, Dubuque, Iowa, and points in Iowa and Wisconsin within 150 miles of Dubuque, and all points in Illinois.

(5) *Contractors' outfits consisting of machinery, and contractors' equipment* (except oilfield equipment), the transportation of which by reason of their size or weight require the use of special equipment or handling, or consisting of self-propelled articles each weighing 15,000 pounds or more and related machinery, tools, parts, and supplies moving in connection therewith (except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, those of unusual value, and those requiring special equipment), (a) between Dubuque, Iowa, and points in Iowa and Wisconsin within 150 miles of Dubuque, and all points in Illinois, on the one hand, and, on the other, points in Georgia on and south of a line beginning at the Georgia-Alabama State line near Georgetown, and extending along U.S. Highway 82 to Waycross, and thence along U.S. Highway 84 to the Atlantic Coast, and points in Florida on and north of a line beginning at St. Petersburg, thence across Gandy Bridge to Tampa, thence along U.S. Highway 92 to Kissimmee, thence along U.S. Highway 192 to Melbourne, and thence along an unnumbered highway to the Atlantic Seaboard; (b) between Dubuque, Iowa, and points in Iowa within 150 miles of Dubuque, and all points in Illinois, on the one hand, and, on the other, points in Georgia on and south of U.S. Highway 80; (c) between Dubuque, Iowa, and points in Iowa within 150 miles of Dubuque, and points in Illinois on and west of Interstate Highway 57, on the one hand, and, on the other, points in Georgia on and south of a line beginning at the Georgia-Alabama State line near Cedartown, and extend-

ing along U.S. Highway 278 to Atlanta, and thence along U.S. Highway 29 to the Georgia-South Carolina State line.

(6) *Road and bridge building machinery and materials*, the transportation of which because of size or weight require the use of special equipment (except pipe, pipe line materials, machinery, equipment, and supplies incidental to and used in connection with the construction, dismantling, and repair of pipe lines), and road and bridge building machinery consisting of self-propelled articles, each weighing 15,000 pounds or more and related machinery, tools, parts, and supplies moving in connection therewith, (a) between points in Texas on and south of U.S. Highway 82, on the one hand, and, on the other, points in Tennessee.

(7) *Road and bridge building machinery and materials, consisting of contractors' outfits and equipment*, the transportation of which because of size or weight require the use of special equipment (except pipe, pipe line materials, machinery, equipment, and supplies incidental to and used in connection with the construction, dismantling, and repair of pipe lines), and road and bridge building machinery consisting of contractors' outfits and equipment of self-propelled articles, each weighing 15,000 pounds or more and related machinery, tools, parts, and supplies moving in connection therewith, (a) between Lubbock County, Tex., on the one hand, and, on the other, Bessemer, Ala., and points in Alabama within 100 miles of Bessemer.

(8) *Road and bridge building machinery and materials, consisting of contractors' outfits and equipment*, the transportation of which because of size or weight require the use of special equipment (except pipe, pipe line materials, machinery, equipment, and supplies incidental to and used in connection with the construction, dismantling, and repair of pipe lines), and road and bridge building machinery consisting of contractors' outfits and equipment of self-propelled articles each weighing 15,000 pounds or more and related machinery, tools, parts, and supplies moving in connection therewith, (a) between Lubbock County, Texas, on the one hand, and, on the other, points in Georgia, and that part of Florida on and east of U.S. Highway 231 and on and north of a line beginning at St. Petersburg, thence across the Gandy Bridge to Tampa, thence along U.S. Highway 92 to Kissimmee, thence along U.S. Highway 192 to Melbourne, thence along unnumbered highway to the Atlantic Ocean. Restriction: Restricted against the transportation of commodities of unusual value, dangerous explosives, those requiring special equipment, commodities in bulk, and household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467.

(9) *Road and bridge building machinery and materials*, the transportation of which because of size or weight require the use of special equipment

(except pipe, pipe line materials, machinery, equipment, and supplies incidental to and used in connection with the construction, dismantling, and repair of pipe lines), and road and bridge building machinery consisting of self-propelled articles, each weighing 15,000 pounds or more and related machinery, tools, parts, and supplies moving in connection therewith, (a) between points in Shelby County, Tenn., on the one hand, and, on the other, points in Oklahoma, and that part of Louisiana in and west of Iberia, St. Martin, Pointe Coupee, Avoyelles, Concordia, Catahoula, Franklin, Richland, and West Carroll Parishes.

(10) *Mining, excavating, construction, and road building, contractors' machinery, equipment, and supplies* (except pipe, pipe line material, machinery, equipment, and supplies incidental to and used in connection with the construction, dismantling, and repair of pipe lines), the transportation of which by reason of size or weight require special equipment or consisting of self-propelled articles each weighing 15,000 pounds or more and related machinery, tools, parts, and supplies moving in connection therewith, (a) between Marion County, Ind., on the one hand, and, on the other, points in Arkansas.

(11) *Road and contractors' equipment and machinery* (except pipe, pipe line material, machinery, equipment, and supplies incidental to and used in connection with the construction, dismantling, and repair of pipe lines), the transportation of which by reason of size or weight require special equipment or consisting of self-propelled articles each weighing 15,000 pounds or more and related machinery, tools, parts, and supplies moving in connection therewith, (a) between Marion County, Ind., on the one hand, and, on the other, points in Oklahoma on and west of U.S. Highway 69.

(12) *Road and bridge building contractors' machinery* (except pipe, pipe line material, machinery, equipment, and supplies incidental to and used in connection with the construction, dismantling, and repair of pipe lines), the transportation of which by reason of size or weight require special equipment or consisting of self-propelled articles each weighing 15,000 pounds or more and related machinery, tools, parts, and supplies moving in connection therewith, (a) between Marion County, Ind., on the one hand, and, on the other, points in Louisiana, that part of Texas on and south of U.S. Highway 66, and that part of Mississippi on, west, and south of a line beginning at Vicksburg, Miss., and extending along U.S. Highway 80 to Jackson, Miss., and thence along U.S. Highway 51 to the Mississippi-Louisiana State line.

(13) *Road and contractors' machinery, and road and contractors' equipment* (except oil field equipment), (a) between points in Tennessee west of the Tennessee River, on the one hand, and, on the other, points in Kansas, and that part of Oklahoma on and north of U.S.

Highway 66. The purpose of this filing is to eliminate the gateways of:

Proposal number:

- (1) Florence, Ala.
- (2) Cairo, Ill.
- (3) Cairo, Ill., and Warren, Ark.
- (4) Cairo, Ill., and Bird Point, Mo.
- (5) Cairo, Ill., Bird Point, Mo., and Birmingham, Ala.
- (6) Warren, Ark.
- (7) Warren, Ark., and Memphis, Tenn.
- (8) Warren, Ark., Memphis, Tenn., and Bessemer, Ala.
- (9) Warren, Ark.
- (10) Cairo, Ill.
- (11) Cairo, Ill., and points in Ottawa County, Okla.
- (12) Cairo, Ill., and Warren, Ark.
- (13) Jasper, Lawrence, Newton, Barry, and Barton Counties, Mo.

No. MC-88368 (Sub-No. E4), filed May 15, 1974. Applicant: CARTWRIGHT VAN LINES, INC., 1109 Cartwright Ave., Grandview, Mo. 64030. Applicant's representative: Theodore Polydoroff, Suite 600, 1250 Connecticut Ave. NW., Washington, D.C. 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, (1) from points in California to points in Montana [points in Idaho within 125 miles of Butte, Mont.]*, points in Multnomah, Hood River, Clackamas, Washington, Columbia, Clatsop, Wasco, Sherman, Gilliam, Morrow, Umatilla, Union, and Wallawa Counties, Oreg. [points in Washington east of the Cascade Mountains, and points in Clark, Cowlitz, Skamania, Lewis, Thurston, Pierce, and King Counties, Wash.]*; (2) from points in San Bernardino County, Calif., within 50 miles of Eap, Calif., to points in Arizona within 25 miles of Chandler, Ariz. [points within 25 miles of Parker, Ariz.]*; (3) from points in California in and north of Mendocino, Glenn, Butte, and Plumas Counties, to points in Delaware [points in Washington east of the Cascade Mountains, points in Colorado, points within 15 miles of Newton, Kans., points within 25 miles of Bloomington, Ill., points in Jefferson County, Ohio, and Philadelphia, Pa.]*; (4) from points in California in and north of San Mateo, Alameda, San Joaquin, Amador, and El Dorado Counties, to points in Florida in and south of Broward and Dade Counties, Fla. [points in Washington east of the Cascade Mountains, points in Colorado and Kansas, points in Alabama within 100 miles of Birmingham, Ala., not including Montgomery, Ala., and Valdosta, Ga.]*; (5) from points in California on and north of Interstate Highway 80 to points in Maine [points in Washington east of the Cascade Mountains, points in Colorado, Newton, Kans., and points within 15 miles thereof, Bloomington, Ill., and points within 25 miles thereof, points in Jefferson County, Ohio, Philadelphia, Pa., and Boston, Mass., and points within 25 miles thereof]*;

(6) From points in California in and north of Sonoma, Yolo, Lake, Mendocino, Glenn, Butte, Sierra, Plumas, Tehama

Counties, and points in those counties in California north of California Highway 36 to points in Massachusetts [points in Washington east of the Cascade Mountains, points in Colorado, Newton, Kans., and points within 15 miles thereof, Bloomington, Ill., and points within 25 miles thereof, points in Jefferson County, Ohio, and Philadelphia, Pa.]*; (7) from points in California in and north of Humboldt, Trinity, Shasta, and Lassen Counties, to points in Mississippi [points in Washington east of the Cascade Mountains, and points in Colorado and Kansas]*; (8) from points in California in and north of Mendocino, Glenn, Butte, and Plumas Counties, to points in Missouri [points in Washington east of the Cascade Mountains, and points in Colorado and Kansas]*; (9) from points in Del Norte, Siskiyou, and Modoc Counties, Calif., to points in Kimball, Banner, and Cheyenne Counties, Nebr. [points in Washington east of the Cascade Mountains and points in Wyoming]*; (10) from points in California on and north of Lake, Colusa, Yuba, and Placer Counties, to points in New Jersey [points in Washington east of the Cascade Mountains, points in Colorado, Newton, Kans., and points within 15 miles thereof, Bloomington, Ill., and points within 25 miles thereof, points in Jefferson County, Ohio, and Philadelphia, Pa.]*; (11) from points in California in and north of Humboldt, Trinity, Shasta, and Lassen Counties, to points in Ohio [points in Washington east of the Cascade Mountains, points in Colorado, Newton, Kans., and points within 15 miles thereof, and Bloomington, Ill., and points within 25 miles thereof]*; (12) from points in California in and south of Santa Barbara, Ventura, Los Angeles, and San Bernardino Counties, to points in Oregon in and north of Lincoln, Benton, Linn, Jefferson, Wheeler, Morrow, Umatilla, Union, and Wallawa Counties, Oreg. [points in Washington east of the Cascade Mountains]*; (13) from points in California in and north of Mendocino, Glenn, Butte, and Plumas Counties, to points in Pennsylvania [points in Washington east of the Cascade Mountains, points in Colorado, Newton, Kans., and points within 15 miles thereof, Bloomington, Ill., and points within 25 miles thereof, and points in Jefferson County, Ohio]*;

(14) From points in California in and north of Sonoma, Napa, Yolo, Sutter, Yuba, and Placer Counties, to points in Rhode Island [points in Washington east of the Cascade Mountains, points in Colorado, Newton, Kans., and points within 15 miles thereof, Bloomington, Ill., and points within 25 miles thereof, points in Jackson County, Ohio, Philadelphia, Pa., and Boston, Mass., and points within 25 miles thereof]*; (15) from points in California in and north of Sonoma, Napa, Yolo, Sutter, Yuba, and Nevada Counties, to points in Tennessee [points in Washington east of the Cascade Mountains, points in Colorado, and Newton, Kans., and points within 15 miles thereof]*; (16) from points in California in and north of Mendocino,

Glenn, Butte, and Sierra Counties to points in Virginia [points in Washington east of the Cascade Mountains, points in Colorado, Newton, Kans., and points within 15 miles thereof, Bloomington, Ill., and points within 25 miles thereof, and points in Harlan County, Ky.]*; (17) from points in California in Del Norte, Siskiyou, and Modoc Counties, Calif., to points in West Virginia [points in Washington east of the Cascade Mountains, points in Colorado, Newton, Kans., and points within 15 miles thereof, Bloomington, Ill., and points within 25 miles thereof, and points in Jefferson County, Ohio]*. The purpose of this filing is to eliminate the gateways marked with asterisks above.

No. MC-88368 (Sub-No. E5), filed May 15, 1974. Applicant: CARTWRIGHT VAN LINES, INC., 1109 Cartwright Ave., Grandview, Mo. 64030. Applicant's representative: Theodore Polydoroff, Suite 600, 1250 Connecticut Ave. NW., Washington, D.C. 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, from points in Connecticut to points in California in and north of Lake, Colusa, Yuba, and Nevada Counties, Calif. [Philadelphia, Pa., points in Jefferson County, Ohio, Bloomington, Ill., and points within 25 miles thereof, Newton, Kans., and points within 15 miles thereof, points in Colorado, and points in Washington east of the Cascade Mountains]*, points in Colorado [Philadelphia, Pa., points in Jefferson County, Ohio, Bloomington, Ill., and points within 25 miles thereof, and Newton, Kans., and points within 15 miles thereof]*, points in Idaho [Philadelphia, Pa., points in Jefferson County, Ohio, Bloomington, Ill., and points within 25 miles thereof, Newton, Kans., and points within 15 miles thereof, and points in Colorado and Montana]*, points in Illinois within 100 miles of Danville, Ill., including Danville [Philadelphia, Pa., and points in Jefferson County, Ohio]*, points in Iowa within 15 miles of Harlan, Iowa, including Harlan [Philadelphia, Pa., points in Jefferson County, Ohio, and Bloomington, Ill., and points within 25 miles thereof]*, points in Kansas [Philadelphia, Pa., points in Jefferson County, Ohio, and Bloomington, Ill., and points within 25 miles thereof, and points in Harlan County, Ky. [Philadelphia, Pa., and points in Jefferson County, Ohio]*, points in Louisiana [Philadelphia, Pa., points in Jefferson County, Ohio, points in Harlan County, Ky., and Birmingham, Ala., and points within 100 miles of Birmingham]*, points in Missouri [Philadelphia, Pa., points in Jefferson County, Ohio, and Bloomington, Ill., and points within 25 miles thereof]*, points in Mississippi [Philadelphia, Pa., points in Jefferson County, Ohio, points in Harlan County, Ky., and Florence, Sheffield, and Tusculumbia, Ala.]*, points in New Mexico [Philadelphia, Pa., points in Jefferson County, Ohio, Bloomington, Ill., and points within 25 miles thereof, points in Cowley County, Kans., and points in Canadian County, Okla.]*, points in Jefferson County, Ohio [Philadelphia,

from the plantsite and storage facilities of the Celotex Corporation at Charleston, Ill., to points in Arizona, California, Idaho, Nevada, Oregon, Utah, and Washington. The purpose of this filing is to eliminate the gateway of Truman, Ark.

No. MC-107295 (Sub-No. E67), filed May 9, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Roof decking*, from points in Erving Township, Mercer County, N.J., to points in Arizona, California, Idaho, Nevada, Oregon, Utah, and Washington. The purpose of this filing is to eliminate the gateway of Oregon, Ohio.

No. MC-107295 (Sub-No. E72), filed May 14, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Composition board*, from Suffolk, Va., to points in Arizona, New Mexico, Oklahoma, and Texas [Truman, Ark.]*; and (b) *plywood*, from Suffolk, Va., to points in California, Colorado, Idaho, Kansas, Montana, Nebraska, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming [Paris, Ill.]*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC-107295 (Sub-No. E73), filed May 16, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Molding*, from Covington, Tenn., to points in Maine, New Hampshire, and Vermont. The purpose of this filing is to eliminate the gateway of Chesapeake, Va.

No. MC-107295 (Sub-No. E74), filed May 16, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Insulating materials* (except lumber and plywood) from Fairfield, Ala., to points in New Mexico. The purpose of this filing is to eliminate the gateway of Camden, Ark.

No. MC-107295 (Sub-No. E77), filed May 16, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fibreboard*, from Lodi, N.J., to points in New Mexico. The purpose of this filing is to eliminate the gateway of San Antonio, Tex.

No. MC-107295 (Sub-No. E78), filed May 14, 1974. Applicant: PRE-FAB

TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Adhesive cement* (except in bulk), from Freeport, N.Y., to points in Alabama, Arkansas, Colorado, Kentucky, Louisiana, Mississippi, Montana, New Mexico, North Dakota, South Dakota, Wisconsin, and Wyoming. The purpose of this filing is to eliminate the gateway of New Philadelphia, Ohio.

No. MC-107295 (Sub-No. E131), filed May 13, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Exterior siding*, from Elgin, Ill., (1) to points in North Carolina [Franklin, Ohio]*; (2) to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, and Vermont, and the District of Columbia [Ann Arbor, Mich.]*; and (3) to points in Arizona, California, Colorado, Kansas, Louisiana, Nevada, New Mexico, Oklahoma, Texas, and Utah [Sedalia, Mo.]*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC-107295 (Sub-No. E134), filed May 13, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hardboard*, from the plantsite or storage facilities of Evans Products Company at Phillips, Wis., (1) to points in Mississippi [Union, Mo.]*, and (2) to points in Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont [points in Lucas County, Ohio]*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC-107295 (Sub-No. E138), filed May 13, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Composition board*, from points in Henry County, Tenn., to points in Arizona, California, Idaho, Nevada, Oregon, Utah, and Washington. The purpose of this filing is to eliminate the gateway of Truman, Ark.

No. MC-107295 (Sub-No. E139), filed May 13, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Doors*, from points in Lucas County, Ohio, to points in Idaho, Oregon, and Washington. The purpose of this filing is to eliminate the gateway of Merrill, Wis.

No. MC-107295 (Sub-No. E141), filed May 12, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pulpboard*, from Meridian, Miss., (1) to points in Arizona, California, Colorado, Nevada, Utah, and New Mexico [Arkadelphia, Ark.]*, (2) to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, Vermont, and West Virginia, and the District of Columbia [points in Henry County, Tenn.]*, and (3) points in Idaho, Montana, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming [Treman, Ark.]*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC-107295 (Sub-No. E142), filed May 12, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Composition board*, from Pittston, Pa., (1) to points in Idaho, Oregon, and Washington [Kalamazoo, Mich.]*, and (2) points in Arizona, California, Nevada, and Utah [Treman, Ark.]*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC-107295 (Sub-No. E143), filed May 12, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wallboard*, from Cloquet, Minn., to points in Pennsylvania. The purpose of this filing is to eliminate the gateway of points in Lucas County, Ohio.

No. MC-107295 (Sub-No. E169), filed May 14, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Insulation material*, from Cloquet, Minn., to points in Pennsylvania. The purpose of this filing is to eliminate the gateway of L'Anse, Mich.

No. MC-107295 (Sub-No. E170), filed May 16, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fencing* from Houston, Tex., (1) to points in Ohio (except Cincinnati and Columbus) [Crawfordsville, Ind.]*, and (2) to points in New York and Pennsylvania [Kokomo, Ind.]*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC-107295 (Sub-No. E172), filed May 16, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Insulation materials*, from Duluth, Minn., to points in Colorado and New Mexico. The purpose of this filing is to eliminate the gateway of Ft. Dodge, Iowa.

No. MC-107295 (Sub-No. E178), filed May 14, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Insulation materials*, from the plant site and warehouse facilities of The Cleveland Fabricating Company at Minneapolis, Minn., to points in Connecticut, Delaware, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Rhode Island, South Carolina, and Vermont. The purpose of this filing is to eliminate the gateway of Port Clinton, Ohio.

No. MC-107295 (Sub-No. E179), filed May 14, 1974. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (a) *Gypsum building board, gypsum wallboard, and gypsum fiberboard*, from the plant site and storage facilities of Celotex Corporation at Chicago, Ill., to points in Ohio [Bristol, Ind.]*; and (b) *gypsum building materials*, from the plant site and storage facilities of Celotex Corporation at Chicago, Ill., to points in Maryland, New Jersey, New York, and Pennsylvania [Ann Arbor, Mich.]*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC-117815 (Sub-No. E1), filed May 13, 1974. Applicant: PULLEY FREIGHTLINES, INC., Hubbell Building, Des Moines, Iowa 50309. Applicant's representative: Larry D. Knox (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting:

Proposal 1: (1) *Frozen fruits, frozen berries, and frozen vegetables*, when moving to or from wholesale grocery and food business houses or other facilities thereof, from Chicago, Ill., to Plattsmouth and Omaha, Nebr.

(2) *Frozen fruits, frozen berries, and frozen vegetables*, from Chicago, Ill., to Chariton, Iowa, and points in Minnesota on and west and south at the Iowa-Minnesota State line on Minnesota Highway 15 south of Fairmont, thence north over Minnesota Highway 15 to New Ulm, thence west over U.S. Highway 14 to junction U.S. Highway 71, thence north over U.S. Highway 71 to Olivia, thence west over U.S. Highway 212 to Montevideo, thence north over U.S. Highway

59 to Appleton, thence west over Minnesota Highway 7 to junction U.S. Highway 12, and thence west over U.S. Highway 12 to Ortonville. Restriction: Shipments to Chariton, Iowa, restricted to those destined to Chariton, Iowa, against those originating at points in the St. Louis, Mo., East St. Louis, Ill., and Kansas City, Mo., Kansas City, Kans., commercial zones as defined by the Commission. The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 2: *Coffee beans*, from New York, N.Y., to Des Moines and Chariton, Iowa, when moving to or from wholesale grocery and food business houses or other facilities thereof. The purpose of this filing is to eliminate the gateways of Chicago, Ill., and Des Moines, Iowa.

Proposal 3: *Meats, meat products, and meat by-products, dairy products, and articles distributed by meat-packing houses*, as described in Sections A, B, and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Omaha and South Omaha, Nebr., Kansas City, Kans., and St. Joseph, South St. Joseph, and Kansas City, Mo., to Dyer, Griffith, Highland, Munster, and Michigan City, Ind. Restriction: Shipments to Michigan City, Ind., restricted against transportation of liquid commodities, in bulk, in tank vehicles. The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 4: *Meats and packing-house products*, as described in Sections A, B, and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, from Omaha and South Omaha, Nebr., Kansas City, Kans., and St. Joseph, South St. Joseph, and Kansas City, Mo., to East Gary and Hobart, Ind. The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 5: *Canned goods*, from Kansas City, Kans., and Kansas City, Mo., to points in Michigan, Wisconsin, Minnesota, North Dakota, those points in Illinois on and north of a line commencing at Gulf Port, thence east over U.S. Highway 34 to Galesburg, thence east over U.S. Highway 150 to junction Illinois Highway 78, thence north over Illinois Highway 78 to junction Illinois Highway 90, thence east over Illinois Highway 90 to junction Illinois Highway 29, thence north over Illinois Highway 29 to Sparland, thence east over Illinois Highway 17 to the Illinois-Indiana State line, and those points in South Dakota on and north and east of a line commencing at the South Dakota-Iowa State line just east of Canton, thence west over U.S. Highway 18 to junction South Dakota Highway 19, thence north over South Dakota Highway 19 to junction South Dakota Highway 44, thence west over South Dakota Highway 44 to junction U.S. Highway 281, and thence over U.S. Highway 281 to the South Dakota-North Dakota State line. The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 6: *Canned goods*, from St. Joseph and South St. Joseph, Mo., to

points in Wisconsin, Michigan, North Dakota, those points in Minnesota on and east and north of a line commencing at the Iowa-Minnesota State line and U.S. Highway 71, thence north over U.S. Highway 71 to Windom, thence north-west over unnumbered highway to Storden, thence west over Minnesota Highway 30 to Westbrook, thence north over Minnesota Highway 264 to Walnut Grove, thence west over U.S. Highway 14, including Tracy, to junction U.S. Highway 59, thence north over U.S. Highway 59 to Marshall, and thence west over Minnesota Highway 19 to South Dakota-Minnesota State line, those points in South Dakota on and north of a line commencing at Big Stone City, thence west over U.S. Highway 12 to junction South Dakota Highway 20, and thence west over South Dakota Highway 20 Montana-South Dakota State line, and those points in Illinois on and north of a line commencing at Gulf Port, thence east over U.S. Highway 34 to Galesburg, thence east over U.S. Highway 150 to East Peoria, thence north over Illinois Highway 116 to junction U.S. Highway 24, thence east over U.S. Highway 24 to junction Illinois Highway 115, thence south over Illinois Highway 115 to Roberts, thence east over Illinois Highway 165 to Milford, thence south over Illinois Highway 1 to junction Illinois Highway 9, and thence east over Illinois Highway 9 to the Illinois-Indiana State line. The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 7: *Canned goods*, from Omaha and South Omaha, Nebr., to Chariton, Iowa, Dayton and Toledo, Ohio, and points in Illinois, Michigan, Wisconsin, and those points in Minnesota on and east of a line commencing at the Iowa-Minnesota State line and U.S. Highway 169, thence north over U.S. Highway 169 to Belle Plaine, thence north over Minnesota Highway 25 via Green Isle, Mayer, Watertown, Montrose, Buffalo, and Monticello, to Big Lake, thence north over U.S. Highway 10 to junction U.S. Highway 371, thence north over U.S. Highway 371 to Cass Lake, thence west over U.S. Highway 2 to junction Minnesota Highway 89, thence north over Minnesota Highway 89 to Roseau, and thence north over Minnesota Highway 310 to the Canada-United States International Boundary line, and those points in Missouri on and east of a line commencing at the Iowa-Missouri State line and U.S. Highway 65 just north of South Lineville, thence south over U.S. Highway 65 to junction Interstate Highway 70, thence east over Interstate Highway 70 to junction Missouri Highway 5, and thence south over Missouri Highway 5 to the Missouri-Arkansas State line. Restriction: Shipments to Chariton, Iowa, restricted to those destined to Chariton, Iowa. The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 8: *Canned goods, groceries, and canned pet food* when moving to or from wholesale grocery and food business houses or other facilities thereof,

from Omaha and Plattsmouth, Nebr., to points in the Lower Peninsula of Michigan. The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 9: *Canned goods*, from St. Paul and South St. Paul, Minn., to points in Missouri, Kansas, those points in Illinois on and south of a line commencing at New Boston, Ill., thence east over Illinois Highway 17 to Aledo, thence south over Illinois Highway 94 to junction Illinois Highway 135, thence east over Illinois Highway 135 via Rio, to junction U.S. Highway 150, thence southeast over U.S. Highway 150 to Bloomington, and thence east over Illinois Highway 9 to the Illinois-Indiana State line, those points in Nebraska on and south of a line commencing at the Nebraska-Iowa State line just east of Blair, thence west over Nebraska Highway 91 to junction U.S. Highway 77, thence south over U.S. Highway 77 to junction U.S. Highway 30, thence west over U.S. Highway 30 via Columbus, to junction Nebraska Highway 22, thence west over Nebraska Highway 22 to junction Nebraska Highway 70, thence west over Nebraska Highway 70 to junction Nebraska Highway 2, thence west over Nebraska Highway 2 to Alliance, thence south over U.S. Highway 385 to junction U.S. Highway 26, and thence west over U.S. Highway 26 to the Wyoming-Nebraska State line, and to Bad Axe and Port Huron, Mich., Denver and Pueblo, Colo., Dayton, Ohio, and Chariton, Iowa. Restriction: Shipments to Chariton, Iowa, restricted to those destined to Chariton, Iowa. The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 10: *Canned goods*, from St. Louis, Mo., and East St. Louis, Ill., to points in North Dakota, South Dakota, those points in Wisconsin on and north and west of a line commencing at the Minnesota-Wisconsin State line and Wisconsin Highway 25, thence north over Wisconsin Highway 25 to junction Wisconsin Highway 48, thence east and northeast over Wisconsin Highway 48 to Birchwood, thence north over Wisconsin County Road F via Edgewater, to junction Wisconsin Highway 27, thence north over Wisconsin Highway 27 to Hayward, thence north over U.S. Highway 63 to junction U.S. Highway 2, and thence northeast over U.S. Highway 2 to Ashland, those points in Minnesota on and north and west of a line commencing at the Iowa-Minnesota State line and Minnesota Highway 139, thence north over Minnesota Highway 139 to Harmony, thence north over U.S. Highway 52 to Chatfield, thence east over Minnesota Highway 30 to Troy, thence north over Minnesota Highway 74 to Weaver, and thence north over U.S. Highway 61 to Wabasha; those points in Nebraska on and north and west of a line commencing at Nebraska City, thence west over Nebraska Highway 2 to junction U.S. Highway 77, thence south over U.S. Highway 77 to junction Nebraska Highway 33, thence west over Nebraska Highway 33 to Dorchester, thence west over U.S. Highway 6 to junction Nebraska Highway 14, and thence south over Nebraska Highway 14 to the Nebraska-Kansas

State line; and Denver, Colo. The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 11: *Canned goods*, from Rochester, Minn., to points in Kansas, Missouri, those points in Nebraska on and south of a line commencing at the Iowa-Nebraska State line just east of Tekamah, thence west to Tekamah, thence west over Nebraska Highway 32 to junction Nebraska Highway 14, thence south over Nebraska Highway 14 to junction Nebraska Highway 91, thence west over Nebraska Highway 91 via Brewster, to Dunning, thence west over Nebraska Highway 2 via Alliance and Hemingford, to junction Nebraska Highway 71, thence west over Nebraska Highway 71 to junction unnumbered highway, thence west over unnumbered highway to junction Nebraska Highway 29 south of Agate, thence north over Nebraska Highway 29 to Harrison, and thence west over U.S. Highway 20 to the Wyoming-Nebraska State line; those points in Illinois on and south of a line commencing at Quincy, thence east over Illinois Highway 104, to junction Illinois Highway 100, thence south over Illinois Highway 100 to junction U.S. Highway 36, thence east over U.S. Highway 36 to Winchester, thence south over Illinois Highway 106 to White Hall, thence south over Illinois Highway 267 to Carrollton, thence east over Illinois Highway 108 to junction U.S. Highway 66, thence south over U.S. Highway 66 to junction Illinois Highway 16, thence east over Illinois Highway 16 to Hillsboro, thence south over Illinois Highway 127 to junction Illinois Highway 185, thence south over Illinois Highway 185 to junction U.S. Highway 40, and thence over U.S. Highway 40 to the Illinois-Indiana State line; and Denver and Pueblo, Colo. The purpose of this filing is to eliminate the gateway of Grimes, Iowa.

Proposal 12: (1) *Canned goods*, and (2) *canned goods and canned pet food*, when moving to or from wholesale grocery and food business houses or other facilities thereof, from Chicago, Ill., to points in North Dakota, South Dakota, Nebraska, Kansas, those points in Missouri on and west of a line commencing at the Iowa-Missouri State line and U.S. Highway 65 just north of South Lineville, thence south over U.S. Highway 65 to Waverly, thence west over U.S. Highway 24 to junction Missouri Highway 213, thence south over Missouri Highway 213 to Higginsville, thence south over Missouri Highway 13 to Humansville, thence southwest over unnumbered highway to junction Missouri Highway 32, thence east over Missouri Highway 32 to Stockton, and thence south over Missouri Highway 39 to Missouri-Arkansas State line; those points in Minnesota on and west of a line commencing at the Iowa-Minnesota State line and Minnesota Highway 15 south of Fairmont, thence north over Minnesota Highway 15 to New Ulm, thence west over U.S. Highway 14 to junction U.S. Highway 71, thence north over U.S. Highway 71 to Olivia, thence west over U.S. Highway 212 to Montevideo, thence north over U.S. Highway 59 to Appleton, thence

west over Minnesota Highway 7 to junction U.S. Highway 75, and thence over U.S. Highway 75 to Ortonville, and Denver and Pueblo, Colo.

Proposal 13: (1) *Canned goods*, and (2) *canned goods and canned pet food*, when moving to or from wholesale grocery and food business houses or other facilities thereof, from De Kalb, Ill., to points in North Dakota, South Dakota, Nebraska, Kansas, those points in Missouri on and west of a line commencing at the Iowa-Missouri State line and U.S. Highway 65 just north of South Lineville, thence south over U.S. Highway 65 to junction Missouri Highway 32, thence west over Missouri Highway 32 to Stockton, and thence south over Missouri Highway 39 to the Missouri-Arkansas State line; those points in Minnesota on and west of a line commencing at the Iowa-Minnesota State line and Minnesota Highway 15 south of Fairmont, thence north over Minnesota Highway 15 to Brownton, thence west over U.S. Highway 212 to Montevideo, thence north over U.S. Highway 59 to Appleton, thence west over Minnesota Highway 7 to junction U.S. Highway 75, and thence west over U.S. Highway 75 to Ortonville, and Denver and Pueblo, Colo. The purpose of the filings of proposal 12 and 13 is to eliminate the gateway of Des Moines, Iowa.

Proposal 14: (1) *Canned goods*, and (2) *Canned goods and canned pet food*, when moving to or from wholesale grocery and food business houses or other facilities thereof, from Pocatone, Ill., to points in North Dakota, South Dakota, Nebraska, Kansas, those points in Missouri on and west of a line commencing at the Iowa-Missouri State line and U.S. Highway 65 just north of South Lineville, thence south over U.S. Highway 65 to the Missouri-Arkansas State line; those points in Minnesota on and west of a line commencing at the Iowa-Minnesota State line and U.S. Highway 71 south of Jackson, thence north over U.S. Highway 71 to Windom, thence west over Minnesota Highway 62 to Fulda, thence north over U.S. Highway 59 to junction U.S. Highway 14, and thence west over U.S. Highway 14 to the Minnesota-South Dakota State line, and Denver and Pueblo, Colo.

Proposal 15: (1) *Canned goods*, and (2) *Canned goods and canned pet food*, when moving to or from wholesale grocery and food business houses or other facilities thereof, from Rochelle, Ill., to points in North Dakota, South Dakota, Nebraska, Kansas, those points in Missouri on and west of a line commencing at the Iowa-Missouri State line and U.S. Highway 65 just north of South Lineville, thence south over U.S. Highway 65 to the Missouri-Arkansas State line, those points in Minnesota on and west of a line commencing at the Iowa-Minnesota State line at Elmore, thence north over U.S. Highway 169 to St. Peters, thence north over Minnesota Highway 22 to Eden Valley, thence west over Minnesota Highway 55 to Belgrade, thence north over U.S. Highway 71 to Sauk Centre, and thence north over

U.S. Highway 52 to Moorhead, and Denver and Pueblo, Colo.

Proposal 16: *Such merchandise as is dealt in by wholesale grocery and food business houses, and in connection therewith, equipment, materials, and supplies used in the conduct of such business (except in bulk), when moving to or from such business houses or other facilities thereof, from points in Wisconsin to Chariton, Iowa.*

Restriction: Restricted to the transportation of traffic destined to Chariton, Iowa.

The purpose of the filings of proposals 14, 15, and 16 is to eliminate the gateway of Des Moines, Iowa.

Proposal 17: (1) *Canned goods, and (2) Canned goods and canned pet food, when moving to or from wholesale grocery and food business houses or other facilities thereof, from points in Wisconsin to points in Kansas, those in Nebraska on and south of a line commencing at the Iowa-Nebraska State line just east of Blair, thence west over U.S. Highway 30 to Grand Island, thence west over Nebraska Highway 2 to Alliance, thence south over U.S. Highway 385 to Bridgeport, and thence west over U.S. Highway 26 to the Wyoming-Nebraska State line; those points in Missouri on and west of a line commencing at the Iowa-Missouri State line and U.S. Highway 65 just north of South Lineville, thence south of U.S. Highway 65 to the Missouri-Arkansas State line, and Denver and Pueblo, Colo.*

Proposal 18: (1) *Canned goods, and (2) Canned goods and canned pet food, when moving to or from wholesale grocery and food business houses or other facilities thereof, from those points in Wisconsin on and east and south of a line commencing at Marinette, thence south over U.S. Highway 41 to Oconto, thence west over Wisconsin Highway 22 to Shawano, thence south over Wisconsin Highway 22 to Waupaca, thence south over Wisconsin Highway to Wautoma, thence west over Wisconsin Highway 21 to Coloma, thence south over Wisconsin Highway 78 to Mount Horeb, thence west over U.S. Highway 151 to junction U.S. Highway 18, and thence west over U.S. Highway 18 to the Iowa-Missouri State line, to points in Nebraska.*

The purpose of the filings of proposals 17 and 18 is to eliminate the gateway of Des Moines, Iowa.

Proposal 19: (1) *Canned goods, and (2) Canned goods and canned pet food, when moving to or from wholesale grocery and food business houses or other facilities thereof, from those points in Wisconsin on and north and west of a line commencing at Marinette, thence south over U.S. Highway 41 to Oconto, thence south over Wisconsin Highway 22 to Symco, thence west over Wisconsin Highway 161 to Amherst Junction, thence north over U.S. Highway 10 to Stevens Point, thence south over U.S. Highway 51 to Plover, thence west over Wisconsin Highway 54 via Port Edwards, to junction Wisconsin Highway 80, thence south over Wisconsin Highway 80 to Babcock, thence south over Wisconsin Highway 173 to junction Wisconsin Highway 21,*

thence west over Wisconsin Highway 21 to Sparta, and thence west over U.S. Highway 16 to La Crosse, to those points in Missouri on and west of a line commencing at the Iowa-Missouri State line and U.S. Highway 63 just north of Lancaster, thence south over U.S. Highway 63 to the Missouri-Arkansas State line.

Proposal 20: *Condiments (except in bulk), and canned goods, from Blue Island and Morrison, Ill., to Chariton, Iowa.*

Restriction: Restricted to the transportation of traffic destined to Chariton, Iowa.

Restriction: Restricted against the transportation of traffic originating at points in the St. Louis, Mo., East St. Louis, Ill., and Kansas City, Mo., Kansas City, Kans., commercial zones, as defined by the Commission.

Proposal 21: *Canned goods, from Morton, Peoria, Washington, and Eureka, Ill., to points in Nebraska, North Dakota, South Dakota, those points in Kansas on and west of a line commencing at Atchinson, thence south over U.S. Highway 59 to the Kansas-Oklahoma State line, those points in Minnesota on and west and north of a line commencing at the Iowa-Minnesota State line and U.S. Highway 65 south of Gordonsville, thence north over U.S. Highway 65 to Faribault, including Owatonna, thence north over Minnesota Highway 3 to Northfield, thence north over Minnesota Highway 19 to Cannon Falls, thence north over Minnesota Highway 20 to junction U.S. Highway 61, and thence north over U.S. Highway 61 to Hastings, and Denver and Pueblo, Colo.*

The purpose of the filings of proposals 19, 20, and 21 is to eliminate the gateway of Des Moines, Iowa.

Proposal 22: (1) *Canned goods, and (2) Canned goods and canned pet food, when moving to or from wholesale grocery and food business houses or other facilities thereof, from Omaha and Plattsmouth, Nebr., to Chariton, Iowa, Dayton and Toledo, Ohio, and points in Illinois, Michigan, Wisconsin, and those points in Minnesota on and east of a line commencing at the Iowa-Minnesota State line and U.S. Highway 169, thence north over U.S. Highway 169 to Belle Plaine, thence north over Minnesota Highway 25 via Green Isle, Mayer, Watertown, Montrose, Buffalo, and Monticello, to Big Lake, thence north over U.S. Highway 10 to junction U.S. Highway 371, thence north over U.S. Highway 371 to Cass Lake, thence west over U.S. Highway 2 to junction Minnesota Highway 89, thence north over Minnesota Highway 89 to Roseau, and thence north over Minnesota Highway 310 to the United States-Canada international boundary line, and those points in Missouri on and east of a line commencing at the Iowa-Missouri State line and U.S. Highway 65 just north of South Lineville, thence south over U.S. Highway 65 to junction Interstate Highway 70, thence east over Interstate Highway 70 to junction Missouri Highway 5, and thence south over Missouri Highway 5 to the Missouri-Arkansas State line.*

Restriction: (1) Shipments to Chariton, Iowa, restricted to those destined to Chariton, Iowa. (2) Shipments to Chariton, Iowa, restricted against those originating at St. Louis, Missouri-East St. Louis, Illinois, and Kansas City, Missouri-Kansas City, Kansas, commercial zones as defined by the Commission.

Proposal 23: *Canned goods and canned milk, from Morrison, Ill., to points in Nebraska, South Dakota, North Dakota, Kansas, those points in Missouri on and west of a line commencing on U.S. Highway 65 just north of South Lineville, thence south over U.S. Highway 65 to the Missouri-Arkansas State line, those points in Minnesota on and west of a line commencing at the Iowa-Minnesota State line on U.S. Highway 71 south of Jackson, thence north over U.S. Highway 71 to Sauk Centre, thence north over Minnesota Highway 28 to junction Minnesota Highway 27, thence east over Minnesota Highway 27 to Little Falls, thence north over U.S. Highway 371 via Brainerd, to Cass Lake, thence north over U.S. Highway 2 to Bemidji, thence north over U.S. Highway 71 to the United States-Canada international boundary line, and Denver and Pueblo, Colo. The purpose of the filings of proposals 22 and 23 is to eliminate the gateway of Des Moines, Iowa.*

Proposal 24: *Canned milk, from Oregon, Ill., to points in Nebraska, South Dakota, North Dakota, Kansas, those points in Missouri on and west of a line commencing on U.S. Highway 65 just north of South Lineville, thence south over U.S. Highway 65 to the Missouri-Arkansas State line, those points in Minnesota on and west of a line commencing at the Iowa-Minnesota State line and U.S. Highway 71 south of Jackson, thence north over U.S. Highway 71 to Sauk Centre, thence north over Minnesota Highway 28 to junction Minnesota Highway 27, thence east over Minnesota Highway 27 to Little Falls, thence north over U.S. Highway 371 via Brainerd, to Cass Lake, thence north over U.S. Highway 2 to Bemidji, thence north over U.S. Highway 71 to the United States-Canada international boundary line, and Denver and Pueblo, Colorado. The purpose of this filing is to eliminate the gateway of Grimes, Iowa.*

Proposal 25: *Such merchandise as is dealt in by wholesale grocery and food business houses, and in connection therewith, equipment, materials and supplies used in the conduct of such business (except in bulk), when moving to or from business houses or other facilities thereof, from Omaha, Nebr., and Chicago, De Kalb, Pecatonica, and Rochelle, Ill., to Chariton, Iowa.*

Restriction: Restricted to the transportation of traffic destined to Chariton, Iowa.

Restriction: Restricted against the transportation of traffic originating at points in the St. Louis, Mo.-East St. Louis, Ill., and Kansas City, Mo.-Kansas City, Kans., commercial zones, as defined by the Commission.

The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 26: *Meats, meat products, and meat by-products, dairy products, and commodities distributed by meat-packing houses*, as described in Sections A, B, and C of Appendix I to report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Chicago and Blue Island, Ill., to those points in Minnesota on and west of a line commencing at the Iowa-Minnesota State line and U.S. Highway 218 just south of Lyle, thence north over U.S. Highway 218 to junction unnumbered highway, thence north over unnumbered highway via Owatonna to Faribault, thence north over U.S. Highway 65 and Interstate Highway 35 to Minneapolis, thence north over Minnesota Highway 65 to junction Minnesota Highway 210, thence west over Minnesota Highway 210 to junction U.S. Highway 169, thence north over U.S. Highway 169 to Grand Rapids, thence north over Minnesota Highway 38 to Effie, thence west over Minnesota Highway 38 to junction Minnesota Highway 6, thence north over Minnesota Highway 6 to Big Falls, and thence north over U.S. Highway 71 to International Falls.

The purpose of this filing is to eliminate the gateway of Iowa Falls, Iowa.

Proposal 27: *Canned goods*, from Pekin, Ill., to points in Nebraska, North Dakota, South Dakota, those points in Kansas on and west of a line commencing at the Kansas-Nebraska State line and U.S. Highway 75 just north of Sabetha, thence south over U.S. Highway 75 to Yates Center, thence east over U.S. Highway 54 to Iola, thence south over U.S. Highway 169 to the Kansas-Oklahoma State line, those in Minnesota on and west and north of a line commencing at the Iowa-Minnesota State line and U.S. Highway 65 south of Gordonsville, thence north over U.S. Highway 65 to Faribault, including Owatonna, thence north over Minnesota Highway 3 to Northfield, thence north over Minnesota Highway 19 to Cannon Falls, thence north over Minnesota Highway 20 to junction U.S. Highway 61, and thence north over U.S. Highway 61 to Hastings, and Denver and Pueblo, Colo.

The purpose of this filing is to eliminate the gateway of Grimes, Iowa.

Proposal 28: *Frozen foods*, from Detroit, Mich., to points in Nebraska, Kansas, those points in Minnesota on and west and north of a line commencing at the Iowa-Minnesota State line and U.S. Highway 218 south of Lyle, on U.S. Highway 218, thence north over U.S. Highway 218 to Austin, thence east over U.S. Highway 16 to junction Minnesota Highway 56, thence north over Minnesota Highway 56 to junction Minnesota Highway 18, thence east over Minnesota Highway 19 to Cannon Falls, thence north over Minnesota Highway 20 to junction U.S. Highway 61, and thence north over U.S. Highway 61 to Hastings, and those points in Illinois on and west and north of a line commencing at Gulf Port, thence east over U.S. Highway 34 to Princeton, thence north over Illinois Highway 26 to Dixon, thence east over Illinois Highway 30 to Rochelle, thence north over U.S. Highway 51 to junction Illinois Highway 64, thence east over

Illinois Highway 64 to Sycamore, thence north over Illinois Highway 23 to junction Illinois Highway 120, thence east over Illinois Highway 120 to junction U.S. Highway 12, thence north over U.S. Highway 12 to Fox Lake, thence north over Illinois Highway 59 to Antioch, and thence north over Illinois Highway 83 to the Illinois-Wisconsin State line.

The purpose of this filing is to eliminate the gateways of Webster City, Iowa, and Darien, Wis.

Proposal 29: *Meats, meat products, and meat by-products, and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I to report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, except liquid commodities in bulk, in tank vehicles, from the plant site of Agar Packing Company in Mokena, Ill., to Omaha and South Omaha, Nebr., Kansas City, Kans., and St. Joseph, South St. Joseph, and Kansas City, Mo., to those points in Minnesota on and west and north of a line commencing at the Iowa-Minnesota State line and U.S. Highway 218 south of Lyle, thence north over U.S. Highway 218 to Austin, thence east over U.S. Highway 16 to junction Minnesota Highway 56, thence north over Minnesota Highway 56 to junction Minnesota Highway 60, thence east over Minnesota Highway 60 to Zumbrota, thence north over U.S. Highway 52 to junction Minnesota Highway 20, thence north over U.S. Highway 20 to junction U.S. Highway 61, thence north over U.S. Highway 61 to junction U.S. Highway 10, and thence east over U.S. Highway 10 to the Minnesota-Wisconsin State line.

The purpose of this filing is to eliminate the gateways of Iowa Falls and Des Moines, Iowa.

Proposal 30: *Frozen foods*, when moving to or from wholesale grocery and food business houses or other facilities thereof, from Deerfield, Ill., to Plattsmouth, and Omaha, Nebr., and Chariton, Iowa.

Restriction: Restricted to the transportation of traffic destined to Chariton, Iowa.

Restriction: Restricted against the transportation of traffic originating at points in the St. Louis, Missouri-East St. Louis, Ill., and Kansas City, Missouri-Kansas City, Kans., commercial zones, as defined by the Commission.

The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 31: *Canned goods*, (1) from those points in Illinois on and north of U.S. Highway 36 to points in Nebraska on and north of a line commencing at the Nebraska-Iowa State line and U.S. Highway 34 at Union, thence west over U.S. Highway 34 to Lincoln, thence west over U.S. Highway 6 to McCook, and thence west over U.S. Highway 6 to the Colorado-Nebraska State line; those points in Minnesota on and west and south of a line commencing at the Iowa-Minnesota State line at Elmore, thence north over U.S. Highway 169 to Blue Earth, thence west over U.S. Highway 16 to junction U.S. Highway 71, thence north over U.S. Highway 71 to junction

U.S. Highway 14, thence west over U.S. Highway 14 to junction U.S. Highway 59, thence north over U.S. Highway 59 to Marshall, and thence north over Minnesota Highway 68 to the Minnesota-South Dakota State line; those points in South Dakota on and south and west of a line commencing at the Minnesota-South Dakota State line on South Dakota Highway 22, thence west over South Dakota Highway 22 to junction U.S. Highway 81, thence north over U.S. Highway 81 to Watertown, thence north over South Dakota Highway 20 to junction South Dakota Highway 37, thence north over South Dakota Highway 37 to Grotton, thence west over U.S. Highway 12 to Aberdeen, and thence north over U.S. Highway 281 to the South Dakota-North Dakota State line, and Denver and Pueblo, Colo.; (2) from those points in Illinois on and north of a line commencing at Gulf Port, thence east over U.S. Highway 34 to Galesburg, thence east over U.S. Highway 150 to junction Illinois Highway 78, thence north over Illinois Highway 78 to junction Illinois Highway 90, thence east over Illinois Highway 90 to Chillicothe, thence north over Illinois Highway 29 to Sparland, thence east over Illinois Highway 17 to junction U.S. Highway 66, thence north over U.S. Highway 66 to junction U.S. Highway 6, and thence east over U.S. Highway 6 to the Illinois-Indiana State line, to points in Kansas and those points in Missouri on and west of a line commencing at the Iowa-Missouri State line on U.S. Highway 169 north of Irena, thence south over U.S. Highway 169 to Kansas City, and thence south over U.S. Highway 71 and Alternate U.S. Highway 71 to the Missouri-Arkansas State line; (3) from those points in Illinois in an area bounded on the south by U.S. Highway 36, on the east by the Illinois-Indiana State line, on the west by the Illinois-Iowa and Illinois-Missouri State lines, and on the north by a line commencing at Moline, thence east over U.S. Highway 6 to Annawan, thence south over Illinois Highway 78 to junction U.S. Highway 150, thence east over U.S. Highway 150 to Peoria, thence east over U.S. Highway 24 to junction Illinois Highway 115, thence south over Illinois Highway 115 to junction unnumbered highway southeast of Roberts, and thence east over unnumbered highway via Buckley and Milford, to the Illinois-Indiana State line, to those points in Minnesota on and west of a line commencing at the Iowa-Minnesota State line on U.S. Highway 65 south of Gordonsville, thence north over U.S. Highway 65 to Albert Lea, thence north over unnumbered highway via Owatonna to Faribault, thence north over U.S. Highway 65 to junction U.S. Highway 169, thence over U.S. Highway 169 to Chisholm, thence north over Minnesota Highway 73 to junction U.S. Highway 53, and thence north over U.S. Highway 53 to the United States-Canada international boundary line.

The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 32: *Canned goods*, from Lawrence, Kans., to points in Michigan, Minnesota, Wisconsin, and North Dakota,

those points in Illinois on and north of a line commencing at Gulf Port, thence east over U.S. Highway 34 to junction Illinois Highways 94 and 116, thence south and east over Illinois Highway 116 to Peoria, and thence east over U.S. Highway 24 to the Illinois-Indiana State line; those points in South Dakota on and west and north of a line commencing at the South Dakota-Nebraska State line on U.S. Highway 385 south of Oelrichs, thence north over U.S. Highway 385 to junction South Dakota Highway 79, thence north over South Dakota Highway 79 to Rapid City, thence east over U.S. Highway 14 to junction U.S. Highway 83, thence north over U.S. Highway 83 to junction U.S. Highway 212, thence east over U.S. Highway 212 to junction South Dakota Highway 45, thence north over South Dakota Highway 45 to junction South Dakota Highway 20, thence east over South Dakota Highway 20 to Conde, and thence north over South Dakota Highway 37 to the North Dakota-South Dakota State line, and Toledo, Ohio.

The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 33: *Meats, meat products, and meat by-products, and articles distributed by meat-packing houses* (except hides and commodities in bulk, in tank vehicles), 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, from the plant site of Armour and Company near Sterling, Ill., to Omaha, South Omaha, Nebr., Kansas City, Kans., St. Joseph, South St. Joseph, and Kansas City, Mo., and those points in Minnesota on and west of a line commencing at the Iowa-Minnesota State line on U.S. Highway 218 south of Lyle, thence north over U.S. Highway 218 to junction unnumbered highway, thence north over unnumbered highway via Owatonna, to Faribault, thence north over Minnesota Highway 3 to St. Paul, and thence east over U.S. Highway 12 to the Minnesota-Wisconsin State line.

The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 34: *Foodstuffs* (except in bulk, in tank vehicles), when moving to or from wholesale grocery and food business houses or other facilities thereof, from the plant site of Ocean Spray Cranberries, Inc., at North Chicago, Ill., to Omaha and Plattsmouth, Nebr.

Proposal 35: *Unfrozen bakery products* (except in bulk, in tank vehicles), when moving to or from wholesale grocery and food business houses or other facilities thereof, from the plant site of the United States Baking Company at Seelyville, Ind., to Omaha and Plattsmouth, Nebr.

The purpose of the filings of proposals 34 and 35 is to eliminate the gateway of Des Moines, Iowa.

Proposal 36: *Meats, meat products, and meat by-products 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, in tank vehicles), from the plant site and storage facilities of Missouri Beef Pack-

ers, Inc., at or near Phelps City, Mo., to those points in Minnesota on and east and north of a line commencing at the Minnesota-Iowa State line on Minnesota Highway 22 south of Klester, thence north over Minnesota Highway 22 via Mankato, St. Peter, Gaylord, Glencoe, to Hutchinson, thence north over Minnesota Highway 15 to St. Cloud, and thence northwest over U.S. Highway 10 to the Minnesota-North Dakota State line.

The purpose of this filing is to eliminate the gateway of Iowa Falls, Iowa.

Proposal 37: (1) *Frozen foods*, when moving to or from wholesale grocery and food business houses or other facilities thereof, from Omaha and Plattsmouth, Nebr., to points in Upper Peninsula of Michigan, Wisconsin, Illinois (except Chicago), and those points in Minnesota on and east and north of a line commencing at the Iowa-Minnesota State line at Elmore, thence north over U.S. Highway 169 to Belle Plaine, thence west over Minnesota Highway 25 to Green Isle, thence north over Minnesota Highway 5 to junction U.S. Highway 212, thence east over U.S. Highway 212 to Norwood, thence north over Minnesota Highway 25 to Montrose, thence east over U.S. Highway 12 to junction Minnesota Highway 25, thence north over Minnesota Highway 25 to Monticello, thence north over Minnesota Highway 152 to St. Cloud, thence north over U.S. Highway 10 to Little Falls, thence north over U.S. Highway 371 to Cass Lake, thence west over U.S. Highway 2 to junction Minnesota Highway 89, thence north over Minnesota Highway 89 to Roseau, and thence north over Minnesota Highway 310 to the United States-Canada International Boundary line.

(2) *Frozen foods* (except meats), when moving to or from wholesale grocery and food business houses or other facilities thereof, from Omaha and Plattsmouth, Nebr., to points in the Lower Peninsula of Michigan.

The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 38: *Meats, meat products, meat by-products, 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 except commodities in bulk, in tank vehicles), from the plantsite of Spencer Packing Company at Schuyler, Nebr., to Chicago, Ill., and points in its commercial zone, East St. Louis, Ill., St. Louis, Mo., and those points in Minnesota on and east of a line commencing at the Iowa-Minnesota State line and U.S. Highway 69 at Emmons, thence north over U.S. Highway 69 to Albert Lea, thence north over Minnesota Highway 13 to New Prague, thence north over Minnesota Highway 21 to Jordan, thence north over U.S. Highway 169 to Shakopee, thence north over Minnesota Highway 101 to junction U.S. Highway 169, thence north over U.S. Highway 169 to Garrison, thence north over Minnesota Highway 6 to Big Falls, and thence north over U.S. Highway 71 to the

United States-Canada international boundary line.

The purpose of this filing is to eliminate the gateways of Des Moines and Iowa Falls, Iowa.

Proposal 39: *Canned vegetables*, from the plantsites of Green Giant Company at Beaver Dam, Fox Lake, Ripon, and Rosendale, Wis., to Denver and Pueblo, Colo., Oklahoma City and Tulsa, Okla., points in Kansas, Nebraska, and those points in South Dakota on and south of a line commencing at the Iowa-South Dakota State line and Interstate Highway 29, thence north over Interstate Highway 29 to Junction City, thence west over South Dakota Highway 50 to Wagner, thence west over South Dakota Highway 50 to Pickstown, and thence west over U.S. Highway 18 to the Wyoming-South Dakota State line.

The purpose of this filing is to eliminate the gateway of Grimes, Iowa.

Proposal 40: *Meats, meat products, meat by-products, 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 except commodities in bulk), from the plantsite of Geo. A. Hormel & Co., at or near Bureau, Ill., to Kansas City, Kans., St. Joseph, South St. Joseph, and Kansas City, Mo., and Omaha and South Omaha, Nebr., and those points in Minnesota on and west of a line commencing at the Iowa-Minnesota State line and U.S. Highway 218 south of Lyle, thence north over U.S. Highway 218 to junction unnumbered highway, thence north over unnumbered highway via Owatonna to Faribault, thence north over Minnesota Highway 3 to junction Interstate Highway 494, thence north and east over Interstate Highway 494 to junction of U.S. Highway 12, thence east over U.S. Highway 12 to Minnesota-Wisconsin State line.

The purpose of this filing is to eliminate the gateways of Iowa Falls and Des Moines, Iowa.

Proposal 41: *Meats, meat products, and meat by-products 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, originating at the plant site and storage facilities of, or utilized by, American Beef Packers, Inc., in Pottawattamie County, Iowa, to East St. Louis, Ill., St. Louis, Mo., and points in Wisconsin, those points in Illinois on and north of U.S. Highway 36, and those points in Minnesota on and west of a line commencing at the Iowa-Minnesota State line and U.S. Highway 69 at Emmons, thence north over U.S. Highway 69 to junction Minnesota Highway 13, thence north over Minnesota Highway 13 to New Prague, thence north over Minnesota Highway 21 to Jordan, thence north over unnumbered highway via East Union and Gotha to Bongards, thence west over U.S. Highway 212 to Glencoe, thence north over Minnesota Highway 22 to the

Hutchinson, thence north over Minnesota Highway 15 to St. Cloud, thence north over U.S. Highway 10 to Motley, thence north over Minnesota Highway 64 to junction U.S. Highway 71, thence north over U.S. Highway 71 to Bemidji, thence west over U.S. Highway 2 to junction Minnesota Highway 89, thence north over Minnesota Highway 89 to Roseau, and thence east over Minnesota Highway 11 to Warroad.

The purpose of this filing is to eliminate the gateways of Iowa Falls and Des Moines, Iowa.

Proposal 42: *Meats, meat products, and meat by-products, 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 commodities in bulk and hides), originating at the plant sites and cold storage facilities of South Chicago Packing Company at Chicago and Lemont, Ill., to Kansas City, Kans., St. Joseph, South St. Joseph, and Kansas City, Mo., and Omaha and South Omaha, Nebr.

The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 43: *Canned goods*, from the plant site and storage facilities of Glidden-Durkee Division of SCM Corporation approximately 5 miles northeast of Lorenzo, Will County, Ill., to points in South Dakota, North Dakota, and Denver and Pueblo, Colo., and Oklahoma City, Okla.

The purpose of this filing is to eliminate gateway of Grimes, Iowa.

Proposal 44: *Meats, meat products, meat by-products, dairy products and articles distributed by meat packing houses*, as described in Sections A, B, and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except liquid commodities, in bulk, in tank vehicles), from the plant site of Swift & Co., at Rochelle, Ill., to Kansas City, Kans., St. Joseph, South St. Joseph, and Kansas City, Mo., and Omaha and South Omaha, Nebr., and those points in Minnesota on, and west of a line commencing at the Iowa-Minnesota State line and U.S. Highway 218 south of Lyle, thence north over U.S. Highway 218 to junction unnumbered highway, thence north over unnumbered highway via Owatonna to Faribault, thence north over Minnesota Highway 3 to junction Interstate Highway 494, thence north and east over Interstate Highway 494 to junction of U.S. Highway 12, thence east over U.S. Highway 12 to Minnesota-Wisconsin State line, restricted against interlining at Rochelle, Ill.

The purpose of this filing is to eliminate the gateways of Iowa Falls and Des Moines, Iowa.

Proposal 45: *Meats, meat products, and meat by-products, dairy products, and articles distributed by meat packing houses*, as described in Sections A, B, and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, as are dealt in by wholesale grocery and food business

houses (except in bulk), from St. Paul and South St. Paul, Minn., to Chariton, Iowa.

Restriction: (1) Shipments to Chariton, Iowa, restricted to those destined to Chariton, Iowa. (2) Shipments to Chariton, Iowa, restricted against those originating at St. Louis, Missouri-East St. Louis, Illinois, and Kansas City, Missouri-Kansas City, Kansas, commercial zones as defined by the Commission.

The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 46: *Frozen foods*, from Des Moines, Iowa, to those points in Illinois in the Chicago commercial zone.

The purpose of this filing is to eliminate the gateway of Darien, Wis.

Proposal 47: (1) *Canned goods and canned pet food*, from the plantsites and cold storage facilities of South Chicago Packing Company at Chicago and Lemont, Ill., to points in North Dakota, South Dakota, Nebraska, Kansas, and those points in Missouri on and west of a line commencing at the Missouri-Iowa State line at South Lineville, thence south over U.S. Highway 65 to Waverly, thence west over U.S. Highway 24 to Lexington, thence south over Missouri Highway 13 to Collins, thence west over U.S. Highway 54 to Nevada, and thence south over U.S. Highway 71 to Arkansas-Missouri State line, and Denver and Pueblo, Colo.

(2) *Canned goods*, from the plantsites and cold storage facilities of South Chicago Packing Company at Chicago and Lemont, Ill., to Tulsa and Oklahoma City, Okla.

The purpose of this filing is to eliminate the gateway of Grimes, Iowa.

Proposal 48: *Canned goods and canned pet food*, from the plant site of Swift & Co., at Rochelle, Ill., to Denver and Pueblo, Colo., and points in North Dakota, South Dakota, Nebraska, Kansas, and those points in Missouri on and west of a line commencing at the Iowa-Missouri State line on U.S. Highway 65, thence south over U.S. Highway 65 to the Missouri-Arkansas State line, restricted against interlining at Rochelle, Ill.

The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 49: *Canned goods and canned pet food* as are manufactured, sold, or distributed by persons engaged in the manufacturing, processing, and milling of grain products, from Hillsdale, Mich., to Denver and Pueblo, Colo., Tulsa and Oklahoma City, Okla., and points in North Dakota and South Dakota.

The purpose of this filing is to eliminate the gateway of Grimes, Iowa.

Proposal 50: (1) *Canned goods and canned pet food*, from the plant site and warehouse facilities of Peter Eckrich and Sons, Inc., at Allen Township (Hillsdale County), Mich., to Denver and Pueblo, Colorado, and points in North Dakota and South Dakota.

(2) *Canned goods*, from the plant site and warehouse facilities of Peter Eckrich and Sons, Inc., at Allen Township (Hillsdale County), Mich., to Tulsa and Oklahoma City, Okla.

The purpose of this filing is to eliminate the gateway of Des Moines, or Grimes, Iowa.

Proposal 51: *Canned goods and canned pet food*, from the plant site of the Agar Packing Company in Moline, Ill., to Denver and Pueblo, Colo., and points in North Dakota, South Dakota, Nebraska, Kansas, and those points in Missouri on and west of a line commencing at the Iowa-Missouri State line and U.S. Highway 65 at South Lineville, thence south over U.S. Highway 65 to Waverly, thence west over U.S. Highway 24 to junction Missouri Highway 13, thence south over Missouri Highway 13 to Collins, thence west over U.S. Highway 54 to Nevada, thence south over U.S. Highway 71 to junction Missouri Highway 126, and thence west over Missouri Highway 126 to the Kansas-Missouri State line.

The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 52: *Canned goods and canned pet food*, from the plant site of Armour and Company near Sterling, Ill., to Denver and Pueblo, Colo., and points in North Dakota, South Dakota, Nebraska, Kansas, and those points in Missouri on and west of a line commencing at the Iowa-Missouri State line and U.S. Highway 65 at South Lineville, thence south over U.S. Highway 65 to the Missouri-Arkansas State line.

The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 53: (1) *Canned goods and canned pet food*, from the plant site of Geo. A. Hormel & Co., at or near Bureau, Ill., to Denver and Pueblo, Colo., and points in North Dakota, South Dakota, Nebraska, Kansas, and those points in Missouri on and west of a line commencing at the Iowa-Missouri State line and U.S. Highway 65 at South Lineville, thence south over U.S. Highway 65 to Waverly, thence west over U.S. Highway 24 to junction of Missouri Highway 13, thence south over Missouri Highway 13 to Collins, thence west over U.S. Highway 54 to Nevada, thence south over U.S. Highway 71 to junction Missouri Highway 126, and thence west over Missouri Highway 126 to the Kansas-Arkansas State line.

(2) *Canned goods*, from the plant site of Geo. A. Hormel & Co., at or near Bureau, Ill., to Tulsa and Oklahoma City, Okla.

The purpose of this filing is to eliminate the gateway of Grimes, Iowa.

Proposal 54: (1) *Canned goods and canned pet food*, from the plant site of Armour and Company near Worthington, Minn., to Dayton and Toledo, Ohio, restricted against interlining with any other carrier.

(2) *Canned goods*, from the plant site of Armour and Company near Worthington, Minn., to Tulsa and Oklahoma City, Okla., restricted against interlining with any other carrier. The purpose of this filing is to eliminate the gateway of Grimes, Iowa.

Proposal 55: *Canned goods and canned pet food*, from the plant site of Producers Packing Company near Garden City, Kans., to Dayton and Toledo, Ohio.

The purpose of this filing is to eliminate the gateway of Grimes, Iowa.

Proposal 56: *Canned goods and canned pet food*, from the plant site and storage facilities of Missouri Beef Packers, Inc., at or near Phelps City, Mo., to Dayton and Toledo, Ohio.

The purpose of this filing is to eliminate the gateway of Grimes, Iowa.

Proposal 57: *Such meats, meat products, and meat by-products, dairy products, and articles distributed by meat packing houses*, as described in Sections A, B, and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, as are included in the descriptions "frozen foods", from Detroit, Mich., to points in Minnesota on and west of a line commencing at the junction of the Iowa-Minnesota State line and U.S. Highway 63, thence north over U.S. Highway 63 to Lake City.

The purpose of this filing is to eliminate the gateway of Iowa Falls, Iowa.

Proposal 58: *Canned goods and canned pet food*, originating at the plant site and storage facilities of, or utilized by, American Beef Packers, Inc., in Pottawattamie County, Iowa, to Dayton and Toledo, Ohio.

The purpose of this filing is to eliminate the gateway of Grimes, Iowa.

Proposal 59: *Frozen foods*, when moving to or from wholesale grocery and food business houses or other facilities thereof, from Darien, Wis., to Omaha and Plattsmouth, Nebr.

The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 60: *Canned goods and canned pet food*, from the plant site of Spencer Packing Company at Schuyler, Nebr., to Dayton and Toledo, Ohio.

The purpose of this filing is to eliminate the gateway of Grimes, Iowa.

Proposal 61: (1) *Meats, meat products, and meat by-products, 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, restricted against the transportation of commodities in bulk, in tank vehicles, and hides, from the plant site of Swift & Company at or near Grand Island, Nebr., to those points in Minnesota on and east of a line commencing at the Iowa-Minnesota State line and Minnesota Highway 22 south of Kiester, thence north over Minnesota Highway 22 via Mankato, St. Peter, and Glencoe to Hutchinson, thence north over Minnesota Highway 15 to St. Cloud, thence north over U.S. Highway 10 to Little Falls, thence north over U.S. Highway 371 via Brainerd to Cass Lake, thence west over U.S. Highway 2 to Bemidji, thence north over U.S. Highway 71 to Blackduck, and thence north over Minnesota Highway 72 to Baudette, and to East St. Louis, Ill., and St. Louis, Mo.

(2) *Canned goods and groceries*, from the plant site of Swift & Company at or near Grand Island, Nebr., to points in the Lower Peninsula of Michigan.

(3) *Canned goods and canned pet food*, from the plant site of Swift & Company

at or near Grand Island, Nebr., to Toledo and Dayton, Ohio.

The purpose of this filing is to eliminate the gateways of Iowa Falls, Des Moines, and Grimes, Iowa.

Proposal 62: *Canned goods*, from the plant site of Ocean Spray Cranberries, Inc., at North Chicago, Ill., to points in Nebraska, Kansas, and those points in Missouri on and west of a line commencing at the Iowa-Missouri State line and U.S. Highway 65 at South Lineville, thence south over U.S. Highway 65 to junction Missouri Highway 83, thence south over Missouri Highway 83 to junction U.S. Highway 54, thence west over U.S. Highway 54 to Cedar Springs, and thence south over Missouri Highway 39 to the Arkansas-Missouri State line, those points in Minnesota on and south of a line commencing on the south at the Iowa-Minnesota State line and U.S. Highway 71, thence north over U.S. Highway 71 to Windom, thence west over Minnesota Highway 62 to Fulda, thence north over U.S. Highway 59 to Slayton, and thence west over Minnesota Highway 30 to South Dakota-Minnesota State line, those points in South Dakota on and south and west of a line commencing at the South Dakota-Minnesota State line and South Dakota Highway 34, thence west over South Dakota Highway 34 to junction South Dakota Highway 37, thence north over South Dakota Highway 37 to Conde, thence west over South Dakota Highway 20 to junction U.S. Highway 281, and thence north over U.S. Highway 281 to the South Dakota-North Dakota State line, those points in North Dakota on and west of a line commencing at the South Dakota-North Dakota State line and North Dakota Highway 3, thence north over North Dakota Highway 3 to Dunseith, and thence north over U.S. Highway 281 to the United States-Canada International Boundary line, and to Denver and Pueblo, Colo., and Tulsa and Oklahoma City, Okla.

The purpose of this filing is to eliminate the gateway of Grimes, Iowa.

Proposal 63: *Frozen foods*, as distributed by meat packing houses, (1) from Darien, Wis., to Kansas City, Kans., St. Joseph, South St. Joseph, and Kansas City, Mo., (2) from Deerfield, Ill., to Kansas City, Kans., St. Joseph, South St. Joseph, and Kansas City, Mo.

The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

Proposal 64: *Frozen foods*, when moving to or from wholesale grocery and food business houses or other facilities thereof, from Omaha and Plattsmouth, Nebr., to those points in Illinois in the Chicago commercial zone.

The purpose of this filing is to eliminate the gateways of Des Moines, Iowa and Darien, Wis.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.74-14911 Filed 6-27-74; 8:45 am]

[Notice No. 539]

ASSIGNMENT OF HEARINGS

JUNE 25, 1974.

Cases assigned for hearing, postponement, cancellation, or oral argument appear below and will be published only once. This list contains prospective assignments only and does not include cases previously assigned hearing dates. The hearings will be on the issues as presently reflected in the Official Docket of the Commission. An attempt will be made to publish notices of cancellation of hearings as promptly as possible, but interested parties should take appropriate steps to insure that they are notified of cancellation or postponements of hearings in which they are interested. No amendments will be entertained after June 28, 1974.

MC 95876 Sub 143, Anderson Trucking Service, Inc., now assigned July 10, 1974, at St. Paul, Minn., is cancelled and reassigned to July 10, 1974, Hunt Room, Dyckman Hotel, 27 S. 6th St., Minneapolis, Minn.

I&S No. 8939, Seasonal Rates on Grain to Minnesota and Wisconsin, now assigned July 15, 1974, at St. Paul, Minn., is cancelled and reassigned to July 15, 1974, Hunt Room, Dyckman Hotel, 27 South 6th St., Minneapolis, Minn.

MC-128951 Sub 7, Robert H. Dittich, DBA Bob Dittich Trucking, now assigned July 8, 1974, at St. Paul, Minn., is cancelled and reassigned July 8, 1974, in the Hunt Room, Dyckman Hotel, 27 South Street, Minneapolis, Minn.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.74-14904 Filed 6-27-74; 8:45 am]

[Notice No. 540]

ASSIGNMENT OF HEARINGS

JUNE 25, 1974.

Cases assigned for hearing, postponement, cancellation, or oral argument appear below and will be published only once. This list contains prospective assignments only and does not include cases previously assigned hearing dates. The hearings will be on the issues as presently reflected in the Official Docket of the Commission. An attempt will be made to publish notices of cancellation of hearings as promptly as possible, but interested parties should take appropriate steps to insure that they are notified of cancellation or postponements of hearings in which they are interested. No amendments will be entertained after June 28, 1974.

Correction

MC-F-12034, Umthun Trucking Company—Purchase—Dermin Transfer, Inc., now being assigned hearing July 31, 1974, in Room 672, 536 South Clark St., Chicago, Ill., instead of United Trucking Company—Purchase—Dermin Transfer, Inc.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.74-14905 Filed 6-27-74; 8:45 am]

[Notice No. 111]

MOTOR CARRIER BOARD TRANSFER PROCEEDINGS

Synopses of orders entered by Division 3 of the Commission pursuant to sections 212(b), 206(a), 211, 312(b), and 410(g) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

Each application (except as otherwise specifically noted) filed after March 27, 1972, contains a statement by applicants that there will be no significant effect on the quality of the human environment resulting from approval of the application. As provided in the Commission's General Rules of Practice any interested person may file a petition seeking reconsideration of the following numbered proceedings on or before July 31, 1974. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-75072. By order of June 20, 1974, Division 3 approved the transfer to Denny Truck Lines, Inc., Webster, N.Y., of the operating rights in Certificate No. MC-11899 and all subnumbers thereunder issued March 16, 1967, and on consecutive dates, to Stevens Truck Lines, Inc., Webster, N.Y., authorizing the transportation of general commodities, except explosives, between named points in New York and Pennsylvania, and numerous specified commodities, including foodstuffs, canned goods, frozen foods, corrugated paper boxes, and glass containers, from and to points in New York, New Jersey, Ohio, Pennsylvania, Maryland, and the District of Columbia. Francis P. Barrett, 60 Adams Street, Milton, Mass. 02187, attorney for applicants.

No. MC-FC-75073. By order of June 20, 1974, Division 3, acting as an Appellate Division, approved the transfer to Class Transportation, Inc., Hackensack, N.J., of that portion of the operating rights in Certificate No. MC-61161 issued July 29, 1957, to Giles Express, Inc., Rochelle Park, N.J., authorizing the transportation of general commodities, with stated exceptions, between Newark, N.J., and New York, N.Y., on the one hand, and, on the other, points in Bergen, Essex, Hudson, Passaic, and Union Counties, N.J., and specified portions of Monmouth, Middlesex, Somerset, and Morris Counties, N.J. A. David Millner, 744 Broad Street, Newark, N.J. 07102, attorney for applicants.

[SEAL]

ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-14906 Filed 6-27-74; 8:45 am]

[Notice No. 110]

MOTOR CARRIER BOARD TRANSFER PROCEEDINGS

Synopses of orders entered by the Motor Carrier Board of the Commission

pursuant to sections 212(b), 206(a), 211, 312(b), and 410(g) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

Each application (except as otherwise specifically noted) filed after March 27, 1972, contains a statement by applicants that there will be no significant effect on the quality of the human environment resulting from approval of the application. As provided in the Commission's Special Rules of Practice any interested person may file a petition seeking reconsideration of the following numbered proceedings on or before July 21, 1974. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-75196. By order of June 19, 1974, the Motor Carrier Board approved the transfer to Carrol Ball, Centerville, Kans., of the operating rights in Certificates Nos. MC-9291 and MC-9291 (Sub-No. 2) issued May 3, 1966, and August 15, 1967, respectively, to Wayne E. Hay, doing business as Hay Truck Line, Greeley, Kans., authorizing the transportation of livestock, over a regular route, from Lane, Kans., to Kansas City, Mo., serving the intermediate and off-route points of Kasas City, Kans., North Kansas City, Mo., and points within 10 miles of Lane; livestock, feed, fertilizer, agricultural implements and parts, building materials, and fencing material, over a regular route, from Kansas City, Mo., to Lane, Kans., serving the above-indicated intermediate and off-route points; general commodities, with usual exceptions, between Greeley, Kans., and Kansas City, Mo., serving the intermediate and off-route points of Kansas City, Richmond, Bush City, and Parker, Kans., and North Kansas City, Mo., and livestock, between Greeley, Kans., and points within 12 miles thereof, on the one hand, and, on the other, Kansas City, Kans., and Kansas City, Mo. Clyde N. Christey, 641 Harrison, Topeka, Kans. 66603, attorney for applicants.

No. MC-FC-75211. By order entered June 19, 1974, the Motor Carrier Board approved the transfer to Maurice D. Harmon, doing business as Harmon Trucking, Austin, Minn., of the operating rights set forth in Certificate No. MC-124501, issued November 26, 1971, to Frank H. Lochner, doing business as Lochner's Moving & Storage, Austin, Minn., authorizing the transportation of dry feed and dry feed ingredients, between Austin, Minn., on the one hand, and, on the other, Fremont and Omaha, Nebr., and points in that part of Iowa on and north of U.S. Highway 20. Gary E. Leonard, 105 East Oakland Ave., Austin, Minn. 55912, attorney for applicants.

No. MC-FC-75214. By order entered June 19, 1974, the Motor Carrier Board approved the transfer to Roy A. Ayers, Clarks Summit, Pa., of the operating rights set forth in Certificate No. MC-127457, issued October 30, 1968, to

Arthur L. Hall, Richard A. Hall, and Robert L. Hall, doing business as Hall Trucking, Montrose, Pa., authorizing the transportation of feed and feed supplements (except liquid commodities, in bulk, in tank vehicles), between points in Wyoming County, Pa., on the one hand, and, on the other, points in Connecticut, New Jersey, and New York; and feed (except liquid commodities in bulk, in tank vehicles), between points in Susquehanna County, Pa., on the one hand, and, on the other, points in Connecticut, New Jersey, and New York. William F. O'Hara, 8th Fl., Mears Bldg., Scranton, Pa. 18503.

No. MC-FC-75217. By order entered June 19, 1974, the Motor Carrier Board approved the transfer to Emery Travel Service, Inc., Bradford, Pa., of License No. MC-12888 (Sub-No. 1), issued March 14, 1967, to Mary Ann Satterwhite and Tatiana M. Walter, doing business as Emery Travel Service, Bradford, Pa., authorizing operations as a broker at Bradford, Pa., in connection with transportation by motor vehicle in interstate or foreign commerce of passengers and their baggage, in charter and special operations, in round trip all-expense sightseeing, pleasure, or educational tours, beginning and ending at points in Elk, Cameron, Potter, and McKean Counties, Pa., and extending to points in the United States, including Alaska and Hawaii. Tania M. Walter, Main St. & South Ave., Bradford, Pa. 16701, representative for applicants.

No. MC-FC-75223. By order entered June 19, 1974, the Motor Carrier Board approved the transfer to Prairieland Tours, Inc., Bloomington, Ill., of License No. MC-13009, issued December 3, 1970, to Evans Tours, Inc., Bloomington, Ill., authorizing operations as a broker at Bloomington, Ill., in connection with transportation by motor vehicle in interstate or foreign commerce, of passengers and their baggage, in all expense tours, beginning and ending at points in McLean County, Ill., and extending to points in the United States (including Alaska and Hawaii). Harry J. Harman, 8130 South Meridian St., Indianapolis, Ind. 46217, attorney for applicants.

[SEAL]

ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-14907 Filed 6-27-74; 8:45 am]

[Notice No. 90]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JUNE 20, 1974.

The following are notices of filing of application, except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application, for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR 1131) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with

the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 35807 (Sub-No. 48 TA), filed June 12, 1974. Applicant: WELLS FARGO ARMORED SERVICE CORPORATION, P.O. Box 4313, Atlanta, Ga. 30302. Applicant's representatives: Melvin E. Bailet (same address as applicant) and Harry J. Jordan, 1000 16th Street NW., Washington, D.C. 20036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Currency, coins, bonds, securities, and other valuables*, between El Paso, Tex., on the one hand, and, on the other, points in Cochise, Pima, Graham, Santa Cruz, Maricopa, and Greenlee Counties, Ariz., and points in Otero, Eddy, Grant, Lincoln, Curry, Luna, Lea, De Baca, Chaves, Dona Ana, Quay, Hidalgo, Roosevelt, Guadalupe, Socorro, Sierra, Torrance, and Catron Counties, N. Mex., for 180 days. SUPPORTING SHIPPERS: There are approximately 11 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. SEND PROTESTS TO: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1252 W. Peachtree Street NW., Room 300 Atlanta, Ga. 30309.

No. MC 51146 (Sub-No. 378 TA), filed June 12, 1974. Applicant: SCHNEIDER TRANSPORT, INC., P.O. Box 2298, Green Bay, Wis. 54306. Applicant's representative: Neil A. DuJardin (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pulpboard or fibreboard*, from Snowflake, Ariz.; Missoula, Mont.; and Wallula, Wash., to Lakeville, Mich., for 180 days. SUPPORTING SHIPPER: Menasha Corporation, P.O. Box 367, Neenah, Wis. 54956 (Edward F. Fetzner, Corporate Traffic Analyst). SEND PROTESTS TO: District Supervisor John E. Ryden, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 51146 (Sub-No. 379 TA), filed June 12, 1974. Applicant: SCHNEIDER TRANSPORT, INC., P.O. Box 2298,

Green Bay, Wis. 54306. Applicant's representative: Neil A. DuJardin (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pulpboard or fibreboard*, from Fernandina Beach, Jacksonville, Panama City, and Port St. Joe, Fla.; Augusta, Brunswick, Cedar Springs, Clyattville, Krannert, Macon, Mead, Port Wentworth, Rome, Savannah, and Valdosta, Ga.; Plymouth, Roanoke Rapids, and Sylva, N.C.; Georgetown and Hartsville, S.C.; Big Island, Hopewell, and West Point, Va., to Greensburg, Pa., for 180 days. SUPPORTING SHIPPER: Menasha Corporation, P.O. Box 367, Neenah, Wis. 54956 (Edward F. Fetzner, Corporate Traffic Analyst). SEND PROTESTS TO: District Supervisor John E. Ryden, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 78400 (Sub-No. 38 TA), filed June 12, 1974. Applicant: BEAUFORT TRANSFER COMPANY, Gerald, Mo. 63037. Applicant's representative: Thomas F. Kilroy, 6914 Conservation Dr., Springfield, Va. 22153. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Charcoal, charcoal briquettes, lighter fluid, hickory chips, and grill liners*, from the facilities utilized by Husky Industries at or near Branson, Mo., to St. Louis, Mo., for 90 days. SUPPORTING SHIPPER: Husky Industries, Inc., 62 Perimeter Center East, Atlanta, Ga. 30346. SEND PROTESTS TO: District Supervisor J. P. Werthmann, Interstate Commerce Commission, Bureau of Operations, Room 1565, 210 N. 12th Street, St. Louis, Mo. 63101.

NOTE.—Applicant will interline at St. Louis, Mo., with motor common carriers operating beyond that point.

No. MC 101053 (Sub-No. 9 TA), filed June 12, 1974. Applicant: DRY BULK TRANSPORT, INC., R.D. No. 4, Marietta, Ohio 45750. Applicant's representative: Paul F. Beery, 8 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal and coke*, in bulk, in dump vehicles, from Cresap, W. Va., to Sebree, Ky., for 180 days. SUPPORTING SHIPPER: Mountaineer Carbon Plant, P.O. Box 570, Moundsville, W. Va. 26041. Attention: Wayne Ward, Traffic Manager. SEND PROTESTS TO: H. R. White, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 3108 Federal Office Building, 500 Quarrier Street, Charleston, W. Va. 25301.

No. MC 108207 (Sub-No. 394 TA), filed June 11, 1974. Applicant: FROZEN FOOD EXPRESS, INC., 318 Cadiz Street, Mailing Address: P.O. Box 5888, Dallas, Tex. 75222. Applicant's representative: J. B. Ham (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Molding compounds, granulated resin, and liquid plastics*, from Los Angeles, Calif.; to Dallas

and Brownsville, Tex.; Norfolk, Nebr.; and Cleveland, Ohio, for 180 days. SUPPORTING SHIPPER: Furane Plastics, Inc., Subsidiary of M & T Chemicals, Inc., 5121 San Fernando Road West, Los Angeles, Calif. 90039. SEND PROTESTS TO: District Supervisor Gerald T. Holland, Interstate Commerce Commission, Bureau of Operations, 1100 Commerce Street, Room 13C12, Dallas, Tex. 75202.

No. MC 114194 (Sub-No. 174 TA), filed June 10, 1974. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. 62201. Applicant's representative: A. Bruce Fraser (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wheat flour*, in bulk, in tank vehicles, from Indianapolis, Ind., to points in Illinois, Iowa, Kentucky, Michigan, Missouri, Ohio, Tennessee, and Wisconsin, for 180 days. SUPPORTING SHIPPER: Herman Pekarek, Vice President, Transportation, Acme Evans Co-Division General Grain, Inc., Indianapolis, Ind. 46204. SEND PROTESTS TO: Harold C. Joffill, District Supervisor, Interstate Commerce Commission, Bureau of Operations, P.O. Box 2418, Springfield, Ill. 62705.

No. MC 117940 (Sub-No. 134 TA), filed June 10, 1974. Applicant: NATIONWIDE CARRIERS, INC., P.O. Box 104, Maple Plain, Minn. 55359. Applicant's representative: Donald L. Stern, Suite 530, Univac Building, 7100 W. Center Road, Omaha, Nebr. 68106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products and vehicle body sealer or sound deadener compound, and related advertising materials and supplies* when shipped therewith (except commodities in bulk), from Congo, W. Va.; Emlenton and Farmers Valley, Pa., to points in Wisconsin, for 180 days. SUPPORTING SHIPPER: Quaker State Oil Refining Corporation, P.O. Box 989, Oil City, Pa. 16301. SEND PROTESTS TO: A. N. Spath, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 414 Federal Building & U.S. Court House, 110 S. 4th Street, Minneapolis, Minn. 55401.

No. MC 133035 (Sub-No. 21 TA), filed June 12, 1974. Applicant: DILTS TRUCKING, INC., Route 1, Crescent, Iowa 51526. Applicant's representative: Donald L. Stern, Suite 530, Univac Building, 7100 West Center Road, Omaha, Nebr. 68106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Urea*, in bulk or in bags, from the plantsite and storage facilities of Cooperative Farm Chemicals Association at or near Lawrence, Kans., to points in Colorado, Iowa, Nebraska, Missouri, Texas, Oklahoma, Illinois, Minnesota, North Dakota, South Dakota, and Wyoming, for 180 days. SUPPORTING SHIPPER: Farmland Industries, Inc., Charles D. Rosas, Supervisor, Transportation Service, P.O. Box 7305, Kansas City, Mo. 64116. SEND PROTESTS TO: Carroll Russell, District

Supervisor, Interstate Commerce Commission, Bureau of Operations, Suite 620, Union Pacific Plaza Building, 110 North 14th Street, Omaha, Nebr. 68102.

No. MC 134323 (Sub-No. 63 TA), filed June 12, 1974. Applicant: JAY LINES, INC., 720 North Grand, Amarillo, Tex. 79105. Applicant's representative: Gailyn Larsen, 521 So. 14th Street, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Furnaces and parts and accessories therefor*, from Blackville and Williston, S.C., to Effingham, Ill., for 180 days. SUPPORTING SHIPPER: John Russo, Director, Physical Distribution, Fedders Corporation, Woodbridge Avenue, Edison, N.J. 08817. SEND PROTESTS TO: Haskell E. Ballard, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Box H-4395 Herring Plaza, Amarillo, Tex. 79101.

No. MC 134477 (Sub-No. 68 TA), filed

June 12, 1974. Applicant: SCHANNO TRANSPORTATION, INC., 5 West Mendota Road, West St. Paul, Minn. 55118. Applicant's representative: Thomas D. Fischbach (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, 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 commodities in bulk), from Elaine, Minn., to Newark, N.J.; Port Newark, N.J.; Elizabeth, N.J.; and New York City, N.Y., for 180 days. SUPPORTING SHIPPER: Weinstein International Corp., 5738 Olson Highway, Minneapolis, Minn. 55422. SEND PROTESTS TO: A. N. Spath, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 414 Federal Building & U.S. Court House, 110 South 4th Street, Minneapolis, Minn. 55401.

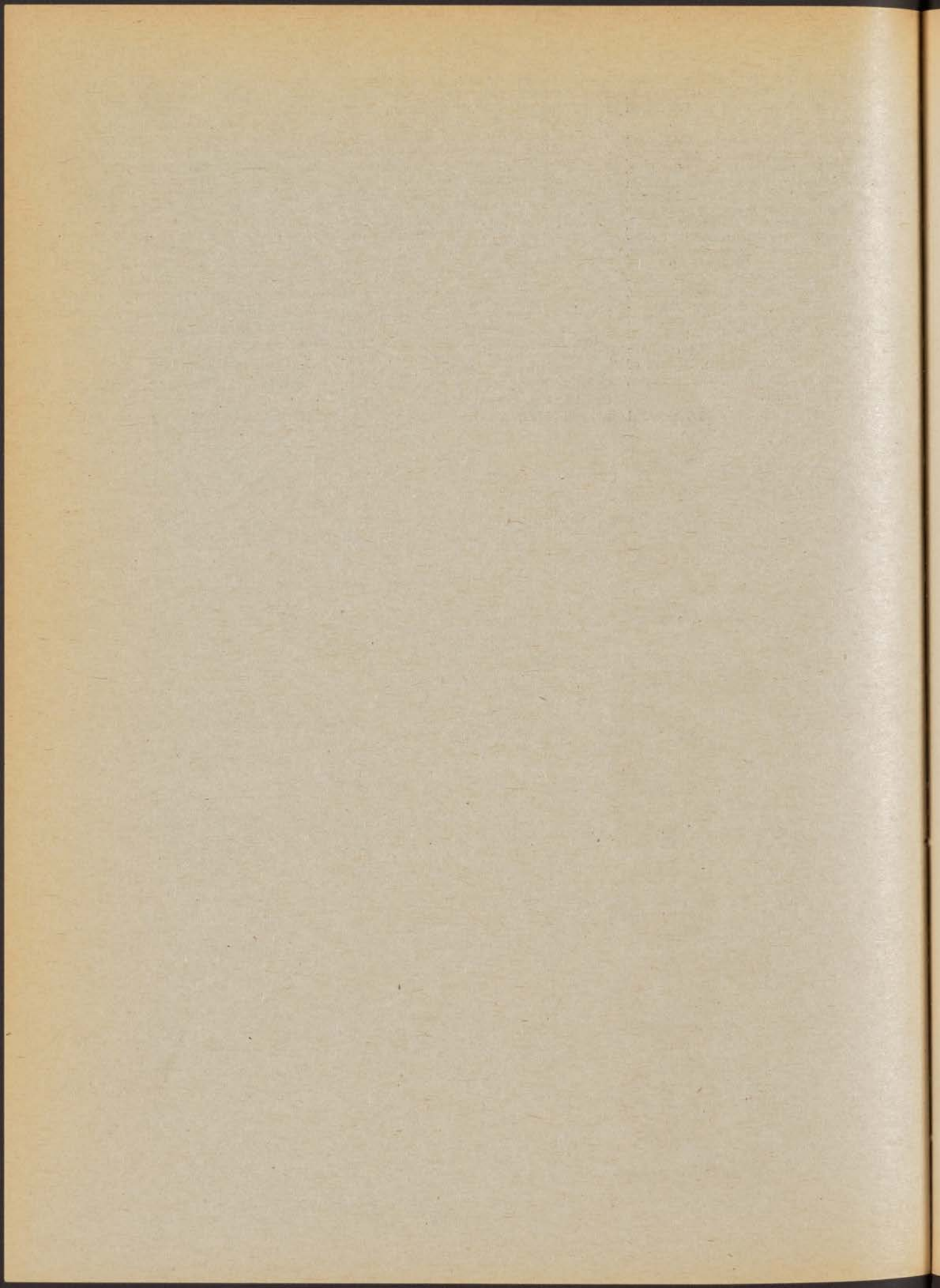
No. MC 134755 (Sub-No. 37 TA), filed June 12, 1974. Applicant: CHARTER EXPRESS, INC., 1959 East Turner, Springfield, Mo. 65804. Applicant's representative: Warren H. Sapp, Suite 910 Fairfax Building, 101 W. Eleventh Street, Kansas City, Mo. 65105. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products* (except in bulk), from Carthage, Mo., to Richmond, Va., for 180 days. SUPPORTING SHIPPER: Safeway Stores, Incorporated, 5725 East 14th Street, Oakland, Calif. 94660. SEND PROTESTS TO: John V. Barry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 600 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

By the Commission.

[SEAL]

ROBERT L. OSWALD,
Secretary.

[FR Doc.74-14910 Filed 6-27-74; 8:45 am]



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PART II



ENVIRONMENTAL PROTECTION AGENCY

■

IRON AND STEEL MANUFACTURING POINT SOURCE CATEGORY

Effluent Guidelines and Standards

Title 40—Protection of the Environment
CHAPTER I—ENVIRONMENTAL
PROTECTION AGENCY

SUBCHAPTER N—EFFLUENT GUIDELINES AND
STANDARDS

PART 420—IRON AND STEEL MANU-
FACTURING POINT SOURCE CATEGORY

On February 19, 1974, notice was published in the FEDERAL REGISTER (39 FR 6484) that the Environmental Protection Agency (EPA or Agency) was proposing effluent limitations guidelines for existing sources and standards of performance and pretreatment standards for new sources within the by-product coke subcategory, beehive coke subcategory, sintering subcategory, blast furnace (iron) subcategory, blast furnace (ferromanganese) subcategory, basic oxygen furnace (semiwet air pollution control methods) subcategory, basic oxygen furnace (wet air pollution control methods) subcategory, open hearth furnace subcategory, the electric arc furnace (semiwet air pollution control methods) subcategory, electric arc furnace (wet air pollution control methods) subcategory, vacuum degassing subcategory, and the continuous casting subcategory of the iron and steel manufacturing category of point sources.

The purpose of this notice is to establish final effluent limitations guidelines for existing sources and standards of performance and pretreatment standards for new sources in the iron and steel manufacturing category of point sources, by amending 40 CFR Chapter I, Subchapter N, to add a new Part 420. This final rulemaking is promulgated pursuant to sections 301, 304 (b) and (c), 306 (b) and (c) and 307(c) of the Federal Water Pollution Control Act, as amended, (the Act); 33 U.S.C. 1251, 1311, 1314 (b) and (c), 1316 (b) and (c) and 1317(c); 86 Stat. 816 et seq.; Pub. L. 92-500. Regulations regarding cooling water intake structures for all categories of point sources under section 316(b) of the Act will be promulgated in 40 CFR Part 402.

In addition, the EPA is simultaneously proposing a separate provision which appears in the proposed rules section of the FEDERAL REGISTER, stating the application of the limitations and standards set forth below to users of publicly owned treatment works which are subject to pretreatment standards under section 307(b) of the Act. The basis of that proposed regulation is set forth in the associated notice of proposed rulemaking.

The legal basis, methodology and factual conclusions which support promulgation of this regulation were set forth in substantial detail in the notice of public review procedures published August 6, 1973 (38 FR 21202) and in the notice of proposed rulemaking for the by-product coke subcategory, the beehive coke subcategory, the sintering subcategory, the blast furnace (iron) subcategory, the blast furnace (ferromanganese) subcategory, the basic oxygen furnace (semiwet air pollution control methods) subcategory, the basic oxygen furnace (wet air pollution control methods) subcategory, the open hearth furnace subcategory, the electric arc furnace (semiwet air pollution control methods) sub-

category, electric arc furnace (wet air pollution control methods) subcategory, the vacuum degassing subcategory, and the continuous casting subcategory. In addition, the regulations as proposed were supported by two other documents: (1) The document entitled "Development Document for Proposed Effluent Limitations Guidelines and New Source Performance Standards for the Steel Making Segment of the Iron and Steel Manufacturing Point Source Category" (February 1974) and (2) the document entitled "Economic Analysis of Proposed Effluent Guidelines, the Integrated Iron and Steel Industry" (February 1974). Both of these documents were made available to the public and circulated to interested persons at approximately the time of publication of the notice of proposed rulemaking.

Interested persons were invited to participate in the rulemaking by submitting written comments within 30 days from the date of publication. Prior public participation in the form of solicited comments and responses from the States, Federal agencies, and other interested parties were described in the preamble to the proposed regulation. The EPA has considered carefully all of the comments received and a discussion of these comments with the Agency's response there-to follows.

(a) *Summary of comments.* The following responded to the request, in the preamble to the proposed regulation, for written comments: American Iron and Steel Institute; Ford Motor Company; Allied Chemical Corporation; National Steel Corporation; Republic Steel Corporation; Inland Steel Company; State of Colorado, Department of Public Health; State of New York, Department of Environmental Conservation; The Alabama Conservancy; Western Reserve Economic Development Agency; United States Water Resources Council; the Effluent Standards and Water Quality Information Advisory Committee; United States Steel Corporation; and the Youngstown Sheet and Tube Company.

Each of the comments received was carefully reviewed and analyzed. The following is a summary of the significant comments and the Agency's response to them.

(1) A comment was made to the effect that although the Development Document, discussion under the byproducts coke subcategory recognizes that significantly larger volumes of ammonia liquor are generated by the indirect ammonia recovery method when compared with the more widely used semi-direct ammonia recovery method, no variations from the proposed effluent limitations were permitted except for coke plants utilizing desulfurization units. The commenter recommended consideration of such a variation for coke plants which use indirect ammonia recovery methods.

The Agency has evaluated this suggestion and has concluded that the commenter has a valid point. Change No. 1 under part (b) describes the revision that has been made and the rationale.

(2) One commenter pointed out that the preamble to the proposed regulation indicated that these limitations were in-

tended to apply only to process waste waters and not to non-contact cooling waters but that the regulation itself does not so indicate.

The applicability section of each subpart has been revised to indicate that the limitations are applicable to the process waste waters related to the operation to which the limitations apply.

(3) One commenter pointed out that while the by-product coke plant BATEA and NSPC treatment schematics indicate the use of technology to reduce total nitrogen, the guidelines as proposed limit only ammonia and can thus be met without installing all of the treatment technology indicated as the basis for the limitations.

The regulations proposed (39 FR 6497 and 6498) were based on the projected capabilities of treatment systems which provided not only for ammonia removal but also for total nitrogen reduction. The Agency believes that the full treatment as indicated in the schematics is desirable. However, the Agency does not have a sufficient data base with which to establish a total nitrogen limit at this time.

(4) One commenter suggested that the biological denitrification process could very easily convert the sulfates, from the prior sulfide oxidation step, back to sulfides in the by-product coke Alternate II treatment system.

The information available to the Agency indicates that this will not occur to any significant extent. Nevertheless it is undesirable, and in many areas prohibited, to discharge directly from an anaerobic treatment system as indicated in the by-product coke (Alternate II), open hearth, and vacuum degassing subcategory treatment schematics for the BATEA level. Accordingly, a step aerator has been added to the treatment schematics to aerate the effluent before discharge and to oxidize sulfides should they be formed.

(5) A comment was made that BOD is not a pertinent parameter in that it was developed specifically for sanitary sewage effluents and that it should be deleted.

The proposed guidelines contained a limit for BOD₅ on by-product coke plant wastes. This test has been used for years to quantify the oxygen requirements of coke plant wastes and is decidedly applicable. However, on further review, the Agency has concluded that this limitation can be deleted. The guidelines contain limits on the parameters which contribute to the BOD₅ (except for sulfide at the BPCTCA level which economic considerations precluded the provision of a means to control) and thus the limitation on BOD₅ was concluded to be redundant.

(6) One commenter presented several frequency distribution curves on pollutant concentrations and suggested that the limits for "daily maximum" and "30 consecutive day" values for some pollutant parameters should be increased.

The Agency has re-evaluated the data available and has revised the regulation as indicated in Change No. 6.

(7) Comments were received to the effect that the proposed New Source Per-

formance Standards (NSPS) are based on the immediate use of technology which cannot be described as Best Available Demonstrated Control Technology (BADCT).

The Agency has re-evaluated the data available and has revised the regulation as indicated in Change No. 6.

(7) Comments were received to the effect that the proposed New Source Performance Standards (NSPS) are based on the immediate use of technology which cannot be described as Best Available Demonstrated Control Technology (BADCT).

The Agency has reviewed the information available and believes that the commenter has a valid point with respect to the immediate application of technology for biological denitrification. Change No. 7 describes the revision made and the rationale.

(8) Comments have been received to the effect that alkaline chlorination is an undesirable treatment technology to apply to coke plant wastes because of its tendency to increase the toxicity of the refractory organic compounds present.

This effect has been recognized and was the basis for including carbon adsorption as a part of the BATEA and NSPS treatment schematics in systems based on chlorination of by-product coke plant and blast furnace wastes. Carbon adsorption is considered to achieve its greatest effectiveness in adsorbing chlorinated organics and carbon adsorption is considered the most efficient means for the removal of same. The problem arises in that the limitations can be achieved without installing the activated carbon portion of the envisioned systems.

The use of carbon adsorption is intended as part of the treatment system of plants using alkaline chlorination. However, other means may be used to remove the chlorinated organics; or such treatment can be deleted if no problem is found to exist. The Agency does not have sufficient information with which to establish limitations on chlorinated organics at this time. A limitation may be established in the future, if necessary.

(9) A comment was received to the effect that the fluoride ion solubility exceeds the theoretical rate when carbon dioxide is present and that 30 mg/l is the best treatment attainable based on commenter's survey.

The recommended treatment technology to achieve BATEA limitations involves the addition of lime which converts any carbon dioxide in the system to calcium carbonate, keeping this potential interference from affecting the fluoride solubilities, and allowing maximum precipitation of solid calcium fluoride.

(10) One comment inferred that the flow rate of 209 l/kg (50 gallons per ton) for the Basic Oxygen Furnace (BOF)—Wet Subcategory was developed in part from one dry system, one non-combustion off gas (OG) system which uses less water than an open hood combustion type system, and one system for which flows were estimated from design data and in which the actual flows are approximately twice design (to avoid

plugging problems). Further, the commenter stated "that the water use rate on existing BOF's has to be evaluated on an individual basis * * *". The commenter followed with a listing of many factors that should be considered.

The commenter apparently did not recognize the division of BOF systems into two subcategories, i.e. those using semi-wet air pollution control methods (Subpart F) and those using wet air pollution control methods (Subpart G). Two of the five systems visited and sampled (plants R and U) were used as a basis for developing the limitations for Subpart F and three of the systems were used as a basis for developing the limitations for Subpart G.

The information in the Development Document clearly indicates that plants R and U are semi-wet systems and should be evaluated separately relative to the "no discharge" limitations of Subpart F. The "dry precipitator" system referred to by the commenter is a semi-wet system which was recycling water at the rate of 542 l/kg (130 gallons per ton), but the system is operated as a closed system with no discharge.

The three wet systems studied and sampled (plants S, T, and V) included one OG system and two combustion type systems. The OG system, which supposedly uses less water, was recirculating water at the rate of 4254 l/kg (1020 gallons per ton), i.e. a higher rate than for the other two systems. Even so, this plant was operating with a blowdown rate of 217.7 l/kg (52.2 gallons per ton). Plant V was designed for a blowdown rate of 137.6 l/kg (33 gallons per ton). The commenter contends that the system must be operated at twice this blowdown rate to avoid plugging problems, but other information available to the Agency indicates that the actual rate is less than 250.3 l/kg (60 gallons per ton) and also that the plugging problems resulted not from operating the BOF scrubber portion of this multi-purpose system at the design rate, but due to problems in the other part of the system. The use of excessive blowdown to compensate for a problem from an external source does not justify this blowdown rate even for this plant, much less for all other wet BOF shops.

(11) Comments have been received to the effect that the effluent limitations guidelines should specify the net loads to be discharged rather than absolute loads.

The effluent limitations have generally been developed on a gross or absolute basis. However, the Agency recognizes that in certain instances pollutants will be present in navigable waters which supply a plant's intake water in significant concentrations which may not be removed to the levels specified in the guidelines by the application of treatment technology contemplated by BPCTCA.

Accordingly, the Agency is currently developing amendments to its NPDES permit regulations (40 CFR Part 125) which will specify the situations in which the Regional Administrator may allow a credit for the pollutants present in a plant's intake waters. The regulations

will be proposed for public comment in the near future.

(12) A comment was received to the effect that by-product coke plant waste water volumes (per unit of production) will be increasing in the future rather than decreasing, as the BPCTCA and BATEA limitations indicate, due to increasing restrictions on disposal of wastes by use in coke quenching and due to increased requirements for the installation of wet air pollution control methods.

The limitations were developed on the basis of the treatment of all process waste waters produced, and hence will not be affected by restrictions on the use of waste waters for coke quenching. The limitations were also developed on the basis that there would be no effluent from the coke quenching operation to be treated. The data available to the Agency indicates that the quench waters are not significantly contaminated in that use and can be recycled to extinction. Foul effluents from this operation appear to originate with the use of foul wastes as the quench medium. The limitations do not make allowance for waste waters from wet air pollution control systems, other than desulfurization units, and if such systems are developed and employed, an individual or case by case determination will need to be made as to the added waste load to allow until such time that the limitations can be revised to reflect the changing conditions.

(13) Comments were received to the effect that the recycling of blast furnace scrubber waste waters with the very limited amount of blowdown allowed would in all probability adversely affect blast furnace operations and would, therefore, not be practical.

Five iron making blast furnace systems were sampled and studied for the purpose of developing these limitations. One of these was treating its waste waters and discharging "once through" with no attempt to recycle. The other four plants were operating recycle systems. Three of these were discharging at a rate less than the 521.4 l/kg (125 gallons per ton) basis used in establishing the limitations and the fourth had no discharge. The latter plant could not be adequately evaluated because the company failed to supply requested data. However, the Agency believes that the other three recycle systems provide adequate verification that iron making blast furnace recycle systems can achieve the flow rates on which these limitations are based.

(14) A comment was made to the effect that the proposed limitations for sinter plants were developed from data from a plant using wet dust control methods only at the discharge end and that no limitations should be established until a study and analysis has been made of a plant which uses wet gas cleaning systems on both the windbox and the deduster.

The limitations were developed on the basis of the data from a plant which uses wet scrubbers on both operations. Confusion on this point probably resulted from the incorrect identification of figures in the Development Document.

(15) A comment was made to the effect that BATEA limitations should in-

clude a limit on total cyanides, in addition to, or in place of, a limit on only those cyanides amenable to chlorination.

Since the effluent limitations for BPC-CTCA are based on demonstrated treatment technologies, and since data on the total cyanide removal capabilities of those technologies is available, such limitations could be and were developed for total cyanides.

However, the BATEA limitations are based on the destruction of only the simple or free (and most toxic) cyanides rather than total cyanides. The degree of destruction of free cyanides via alkaline chlorination and break point chlorination is known, and provides a basis for establishing limits on cyanides amenable to chlorination. The effect of these treatments upon the less toxic cyanide complexes is difficult to evaluate at this time. Additional information will be required before limitations based on total cyanides can be established for the BATEA technologies.

(16) One commenter stated that it is not explained how the data presented demonstrates that the factors of age and size have been considered and further states that the commenter believes the Agency is erroneous in concluding that these factors do not require subcategorization on this basis.

The Agency has subdivided the steel making segment primarily along operational lines because the waste water volumes and pollutant parameters vary with the type of operation being conducted. In addition, the processes reflect the age of the technology employed. Subcategorization of coke making by the older beehive and the newer by-product operations and steel making by the older open hearth and the newer basic oxygen and electric arc furnace operations is indirectly subcategorization by age.

The treatment technology to be applied is primarily a function of the pollutants present and hence is a function of the type of operation conducted. The type of pollutants present is not a function of the age or size of the operating facility. Land availability for application of the treatment technology is not a function of size or age since many new as well as old mills are limited on the area available for installation of treatment facilities and vice versa. The same can be said with respect to size. Many of the older mills have better treatment than some of the newer ones and vice versa. The treatment technologies proposed do not require large land areas and in addition alternatives are available to those facilities which do have a land availability problem.

The limitations are primarily a function of the kinds of pollutants present, the unit volume of wastes that must be discharged, and the capabilities of the applicable treatment technology. All of these factors relate to the type of operation conducted and not to the size or age of the facility.

(17) One comment was received to the effect that the limitations for sinter plants were based on only one plant because the water systems at the other

plants visited were so intricate as to make separate identification of the unit raw waste and unit effluent loads from the sintering operation obscure, yet the plant used as a basis for the limitations was also intricate.

A total of four sinter plant operations were visited during the industry study. The plant used as a basis for the limitations received some input from the blast furnace system but, by comparison to the other plants, was relatively straight forward and the data was considered representative and capable of being adequately interpreted.

(18) A comment was received objecting to the large energy consumption required to provide cyanide destruction via alkaline chlorination, especially since the commenter assumed that this process is applicable only to waste streams which have been raised to elevated temperatures.

The BATEA cyanide limitations do not require additional heating of waste streams over and above the temperatures normally encountered. The one blast furnace operation surveyed which was utilizing alkaline chlorination achieved low concentrations of cyanides in the treated effluent without additional heating. Moreover, the BATEA cyanide limitation is specifically based upon cyanides amenable to chlorination, rather than total cyanides, for reasons cited above. This commenter has previously contended that chlorination is not effective in destroying complex cyanides except at elevated temperatures. This does not apply to the simple cyanides, i.e., the cyanides amenable to chlorination, to which the BATEA and NSPS limitations apply.

(19) One commenter stated that his best engineering judgment indicated that the Agency's cost estimates are one-third to one-half of the true cost of constructing the proposed facilities.

The costs likely to be incurred at any location are included but costs for unusual conditions that may occur at a specific location were not included. Thus normal excavation costs were included, but costs for blasting, which may or may not be required at a specific location, were not. Costs include only the instruments related to control of pH and fluoride on which limitations have been set. Other instruments frequently are installed but this is a matter of choice and the result of weighing the added convenience and perhaps reduced operating labor costs against the relatively insignificant increased capital cost. Costs for supporting utility requirements were so small in most instances that in fact no additional capacity would need to be constructed. This would obviously reduce the excess capacity available to the plant. If the excess utility capacity at a particular mill is so marginal that additional capacity must be added to handle the new load, then in all probability the added facilities will be much larger than the new load requires and thus most of the costs will be related to providing reserve capacity and flexibility which the plant did not previously have. In addition, the costs, even as projected by

the commenter, are a very small part of the revenues generated by the operations and a very small part of the necessary costs of conducting these operations.

(20) One commenter states that the study (in addressing the energy requirements of the proposed regulations) completely overlooked the fact that the major energy demand is steam for operation of the treatment systems and for maintaining effective operating temperatures in biological treatment systems, etc.

Item (iv) of the preamble to the proposed regulation (39 FR 6492) did in fact refer only to the added electrical energy requirements. However, both the electrical and the thermal energy requirements have been reviewed. It is estimated that the annual electrical and thermal energy requirements to achieve these limitations will be less than 1.5 percent and less than 0.00002 percent respectively of the electrical and thermal energy used by the steel industry in 1972.

(21) One commenter inferred that waste water recycle is an "in-process" control and as such cannot be defined as BPCTCA unless it is normal practice in the industry.

In-process controls are changes in the operating process itself such that a substitution of one process for another will alter, reduce, or eliminate the raw waste loads produced, or render them less objectionable, or more amenable to treatment. In-process controls, which are in use by the average of the best facilities, as well as end-of-pipe treatment, can be used as the basis for establishing the BPCTCA limitations.

However, recycle is not an "in-process" control in this context in that it is the addition of facilities, usually at the outlet of a once through treatment facility, which permits the effluent to be recycled back to a scrubber system and does not require a change in the process or the scrubber system itself.

(22) One commenter stated that the biological oxidation process will partially oxidize most of the thiocyanates present to ammonia and hence recommended that the ammonia limit for by-product coke plants, using treatment Alternate II to achieve the BPCTCA limitations, be doubled.

Neither the data available to the Agency nor the reference materials studied indicate that this change would be justified. The biological system studied and sampled showed a reduction in ammonia as a result of treatment. The plant was not achieving the ammonia limitation proposed but this plant was not employing the ammonia removal step ahead of the biological system as proposed in the treatment schematic.

(23) One commenter stated that "the economic impact of the proposed effluent limitations guidelines upon the steel industry has been grossly underestimated by EPA."

The Agency believes that the EPA economic impact analysis report has assessed the magnitude of the potential economic impact as accurately as possible based on the cost estimates provided by the industry study contractor. This

issue is addressed further under the discussion of economic impact.

(24) One commenter has claimed that the proposed guidelines will result in the loss of 12,000 jobs from the steel employment in the Mahoning River Valley region. Furthermore, the commenter asserts that "there is ample justification for adding to the guidelines a subcategory based on the age of the facility."

The Agency has analyzed subcategorization on the basis of age per se and has concluded that such subcategorization is not appropriate (see comment #16).

The Agency intends to secure and evaluate additional information on possible economic impacts in this region as discussed under "(c) Economic Impact" and would consider revision of the regulations if the information appears to warrant this action.

(25) One comment was received to the effect that ranges of numbers (limitations) should be specified rather than specific limitations.

The Agency considers that the limitations already represent ranges, taking into account differences in processes used and other factors. Subcategorization has been used to take these factors into account with different limitations for each subcategory. Within subcategories, exceptions to the limitations have been provided where appropriate, thus constituting a range. Each numerical limitation represents a maximum value over a given period of time. This, in effect, represents a range from zero up to the specific limitation.

(26) One commenter stated generally, and with regard to individual subcategories, that the Agency had failed to specify factors to be taken into account by the permitting authority in establishing effluent limitations for individual permits, and that the Agency had erroneously established national applicable effluent limitations.

Section 304(b)(1)(B) of the Act provides for "guidelines" to implement the uniform national standards of section 301(b)(1)(A). Thus, Congress recognized that some flexibility was necessary in order to take into account the complexity of the industrial world with respect to the practicability of pollution control technology. In conformity with the Congressional intent and in recognition of the possible failure of these regulations to account for all factors bearing on the practicability of control technology, it was concluded that some provision was needed to authorize flexibility in the strict application of the limitations contained in the regulation where required by special circumstances applicable to individual dischargers. Accordingly, a provision allowing flexibility in the application of the limitations representing best practicable control technology currently available has been added to each subpart, to account for special circumstances that may not have been adequately accounted for when these regulations were developed.

(27) One commenter suggested that since new source performance standards are not specifically required by an outstanding court order concerning the ef-

fluent limitations guidelines, regulations for new sources for this industry should be dropped until a later time.

Section 306(b)(1)(B) of the Act provides for establishment of standards of performance for new sources within specified time frames. It is the opinion of the Agency that sufficient information is available on which to base a definition of best available demonstrated technology for new sources. Moreover, effluent limitations for new sources for some subcategories have been changed as a result of a reassessment of technologies with regard to adequacy of demonstration and availability to new sources for application in the immediate future.

(28) One commenter also expressed concern about the Agency's concentration on exemplary plants, questioning the representativeness of the plants studied, as well as the application of transfer technologies.

In establishing subcategories and setting effluent limitations the Agency specified the factors to be considered, such as type of operation and nature of pollutants discharged, and considered how these factors would be applied in identifying the amount of pollutant reduction attainable by particular subcategories of the industry. The resulting limitations identify specifically the amount of pollutant reduction attainable, in accordance with the provisions of section 304(b)(1)(A). The Act did not intend that factors should be described generally and then applied on a case by case basis to specific plants. Such an interpretation would be contrary to the intention of the Congress that national standards be established.

The determination of what constitutes "best practicable" technology for many industries involves, at first, a general review of the industry to determine the best technologies being practiced in the industry. Then, after closer review and investigation of these technologies, the "best practicable" technology is assessed as the average of the best, though not necessarily the best technology, after taking into account information relating to other factors spelled out in the Act.

In those industries where present treatment is uniformly inadequate, a higher degree of treatment than is presently practiced may be required based on a comparison with existing treatment for similar wastes in other industries or other subcategories of the same industry. Factors for determining the "best available" technology are similar except that rather than assessing the average of the best, the focus would be on the very best technology currently in use or demonstrably achievable.

Under this analysis of the statutory standard, it is the opinion of the Agency that it is not necessary that "best practicable" technology be currently in use as a single treatment. As applied to this industry, the methodology employed resulted in sufficient data to support the resulting limitations, and is completely consistent with the statutory requirements.

(b) *Revision of proposed regulations prior to promulgation.* As a result of public comments and continuing review and evaluation of the proposed regulation by the EPA, the following changes have been made in the regulation.

(1) Sections 420.12, 420.13, and 420.15 have been revised to include a provision for increased waste loads from by-product coke from plants using the indirect ammonia recovery process. This process produces 375.4 l/kg (90 gallons per ton) more weak ammonia liquor than the semi-direct system on which the proposed guidelines were based. This increase in WAL volume is partially offset by reductions in other waste sources. These reductions are related to the absence of final coolers and of barometer condensers associated with the operation of crystalizers. The provision added to § 420.12 allows for a 30 percent increase in waste loads corresponding to an increase in waste water volume from 730 to 938 l/kg (175 to 225 gallons per ton). The provisions added to §§ 420.13 and 420.15 allow for a 70 percent increase in waste loads corresponding to an increase in waste water volume from 417 to 709 l/kg (100 to 170 gallons per ton). The reduction in waste volume from BPCTCA to BATEA of 730 to 417 l/kg (175 to 100 gallons per ton) on the semi-direct systems is accomplished by cooling and recycling the barometric condenser waters. Since the indirect ammonia systems use less barometric condenser water the opportunities for reduction here are less and the reduction in waste water volume from BPCTCA to BATEA is less for the indirect ammonia plants, i.e., from 938 l/kg to 709 l/kg (225 gallons per ton to 170 gallons per ton). Approximately 15 percent of the by-product coke plants use the indirect ammonia recovery process.

(2) The applicability section of each subpart has been revised to indicate that the limitations are applicable to the process waste waters related to the operation to which the limitations apply.

(3) The Agency has continued to review the limitations proposed for the Blast Furnace (Ferromanganese) Subcategory. Several iron making blast furnaces have been successfully retro-fitted with recycle systems and the ferromanganese furnace visited was recycling the scrubber waters with no blowdown as such although there was an appreciable amount of water leaving the system in the filter cake (74 percent moisture) and as entrainment in the gas stream. However, there is no ferromanganese furnace practicing recycle of the cooler system effluents. Since the Agency is of the opinion that these systems can be recycled (as iron making blast furnaces are already doing) and since there is no system to sample at this time as a basis for the development of limitations, it has been necessary to base the limitations on the results of a detailed study of the once-through cooler system sampled and its associated scrubber recycle system. The study for this industry was made by a consulting engineering firm with many years of industrial water treatment system design experience and a reservoir of

water chemistry expertise. Nevertheless in recognition of the projected nature of the limitations the agency has revised the BPCTCA limitations as follows:

	Proposed (30 FR 6500, 6501) kg/kg or lbs/1000 lbs.	Promulgated Herein kg/kg or lbs/1000 lbs.
TSS.....	.1043	.1043
Cyanide.....	0.0312	.1563
Phenol.....	0.0042	.0208
Ammonia.....	0.2086	.5212

These are the "30 consecutive day" limitations. The maximum values for any one day have been increased to three times these amounts. The BATEA limitations remain as proposed.

(4) It is undesirable, and in many areas prohibited, to discharge directly from an anaerobic treatment system as indicated in the by-product coke (Alternate II), open hearth, and vacuum degassing subcategory treatment schematics for the BATEA level. Accordingly a step aerator has been added to the treatment schematics to aerate the effluent before discharge and to oxidize sulfides should they be formed in the anaerobic step.

(5) The proposed guidelines contained a limit for BOD₅ on by-product coke plant wastes. This test has been used for years to quantify the oxygen requirements of coke plant wastes. However, on further review, the Agency has concluded that this limitation can be deleted. The guidelines contain limits on the parameters which contribute to the BOD₅ (except for sulfide at the BPCTCA level which economic considerations precluded the provision of a means to control) and thus the limitation on BOD₅ was concluded to be redundant.

(6) As a precaution against the daily maximum limitations being violated on an intolerably frequent basis, the daily maximum limitations have been increased to three times the values permitted on the "30 consecutive day" basis. Higher daily limits should not result in significantly increased waste loads discharged since the same thirty day values must still be achieved. The daily limits allow for normal daily fluctuations in a well designed and well operated plant, but are intended to be below those values that could result from severe upsets such as may result from equipment malfunctions.

(7) The technologies on which the NSPS limitations were based have been further reviewed. In consideration of the nature of the biological denitrification process and that it has been demonstrated full scale only on municipal wastes and other types of industrial wastes, but not on steel industry wastes, the nitrate limitation has been deleted from the NSPS for the open hearth and vacuum degassing subcategories. The limitations of the by-product coke subcategory can still be achieved by the alkaline chlorination and breakpoint chlorination process and is not affected by this change. The alkaline chlorination process is being used full scale on blast

furnace wastes and thus is considered transferable to the very similar coke plant wastes. Breakpoint chlorination has been broadly applied for many years in the treatment of drinking water supplies. Its application following alkaline chlorination is considered not to be significantly different from its application to the treatment of drinking water supplies.

(8) The BATEA and NSPS limitation for suspended solids for the by-product coke and blast furnace subcategories was initially set on the basis of the need to filter the influent of the carbon columns envisioned as a part of the treatment schematics. This would reduce the TSS to the 10 mg/l level on which the limitation was based. However, treatment Alternate II (Biological) for by-product coke plants does not require filtration to operate properly. Clarification achieving a TSS level of 25 mg/l should be sufficient for a final step in this treatment alternate. The added cost of filtration cannot be justified by the relatively minor reduction in TSS load discharges achieved. The BATEA and NSPS suspended solids limitation has therefore been revised and is now based on 25 mg/l at the established flow rate.

(9) Section 304(b)(1)(B) of the Act provides for "guidelines" to implement the uniform national standards of section 301(b)(1)(A). Thus Congress recognized that some flexibility was necessary in order to take into account the complexity of the industrial world with respect to the practicability of pollution control technology. In conformity with the Congressional intent and in recognition of the possible failure of these regulations to account for all factors bearing on the practicability of control technology, it was concluded that some provision was needed to authorize flexibility in the strict application of the limitations contained in the regulation where required by special circumstances applicable to individual dischargers. Accordingly, a provision allowing flexibility in the application of the limitations representing best practicable control technology currently available has been added to each subpart, to account for special circumstances that may not have been adequately accounted for when these regulations were developed.

(c) *Economic impact.* The economic impact analyses conducted in conjunction with the development of the effluent limitations guidelines assessed the economic impact on an overall industry basis. It was necessary to restrict the analysis to this level due to the lack of (1) detailed estimates of the costs for effluent control for individual plants and (2) detailed financial information for individual plants as a basis for assessing the effects of these costs upon profitability.

The Agency is aware of the contention that these guidelines may result in large employment reductions in the multi-community Mahoning River Valley region of eastern Ohio as contrasted to situations where employment impacts are localized. The information which the

Agency presently has is not sufficient to support different requirements for this area, and thus the effluent limitations guidelines now being promulgated do not treat any region of the nation differently from other areas of the country. Companies contending that the effluent limitations guidelines will cause curtailment of operations and heavy unemployment in the Mahoning Valley area will have the opportunity to present detailed technical, cost and financial information to support this contention. The Agency will analyze this information and also will utilize its legal authority under section 308 of the Federal Water Pollution Control Act to obtain relevant cost and financial data for the affected plants.

This information will be used to determine whether revision of this regulation for the Mahoning Valley area is appropriate.

(d) *Cost-benefit analysis.* The detrimental effects of the constituents of waste waters now discharged by point sources within the steel making segment of the iron and steel manufacturing point source category are discussed in Section VI of the report entitled "Development Document for Effluent Limitations Guidelines for the Steel Making Segment of the Iron and Steel Manufacturing Point Source Category" (June 1974). It is not feasible to quantify in economic terms, particularly on a national basis, the costs resulting from the discharge of these pollutants to our Nation's waterways. Nevertheless, as indicated in Section VI, the pollutants discharged have substantial and damaging impacts on the quality of water and therefore on its capacity to support healthy populations of wildlife, fish and other aquatic wildlife and on its suitability for industrial, recreational and drinking water supply uses.

The total cost of implementing the effluent limitations guidelines includes the direct capital and operating costs of the pollution control technology employed to achieve compliance and the indirect economic and environmental costs identified in Section VIII and in the supplementary report entitled "Economic Analysis of Proposed Effluent Guidelines for the Integrated Iron and Steel Industry" (February 1974). Implementing the effluent limitations guidelines will substantially reduce the environmental harm which would otherwise be attributable to the continued discharge of polluted waste waters from existing and newly constructed plants in the iron and steel industry. The Agency believes that the benefits of thus reducing the pollutants discharged justify the associated costs which, though substantial in absolute terms, represent a relatively small percentage of the total capital investment in the industry.

(e) *Solid waste control.* Solid waste control must be considered. The waterborne wastes from the iron and steel industry may contain a considerable volume of metals in various forms as a part of the suspended solids pollutant. Best practicable control technology and best available control technology as they

are known today, require disposal of the pollutants removed from waste waters in this industry in the form of solid wastes and liquid concentrates. In some cases these are nonhazardous substances requiring only minimal custodial care. However, some constituents may be hazardous and may require special consideration. In order to ensure long term protection of the environment from these hazardous or harmful constituents, special consideration of disposal sites must be made. All landfill sites where such hazardous wastes are disposed should be selected so as to prevent horizontal and vertical migration of these contaminants to ground or surface waters. In cases where geologic conditions may not reasonably ensure this, adequate precautions (e.g., impervious liners) should be taken to ensure long term protection to the environment from hazardous materials. Where appropriate, the location of solid hazardous materials disposal sites should be permanently recorded in the appropriate office of the legal jurisdiction in which the site is located.

(f) *Publication of information on processes, procedures, or operating methods which result in the elimination or reduction of the discharge of pollutants.* In conformance with the requirements of Section 304(c) of the Act, a manual entitled, "Development Document for Effluent Limitations Guidelines and New Source Performance Standards for the Steel Making Segment of the Iron and Steel Manufacturing Point Source Category," is being published and will be available for purchase in the near future from the Government Printing Office, Washington, D.C. 20402, for a nominal fee.

(g) *Final rulemaking.* In consideration of the foregoing, 40 CFR Chapter I, Subchapter N is hereby amended by adding a new Part 420, Iron and Steel Manufacturing Point Source Category, to read as set forth below. This final regulation is promulgated as set forth below, and shall be effective July 28, 1974.

Dated: June 14, 1974.

RUSSELL E. TRAIN,
Administrator.

Subpart A—By-Product Coke Subcategory

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|--------|---|
| Sec. | |
| 420.10 | Applicability; description of the by-product coke subcategory. |
| 420.11 | Specialized definitions. |
| 420.12 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available. |
| 420.13 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology achievable. |
| 420.14 | [Reserved] |
| 420.15 | Standards of performance for new sources. |
| 420.16 | Pretreatment standards for new sources. |

Subpart B—Beehive Coke Subcategory

- | | |
|--------|---|
| Sec. | |
| 420.20 | Applicability; description of the beehive coke subcategory. |
| 420.21 | Specialized definitions. |
| 420.22 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available. |
| 420.23 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable. |
| 420.24 | [Reserved] |
| 420.25 | Standards of performance for new sources. |
| 420.26 | Pretreatment standards for new sources. |

Subpart C—Sintering Subcategory

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|--------|---|
| 420.30 | Applicability; description of the sintering subcategory. |
| 420.31 | Specialized definitions. |
| 420.32 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available. |
| 420.33 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable. |
| 420.34 | [Reserved]. |
| 420.35 | Standards of performance for new sources. |
| 420.36 | Pretreatment standards for new sources. |

Subpart D—Blast Furnace (Iron) Subcategory

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| 420.40 | Applicability; description of the blast furnace (iron) subcategory. |
| 420.41 | Specialized definitions. |
| 420.42 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available. |
| 420.43 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable. |
| 420.44 | [Reserved]. |
| 420.45 | Standards of performance for new sources. |
| 420.46 | Pretreatment standards for new sources. |

Subpart E—Blast Furnace (Ferromanganese) Subcategory

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| 420.50 | Applicability; description of the blast furnace (ferromanganese) subcategory. |
| 420.51 | Specialized definitions. |
| 420.52 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available. |
| 420.53 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable. |
| 420.54 | [Reserved]. |

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|--------|---|
| Sec. | |
| 420.55 | Standards of performance for new sources. |
| 420.56 | Pretreatment standards for new sources. |

Subpart F—Basic Oxygen Furnace (Semiwet Air Pollution Control Methods) Subcategory

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| 420.60 | Applicability; description of the basic oxygen furnace (semiwet air pollution control methods) subcategory. |
| 420.61 | Specialized definitions. |
| 420.62 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available. |
| 420.63 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable. |
| 420.64 | [Reserved] |
| 420.65 | Standards of performance for new sources. |
| 420.66 | Pretreatment standards for new sources. |

Subpart G—Basic Oxygen Furnace (Wet Air Pollution Control Methods) Subcategory

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| 420.70 | Applicability; description of the basic oxygen furnace (wet air pollution control methods) subcategory. |
| 420.71 | Specialized definitions. |
| 420.72 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available. |
| 420.73 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable. |
| 420.74 | [Reserved] |
| 420.75 | Standards of performance for new sources. |
| 420.76 | Pretreatment standards for new sources. |

Subpart H—Open Hearth Furnace Subcategory

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| 420.80 | Applicability; description of the open hearth furnace subcategory. |
| 420.81 | Specialized definitions. |
| 420.82 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available. |
| 420.83 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable. |
| 420.84 | [Reserved] |
| 420.85 | Standards of performance for new sources. |
| 420.86 | Pretreatment standards for new sources. |

Subpart I—Electric Arc Furnace (Semiwet Air Pollution Control Methods) Subcategory

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| 420.90 | Applicability; description of the electric arc furnace (semiwet air pollution control methods) subcategory. |
| 420.91 | Specialized definitions. |
| 420.92 | Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available. |

- Sec.
420.93 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.
420.94 [Reserved]
420.95 Standards of performance for new sources.
420.96 Pretreatment standards for new sources.

Subpart J—Electric Arc Furnace (Wet Air Pollution Control Methods) Subcategory

- 420.100 Applicability; description of the electric arc furnace (wet air pollution control methods) subcategory.
420.101 Specialized definitions.
420.102 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.
420.103 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.
420.104 [Reserved]
420.105 Standards of performance for new sources.
420.106 Pretreatment standards for new sources.

Subpart K—Vacuum Degassing Subcategory

- 420.110 Applicability; description of the vacuum degassing subcategory.
420.111 Specialized definitions.
420.112 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.
420.113 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.
420.114 [Reserved]
420.115 Standards of performance for new sources.
420.116 Pretreatment standards for new sources.

Subpart L—Continuous Casting Subcategory

- 420.120 Applicability; description of the continuous casting subcategory.
420.121 Specialized definitions.
420.122 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.
420.123 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.
420.124 [Reserved]
420.125 Standards of performance for new sources.
420.126 Pretreatment standards for new sources.

AUTHORITY: Secs. 301, 304 (b), (c), 306 (b), (c), 307(c), Federal Water Pollution Control Act, as amended (the Act) (33 U.S.C. 1251, 1311, 1314 (b), (c), 1316 (b), (c), 1317(c)); 86 Stat. 816 et seq.; Pub. L. 92-500.

Subpart A—By-Product Coke Subcategory

§ 420.10 Applicability; description of the by-product coke subcategory.

The provisions of this subpart are applicable to process waste water discharges resulting from the coke making operations conducted by the heating of coal in slot type ovens in the absence of air to produce coke.

§ 420.11 Specialized definitions.

For the purpose of this subpart:

(a) Except as provided below, the general definitions, abbreviations and methods of analysis set forth in 40 CFR Part 401 shall apply to this subpart.

(b) The term "cyanide A" shall mean those cyanides amenable to chlorination as described in 1972 *Annual Book of ASTM Standards*, 1972, standard D2036-72, Method B, page 553.

(c) The term "product" shall mean coke.

(d) The term "indirect ammonia recovery process" shall mean the production of concentrated ammonia liquor by scrubbing coke-oven gas with a counter-current water wash, rather than ammonia recovery utilizing a sulfuric acid ammonia absorber.

§ 420.12 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.

In establishing the limitations set forth in this section, EPA took into account all information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials, manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategory and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An individual discharger or other interested person may submit evidence to the Regional Administrator (or to the State, if the State has the authority to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such discharger are fundamentally different from the factors considered in the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or are not fundamentally different for that facility compared to those specified in the Development Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such

fundamentally different factors. Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limitations, or initiate proceedings to revise these regulations. The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available:

(a) Subject to the provisions of paragraphs (b) and (c) of this section and based upon the application of the best practicable control technology currently available the effluent quality required to be achieved under section 301(b)(1)(A) of the Act is as set forth in the following table:

Effluent characteristic	Effluent limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
Ammonia.....	.2736.....	.0912
Cyanide.....	.0657.....	.0219
Oil and Grease.....	.0327.....	.0109
Phenol.....	.0045.....	.0015
TSS.....	.1095.....	.0365
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
Ammonia.....	.2736.....	.0912
Cyanide.....	.0657.....	.0219
Oil and Grease.....	.0327.....	.0109
Phenol.....	.0045.....	.0015
TSS.....	.1095.....	.0365
pH.....	Within the range 6.0 to 9.0.	

(b) Application of the factors listed in section 304(b)(1)(B) will require variation from the effluent limitations set forth in this section for any point source subject to such effluent limitations for those coke plants utilizing desulfurization units. The limitations specified may be exceeded up to 15 percent by those facilities equipped with gas desulfurization units to the extent that such measured discharge is necessary by reason of the increased effluent volume generated by these facilities.

(c) Application of the factors listed in section 304(b)(1)(B) will require variation from the effluent limitations set forth in this section for any point source subject to such effluent limitations for those coke plants utilizing the indirect ammonia recovery process. The limitations specified in paragraph (a) of this section may be exceeded up to 30 percent by those facilities recovering ammonia by this technique, to the extent that such measured discharge is necessary by reason of the increased effluent volume generated by this process.

§ 420.13 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.

The following limitations establish the quantity of quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable:

(a) Subject to the provisions of paragraphs (b) and (c) of this section and based upon the application of the best available technology economically achievable, the effluent quality required to be achieved under section 301(b)(2)(A) of the Act is as set forth in the following table:

Effluent characteristic	Effluent limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
Cyanide A.....	.0003	.0001
Phenol.....	.0006	.0002
Ammonia.....	.0126	.0042
Sulfide.....	.0003	.0001
Oil and Grease.....	.0126	.0042
TSS.....	.0312	.0104
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
Cyanide A.....	.0003	.0001
Phenol.....	.0006	.0002
Ammonia.....	.0126	.0042
Sulfide.....	.0003	.0001
Oil and Grease.....	.0126	.0042
TSS.....	.0312	.0104
pH.....	Within the range 6.0 to 9.0.	

(b) Application of the factors listed in Section 304(b)(2)(B) will require variation from the effluent limitations set forth in this section for any point source subject to such effluent limitations for those coke plants utilizing desulfurization units. The limitations specified may be exceeded up to 25 percent by those facilities equipped with gas desulfurization units to the extent that such measured discharge is necessary by reason of the increased effluent volume generated by these facilities.

(c) Application of the factors listed in section 304(b)(2)(B) will require variation from the effluent limitations set forth in this section for any point source subject to such effluent limitations for those coke plants utilizing the indirect ammonia recovery process. The limitations specified in paragraph (a) of this section may be exceeded up to 70 percent by those facilities recovering ammonia by this technique, to the extent that such measured discharge is necessary by reason of the increased effluent volume generated by this process.

§ 420.14 [Reserved]

§ 420.15 Standards of performance for new sources.

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart:

(a) Subject to the provisions of paragraphs (b) and (c) of this section and based upon the application of the best available demonstrated control technology, processes, operating methods, or other alternatives, the effluent quality required to be achieved by new sources under section 306(e) of the Act is as set forth in the following table:

Effluent characteristic	Effluent limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
Cyanide A.....	.0003	.0001
Phenol.....	.0006	.0002
Ammonia.....	.0126	.0042
Sulfide.....	.0003	.0001
Oil and Grease.....	.0126	.0042
TSS.....	.0312	.0104
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
Cyanide A.....	.0003	.0001
Phenol.....	.0006	.0002
Ammonia.....	.0126	.0042
Sulfide.....	.0003	.0001
Oil and Grease.....	.0126	.0042
TSS.....	.0312	.0104
pH.....	Within the range 6.0 to 9.0.	

(b) Application of the factors listed in section 306(b)(1)(B) will require variation from the effluent limitations set forth in this section for any point source subject to such effluent limitations for those coke plants utilizing desulfurization units. The limitations specified may be exceeded up to 25 percent in the case of facilities equipped with gas desulfurization units to the extent that such measured discharge is necessary by reason of the increased effluent volume generated by these facilities.

(c) Application of the factors listed in section 304(b)(2)(B) will require variation from the effluent limitations set forth in this section for any point source subject to such effluent limitations for those coke plants utilizing the indirect ammonia recovery process. The limitations specified in paragraph (a) of this section may be exceeded up to 70 percent by those facilities recovering ammonia by this technique, to the extent that such measured discharge is necessary by reason of the increased effluent volume generated by this process.

§ 420.16 Pretreatment standards for new sources.

The pretreatment standards under section 307(c) of the Act for a source within the by-product coke subcategory,

which is a user of a publicly owned treatment works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the standard set forth in 40 CFR Part 128, except that, for the purpose of this section, 40 CFR 128.133 shall be amended to read as follows:

In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced into a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 420.15; provided that, if the publicly owned treatment works which receives the pollutants is committed, in its NPDES permit, to remove a specified percentage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant.

Subpart B—Beehive Coke Subcategory

§ 420.20 Applicability; description of the beehive coke subcategory.

The provisions of this subpart are applicable to process waste water discharges resulting from the coke making operations conducted by the heating of coal with the admission of air in controlled amounts for the purpose of producing coke. There are no by-product plants associated with the beehive operation.

§ 420.21 Specialized definitions.

For the purpose of this subpart:

(a) The general definitions, abbreviations and methods of analysis set forth in 40 CFR Part 401 shall apply to this subpart.

§ 420.22 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.

In establishing the limitations set forth in this section, EPA took into account all information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategory and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An individual discharger or other interested person may submit evidence to the Regional Administrator (or to the State, if the State has the authority to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such discharger are fundamentally different from the factors considered in the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or are not funda-

mentally different for that facility compared to those specified in the Development Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such fundamentally different factors. Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limitations, or initiate proceedings to revise these regulations. The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available; There shall be no discharge of process waste water pollutants to navigable waters.

§ 420.23 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.

The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable: There shall be no discharge of process waste water pollutants to navigable waters.

§ 420.24 [Reserved]

§ 420.25 Standards of performance for new sources.

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart: There shall be no discharge of process waste water pollutants to navigable waters.

§ 420.26 Pretreatment standards for new sources.

The pretreatment standards under section 307(c) of the Act for a source within the beehive coke subcategory, which is a user of a publicly owned treatment works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the standard set forth in 40 CFR Part 128, except that, for the purpose of this section, 40 CFR 128.133 shall be amended to read as follows:

In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced into a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 420.25; provided that, if the publicly owned treatment works which receives the pollutants is committed, in its NPDES permit, to remove a specified per-

centage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant.

Subpart C—Sintering Subcategory

§ 420.30 Applicability; description of the sintering subcategory.

The provisions of this subpart are applicable to process waste water discharges resulting from the sintering operations conducted by the heating of iron bearing wastes (mill scale and dust from blast and steelmaking furnaces) together with fine iron ore, limestone, and coke fines in an ignition furnace to produce and agglomerate for charging to the blast furnace.

§ 420.31 Specialized definitions.

For the purpose of this subpart:

(a) Except as provided below, the general definitions, abbreviations and methods of analysis set forth in 40 CFR Part 401 shall apply to this subpart.

(b) The term "product" shall mean sinter.

§ 420.32 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.

In establishing the limitations set forth in this section, EPA took into account all information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials, manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategorization and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An individual discharger or other interested person may submit evidence to the Regional Administrator (or to the State, if the State has the authority to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such discharger are fundamentally different from the factors considered in the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or are not fundamentally different for that facility compared to those specified in the Development Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such fundamentally different factors. Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limita-

tions, or initiate proceedings to revise these regulations. The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available:

Effluent characteristic	Effluent limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0312.....	.0104
Oil and grease.....	.0063.....	.0021
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0312.....	.0104
Oil and Grease.....	.0063.....	.0021
pH.....	Within the range 6.0 to 9.0.	

§ 420.33 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.

The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable:

Effluent characteristic	Effluent limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
Oil and Grease.....	.0063.....	.0021
Sulfide.....	.00018.....	.00006
Fluoride.....	.0126.....	.0042
TSS.....	.0156.....	.0052
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1,000 lb of product		
Oil and Grease.....	.0063.....	.0021
Sulfide.....	.00018.....	.00006
Fluoride.....	.0126.....	.0042
TSS.....	.0156.....	.0052
pH.....	Within the range 6.0 to 9.0.	

§ 420.34 [Reserved]

§ 420.35 Standards of performance for new sources.

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart:

Effluent characteristic	Effluent limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
Oil and Grease.....	.0063.....	.0021
Sulfide.....	.00018.....	.00006
Fluoride.....	.0126.....	.0042
TSS.....	.0156.....	.0052
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
Oil and Grease.....	.0063.....	.0021
Sulfide.....	.00018.....	.00006
Fluoride.....	.0126.....	.0042
TSS.....	.0156.....	.0052
pH.....	Within the range 6.0 to 9.0.	

§ 420.36 Pretreatment standards for new sources.

The pretreatment standards under section 307(c) of the Act for a source within the sintering subcategory, which is a user of a publicly owned treatment works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the standard set forth in 40 CFR Part 128, except that, for the purpose of this section, 40 CFR 128.133 shall be amended to read as follows:

In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced into a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 420.35; provided that, if the publicly owned treatment works which receives the pollutants is committed, in its NPDES permit, to remove a specified percentage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant.

Subpart D—Blast Furnace (Iron) Subcategory

§ 420.40 Applicability; description of the blast furnace (iron) subcategory.

The provisions of this subpart are applicable to process waste water discharges resulting from the iron making operations in which iron ore is reduced to molten iron in a blast furnace.

§ 420.41 Specialized definitions.

For the purpose of this subpart:

(a) Except as provided below, the general definitions, abbreviations and methods of analysis set forth in 40 CFR 401 shall apply to this subpart.

(b) The term "cyanide A" shall mean those cyanides amenable to chlorination as described in 1972 *Annual Book of ASTM Standards*, 1972, Standard D2036-72, Method B, page 553.

(c) The term "product" shall mean iron.

§ 420.42 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.

In establishing the limitations set forth in this section, EPA took into account all

information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials, manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategorization and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An individual discharger or other interested person may submit evidence to the Regional Administrator (or to the State, if the State has the authority to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such discharger are fundamentally different from the factors considered in the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or are not fundamentally different for that facility compared to those specified in the Development Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such fundamentally different factors. Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limitations, or initiate proceedings to revise these regulations. The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available:

Effluent characteristic	Effluent limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0780.....	.0260
Cyanide.....	.0234.....	.0078
Phenol.....	.0063.....	.0021
Ammonia.....	.1053.....	.0651
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0780.....	.0260
Cyanide.....	.0234.....	.0078
Phenol.....	.0063.....	.0021
Ammonia.....	.1053.....	.0651
pH.....	Within the range 6.0 to 9.0.	

§ 420.43 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.

The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable:

Effluent characteristic	Effluent limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0390.....	.0130
Cyanide A.....	.0004.....	.00013
Phenol.....	.0008.....	.00026
Ammonia.....	.0156.....	.0052
Sulfide.....	.0005.....	.00016
Fluoride.....	.0312.....	.0104
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0390.....	.0130
Cyanide A.....	.0004.....	.00013
Phenol.....	.0008.....	.00026
Ammonia.....	.0156.....	.0052
Sulfide.....	.0005.....	.00016
Fluoride.....	.0312.....	.0104
pH.....	Within the range 6.0 to 9.0.	

§ 420.44 [Reserved]

§ 420.45 Standards of performance for new sources.

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart:

Effluent characteristic	Effluent limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0390.....	.0130
Cyanide A.....	.0004.....	.00013
Phenol.....	.0008.....	.00026
Ammonia.....	.0156.....	.0052
Sulfide.....	.0005.....	.00016
Fluoride.....	.0312.....	.0104
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0390.....	.0130
Cyanide A.....	.0004.....	.00013
Phenol.....	.0008.....	.00026
Ammonia.....	.0156.....	.0052
Sulfide.....	.0005.....	.00016
Fluoride.....	.0312.....	.0104
pH.....	Within the range 6.0 to 9.0.	

§ 420.46 Pretreatment standards for new sources.

The pretreatment standards under section 307(c) of the Act for a source within the blast furnace (iron) subcategory, which is a user of a publicly owned treatment works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the standard set forth in 40 CFR Part 128, except that, for the purpose of this section, 40 CFR 128.133 shall be amended to read as follows:

In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced into a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 420.45; provided that, if the publicly owned treatment works which receives the pollutants is committed, in its NPDES permit, to remove a specified percentage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant.

Subpart E—Blast Furnace (Ferromanganese) Subcategory

§ 420.50 Applicability: description of the blast furnace (ferromanganese) subcategory.

The provisions of this subpart are applicable to process waste water discharges resulting from the iron making operations in which iron/manganese ore is reduced to molten ferromanganese in a blast furnace.

§ 429.51 Specialized definitions.

For the purpose of this subpart:

(a) Except as provided below, the general definitions, abbreviations and methods of analysis set forth in 40 CFR 401 shall apply to this subpart.

(b) The term "cyanide A" shall mean those cyanides amenable to chlorination as described in 1972 *Annual Book of ASTM Standards*, 1972, Standard D2036-72, Method B, page 553.

(c) The term "product" shall mean ferromanganese.

§ 420.52 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.

In establishing the limitations set forth in this section, EPA took into account all information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials, manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategory and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An indi-

vidual discharger or other interested person may submit evidence to the Regional Administrator (or to the State, if the State has the authority to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such discharger are fundamentally different from the factors considered in the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or are not fundamentally different for that facility compared to those specified in the Development Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such fundamentally different factors. Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limitations, or initiate proceedings to revise these regulations. The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available:

Effluent characteristic	Effluent Limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.3129	.1043
Cyanide.....	.4689	.1563
Phenol.....	.0624	.0208
Ammonia.....	1.5636	.5212
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.3129	.1043
Cyanide.....	.4689	.1563
Phenol.....	.0624	.0208
Ammonia.....	1.5636	.5212
pH.....	Within the range 6.0 to 9.0.	

§ 420.53 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.

The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable:

Effluent characteristic	Effluent Limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0780	.0260
Cyanide A.....	.0008	.00026
Phenol.....	.0016	.00052
Ammonia.....	.0312	.0104
Sulfide.....	.0009	.0003
Manganese.....	.0156	.0052
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0780	.0260
Cyanide A.....	.0008	.00026
Phenol.....	.0016	.00052
Ammonia.....	.0312	.0104
Sulfide.....	.0009	.0003
Manganese.....	.0156	.0052
pH.....	Within the range 6.0 to 9.0.	

§ 420.54 [Reserved]

§ 420.55 Standards of performance for new sources.

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart:

Effluent characteristic	Effluent Limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0780	.0260
Cyanide A.....	.0008	.00026
Phenol.....	.0016	.00052
Ammonia.....	.0312	.0104
Sulfide.....	.0009	.0003
Manganese.....	.0156	.0052
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0780	.0260
Cyanide A.....	.0008	.00026
Phenol.....	.0016	.00052
Ammonia.....	.0312	.0104
Sulfide.....	.0009	.0003
Manganese.....	.0156	.0052
pH.....	Within the range 6.0 to 9.0.	

§ 420.56 Pretreatment standards for new sources.

The pretreatment standards under section 307(c) of the Act for a source within the blast furnace (ferromanganese) subcategory, which is a user of a publicly owned treatment works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the standard set forth in 40 CFR Part 128, except that, for the purpose of this

section, 40 CFR 128.133 shall be amended to read as follows:

In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced into a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 420.55; provided that, if the publicly owned treatment works which receives the pollutants is committed, in its NPDES permit, to remove a specified percentage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant.

Subpart F—Basic Oxygen Furnace (Semi-wet Air Pollution Control Methods) Subcategory

§ 420.60 Applicability; description of the basic oxygen furnace (semi-wet air pollution control methods) subcategory.

The provisions of this subpart are applicable to process waste water discharges resulting from the steelmaking operations conducted for the manufacture of carbon steel in basic oxygen furnaces equipped with a semi-wet dust collection system.

§ 420.61 Specialized definitions.

For the purpose of this subpart:

(a) Except as provided below, the general definitions, abbreviations and methods of analysis set forth in 40 CFR 401 shall apply to this subpart.

(b) The term "semi-wet" as associated with basic oxygen furnaces shall mean those systems which employ a spray chamber to spray water in excess of the amounts evaporated to condition furnace off-gases to a temperature where the fume and dusts can be removed by dry dust collection equipment. Because excess spray water is used in the spray chamber, an aqueous discharge from that chamber occurs.

§ 420.62 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.

In establishing the limitations set forth in this section, EPA took into account all information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials, manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategory and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An individual discharger or other interested person may submit evidence to the Regional Administrator (or to the State, if the State has the authority to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such discharger are fundamentally different from the factors considered in

the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or are not fundamentally different for that facility compared to those specified in the Development Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such fundamentally different factors. Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limitations, or initiate proceedings to revise these regulations. The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available: There shall be no discharge of process waste water pollutants to navigable waters.

§ 420.63 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.

The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable: There shall be no discharge of process waste water pollutants to navigable waters.

§ 420.64 [Reserved]

§ 420.65 Standards of performance for new sources.

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart: There shall be no discharge of process waste water pollutants to navigable waters.

§ 420.66 Pretreatment standards for new sources.

The pretreatment standards under section 307(c) of the Act for a source within the basic oxygen furnace (semi-wet air pollution control methods) subcategory, which is a user of a publicly owned treatment works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the standard set forth in 40 CFR Part 128, except that, for the purpose of this section, 40 CFR 128.133 shall be amended to read as follows:

In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced

into a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 420.65; provided that, if the publicly owned treatment works which receives the pollutants is committed, in its NPDES permit, to remove a specified percentage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant.

Subpart G—Basic Oxygen Furnace (Wet Air Pollution Control Methods) Subcategory

§ 420.70 Applicability; description of the basic oxygen furnace (wet air pollution control methods) subcategory.

The provisions of this subpart are applicable to process waste water discharges resulting from the steelmaking operations conducted for the manufacture of carbon steel in a basic oxygen furnace equipped with a wet dust collection system.

§ 420.71 Specialized definitions.

For the purpose of this subpart:

(a) Except as provided below, the general definitions, abbreviations and methods of analysis set forth in 40 CFR Part 401 shall apply to this subpart.

(b) The term "wet" as associated with basic oxygen furnaces shall mean those off-gas dust cleaning systems which use entirely wet gas cooling and dust removal operations to scrub contaminants from furnace off-gases, and which produce an aqueous discharge from this operation.

(c) The term "product" shall mean steel.

§ 420.72 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.

In establishing the limitations set forth in this section, EPA took into account all information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials, manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategory and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An individual discharger or other interested person may submit evidence to the Regional Administrator (or to the State, if the State has the authority to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such discharger are fundamentally different from the factors considered in the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or are not fundamentally different for that facility compared to those specified in the Development Document.

opment Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such fundamentally different factors. Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limitations, or initiate proceedings to revise these regulations. The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available:

Effluent limitations		
Effluent characteristic	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0312.....	.0104
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0312.....	.0104
pH.....	Within the range 6.0 to 9.0.	

§ 420.73 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.

The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable:

Effluent limitations		
Effluent characteristic	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0156.....	.0052
Fluoride.....	.0126.....	.0042
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0156.....	.0052
Fluoride.....	.0126.....	.0042
pH.....	Within the range 6.0 to 9.0.	

§ 420.74 [Reserved]

§ 420.75 Standards of performance for new sources.

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart:

Effluent limitations		
Effluent characteristic	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0156.....	.0052
Fluoride.....	.0126.....	.0042
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0156.....	.0052
Fluoride.....	.0126.....	.0042
pH.....	Within the range 6.0 to 9.0.	

§ 420.76 Pretreatment standards for new sources.

The pretreatment standards under section 307(c) of the Act for a source within the basic oxygen furnace (wet air pollution control methods) subcategory, which is a user of a publicly owned treatment works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the standard set forth in 40 CFR Part 128, except that, for the purpose of this section, 40 CFR 128.133 shall be amended to read as follows:

In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced into a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 420.75; provided that, if the publicly owned treatment works which receives the pollutants is committed, in its NPDES permit, to remove a specified percentage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant.

Subpart H—Open Hearth Furnace Subcategory

§ 420.80 Applicability; description of the open hearth furnace subcategory.

The provisions of this subpart are applicable to process waste water discharges resulting from the steelmaking operations conducted for the manufacture of carbon steel in an open hearth furnace equipped with wet dust collection systems.

§ 420.81 Specialized definitions.

For the purpose of this subpart:
(a) Except as provided below the general definitions, abbreviations and

methods of analysis set forth in 40 CFR Part 401 shall apply to this subpart.

(b) The term "product" shall mean steel.

§ 420.82 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.

In establishing the limitations set forth in this section, EPA took into account all information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials, manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategory and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An individual discharger or other interested person may submit evidence to the Regional Administrator (or to the State, if the State has the authority to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such discharger are fundamentally different from the factors considered in the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or are not fundamentally different for that facility compared to those specified in the Development Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such fundamentally different factors. Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limitations, or initiate proceedings to revise these regulations. The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available:

Effluent limitations		
Effluent characteristic	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0312.....	.0104
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0312.....	.0104
pH.....	Within the range 6.0 to 9.0.	

§ 420.83 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.

The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable:

Effluent characteristic	Effluent limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0156.....	.0052
Fluoride.....	.0126.....	.0042
Nitrate.....	.0282.....	.0094
Zinc.....	.0030.....	.0010
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0156.....	.0052
Fluoride.....	.0126.....	.0042
Nitrate.....	.0282.....	.0094
Zinc.....	.0030.....	.0010
pH.....	Within the range 6.0 to 9.0.	

§ 420.84 [Reserved]

§ 420.85 Standards of performance for new sources.

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart:

Effluent characteristic	Effluent limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0156.....	.0052
Fluoride.....	.0126.....	.0042
Zinc.....	.0030.....	.0010
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0156.....	.0052
Fluoride.....	.0126.....	.0042
Zinc.....	.0030.....	.0010
pH.....	Within the range 6.0 to 9.0.	

§ 420.86 Pretreatment standards for new sources.

The pretreatment standards under section 307(c) of the Act for a source within the open hearth furnace subcategory, which is a user of a publicly owned treatment works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the

standard set forth in 40 CFR Part 128, except that, for the purpose of this section, 40 CFR 128.133 shall be amended to read as follows:

In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced into a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 420.85; provided that, if the publicly owned treatment works which receives the pollutants is committed, in its NPDES permit, to remove a specified percentage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant.

Subpart I—Electric Arc Furnace (Semiwet Air Pollution Control Methods) Subcategory

§ 420.90 Applicability; description of the electric arc furnace (semiwet air pollution control methods) subcategory.

The provisions of this subpart are applicable to process waste water discharges resulting from the steelmaking operations conducted for the manufacture of carbon steel utilizing electric arc furnaces equipped with semi-wet dust collection systems.

§ 420.91 Specialized definitions.

For the purpose of this subpart:

(a) Except as provided below, the general definitions, abbreviations and methods of analysis set forth in 40 CFR 401 shall apply to this subpart.

(b) The term "semi-wet" as associated with electric arc furnaces shall mean the dust collection systems which use a spray chamber to spray water in excess of the amounts evaporated to condition furnace off-gases to a temperature where the fume and dusts can be removed by dry dust collection equipment. Because excess spray water is used in the spray chamber, an aqueous discharge occurs.

§ 420.92 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.

In establishing the limitations set forth in this section, EPA took into account all information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials, manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategorization and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An individual discharger or other interested person may submit evidence to the Regional Administrator (or to the State, if the State has the authority to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such discharger are fundamen-

tally different from the factors considered in the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or are not fundamentally different for that facility compared to those specified in the Development Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such fundamentally different factors. Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limitations, or initiate proceedings to revise these regulations. The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available: There shall be no discharge of process waste water pollutants to navigable waters.

§ 420.93 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.

The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable: There shall be no discharge of process waste water pollutants to navigable waters.

§ 420.94 [Reserved]

§ 420.95 Standards of performance for new sources.

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart: There shall be no discharge of process waste water pollutants to navigable waters.

§ 420.96 Pretreatment standards for new sources.

The pretreatment standards under section 307(c) of the Act for a source within the electric arc furnace (semiwet air pollution control methods) subcategory, which is a user of a publicly owned treatment works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the standard set forth in 40 CFR Part 128, except that, for the purpose of this section, 40 CFR 128.133 shall be amended to read as follows:

In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced into

a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 420.95; provided that, if the publicly owned treatment works which receives the pollutants is committed, in its NPDES permit, to remove a specified percentage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant.

Subpart J—Electric Arc Furnace (Wet Air Pollution Control Methods) Subcategory

§ 420.100 Applicability; description of the electric arc furnace (wet air pollution control methods) subcategory.

The provisions of this subpart are applicable to process waste water discharges resulting from the steelmaking operations conducted for the manufacture of carbon steel utilizing electric arc furnaces equipped with wet furnace off-gas dust collection.

§ 420.101 Specialized definitions.

For the purpose of this subpart:

(a) Except as provided below, the general definitions, abbreviations and methods of analysis set forth in 40 CFR Part 401 shall apply to this subpart.

(b) The term "wet" as associated with electric arc furnaces shall mean those furnace off-gas dust cleaning systems which use entirely wet gas cooling and dust removal operations to scrub contaminants from furnace off-gases, producing aqueous discharges from the operation.

(c) The term "product" shall mean steel.

§ 420.102 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.

In establishing the limitations set forth in this section, EPA took into account all information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials, manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategorization and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An individual discharger or other interested person may submit evidence to the Regional Administrator (or to the State, if the State has the authority to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such discharger are fundamentally different from the factors considered in the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or are not fundamentally different

for that facility compared to those specified in the Development Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such fundamentally different factors. Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limitations, or initiate proceedings to revise these regulations. The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available:

Effluent characteristic	Effluent limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0312.....	.0104
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0312.....	.0104
pH.....	Within the range 6.0 to 9.0.	

§ 420.103 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.

The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable:

Effluent characteristic	Effluent limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0156.....	.0052
Fluoride.....	.0126.....	.0042
Zinc.....	.0030.....	.0010
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0156.....	.0052
Fluoride.....	.0126.....	.0042
Zinc.....	.0030.....	.0010
pH.....	Within the range 6.0 to 9.0.	

§ 420.104 [Reserved]

§ 420.105 Standards of performance for new sources.

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart:

Effluent characteristic	Effluent limitations	
	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0156.....	.0052
Fluoride.....	.0126.....	.0042
Zinc.....	.0030.....	.0010
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0156.....	.0052
Fluoride.....	.0126.....	.0042
Zinc.....	.0030.....	.0010
pH.....	Within the range 6.0 to 9.0.	

§ 420.106 Pretreatment standards for new sources.

The pretreatment standards under section 307(c) of the Act for a source within the electric arc furnace (wet air pollution control methods) subcategory, which is a user of a publicly owned treatment works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the standard set forth in 40 CFR Part 128, except that, for the purpose of this section, 40 CFR 128.133 shall be amended to read as follows:

In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced into a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 420.105; provided that, if the publicly owned treatment works which receives the pollutants is committed, in its NPDES permit, to remove a specified percentage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant.

Subpart K—Vacuum Degassing Subcategory

§ 420.110 Applicability; description of the vacuum degassing subcategory.

The provisions of this subpart are applicable to process waste water discharges resulting from the degassing operations conducted by applying a vacuum to molten steel to further refine the steel produced:

§ 420.111 Specialized definitions.

For the purpose of this subpart:

(a) Except as provided below, the general definitions, abbreviations and methods of analysis set forth in 40 CFR 401 shall apply to this subpart.

(b) The term "product" shall mean steel.

§ 420.112 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.

In establishing the limitations set forth in this section, EPA took into account all information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials, manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategorization and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An individual discharger or other interested person may submit evidence to the Regional Administrator (or the State) will if the State has the authority to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such discharger are fundamentally different from the factors considered in the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or are not fundamentally different for that facility compared to those specified in the Development Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such fundamentally different factors. Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limitations, or initiate proceedings to revise these regulations. The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available:

Effluent limitations		
Effluent characteristic	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0156	.0052
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0156	.0052
pH.....	Within the range 6.0 to 9.0.	

§ 420.113 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.

The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable:

Effluent limitations		
Effluent characteristic	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0078	.0026
Zinc.....	.0015	.0005
Manganese.....	.0015	.0005
Lead.....	.0015	.0005
Nitrate.....	.0141	.0047
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0078	.0026
Zinc.....	.0015	.0005
Manganese.....	.0015	.0005
Lead.....	.0015	.0005
Nitrate.....	.0141	.0047
pH.....	Within the range 6.0 to 9.0.	

§ 420.114 [Reserved]

§ 420.115 Standards of performance for new sources.

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart:

Effluent limitations		
Effluent characteristic	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0078	.0026
Zinc.....	.0015	.0005
Manganese.....	.0015	.0005
Lead.....	.0015	.0005
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0078	.0026
Zinc.....	.0015	.0005
Manganese.....	.0015	.0005
Lead.....	.0015	.0005
pH.....	Within the range 6.0 to 9.0.	

§ 420.116 Pretreatment standards for new sources.

The pretreatment standards under section 307(c) of the Act for a source with-

in the vacuum degassing subcategory, which is a user of a publicly owned treatment works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the standard set forth in 40 CFR Part 128, except that, for the purpose of this section, 40 CFR 128.133 shall be amended to read as follows:

In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced into a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 420.115; provided that, if the publicly owned treatment works which receives the pollutants is committed, in its NPDES permit, to remove a specified percentage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant.

Subpart L—Continuous Casting Subcategory

§ 420.120 Applicability; description of the continuous casting subcategory.

The provisions of this subpart are applicable to process waste water discharges resulting from the operations in which steel is continuously cast.

§ 420.121 Specialized definitions.

For the purpose of this subpart:

(a) Except as provided below, the general definitions, abbreviations and methods of analysis set forth in 40 CFR 401 shall apply to this subpart.

(b) The term "product" shall mean steel.

§ 420.122 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.

In establishing the limitations set forth in this section, EPA took into account all information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials, manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategorization and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An individual discharger or other interested person may submit evidence to the Regional Administrator (or to the State, if the State has the authority to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such discharger are fundamentally dif-

ferent from the factors considered in the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or are not fundamentally different for that facility compared to those specified in the Development Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such fundamentally different factors. Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limitations, or initiate proceedings to revise these regulations. The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available:

Effluent limitations		
Effluent characteristic	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0780.....	.0260
Oil and Grease.....	.0234.....	.0078
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0780.....	.0260
Oil and Grease.....	.0234.....	.0078
pH.....	Within the range 6.0 to 9.0.	

§ 420.123 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.

The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable:

Effluent limitations		
Effluent characteristic	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0156.....	.0052
Oil and Grease.....	.0156.....	.0052
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0156.....	.0052
Oil and Grease.....	.0156.....	.0052
pH.....	Within the range 6.0 to 9.0.	

§ 420.124 [Reserved]

§ 420.125 Standards of performance for new sources.

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart:

Effluent limitations		
Effluent characteristic	Maximum for any one day	Average of daily values for thirty consecutive days shall not exceed
(Metric units) kg/kg of product		
TSS.....	.0156.....	.0052
Oil and Grease.....	.0156.....	.0052
pH.....	Within the range 6.0 to 9.0.	
(English units) lb/1000 lb of product		
TSS.....	.0156.....	.0052
Oil and Grease.....	.0156.....	.0052
pH.....	Within the range 6.0 to 9.0.	

§ 420.126 Pretreatment standards for new sources.

The pretreatment standards under section 307(c) of the Act for a source within the continuous casting subcategory, which is a user of a publicly owned treatment works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the standard set forth in 40 CFR Part 128, except that, for the purpose of this section, 40 CFR 128.133 shall be amended to read as follows:

In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced into a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 420.125; provided that, if the publicly owned treatment works which receives the pollutants is committed, in its NPDES permit, to remove a specified percentage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant.

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