

light pickup trucks, from points in Orange and San Bernardino Counties, Calif., to points in Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Alfa Leisure, Inc., 5163 G St., Chino, Calif. 91710. Send protests to: Philip Yallowitz, District Supervisor, Interstate Commerce Commission, Room 1321 Federal Bldg., 300 North Los Angeles St., Los Angeles, Calif. 90012.

No. MC 142143 TA, filed June 11, 1976. Applicant: LARRY N. HARPER, Rural Route, Edson, Kans. 67733. Applicant's representative: Erle W. Francis, Suite 619, 700 Kansas Ave., Topeka, Kans. 66603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry processed feed and feed ingredients*, from the plantsite of Cargill, Inc., McCook, Nebr., to points in Kansas on and west of U.S. Highway 183 and to points in Colorado on and north of U.S. Highway 50, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Cargill, Inc., Nutrena Feed Division, Cargill Bldg., Minneapolis, Minn. 55402. Send protests to: Thomas P. O'Hara, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 234 Federal Bldg., Topeka, Kans. 66603.

PASSENGER APPLICATION

No. MC 142144 TA, filed June 11, 1976. Applicant: JELCO BUSES, INC., P.O. Box 54, Pewaukee, Wis. 53072. Applicant's representative: Anthony E. Young, 327 S. LaSalle St., Chicago, Ill. 60604. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Passengers*, in charter operations, from Brown, Clark, Crawford, Dane, Dunn, Kenosha, Marathon, Marinette, Monroe, Racine, Rock, Washburn, Waukesha, and Wood Counties, Wis., to Marriot Corporation's Great America, located at or near Gurnee, Ill., and return, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shippers: There are approximately 36 statements of support attached to the application, which may be examined 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: Gail Daugherty, Transportation Assistant, Interstate Commerce Commission, Bureau of Operations, 135 West Wells St., Room 807, Milwaukee, Wis. 53203.

By the Commission,

ROBERT L. OSWALD,
Secretary.

[FR Doc.76-18287 Filed 6-22-76; 8:45 am]

[Notice 132]

TEMPORARY AUTHORITY TERMINATION

The temporary authorities granted in the dockets listed below have expired as a result of final action either granting or denying the issuance of a Certificate or Permit in a corresponding application for permanent authority, on the date indicated below:

Temporary authority application	Final action or Certificate or permit	Date of action
D.b.a. Reliance Van Co., MC-21436 Sub-1	MC-21436	May 27, 1976
Devine & Son Trucking Co., MC-28599 Sub-7	MC-28599 Sub-9	June 4, 1976
Atlanta Motor Lines, Inc., MC-58885 Sub-27	MC-58885 Sub-28	Do.
A. J. Mettler Hauling & Rigging, Inc., MC-106076 Sub-84	MC-106076 Sub-86	June 9, 1976
Purolator Courier Corp., MC-111729 Sub-549	MC-111729 Sub-556	June 7, 1976
Purolator Courier Corp., MC-111729 Sub-551	do	Do.
Purolator Courier Corp., MC-111729 Sub-553	do	Do.
Purolator Courier Corp., MC-111729 Sub-555	do	Do.
Purolator Courier Corp., MC-111729 Sub-557	do	Do.
Purolator Courier Corp., MC-111729 Sub-559	do	Do.
Purolator Courier Corp., MC-111729 Sub-561	do	Do.
Purolator Courier Corp., MC-111729 Sub-563	do	Do.
Purolator Courier Corp., MC-111729 Sub-565	do	Do.
Purolator Courier Corp., MC-111729 Sub-567	do	Do.
Purolator Courier Corp., MC-111729 Sub-569	do	Do.
Benmar Transport & MC-112016 Sub-8	MC-112016 Sub-9	June 8, 1976
Oliver Trucking Co., Inc., MC-116014 Sub-70	MC-116014 Sub-73	June 9, 1976
Oliver Trucking Co., Inc., MC-116014 Sub-71	do	Do.
D & L Transport, Inc., MC-116273 Sub-190	MC-116273 Sub-189	Do.
D & L Transport, Inc., MC-116273 Sub-191	do	Do.
J & M Carriers Corp., MC-116858 Sub-13	MC-116858 Sub-14	June 2, 1976
Hahn Truck Line, Inc., MC-117765 Sub-178	MC-117765 Sub-181	June 7, 1976
Hahn Truck Line, Inc., MC-117765 Sub-184	do	Do.
Central Transport, Inc., MC-118831 Sub-117	MC-118831 Sub-118	May 27, 1976
L. C. L. Transit Co., MC-119974 Sub-59	MC-119974 Sub-47	June 2, 1976
Hofer, Inc., MC-128007 Sub-70	MC-128007 Sub-72	June 9, 1976
Al Johnson Trucking, Inc., MC-128235 Sub-14	MC-128235 Sub-16	June 4, 1976
Al Johnson Trucking, Inc., MC-128235 Sub-15	do	Do.
D.b.a. Bob Dietrich Trucking, MC-128951 Sub-12	MC-128951 Sub-13	June 8, 1976
Hubbard Cartage, Inc., MC-129486 Sub-8	MC-129486 Sub-9	May 25, 1976
B-D-R Transport, Inc., MC-133602 Sub-1	MC-133602	Mar. 30, 1976
Perrysburg Trucking Co., Inc., MC-134806 Sub-38	MC-134806 Sub-34	June 8, 1976
Hopkins Trucking Service, Inc., MC-135616 Sub-5	MC-135616 Sub-4	May 27, 1976
E. K. Motor Service, Inc., MC-136115 Sub-3	MC-136115 Sub-4	Do.
E. K. Motor Service, Inc., MC-138741 Sub-12	MC-138741 Sub-9	Do.
Condor Corp., MC-138884 Sub-2	MC-138741 Sub-10	Do.
D.b.a. Lietz Farms, MC-138785	MC-138884 Sub-3	June 4, 1976
Amstar Trucking, Inc., MC-138838 Sub-3	MC-138785 Sub-1	June 9, 1976
Transport Service, Inc., MC-140379 Sub-1	MC-138838 Sub-2	May 27, 1976
E. R. Comber & Son, Inc., MC-140708	MC-140379 Sub-2	June 8, 1976
Alvin V. Green, MC-140780 Sub-1	MC-140708 Sub-1	June 2, 1976
Valley Transport, Inc., MC-140968 Sub-1	MC-140780 Sub-2	June 8, 1976
D.b.a. Dwight Martin, Trucking Service, MC-141035 Sub-1	MC-140968 Sub-2	Do.
Pittsfield Freight Lines, Inc., MC-141085	MC-141035 Sub-1	Do.
	MC-141085 Sub-2	June 9, 1976

ROBERT L. OSWALD,
Secretary.

[FR Doc.76-18283 Filed 6-22-76; 8:45 am]

IRREGULAR-ROUTE MOTOR COMMON CARRIERS OF PROPERTY

Elimination of Gateway Letter Notices

JUNE 18, 1976.

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), 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 6, 1976. 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 22675 (Sub-No. E1), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Avenue, N.W., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Pennsylvania on and east of a line beginning at the New York-Pennsylvania State line and extending along Interstate Highway 81 to junction Pennsylvania Highway 309, thence along Pennsylvania Highway 309 to junction Pennsylvania Highway 443, thence along Pennsylvania Highway 443 to junction Pennsylvania Highway 895, thence along Pennsylvania Highway 895 to junction Pennsylvania Highway 61, thence along Pennsylvania Highway 61 to junction Pennsylvania Highway 10, thence along Pennsylvania Highway 10 to the Pennsylvania-Maryland State line, on the one hand, and, on the other, points in Oklahoma. The purpose of this filing is to eliminate the gateways of Essex County, N.J., Springfield, Mo., and Independence, Kans., and points within 50 miles thereof.

No. MC 22675 (Sub-No. E2), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Avenue, N.W., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Pennsylvania east of a line beginning at the New York-Pennsylvania State line and extending along Interstate Highway 81 to junction Pennsylvania Highway

309, thence along Pennsylvania Highway 309 to junction Pennsylvania Highway 443, thence along Pennsylvania Highway 443 to junction Pennsylvania Highway 895, thence along Pennsylvania Highway 895 to junction Pennsylvania Highway 61, thence along Pennsylvania Highway 61 to junction Pennsylvania Highway 10, thence along Pennsylvania Highway 10 to the Pennsylvania-Maryland State line, on the one hand, and, on the other, Independence, Kans. and points within 50 miles thereof. The purpose of this filing is to eliminate the gateways of Essex County, N.J. and Joplin, Mo.

No. MC 22675 (Sub-No. E3), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Avenue, N.W., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Pennsylvania east of a line beginning at the New York-Pennsylvania State line and extending along Interstate Highway 81 to junction Pennsylvania Highway 309, thence along Pennsylvania Highway 309 to junction Pennsylvania Highway 443, thence along Pennsylvania Highway 443 to junction Pennsylvania Highway 895, thence along Pennsylvania Highway 895 to junction Pennsylvania Highway 61, thence along Pennsylvania Highway 61 to junction Pennsylvania Highway 10, thence along Pennsylvania Highway 10 to the Pennsylvania-Maryland State line, on the one hand, and, on the other, points in Missouri. The purpose of this filing is to eliminate the gateway of Essex County, N.J.

No. MC 22675 (Sub-No. E5), filed June 4, 1974. Applicant: ALLSTATE VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Avenue, N.W., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Pennsylvania on and east of a line beginning at the New York-Pennsylvania State line and extending along Interstate Highway 81 to junction Pennsylvania Highway 309, thence along Pennsylvania Highway 309 to junction Pennsylvania Highway 443, thence along Pennsylvania Highway 443 to junction Pennsylvania Highway 895, thence along Pennsylvania Highway 895 to junction Pennsylvania Highway 61, thence along Pennsylvania Highway 61 to junction Pennsylvania Highway 10, thence along Pennsylvania Highway 10 to the Pennsylvania-Maryland State line, on the one hand, and, on the other, points in South Carolina. The purpose of this filing is to eliminate the gateway of Essex County, N.J.

No. MC 22675 (Sub-No. E6), filed June 4, 1974. Applicant: ALLSTATE VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative:

Robert J. Gallagher, 1000 Connecticut Avenue, N.W., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Pennsylvania on and east of a line beginning at the New York-Pennsylvania State line and extending along Interstate Highway 81 to junction Pennsylvania Highway 309, thence along Pennsylvania Highway 309 to junction Pennsylvania Highway 443, thence along Pennsylvania Highway 443 to junction Pennsylvania Highway 895, thence along Pennsylvania Highway 895 to junction Pennsylvania Highway 61, thence along Pennsylvania Highway 61 to junction Pennsylvania Highway 10, thence along Pennsylvania Highway 10 to the Pennsylvania-Maryland State line, on the one hand, and, on the other, points in Florida. The purpose of this filing is to eliminate the gateway of Essex County, N.J.

No. MC 22675 (Sub-No. E9), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Avenue, N.W., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between Philadelphia, Pa., on the one hand, and, on the other, points in Indiana. The purpose of this filing is to eliminate the gateway of Essex County, N.J.

No. MC 22675 (Sub-No. E10), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Avenue, N.W., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Pennsylvania on and south of U.S. Highway 22, on the one hand, and, on the other, points in New Hampshire. The purpose of this filing is to eliminate the gateway of Essex County, N.J.

No. MC 22675 (Sub-No. E11), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Avenue NW., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Pennsylvania on and south of U.S. Highway 22, on the one hand, and, on the other, points in Vermont. The purpose of this filing is to eliminate the gateway of Essex County, N.J.

No. MC 22675 (Sub-No. E12), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000

Connecticut Avenue NW., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Pennsylvania, on the one hand, and, on the other, points in Rhode Island. The purpose of this filing is to eliminate the gateway of Essex County, N.J.

No. MC 22675 (Sub-No. E22), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Ave. NW., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Connecticut, on the one hand, and, on the other, Independence, Kans., and points within 50 miles thereof. The purpose of this filing is to eliminate the gateways of Essex County, N.J. and Joplin, Mo.

No. MC 22675 (Sub-No. E25), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Avenue NW., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Connecticut, on the one hand, and, on the other points in Georgia. The purpose of this filing is to eliminate the gateway of Essex County, N.J.

No. MC 22675 (Sub-No. E26), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Avenue NW., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Connecticut, on the one hand, and, on the other, points in Florida. The purpose of this filing is to eliminate the gateway of Essex County, N.J.

No. MC 22675 (Sub-No. E27), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Ave. NW., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in New Jersey, on the one hand, and, on the other, points in Oklahoma. The purpose of this filing is to eliminate the gateways of Joplin, Mo., and Independence, Kans.

No. MC 22675 (Sub-No. E28), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Ave. NW., Suite 1200, Washington, D.C.

20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in New Jersey, on the one hand, and, on the other, points in Texas north and west of a line beginning at the Texas-Louisiana State line and extending along Texas Highway 21, thence along Texas Highway 21 to junction Texas Highway 103, thence along Texas Highway 103 to junction U.S. Highway 59, thence along U.S. Highway 59 to junction Texas Highway 288, thence along Texas Highway 288 to the Gulf of Mexico. The purpose of this filing is to eliminate the gateways of Joplin, Mo., Independence, Kans., and points within 50 miles thereof, and Pontotoc County, Okla.

No. MC 22675 (Sub-No. E29), filed June 3, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Ave. NW., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in New Jersey north of a line beginning at the Pennsylvania-New Jersey State line and extending along Secondary New Jersey Highway 518 to junction New Jersey Highway 18, thence along New Jersey Highway 18 to junction U.S. Highway 9, thence along U.S. Highway 9 to junction Secondary New Jersey Highway 520, thence along Secondary New Jersey Highway 520 to the Atlantic Ocean, on the one hand, and, on the other, points in Texas. The purpose of this filing is to eliminate the gateways of Joplin, Mo., Independence, Kans., and points within 50 miles thereof, and Pontotoc County, Okla.

No. MC 22675 (Sub-No. E30), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Avenue NW., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in New Jersey, on the one hand, and, on the other, Independence, Kans., and points within 50 miles thereof. The purpose of this filing is to eliminate the gateway of Joplin, Mo.

No. MC 22675 (Sub-No. E31), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Ave. NW., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in New Jersey north of a line beginning at the New Jersey-Pennsylvania State line and extending along U.S. Highway 46 to junction

New Jersey Highway 24, thence along New Jersey Highway 24 to junction New Jersey Secondary Highway 510, thence along New Jersey Secondary Highway 510 to junction U.S. Highway 1, thence along U.S. Highway 1 to the New Jersey-New York State line, on the one hand, and, on the other, Texarkana, Ark. The purpose of this filing is to eliminate the gateways of Joplin, Mo., Independence, Kans., and points within 50 miles thereof, and Pontotoc County, Okla.

No. MC 22675 (Sub-No. E32), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Ave. NW., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between Independence, Kans., and points within 50 miles thereof, on the one hand, and, on the other, points in Arkansas on and south of Arkansas Highway 8. The purpose of this filing is to eliminate the gateway of Pontotoc County, Okla.

No. MC 22675 (Sub-No. E33), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Ave. NW., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between Independence, Kans., and points within 50 miles thereof, on the one hand, and, on the other, points in Texas on and south of Interstate Highway 40. The purpose of this filing is to eliminate the gateway of Pontotoc County, Okla.

No. MC 22675 (Sub-No. E34), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Ave. NW., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in the New York, N.Y., Commercial Zone, as defined by the Commission, Suffolk and Nassau Counties, N.Y., on the one hand, and, on the other, points in Texas. The purpose of this filing is to eliminate the gateways of Joplin, Mo., Independence, Kans., and points within 50 miles thereof, and Pontotoc County, Okla.

No. MC 22675 (Sub-No. E36), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Ave. NW., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Com-

mission, between points in New York on and east of a line beginning at the United States-Canada border and extending along Interstate Highway 87 to junction New York Highway 8, thence along New York Highway 8 to junction New York Highway 30, thence along New York Highway 30 to junction New York Highway 17, thence along New York Highway 17 to junction New York Highway 97, thence along New York Highway 97 to the New York-Pennsylvania State line, on the one hand, and, on the other, points in Illinois. The purpose of this filing is to eliminate the gateway of Essex County, N.J.

No. MC 22675 (Sub-No. E44), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Ave. NW., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in New York on and east and south of a line beginning at the Canadian-United States border and extending along New York Highway 374 to junction New York Highway 3, thence along New York Highway 3 to junction New York Highway 73, thence along New York Highway 73 to junction Interstate Highway 87, thence along Interstate Highway 87 to junction New York Highway 8, thence along New York Highway 8 to junction New York Highway 30, thence along New York Highway 30 to Thomas Dewey Thruway, to U.S. Highway 209, thence along U.S. Highway 209 to the New York-Pennsylvania State line, on the one hand, and, on the other, points in West Virginia. The purpose of this filing is to eliminate the gateway of Essex County, N.J.

No. MC 22675 (Sub-No. E45), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, Suite 1200, 1000 Connecticut Ave., N.W., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in New York on and east of a line beginning at the Canadian-United States border and extending along New York Highway 374 to junction New York Highway 3, thence along New York Highway 3 to junction New York Highway 73, thence along New York Highway 73 to junction Interstate Highway 87, thence along Interstate Highway 87 to junction New York Highway 8, thence along New York Highway 8 to junction New York Highway 30, thence along New York Highway 30 to the Thomas Dewey Thruway, to junction U.S. Highway 209, thence along U.S. Highway 209 to the New York-Pennsylvania State line, on the one hand, and, on the other, points in Virginia. The purpose of this filing is to eliminate the gateway of Essex County, N.J.

No. MC 22675 (Sub-No. E46), filed June 4, 1974. Applicant: ALLSTATES VAN LINES, INC., 50-18 97th Place, Corona, N.Y. 11368. Applicant's representative: Robert J. Gallagher, 1000 Connecticut Ave., N.W., Suite 1200, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in New York on and east of a line beginning at the United States-Canadian border and extending along New York Highway 374 to junction New York Highway 3, thence along New York Highway 3 to junction New York Highway 73, thence along New York Highway 73 to junction Interstate Highway 87, thence along Interstate Highway 87 to junction New York Highway 8, thence along New York Highway 8 to junction New York Highway 30, thence along New York Highway 30 to the Thomas Dewey Thruway, to junction U.S. Highway 9W, thence along U.S. Highway 9W to the New York-New Jersey State line, on the one hand, and, on the other, points in Texas. The purpose of this filing is to eliminate the gateways of Essex County, N.J., Joplin Mo., Independence, Kans. and points within 50 miles thereof, and Pontotoc County, Okla.

No. MC 41406 (Sub-No. E64), filed November 13, 1975. Applicant: ARTIM TRANSPORTATION SYSTEM, INC., 7105 Kennedy Ave., Hammond, Ind. 46323. Applicant's representative: E. Stephen Heisley, 666 Eleventh St., N.W., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel and steel products*, from points in Lackawanna and Hamburg Townships, Erie County, N.Y., to points in Wisconsin north and west of a line made by the northern boundaries of Crawford, Richland, Sauk, Columbia, Dodge Counties, extending along the western boundaries of Fon du Lac and Winnebago Counties and thence along the northern boundaries of Winnebago, Calumet, and Manitowac Counties. The purpose of this filing is to eliminate the gateways of Sturgis, Mich., Gary, Ind., and plant site of Jones & Laughlin Steel Corporation, in Putnam County, Ill. (Hennepin, Ill.).

No. MC 41406 (Sub-No. E79), filed November 13, 1975. Applicant: ARTIM TRANSPORTATION SYSTEM, INC., 7105 Kennedy Ave., Hammond, Ind. 46323. Applicant's representative: E. Stephen Heisley, 666 Eleventh St., N.W., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel and steel products*, from Zanesville, Ohio to points in Wisconsin, on and west and north of a line beginning at the Wisconsin-Michigan State line extending along U.S. Highway 51 to junction with northern boundary of Columbia County, thence along the northern and western boundaries of Columbia, Sauk, Richland, and Crawford

Counties, to the Wisconsin-Iowa State line. The purpose of this filing is to eliminate the gateways of Middletown, Ohio and plantsite of Jones & Laughlin Steel Corporation in Putnam County, Ill. (Hennepin, Ill.).

No. MC 41406 (Sub-No. E82), filed November 13, 1975. Applicant: ARTIM TRANSPORTATION SYSTEM, INC., 7105 Kennedy Avenue, Hammond, Ind. 46323. Applicant's representative: E. Stephen Heisley, 666 Eleventh St., N.W., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel and steel products*, from Cincinnati, Ohio, to points in Wisconsin, on, west, and north of a line beginning at the Wisconsin-Michigan State line, thence along U.S. Highway 45 to Wisconsin Highway 52, thence along Wisconsin Highway 52 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction with the north boundary of Columbia County, extending along the northern and western boundaries of Columbia, Sauk, Richland, and Crawford Counties to the Wisconsin-Iowa State line. The purpose of this filing is to eliminate the gateways of Middletown, Ohio, and plantsite of Jones & Laughlin Steel Corporation, Putnam County, Ill. (Hennepin, Ill.).

No. MC 41406 (Sub-No. E112), filed November 13, 1975. Applicant: ARTIM TRANSPORTATION SYSTEM, INC., 7105 Kennedy Ave., Hammond, Ind. 46323. Applicant's representative: E. Stephen Heisley, 666 Eleventh St., N.W., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel and steel products*, from Cincinnati, Ohio, to points in that part of Iowa on, west, and south of a line beginning at the Iowa-Wisconsin State line extending along Iowa Highway 13 to junction U.S. Highway 151, thence along U.S. Highway 151 to junction Iowa Highway 1, thence along Iowa Highway 1 to junction U.S. Highway 34, thence along U.S. Highway 34 to Van Buren County line, extending along the northern and western boundaries of Van Buren County to the Iowa-Missouri State line. The purpose of this filing is to eliminate the gateways of Middletown, Ohio, and plant site of Jones & Laughlin Steel Corporation, Putnam County, Ill. (Hennepin, Ill.).

No. MC 41406 (Sub-No. E114), filed November 13, 1975. Applicant: ARTIM TRANSPORTATION SYSTEM, INC., 7105 Kennedy Ave., Hammond, Ind. 46323. Applicant's representative: E. Stephen Heisley, 666 Eleventh St., N.W., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel and steel products*, from Mansfield, Ohio, to points in that part of Iowa on and west of a line beginning at the Iowa-Minnesota State line, extending along Iowa Highway 76 to junction Iowa Highway 9, thence along Iowa Highway 9 to junction Iowa Highway 51, thence along Iowa High-

way 51 to junction U.S. Highway 18, thence along U.S. Highway 18 to Iowa Highway 150, thence along Iowa Highway 150 extending along U.S. Highway 218, thence extending along U.S. Highway 218 to junction Iowa Highway 1, thence along Iowa Highway 1 to junction Iowa Highway 2, thence along Iowa Highway 2 to junction Iowa Highway 15, thence along Iowa Highway 15 to the Iowa-Missouri State line. The purpose of this filing is to eliminate the gateways of Middletown, Ohio, and plantsite of Jones & Laughlin Steel Corporation, Putnam County, Ill. (Hennepin, Ill.).

No. MC 92983 (Sub-No. E33) (Correction), filed June 4, 1974, published in the FEDERAL REGISTER March 10, 1976, and republished, this issue, as corrected. Applicant: AMERICAN BULK TRANSPORT CO., 818 Grand Ave., P.O. Box 2508, Kansas City, Mo. 64142. Applicant's representative: H. B. Foster (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (X) *Acids and chemicals*, in bulk, in tank or hopper vehicles, (4) from points in Missouri located on and bounded by a line extending from the Missouri-Illinois State line along U.S. Highway 36 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Missouri Highway 291, thence along Missouri Highway 291 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Missouri Highway 5, thence along Missouri Highway 5 to junction Missouri Highway 52, thence along Missouri Highway 52 to junction Missouri Highway 42, thence along Missouri Highway 42 to junction U.S. Highway 63, thence along U.S. Highway 63 to junction Missouri Highway 72, thence along Missouri Highway 72 to the Mississippi River, thence along the Mississippi River to point of origin to points in Kansas located on and west of a line extending from the Kansas-Nebraska State line along Kansas Highway 28 to junction U.S. Highway 81, thence along U.S. Highway 81 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction U.S. Highway 59, thence along U.S. Highway 59 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Interstate Highway 35, thence along Interstate Highway 35 to the Kansas-Oklahoma State line. The purpose of this filing is to eliminate the following gateways: (X) Olathe, Kans., a point in the Kansas City, Kans., commercial zone (a point formerly known as Turner, Kans.). The purpose of this correction is to correct the territorial description. The remainder of the letter-notice remains as previously published.

No. MC 92983 (Sub-No. E43) (Correction), filed June 4, 1974, published in the FEDERAL REGISTER March 10, 1976, and republished, as corrected, this issue. Applicant: AMERICAN BULK TRANSPORT CO., 818 Grand Ave., P.O. Box 2508, Kansas City, Mo. 64142. Applicant's representative: H. B. Foster (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over

irregular routes, transporting: (K) *Acids and chemicals*, in bulk, in tank or hopper vehicles; . . . (2) from points in Ohio located south of a line extending from the Ohio-Indiana State line along U.S. Highway 30 to junction U.S. Highway 30S, thence along U.S. Highway 30S to junction Interstate Highway 75, thence along Interstate Highway 75 to junction U.S. Highway 30N, thence along U.S. Highway 30N to junction U.S. Highway 30, thence along U.S. Highway 30 to the Ohio-West Virginia State line, to points in Oklahoma located on, north and west of a line extending from the Oklahoma-Texas State line along U.S. Highway 271 to junction U.S. Highway 59, thence along U.S. Highway 59 to junction Oklahoma Highway 33, thence along Oklahoma Highway 33 to the Oklahoma-Arkansas State line; . . . The purpose of this filing is to eliminate the gateways of: (K) Olathe, Kans., a point in the Kansas City, Mo.-Kansas City, Kans., Commercial Zone; . . . The purpose of this correction is to correct the territorial description. The remainder of the letter-notice remains as previously published.

No. MC 92983 (Sub-No. E45) (Correction), filed June 4, 1974, published in the FEDERAL REGISTER March 10, 1976, and republished, as corrected, this issue. Applicant: AMERICAN BULK TRANSPORT CO., 818 Grand Ave., P.O. Box 2508, Kansas City, Mo. 64142. Applicant's representative: H. B. Foster (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (D) *Soybean oil*, in bulk, from points in Delaware to points in Nevada on and west of a line beginning at the California-Nevada State line and extending along U.S. Highway 395 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction U.S. Alternate Highway 95 to junction U.S. Highway 95, thence along U.S. Highway 95 to junction U.S. Alternate Highway 95, thence along U.S. Alternate Highway 95 to junction Nevada Highway 3, thence along Nevada Highway 3 to intersection with the western boundary of Lyon County, thence along the western boundary of Lyon County to the California-Nevada State line. The purpose of this filing is to eliminate the gateways of: (D) Memphis, Tenn., Evadale, Ark., Carthage, Mo., Redfield, Iowa, and Nebraska; . . . The purpose of this correction is to correct the territorial description. The remainder of the letter-notice remains as previously published.

No. MC 92983 (Sub-No. E66), filed June 4, 1974. Applicant: AMERICAN BULK TRANSPORT COMPANY, 818 Grand Ave., P.O. Box 2508, Kansas City, Mo. 64142. Applicant's representative: H. B. Foster (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (A) *acids and chemicals*, in bulk, in tank vehicles; from points in Nevada located in Elko County to Dallas, Tex.; (B) *such polyvinyl acetate, linseed oil, linseed oil blends, and linseed*

oil products and paint materials, as are embraced within chemicals, in bulk, in tank vehicles, from points in Nevada located in Elko, Pershing, Humboldt, and Washoe Counties, to Houston, Tex.; (C) *acids and chemicals*, in bulk, from points in Nevada to points in Kentucky, North Carolina, Ohio, and South Carolina; (D) *trichloromonofluoromethane, dichlorodifluoromethane, monochlorodifluoromethane, trichlorotrifluoroethane, dichlorotetrafluoroethane, and mixtures thereof*, in bulk, in tank vehicles, (1) from points in Clark County, Nev., to points in Alabama located in and north of Choctaw, Marengo, Wilcox, Conecuh, and Covington Counties (except Fox); (2) from points in Nevada (except those located in Clark County), to points in Alabama (except Fox); (E) *chemicals*, in bulk, from points in Nevada to points in Delaware, District of Columbia, Maryland, New Jersey, New York, Pennsylvania, Virginia, and West Virginia; (F) *chemicals* (except derivatives of petroleum and petroleum products and synthetic resins and varnish), in bulk, in tank vehicles; (1) from points in Nevada located in Elko County to points in Minnesota located in and east of Freeborn, Steele, Rice, Dakota, that portion of Hennepin located on and east of Interstate Highway 35W, including the Minneapolis Commercial Zone, Ramsey, Washington, and Chisago Counties; (2) from points in Nevada (except those located in Elko, Clark, and Esmeralda Counties, and points in Nye County located south of U.S. Highway 95), to points in Minnesota located in and east of Martin, Watonwan, Blue Earth, Nicollet, Sibley, McLeod, Meeker, Wright, Sherburne, Isanti, Kanabec, Pine, Carlton, and those points in St. Louis County located on and east of Wisconsin Highway 73 from the southern boundary of St. Louis County through Hibbing to junction with U.S. Highway 53, thence along U.S. Highway 53 to the Canadian Border; (3) from Clark and Esmeralda Counties, Nev., and points in Nye County, Nev., located on and south of U.S. Highway 95 to points in Minnesota located in and east of Nobles, Murray, Lyon, Yellow Medicine, Chippewa, Swift, Pope, Douglas, Otter Tail, Wadena, Hubbard, Beltrami, and Lake of the Woods Counties.

(G) *Phosphoric acid*, in bulk, in tank vehicles, (1) from points in Nevada located in Clark County, to points in Alabama located in, north and east of Lamar, Fayette, Tuscaloosa, Bibb, Perry, Dallas, Lowndes, Butler, and Covington Counties; (2) from points in Nevada (except Clark County), to points in Alabama; (H) *acids and chemicals*, in bulk, from points in Nevada located in Clark County to points in South Dakota located in Union and Clay Counties; (I) *acids and chemicals*, in bulk, in tank or hopper vehicles, (1) from points in Nevada located in and south of Mineral, Nye and White Pine Counties, to points in Oklahoma located in, north, and east of Washington, Rogers, Mayes, Cherokee, and Sequoyah Counties; (2) from points in Nevada located in, north, and west of

Lyon, Churchill, Lander, Eureka, and Elko Counties, to points in Oklahoma located in and east of Kay, Noble, Logan, Oklahoma, Cleveland, Pottawatomie, Pontotoc, Coal, Atoka, Pushmataha, and those portions of Choctaw County located on and east of U.S. Highway 271 including the Hugo Commercial Zone; (3) from points in Nevada located in Nye, Mineral, Esmeralda, Douglas, Carson City, Lyon, Storey, and Churchill Counties, and those points in Washoe County located on and south of U.S. Highway 40, including the Reno Commercial Zone, to points in Nebraska located in Douglas, Sarpy, Cass, Otoe, Johnson, Nemaha, Pawnee, Richardson, and those parts of Gage County located on and east of U.S. Highway 77 including Beatrice Commercial Zone; (4) from points in Nevada located in Clark County to points in Nebraska located in and east of Gage, Lancaster, Saunders, Douglas, and Washington Counties and those portions of Burt, Thurston, and Dakota Counties located on and east of U.S. Highway 73 including the Blair Commercial Zone; (5) from points in Nevada located in Humboldt, Elko, White Pine, Eureka, Lander, Pershing, and Churchill Counties, and those portions of Washoe County located on and north of U.S. Highway 40 to points in Iowa located in and east of Winnebago, Hancock, Humboldt, Webster, Greene, Audubon, Cass, Montgomery, and Fremont Counties; (6) from points in Nevada located in and south of Lincoln, Nye, Mineral, Lyon, Storey, and that portion of Washoe on and south of U.S. Highway 40 including the Reno Commercial Zone, to points in Iowa (except those located in Woodbury, Plymouth, Sioux, O'Brien, Lyon, Osceola, and Dickinson Counties); (7) from points in Nevada located in Clark County to points in Iowa located in Woodbury, Plymouth, Sioux, O'Brien, Lyon, Osceola, and Dickinson Counties; (8) from points in Nevada to points in Illinois, and Missouri; (9) from points in Nevada to points in Kansas located in and east of Nemaha, Pottawatomie, Riley, Geary, Dickinson, Marlon, Butler, and Elk and Chautauqua Counties; (10) from points in Nevada located in Washoe, Humboldt, Pershing, Churchill, Storey, Lyon, Ormsby, Douglas, Mineral, and Esmeralda Counties, to the points in Kansas located in Clay, Ottawa, Salina, McPherson, Harvey, Sedgwick, and Cowley Counties; (11) from points in Nevada located in Clark County to points in Arkansas located in, north, and east of Sebastian, Logan, Yell, Garland, Hot Springs, Dallas, Calhoun, Bradley, Ashley, and Chicot Counties; (12) from points in Nevada (except those located in Clark County), to points in Arkansas.

(J) *Acids and liquid chemicals* (except those derived from petroleum and petroleum products), in bulk, in tank vehicles, from points in Nevada located in Elko County, to points in Texas located in, east, and north of Grayson, Collin, Rockwall, Kaveman, Henderson, Anderson, Houston, Trinity, Polk, and Hardin Counties except Jefferson and Orange Counties; (K) *caustic soda*, in bulk, in

tank vehicles, from points in Nevada located in Elko, Pershing, Humboldt, and Washoe Counties, to Houston, Tex.; (L) *liquid chemicals*, in bulk, in tank vehicles, from points in Nevada to points in Rhode Island; (M) *such fats and grease* as are embraced within chemical, in bulk, in tank vehicles, from points in Nevada to points in Maine, Massachusetts, New Jersey, and Vermont; (N) *such fats, oils, blends, and products thereof*, as are embraced within chemicals (except fats, oils, blends, and products thereof derived from petroleum, products, and paint), in bulk, in tank vehicles, from points in Nevada to points in Florida; (O) *acids and chemicals*, in bulk, in tank or hopper vehicles, (1) from points in Nevada to points in Michigan (except Baraga, Gogebic, Ontonagon, Houghton, and Keweenaw Counties); (2) from points in Nevada (except Elko, Humboldt, Pershing, Lander, Eureka, and White Pine Counties, and points north of U.S. Highway 40 in Washoe County), to points in Michigan located in Baraga, Gogebic, Ontonagon, Houghton, and Keweenaw Counties; (3) from points in Nevada to points in Massachusetts; (4) from points in Nevada to points in Wisconsin located in, south, and east of Vernon, Monroe, Juneau, Wood, Marathon, Langlade, and Forest Counties; (5) from points in Nevada located in Washoe County on and south of U.S. Highway 40 including the Reno Commercial Zone, Churchill, Storey, Lyon, Carson City, Douglas, Mineral, Esmeralda, Clarke, and those portions of Nye and Lincoln County located on and south of a line extending from the northern boundary of Nye County along Nevada Highway 8A to its junction with U.S. Highway 6, then east along U.S. Highway 6 to its junction with Nevada Highway 25 at Warm Springs, then east along Nevada Highway 25 to its junction with U.S. Highway 93, thence east along U.S. Highway 93 to its junction with Nevada Highway 25 at Panaca, then east along Nevada Highway 25 to the Utah border, to points in Wisconsin located in Vilas, Oneida, Lincoln, those portions of Price County located on and east of Wisconsin Highway 13 including the Phillips Commercial Zone, Taylor, Clark, Jackson, Chippewa, Eau Claire, Dunn, Pepin, Pierce, Buffalo, Trempealeau, and La Crosse Counties; (6) from points in Nevada located in Clark County to points in Wisconsin located in, north, and west of Iron, Ashland, those portions of Price County on and west of Wisconsin Highway 13 including the Phillips Commercial Zone, Rusk, Barron, Polk, and St. Croix Counties; (P) *agricultural insecticide*, in bulk, in hopper vehicles and *arsenic acid*, in bulk, in tank vehicles, from points in Nevada to points in Alabama (except Bay Minette).

(Q) *Acids and chemicals*, in bulk, in tank or hopper vehicles; (1) from points in Nevada located in Mineral, Churchill, Lyon, Douglas, Carson City, Storey, and those portions of Washoe on and south of U.S. Highway 40 including the Reno Commercial Zone, to points in Wisconsin

located in Vilas, Price, Oneida, Forest, Florence, Taylor, Lincoln, and Langlade Counties, and those portions of Eau Claire County located on and east of Wisconsin Highway 93 beginning at the southern boundary, proceeding north to junction with U.S. Highway 53 then north along U.S. Highway 53 to intersection with the northern boundary including the Eau Claire Commercial Zone; (2) from points in Nevada (except Clark County), to points in Wisconsin located in and south of Buffalo, Trempealeau, Jackson, Clark, Marathon, Menominee, Coconito, and Marinette Counties; (3) from points in Nevada located in Clark County to points in Minnesota located in St. Louis, Lake, and Cook Counties; (4) from points in Nevada to points in Tennessee; (5) from points in Nevada located in Esmeralda, Nye, Lincoln, and Clark Counties to points in Mississippi located in, north, and east of Washington, Sharkey, Yazoo, Madison, Scott, Newton, and Lauderdale Counties; (6) from points in Nevada (except those located in Esmeralda, Nye, Lincoln, and Clark Counties), to points in Mississippi; (R) *anhydrous ammonia*, in bulk, in tank vehicles, from points in Nevada to points in Alabama; (S) *acetic acid*, in bulk, in tank vehicles, from points in Nevada to points in Alabama; (T) *acids and chemicals*, in bulk, (1) from points in Nevada (except those located in Clark and Lincoln Counties), to points in Louisiana; (2) from points in Clark and Lincoln Counties, to points in Louisiana located in Washington and St. Tammany Parishes; (U) *chemicals* (except cryogenic liquids), in bulk, in tank or hopper vehicles, from points in Nevada located in Esmeralda, Nye, Lincoln, and Clark Counties, to points in Minnesota; (V) *chemicals*, in bulk, from points in Nevada, to points in Connecticut and Indiana; (W) *chemicals* (except liquid hydrogen, liquid oxygen, and liquid nitrogen), in bulk, from points in Nevada, to points in Georgia; and (X) *liquid chemicals*, in bulk, in tank or hopper vehicles, (1) from points in Nevada located in Elko County, to points in Texas located in and east of Red River, Franklin, Camp, Upshur, Smith, Cherokee, Angelina, Polk, Hardin, and Jefferson Counties; (2) from points in Nevada (except those located in Clark, Lincoln, Nye, Esmeralda, Mineral, and Elko Counties), to points in Texas located in Bowie and Cass Counties.

The purpose of this filing is to eliminate the gateways of (A), (B), and (C) Kansas City, Mo.; (D) Kansas City, Mo., and Marshall County, Ky.; (E), (F) Kansas City, Mo.; (G) Kansas City, Mo., Saginaw, Mo., and Columbia, Tenn.; (H) Kansas City, Mo.-Kansas City, Kans., Commercial Zone; (I) the Olathe, Kansas and Kansas City, Mo.-Kansas City, Kans., Commercial Zones; (J) the Olathe, Kans., and the Kansas City, Mo.-Kansas City, Kans., Commercial Zones, and Laurence, Kans.; (K) the Olathe, Kans., and the Kansas City, Mo.-Kansas City, Kans., Commercial Zones and Tulsa, Okla.; (L) the Olathe, Kans., and the Kansas City, Mo.-Kansas City, Kans.,

Commercial Zones, and Muscatine, Iowa; (M) the Olathe, Kans., and the Kansas City, Mo.-Kansas City, Kans., Commercial Zones and Dubuque, Iowa; (N) the Olathe, Kans., and the Kansas City, Mo.-Kansas City, Kans., Commercial Zones, and points in Arkansas within the Memphis, Tenn., Commercial Zone; (O) (1)-(2) the Olathe, Kans., and the Kansas City, Mo.-Kansas City, Kans., Commercial Zones, and the plantsite of Blockson Chemical Co., at or near Joliet, Ill.; (O) (3) the Olathe, Kans., and the Kansas, Mo.-Kansas City, Kans., Commercial Zones, and Tulsa, Okla.; (O) (4) the Olathe, Kans., and the Kansas City, Mo., Kansas City, Kans., Commercial Zone and Muscatine, Iowa; (P) the Olathe, Kans., and the Kansas City, Mo.-Kansas City, Kans., Commercial Zones and points in Arkansas within the Memphis, Tenn., Commercial Zones; (Q) (1)-(2) Olathe, Kans., and the Kansas City, Mo.-Kansas City, Kans., Commercial Zones, and Burlington, Iowa; (Q) (3) the Olathe, Kans., and the Kansas City, Mo.-Kansas City, Kans., Commercial Zones, and the plantsite of Iowa-Guttenberg Terminal, Inc., located approximately two miles south of Guttenberg, Iowa; (Q) (4) the Olathe, Kans., and the Kansas City, Mo.-Kansas City, Kans., Commercial Zones, and Saginaw, Mo.; (R) the Olathe, Kans., and the Kansas City, Mo.-Kansas City, Kans., Commercial Zones, Saginaw, Mo., and Woodstock, Tenn.; (S) the Olathe, Kans., and the Kansas City, Mo.-Kansas City, Kans., Commercial Zones, Saginaw, Mo., and Memphis, Tenn.; (T) Kansas City, Mo.; (U) the Olathe, Kans., and the Kansas City, Mo.-Kansas City, Kans., Commercial Zones and Fremont, Nebr.; (V), (W) Kansas City, Mo.; and (X) the Olathe, Kans., and Kansas City, Mo.-Kansas City, Kans., Commercial Zones and Verona, Mo.

No. MC 92983 (Sub-No. E68), filed June 4, 1974. Applicant: AMERICAN BULK TRANSPORT CO., 818 Grand Ave., P.O. Box 2508, Kansas City, Mo. 64142. Applicant's representative: H. B. Foster (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (A) *Corp Syrup*, in bulk, in tank vehicles (1) from points in Utah to points in New York; (2) from points in San Juan County, Utah, to points in Tennessee located in and east of Montgomery, Dickson, Williamson, Maury, Marshall, and Lincoln Counties; (3) from points in Utah (except those located in San Juan County) to points in Tennessee; (4) from points in Utah located in and north of Tooele, Salt Lake, Summit, and Grand Counties to points in Alabama; (5) from points in Utah located in and west and north of Washington, Iron, Beaver, Sevier, San Pete, Utah, Wasatch, Duchesne, and Summit Counties to points in Georgia; (6) from points in Utah located in and north of Tooele, Salt Lake, Summit, and Grand Counties to points in Florida. (B) *Molasses*, in bulk, in tank vehicles (1) from points in Utah (except San Juan County) to points in Illinois; (2) from points in Utah to

points in Wisconsin; (3) from points in Utah located in and south of Juab, San Pete, Carbon, and Grand Counties to points in Minnesota located in and east of Freeborn, Steele, Rice, Scott, Hennepin, Anoka, Isanti, Kanabec, Pine, Carlton, and St. Louis Counties; (4) from points in Utah north of Juab, San Pete, Carbon, and Grand Counties to points in Minnesota located in and east of Goodhue, Dodge and Mower Counties; (C) *Sugars and syrups and blends thereof*, for use as feed, in bulk (1) from points in Utah to points in Wisconsin; (2) from points in Utah to points in Minnesota located in and east of Jackson, Cottonwood, Brown, Renville, Kandiyohi, Stearns, Todd, Wadena, Hubbard, Beltrami, and Lake of the Woods Counties; (D) *Corp syrup*, in bulk in tank vehicles (1) from points in Utah located in and north of Box Elder, Davis, Salt Lake, Summit, and Daggett Counties to Dallas, Tex.; (2) from points in Utah located in Cache and Rich Counties to Ft. Worth, Tex.;

(E) *Dry Sugar*, in bulk from points in Utah to St. Bernard, Ohio; (F) *Corn Syrup*, in bulk in tank vehicles (1) from points in Utah to points in Mississippi; (2) from points in Utah south of Millard, Sevier, Emery, and Grand Counties to points in Louisiana located in and east of Bossier, Bienville, Winn, Grant, Rapides, Evangeline, St. Landry, Lafayette, and Iberia Parishes; (3) from points in Utah located in and north of Millard, Sevier, Emery, and Grand Counties to points in Louisiana; (4) from points in Utah west of Washington County to points in Minnesota located in Winona, Fillmore, and Houston Counties; (5) from points in Utah located in and east of Washington, Iron, Platte, Sevier, San Pete, Carbon, Duchesne, and Daggett Counties to points in Minnesota located in and east of Martin, Watonwan, Brown, Nicollet, Sibley, McLeod, Meeker, Stearns, Morrison, Crow Wing, Aitkin, Itasca, and Kooching Counties; (6) from points in Utah located in Box Elder, Cache, Weber, and Rich Counties to points in Texas located in and east of Grayson, Collin, Dallas, Ellis, Navarro, Limestone, Robertson, Brazos, Grimes, Waller, Fort Bend, and Matagorda Counties except Dallas, Texas; (7) from points in Utah to points in Arkansas; (8) from points in Utah to points in Kansas located in and east of Marshall, Riley, Geary, Morris, Chase, Greenwood, Elk, and Chautauqua Counties; (9) from points in Utah located in and south of Millard, San Pete, Carbon, and Grand Counties (except Iron and Washington Counties) to points in Nebraska located in Otoe, Johnson, Nemaha, Pawnee, and Richardson Counties; (10) from points in Utah located in Iron and Washington Counties to points in Nebraska located in Washington, Douglas, Sarpy, Cass, Otoe, Johnson, Nemaha, Pawnee, and Richardson Counties; (11) from points in Utah south of Tooele, Salt Lake, Summit, and Daggett Counties to points in Oklahoma located in and east of Washington, Rogers, Wagoner, Muskogee, Haskell, Latimer, Le Flore, and McCurtain Counties; and (12) from

points in Utah located in and north of Tooele, Salt Lake, Summit, and Daggett Counties to points in Oklahoma located in and east of Kay, Noble, Payne, Lincoln, Pottawatomie, Pontotoc, Johnson, and Marshall Counties. The purpose of this filing is to eliminate the gateways of: (A) (1)-(3) Clinton, Iowa; (4)-(5) Clinton, Iowa, and Memphis, Tenn.; (6) Clinton, Iowa, Memphis, Tenn., and Birmingham, Ala.; (B) (1) Muscatine, Iowa; (2) Dubuque, Iowa; (C) Mason City, Iowa; (D) Kansas City, Mo.; (E) points in Iowa within the Omaha, Neb., commercial zone; and (F) North Kansas City, Mo.

No. MC 92983 (Sub-No. E69), filed June 4, 1974. Applicant: AMERICAN BULK TRANSPORT CO., 818 Grand Ave. P.O. Box 2508, Kansas City, Mo. 64142. Applicant's representative: H. B. Foster (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (A) *Such Polyvinyl Acetate*, linseed oils, blends, products thereof and paint materials, in bulk, in tank vehicles, as are embraced within chemicals, from points in Utah located in and north of the counties of Tooele, Salt Lake, Summit, and Daggett to Houston, Tex.; (B) *Acids and Chemicals*, in bulk from points in Utah to points in Kentucky, North Carolina, Ohio, and South Carolina; (C) *Trichloromono-fluoromethane, Dichlorodifluoromethane, Monochlorodifluoromethane, Trichlorotrifluoroethane, Dichlorotetrafluoroethane* and mixtures, in bulk, tank vehicles from points in Utah to points in Alabama (except Fox); (D) *Chemicals*, in bulk, from points in Utah to points in Delaware, District of Columbia, Maryland, New Jersey, New York, Pennsylvania, Virginia, and West Virginia;

(E) *Acids and Chemicals* (except those derived from petroleum or petroleum products, synthetic resins and varnish), in bulk, in tank or hopper vehicles (1) from points in Utah located in and south of Beaver, Sevier, Emery, and Grand Counties to points in Minnesota located on and east of a line extending from the Minnesota-Iowa state line along U.S. 71 to the southern border of Wadena County, including the Sauk Centre, Minnesota, commercial zone and points in Wadena, Cass, Itasca, and Kooching Counties; (2) from points in Utah north of Beaver to points in Minnesota located in Winona, Fillmore, and Houston Counties; (F) *Anhydrous Ammonia*, in bulk, in tank vehicles from points in Utah to points in Alabama within 400 miles of Wookstock, Tennessee; (G) *Phosphoric Acid*, in bulk, in tank vehicles from points in Utah to points in Alabama; (H) *Acetic Acid*, in bulk, in tank vehicles from points in Utah to points in Alabama;

(I) *Acids and Chemicals*, in bulk, in tank or hopper vehicles (1) from points in Utah to points in Arkansas; (2) from points in Utah to points in Illinois and Missouri; (3) from points in Utah north of Beaver to points in Iowa located in and east of Howard, Floyd, Butler,

Hardin, Story, Polk, Madison, Union, and Ringgold Counties; (4) from points in Utah located in and south of Beaver, Sevier, Emery, and Grand Counties to points in Iowa located in and east of Kossuth, Humboldt, Pocahontas, Calhoun, Carroll, Audubon, Cass, Montgomery, and Fremont Counties; (5) from points in Utah to points in Kansas located on and east of a line extending from the Kansas-Oklahoma state line along Kansas Highway 99, through Sedan, Emporia, and the Emporia commercial zone and Wamego, Kans., to the junction of Kansas Highway 16, thence along Kansas Highway 16 to the junction of United States Highway 75, through Fairview, Kans., to the Kansas-Nebraska state line; (6) from points in Utah located in and south of Beaver, Sevier, Emery, and Grand Counties to points in Nebraska located on and east of a line extending from the Nebraska-Kansas state line along Nebraska Highway 65 to the junction of Nebraska Highway 4, thence along Nebraska Highway 4 to the junction of Nebraska Highway 50, thence along Nebraska Highway 50 to the junction of United States Highway 34, thence along United States Highway 34, through Mynard, Nebr., to the Platte River; (7) from points in Utah located in and north of Tooele, Salt Lake, Summit, and Daggett Counties to points in Oklahoma located in and east of Kay, Noble, Payne, Lincoln, Pottawatomie, Pontotoc, Johnson, and Marshall Counties; (8) from points in Utah located in and north of Millard, Sevier, Emery, and Grand Counties to points in Oklahoma located in and east of Osage, Tulsa, Okmulgee, McIntosh, Haswell, Latimer, Le Flore, and McCurtain Counties;

(J) *Acids and Liquid Chemicals* (except those derived from petroleum and petroleum products), in bulk, in tank vehicles; from points in Utah located in and north of Tooele, Salt Lake, Summit, and Grand Counties to points in Texas located in and east of Fannin, Hunt, Van Zandt, Henderson, Anderson, Houston, Walker, Montgomery, Harris, and Galveston Counties (except Harris, Jefferson, and Orange Counties); (K) *Caustic Soda*, in bulk, in tank vehicles, from points in Utah located in and north of Tooele County on and north of a line extending from the Nevada-Utah state line along Interstate Highway 80 to the junction of Utah Highway 138, thence along Utah Highway 138 to the junction of Utah Highway 112, thence along Utah Highway 112 to the junction of Utah Highway 36, including the Toole, Utah, commercial zone, thence along Utah Highway 36 to the junction of Interstate 80, thence along Interstate 80 to Salt Lake County and points in Salt Lake, Summit, and Daggett Counties to Houston, Tex.; (L) *Liquid Chemicals*, in bulk, in tank vehicles, from points in Utah to points in Rhode Island; (M) *Such Fats and Grease* (as are embraced within), in bulk, in tank vehicles, from points in Utah to points in Maine, New Hampshire, and Vermont; (N) *Such Fats and Oils and blends and products thereof* (as are embraced within) (except fats, oils,

blends, and products thereof derived from petroleum, soap products, and paints) in bulk, in tank vehicles, from points in Utah to points in Florida;

(O) *Acids and Chemicals*, in bulk, in tank or hopper vehicles from points in Utah to points in the upper peninsula of Michigan located in and east and south of a line extending from the Michigan-Wisconsin state line along Michigan Highway 95, including the Iron Mountain, Mich., commercial zone, to the junction of unnumbered highway at Sagola, Mich., thence along unnumbered highway, through Ralph, Mich., to the junction of Missouri Highway 35, thence along Michigan Highway 35 to the junction of unnumbered highway at Forsyth, Mich., thence along unnumbered highway through Carlshend, Mich., to the junction of United States Highway 41, thence along United States Highway 41 to the western border of Alger County; (P) *Chemicals*, in bulk, in tank or hopper vehicles from points in Utah to points in Massachusetts; (Q) *Arsenic Acid*, in bulk, in tank vehicles and *Agricultural Insecticide*, in bulk, in hopper vehicles from points in Utah to points in Alabama (except Bay Minette); (R) *Acids and Chemicals*, in bulk, in tank or hopper vehicles (1) from points in Utah located in and south of Juab, Utah, Wasatch, Duchesne, and Uintah Counties to points in Wisconsin located in and east and south of Vernon, Monroe, and Juneau Counties on a line extending from the Mississippi River along Wisconsin Highway 56 to the junction of Wisconsin Highway 82, thence along Wisconsin Highway 82 to the junction of Wisconsin Highway 131, thence along Wisconsin Highway 131 to the junction of Wisconsin Highway P, thence along Wisconsin Highway P to the junction of Wisconsin Highway W, thence along Wisconsin Highway W to the junction of Wisconsin Highway A, thence along Wisconsin Highway A to the junction of Wisconsin Highway H, thence along Wisconsin Highway H to the junction of Wisconsin Highway 173 and the western border of Juneau County and points in Wood, Portage, Shawano, Menominee, Oconto, and Marinette Counties; (2) from points in Utah located in and south of Beaver, Sevier, Emery, and Grand Counties to points in Wisconsin located in and north of La Crosse, Jackson, Clark, Marathon, Langlade, Forrest and Florence Counties (except from Pierce, St. Croix, Polk, Barrow, Burnett, Washburn, and Douglas Counties); (3) from points in Utah located in and south of Beaver, Sevier, Emery, and Grand Counties to points in Minnesota located in and east of unnumbered highway in Mower County which passes through Dexter, Adams, and Johnsbury, Minn., and Olmstead and Wabasha Counties; (4) from points in Utah to points in Mississippi and Tennessee;

(S) *Liquid Chemicals*, in bulk, in tank or hopper vehicles from points in Utah located in and north of Tooele, Salt Lake, Summit, and Grand Counties to points in Texas located in and east of Lamar, Delta, Hopkins, Wood, Smith, Cherokee,

Angelina, Tyler, Hardin, and Jefferson Counties; (T) *Acids and Chemicals*, in bulk (1) from points in Utah south of Millard, Sevier, Emery, and Grand Counties to points in Louisiana located in and east of Bossier, Bienville, Winn, Grant, Rapides, Evangeline, St. Landry, Lafayette, and Iberia Parishes; (2) from points in Utah located in and north of Millard, Sevier, Emery, and Grand Counties to points in Louisiana; (U) *Acids and Chemicals* (except liquid hydrogen, liquid oxygen, and liquid nitrogen to Georgia) in bulk from points in Utah to points in Connecticut, Georgia, and Indiana; (V) *Sugars and Syrups and blends* thereof, for use as feed, in bulk from points in Utah to points in Illinois; and (W) *Malt Syrup* for use as feed, in bulk, in tank vehicles (1) from points in Utah to points in Indiana (except those located west of United States Highway 41 from the Ohio River to the Wabash River but not including the Evansville or Vincennes, in commercial zones) Michigan and Ohio; (2) from points in Utah (except Iron and Washington Counties) to points in Wisconsin located in and east and south of Crawford, Richland, Sauk, Juneau, Monroe, Wood, Marathon, Lincoln, Oneida, and Vilas Counties; (3) from points in Utah located in Iron and Washington Counties to points in Wisconsin located in and east and south of Trempealeau, Eau Claire, Chippewa, Rusk, Washburn, and Douglas Counties. The purpose of this filing is to eliminate the gateways of: (A) Kansas City, Kans.-Kansas City, Mo., commercial zone; (B) Kansas City, Kans.-Kansas City, Mo., commercial zone (point formerly known as Turner, Kans.); (C) Kansas City, Kans.-Kansas City, Mo., commercial zone (a point formerly known as Turner, Kans.), and Marshall County, Ky.; (D), (E) Kansas City, Kans.-Kansas City, Mo., commercial zone a point formerly known as Turner, Kans.);

(F) Kansas City, Kansas-Missouri commercial zone (Turner, Kans., has been annexed by Kansas City, Kans.), Saginaw, Mo., and points within 15 miles thereof and Woodstock, Tenn.; (G) Kansas City, Kansas-Missouri, commercial zone (Turner, Kans., was annexed by Kansas City, Kans.), and points within 15 miles thereof, and Columbia, Tenn.; (H) Kansas City, Kansas-Missouri, commercial zone (Turner, Kans., was annexed by Kansas City, Kans.), and points within 15 miles thereof, and Memphis, Tenn.; (I) Points in the Olathe, Kans., and Kansas City, Kans.-Kansas City, Mo., commercial zone (Turner, Kans., has been annexed by Kansas City, Kans.); (J) Points in the Olathe, Kans., and Kansas City, Kans.-Kansas City, Mo., commercial zone (Turner, Kans., has been annexed by Kansas City, Kans.) and Lawrence, Kans.; (K) Points in the Olathe, Kans., and Kansas City, Kans.-Kansas City, Mo., commercial zone (Turner, Kans., has been annexed by Kansas City, Kan.) and Tulsa, Okla.; (L) Points in the Olathe, Kans., and Kansas City, Kans.-Kansas City, Mo., commercial zone (Turner, Kans., has been

annexed by Kansas City, Kans.) and Muscatine, Iowa; (M) Points in the Olathe, Kans., and Kansas City, Kans.-Kansas City, Mo., commercial zone (Turner, Kans., has been annexed by Kansas City, Kans.) and Dubuque, Iowa; (N) Points in both the Olathe, Kans., and Kansas City, Kans.-Kansas City, Mo., commercial zone (Turner, Kans., has been annexed by Kansas City, Kans.) and points in Arkansas that are in Memphis, Tenn., commercial zone; (O) Points in Olathe, Kans., and Kansas City, Kans., commercial zone (Turner, Kans., was annexed by Kansas City, Kans.) and plant-site of Blockson Chemical Co. at or near Joliet, Ill.; (P) Points in Olathe, Kans., and Kansas City, Kans., commercial zones (Turner, Kans., was annexed by Kansas City, Kans.), and Tulsa, Okla.;

(Q) Points in Olathe, Kans., and Kansas City, Kans., commercial zones (Turner, Kans., has been annexed by Kansas City, Kans.) and points in Arkansas that are within the Memphis, Tenn., commercial zone; (R) (1)-(2) Points in Olathe, Kans., and Kansas City, Kans., commercial zones (Turner, Kans., has been annexed by Kansas City, Kans.), and Burlington, Iowa; (3) Olathe, Kans., Kansas City, Kans., commercial zone (Turner, Kans., has been annexed by Kansas City, Kans.) and plantsite of Iowa-Guttenburg Terminal, Inc., located approximately two miles south of Guttenberg, Iowa; (4) Olathe, Kans., and Kansas City, Kans., commercial zones (a point formerly known as Turner, Kans.), and Saginaw, Mo., and points within 15 miles thereof; (S) Olathe, Kans., and Kansas City, Kans., commercial zone (Turner, Kans., has been annexed by Kansas City, Kans.) and Verona, Mo.; (T), (U) Kansas City, Kans.-Missouri, commercial zone (Turner, Kans., was annexed by Kansas City, Kans.); (V) Plantsite of Protein Blenders, Inc., at or near Iowa City, Iowa; and (W) Plantsite of Protein Blenders, Inc., near Iowa City, Iowa, and Villa Park, Ill.

No. MC 92983 (Sub-No. E72) (Correction), filed June 4, 1974, published in the FEDERAL REGISTER June 3, 1976, and republished, as corrected, this issue. Applicant: AMERICAN BULK TRANSPORT CO., 818 Grand Ave., P.O. Box 2508, Kansas City, Mo. 64142. Applicant's representative: H. B. Foster (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (A) *Acids and chemicals*, in bulk, in tank vehicles, from points in Oregon to Dallas, Tex.; * * * The purpose of this correction is to correct the Sub-No. E62 to read as E72 instead. The remainder of the letter-notice remains as previously published.

No. MC 92983 (Sub-No. E74), filed June 4, 1974. Applicant: AMERICAN BULK TRANSPORT CO., 818 Grand Ave., P.O. Box 2508, Kansas City, Mo. 64142. Applicant's representative: H. B. Foster (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (A) *Acids and chemicals* (except chemical fertilizer solutions) in bulk, in tank vehicles: from points in Idaho to

Dallas, Tex.; (B) such chemicals embraced within polyvinyl acetate, linseed oil, blends and products thereof, in bulk, in tank vehicles: from points in Idaho to Houston, Tex.; (C) Such paint materials, as are embraced within chemicals, in bulk, in tank vehicles: from points in Idaho to Houston, Tex.; (D) acids and chemicals, (except chemical fertilizer solutions), in bulk: from points in Idaho to points in Kentucky, North Carolina, Ohio, and South Carolina; (E) trichloromonofluoromethane, dichlorodifluoromethane, monochlorodifluoromethane, trichlorotrifluoroethane, dichlorotetrafluoroethane and mixtures thereof, in bulk, in tank vehicles: from points in Idaho to points in Alabama (except Fox); (F) chemicals, (except chemical fertilizer solutions), in bulk: from points in Idaho to points in Delaware, District of Columbia, Maryland, New Jersey, New York, Pennsylvania, Virginia, and West Virginia; (G) anhydrous ammonia, in bulk, in tank vehicles: from points in Idaho to points in Alabama within 400 miles of Woodstock, Tenn.

(H) Phosphoric acid, in bulk, in tank vehicles: from points in Idaho to points in Alabama; (I) Acids and chemicals (except chemical fertilizer solutions), in bulk, in tank or hopper vehicles: (1) from points in Idaho to points in Arkansas and Illinois; (2) from points in Idaho located in and south of Idaho County to points in Kansas located in and east of Marshall, Riley, Geary, Morris, Marion, and points on and east of a line extending from the northern boundary of Harvey County along Kansas Highway 15 to the junction of Interstate Highway 35W, thence along Interstate Highway 35W to the junction of Interstate Highway 235, thence along Interstate Highway 235 to the junction of Interstate Highway 35, thence along Interstate Highway 35 to the Kansas-Oklahoma State line; (3) from points in Idaho located in Boundary, Bonner, and Kootenai Counties to points in Nebraska located in Nemaha, Richardson, and Pawnee Counties; (4) from points in Idaho located in and south of Idaho County to points in Oklahoma located in and east of Kay, Noble, Payne, Lincoln, Pottawatomie, Dantoc, Murray, Carter, and Love Counties; (5) from points in Idaho located in and north of Nez Perce, Lewis, and Clearwater Counties to points in Oklahoma located in and east of Alfalfa, Major, Blaine, Caddo, Comanche, and Cotton Counties; (6) from points in Idaho located in and east of Clark, Butte, Blaine, Minidoka, and Cassia Counties to points in Missouri (except Atchison County); (7) from points in Idaho located in and west and north of Lemhi, Custer, Boise, Elmore, Camas, Lincoln, Jerome, and Twin Falls Counties to Atchison County, Mo.; (8) from points in Idaho to points in Iowa located in and south of Ringgold, Clarke, Lucas, Marion, Mahaska, Poweshiek, Iowa, Linn, Jones, and Dubuque Counties; (J) acids and liquid chemicals (except chemical fertilizer solution and petroleum chemicals), in bulk, in tank vehicles: (1) from points in Idaho located in and south of

Idaho County to points in Texas located in and east of Grayson, Collin, Dallas, Ellis, Navarro, Limestone, Robertson, Brazos, Washington, Austin, Wharton, and Matagorda Counties (except Harris, Jefferson, and Orange Counties); (2) from points in Idaho located in and north of Nez Perce, Lewis, and Clearwater Counties to points in Texas located in and east of Wichita, Archer, Young, Stephens, Eastland, Comanche, Mills, San Sabra, Llano, Blanco, Kendall, Bexar, Atascosa, McMullen, Duval, Brooks, and Hidalgo Counties (except Harris, Jefferson and Orange Counties).

(K) Caustic soda, in bulk, in tank vehicles: from points in Idaho to Houston, Tex.; (L) liquid chemicals (except chemical fertilizer solutions), in bulk, in tank vehicles: from points in Idaho to points in Rhode Island; (M) such chemicals as are embraced within fats and greases, in bulk, in tank vehicles: from points in Idaho to points in Maine, Massachusetts, New Hampshire and Vermont; (N) such chemicals, as are embraced within oils, blends, and products thereof (except those derived from petroleum, soap products, and paints), in bulk, in tank vehicles: from points in Idaho to points in Florida; (O) acids and chemicals (except chemical fertilizer solutions), in bulk, in tank or hopper vehicles: (1) from points in Idaho located in Fremont, Madison, Teton, Bonneville, Bingham, Bannock, and Oneida Counties to points in the Lower Peninsula of Michigan located on and south of a line extending from Cross Village on Lake Michigan along Michigan Highway C66 to Cheboygan on Lake Huron; (2) from points in Idaho located in, west, and north of Clark, Jefferson, Butte, Blaine, Power, and Cassia Counties to points in Michigan located on and south and east of a line extending from Lake Michigan along unnumbered highway, 1 mile south of Onkama through Kaleva to the junction of U.S. Highway 55, 3 miles west of Wellston, thence along U.S. Highway 55 to the junction of Michigan Highway 115, thence along Michigan Highway 115 to the junction of U.S. Highway 10, thence along U.S. Highway 10 to the western border of Tuscola County, including the Clare, Midland, and Bay City Commercial Zone, thence along the western border of Tuscola County to Saginaw Bay; (P) acids and chemicals (except chemical fertilizer solution), in bulk, in tank or hopper vehicles: (1) from points in Idaho located in and south of Adams, Valley, and Lemhi Counties to points in Massachusetts; (2) from points in Idaho located in and north of Idaho County to points in Massachusetts located on and east of a line extending from the Massachusetts-New Hampshire State line south along unnumbered highway through Townsend Harbor to the junction of Massachusetts Highway 225, thence along Massachusetts Highway 225 to junction of unnumbered highway at West Groton, thence along unnumbered highway through north Shirley and Shirley Center to the junction of U.S. Highway 13, thence along U.S. Highway 13 to the

junction of U.S. Highway 12, thence along U.S. Highway 12 to the Massachusetts-Connecticut State line; (3) from points in Idaho located in and south of Adams, Valley, Custer, Butte, Bingham, and Bonneville Counties to points in Wisconsin located in Milwaukee, Racine, and Kenosha Counties; (4) from points in Idaho to points in Mississippi and Tennessee.

(Q) Acetic acid, in bulk, in tank or hopper vehicles: from points in Idaho to points in Alabama; (R) arsenic acid, in bulk, in tank vehicles and agricultural insecticides, in bulk, in hopper vehicles: from points in Idaho to points in Alabama (except Bay Minette, Ala.); (S) liquid chemicals (except fertilizer solutions), in bulk, in tank or hopper vehicles: (1) from points in Idaho located in and south of Idaho County to points in Texas located in and east of Fannin, Hunt, Van Zandt, Henderson, Anderson, Houston, Walker, San Jacinto, Polk, Hardin, and Jefferson Counties; (2) from points in Idaho located in and north of Nez Perce, Lewis, and Clearwater Counties to points in Texas located in and east of Montague, Wise, Parker, Hood, Somervell, Bosque, Coryell, Bell, Williamson, Travis, Caldwell, Guadalupe, Gonzales, Karnes, Bee, San Patricio, Nueces, Kleberg, Kenedy, Willacy, and Cameron Counties (except Brazoria, Fort Bend, Galveston, Harris, Montgomery, Liberty, and Chambers Counties); (T) acids and chemicals (except chemical fertilizer solutions), in bulk, from points in Idaho to points in Louisiana; (U) acids and chemicals (except chemical fertilizer solutions, liquid hydrogen, liquid oxygen, and liquid nitrogen) in bulk, from points in Idaho to points in Georgia; (V) acids and chemicals (except chemical fertilizer solutions), in bulk, from points in Idaho to points in Connecticut and Indiana; (W) sugar, syrups and blends thereof for use as feed, in bulk, from points in Idaho to points in Illinois.

(X) Malt syrup used as feed, in bulk, in tank vehicles: (1) from points in Idaho to points in Indiana and Ohio; (2) from points in Idaho (except Ada, Canyon, and Payette Counties) to points in the Lower Peninsula of Michigan located on and south of a line extending from Cross Village on Lake Michigan along Michigan Highway C66 to Cheboygan on Lake Huron; (3) from points in Idaho located in Ada, Canyon, and Payette Counties to points in Michigan located on and east of a line extending from L'Anse on Lake Superior along U.S. Highway 41 to the junction of U.S. Highway 141, thence along U.S. Highway 141 to the Michigan-Wisconsin State line; (4) from points in Idaho (except Ada, Canyon, and Payette Counties) to points in Wisconsin located in and south of Iowa, Dane, Columbia, Greenlake, Winnebago, Calumet, Brown, Kewaunee, and Door Counties and points in Grant County on and south of a line extending from the Wisconsin-Illinois State line along U.S. Highway 61 to the junction of Wisconsin Highway A at Lancaster, thence along Wisconsin Highway A to the western

border of Iowa County; (5) from points in Idaho located in Ada, Canyon, and Payette to points in Wisconsin located in and east and south of Vernon, Monroe, Juneau, Wood, and Marathon Counties and points on and east of a line extending from the northern border of Marathon County along U.S. Highway 51 to the junction of Michigan Highway 70, thence along Michigan Highway 70 to the junction of U.S. Highway 45, thence along U.S. Highway 45 to the Wisconsin-Michigan State line; (Y) *corn syrup*, in bulk, in tank vehicles: (1) from points in Idaho to points in New York and Tennessee; (2) from points in Idaho located in and north of Canyon, Ada, Boise, Valley, and Lemhi Counties to points in Kentucky located in and south of Fulton, Hickman, Graves, Calloway, Trigg, Christian, Todd, Logan, Warren, Barren, Metcalfe, Adair, Russell, Pulaski, Laurel, Clay, Perry, Knott, and Pike Counties; (3) from points in Idaho located in and north of Nez Perce, Lewis, and Clearwater Counties to points in Kentucky except those located in and north of Jefferson, Shelby, Franklin, Scott, Bourbon, Nicholas, Fleming, Lewis, Carter, and Boyd Counties; (4) from points in Idaho to points in Alabama and Georgia; and (5) from points in Idaho to points in Florida. The purpose of this filing is to eliminate the gateways of: (A), (B), (C), (D) Kansas City, Mo.-Kansas City, Kansas, commercial zone (point formerly known as Turner, Kansas.); (E) Kansas City, Mo.-Kansas City, Kansas, commercial zone (point formerly known as Turner, Kansas.) and Marshall County, Ky.

(F) Kansas City, Mo.-Kansas City, Kansas, commercial zone (Turner, Kansas.); (G) Kansas City, Mo.-Kansas City, Kansas, commercial zone (Turner, Kansas. has been annexed by Kansas City, Kansas.) Saginaw, Mo., and points within 15 miles, Woodstock, Tenn.; (H) Kansas City, Mo.-Kansas City, Kansas, commercial zone (Turner, Kansas.), Saginaw, Mo., and points within 15 miles thereof, and Columbia, Tenn.; (I) Olathe, Kansas, and Kansas City, Mo.-Kansas City, commercial zones (Turner, Kansas.); (J) Olathe, Kansas, and Kansas City, Mo.-Kansas City, Kansas, commercial zones (Turner, Kansas.), and Lawrence, Kansas.; (K) Olathe, Kansas, and Kansas City, Mo.-Kansas City, Kansas, commercial zones (Turner, Kansas.), and Tulsa, Okla.; (L) Olathe, Kansas, and Kansas City, Mo.-Kansas City, Kansas, commercial zones (Turner, Kansas.), and Muscatine, Iowa.; (M) Olathe, Kansas, and Kansas City, Mo.-Kansas City, Kansas, commercial zones (Turner, Kansas.), and Dubuque, Iowa.; (N) Olathe, Kansas, and Kansas City, Mo.-Kansas City, Kansas, commercial zones (Turner, Kansas.), and points in Arkansas that are within the Memphis, Tenn., commercial zone; (O) Olathe, Kansas, and Kansas City, Kansas, commercial zones (Turner, Kansas.) and plantsite of the Bolckson Chemical Co., at or near Joliet, Ill.; (P) (1)-(2) Olathe, Kansas, and Kansas City, Mo.-Kansas City, Kansas, commercial zones (Turner, Kansas.), and Tulsa, Okla.; (P) (3) Kan-

sas City, Kansas, Olathe, Kansas, Kansas City, Kansas, commercial zones (Turner, Kansas.), and plantsite of Iowa-Guttenberg Terminal Inc. located approximately two miles south of Guttenberg, Iowa; (P) (4) Olathe, Kansas, and Kansas City, Mo.-Kansas City, Kansas, commercial zones (Turner, Kansas.) and points within 15 miles of Saginaw, Mo.; (Q), (R), Olathe, Kansas, and Kansas City, Mo.-Kansas City, Kansas, commercial zones (Turner, Kansas.) and points within 15 miles of Saginaw, Mo., and Memphis, Tenn.; (S) Olathe, Kansas, and Kansas City, Kansas, commercial zones, (Turner, Kansas.) and Verona, Mo.; (T), (U), (V) Kansas City, Mo.-Kansas City, Kansas, commercial zones (Turner, Kansas.); (W) Plantsite of Protein Blenders, Inc., near Iowa City, Iowa; (X) Plantsite of Protein Blenders, Inc. near Iowa City, Iowa and Villa Park, Ill.; (Y) (1) Clinton, Iowa; (Y) (2)-(4) Clinton, Iowa, and Memphis, Tenn.; and (Y) (5) Clinton, Iowa, Memphis, Tenn., and Birmingham, Ala.

No. MC 92983 (Sub-No. E75), filed June 4, 1974. Applicant: AMERICAN BULK TRANSPORT CO., 818 Grand Ave., P.O. Box 2508, Kansas City, Mo. 64142. Applicant's representative: H. B. Foster (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (A) *Molasses*, in bulk, in tank vehicles: (1) from points in Indiana to points in Illinois; (2) from points in Indiana except Ada, Canyon, and Payette Counties to points in Wisconsin located in and south and east of Buffalo, Eau Claire, Clark, Taylor, and Lincoln and points on and east of a line extending from the northern border of Lincoln County along U.S. Highway 8 to the junction of Michigan Highway 17, including the Rhinelander Commercial Zone, thence along Michigan Highway 17 to the junction of U.S. Highway 45, thence along U.S. Highway 45 to the Wisconsin-Michigan State line; (3) from points in Idaho (except Ada, Canyon, and Payette Counties) to points in Minnesota located in Wabasha, Olmsted, Winona, Mower, Fillmore, and Houston Counties; (4) from points in Idaho located in Ada, Canyon, and Payette Counties to points in Minnesota located in and east of Goodhue, Dodge and Mower Counties; (B) *sugar, syrups and blends thereof* for use as feed, in bulk: (1) from points in Idaho to points in Wisconsin; (2) from points in Idaho (except Ada, Canyon, and Payette Counties) to points in Minnesota located in and east of Jackson, Watonwan, Brown, Nicollet, Sibley, Carver, Hennepin, Onoka, Isanti, and Pine Counties; (3) from points in Idaho located in Ada, Canyon, and Payette Counties to points in Minnesota located in and east of Rock, Pipestone, Lyon, Redwood, Renville, Chippewa, Kandiyohi, Stearns, Todd, Cass, and Itasca Counties and points in Kooching County located on and east of a line extending from the northern border of Itasca County along Minnesota Highway 65 to the junction of Minnesota Highway 217, thence along Min-

nesota Highway 217 to the junction of U.S. Highway 53, thence along U.S. Highway 53 to the Rainy River; (C) *corn syrup*, in bulk, in tank vehicles: (1) from points in Idaho to Dallas, Tex.; (2) from points in Idaho (except Caribou, Bear Lake, Franklin, and Oneida Counties) to Fort Worth, Tex.

(D) *Dry sugar*, in bulk: from points in Idaho to St. Bernard, Ohio; (E) *corn syrup*, in bulk, in tank vehicles: (1) from points in Indiana to points in Louisiana and Mississippi; (2) from points in Idaho to points in Texas located in and east of Collin, Rockwall, Kaufman, Henderson, Anderson, Houston, Walker, Montgomery, Harris, and Galveston Counties and points in Grayson County located on and east of a line extending from the Texas-Oklahoma State line along U.S. Highway 69 to the junction of U.S. Highway 82, including the Sherman Commercial Zone, thence along U.S. Highway 82 to the junction of Texas Highway 289, thence along Texas Highway 289 to the northern border of Collin County; (3) from points in Indiana located in and north of Nez Perce, Lewis, and Clearwater Counties to points in Texas located in and east of Wilbarger, Baylor, Throckmorton, Stephens, Eastland, Brown, San Sabra, Llano, Blanco, Comal, Wilson, Karnes, Live Oak, Jim Wells, Kelberg, Kenedy, Willacy, and Cameron Counties and points in Bexar County located on and east of a line extending from the southern border of Comal County along U.S. Highway 281 to the junction of Interstate Highway 410, thence along Interstate Highway 410 to the junction of U.S. Highway 181, including the San Antonio Commercial Zone, thence along U.S. Highway 181 to the western border of Wilson County; (4) from points in Idaho located in Ada, Canyon, and Payette Counties to points in Minnesota located in Winona, Fillmore, and Houston Counties; (5) from points in Idaho to points in Arkansas; (6) from points in Idaho located in and south of Idaho County to points in Oklahoma located in and east of Kay, Noble, Payne, Lincoln, Pottawatomie, Pontotoc, Johnston, and Marshall Counties; (7) from points in Idaho located in and north of Nez Perce, Lewis, and Clearwater to points in Oklahoma located in and east of Woods, Major, Dewey, Custer, Wahita, Kiowa, and Tillman Counties; (8) from points in Idaho located in and north of Nez Perce, Lewis, and Clearwater Counties to points in Nebraska located in Otoe, Johnson, Nemaha, Gage, Pawnee, and Richardson Counties; (9) from points in Idaho to points in Kansas located in and east of Marshall, Riley, Geary, Morris, Chase, Butler, and Cowley Counties; (10) from points in Idaho located in and north of Nez Perce, Lewis, and Clearwater Counties to points in Kansas located in and east of Washington, Clay, Ottawa, Saline, McPherson, Reno, Kingman, and Harper Counties.

(F) *Vegetable Oils*, in bulk, in tank ve-

(F) *Vegetable Oils*, in bulk, in tank vehicles: (1) from points in Idaho to St. Louis, Mo.; (2) from points in Idaho to points in Ohio; (3) from points in Idaho

to points in Illinois (except Rock Island, Whiteside, Carroll, Ogle, Jo Daviess, Stephenson, Winnebago, Boone, and McHenry Counties and points in Lake County located north of Illinois Highway 22 and Champaign and Jacksonville); (G) *fats, oils, blends and products thereof*, (except those derived from petroleum, soap products, and paint), in bulk, in tank vehicles: from points in Idaho to Memphis, Tenn.; (H) *cottonseed oil, soybean oil, blends and products thereof*, in bulk, in tank vehicles: from points in Idaho to Macon, Ga., and Jackson, Miss.; (I) *vegetable oils and vegetable oil products* (except soap products and paint), in bulk, in tank vehicles: (1) from points in Idaho to points in Alabama, Georgia (except Macon), and Mississippi (except Jackson); (2) from points in Idaho located in Caribou, Bear Lake, and Franklin Counties to points in Louisiana except Caddo and De Soto Parishes and points in Sabine Parish located north of Louisiana Highway 6; (3) from points in Idaho (except Ada, Canyon, and Payette Counties) to points in Pennsylvania located in and south of Cumberland, York, Lancaster, Lebanon, Berks, Lehigh, and Northampton Counties and points in Franklin County located west of U.S. Highway 11, excluding the Chambersburg Commercial Zone; (4) from points in Idaho located in Ada, Canyon, and Payette Counties to points in Pennsylvania (except Erie County and points in Crawford County located north of a line extending from the Pennsylvania-Ohio State line along Pennsylvania Highway 285 to the junction of U.S. Highway 6, thence along U.S. Highway 6 to the junction of Pennsylvania Highway 7, excluding the Meadville Commercial Zone, thence along Pennsylvania Highway 77 to the western border of Crawford County); (5) from points in Idaho (except Ada, Canyon, and Payette) to points in New York located in and south of Orange and Dutchess Counties; (6) from points in Idaho located in Ada, Canyon, and Payette Counties to points in New York; (J) *vegetable and animal fats and oils*, in bulk, in tank vehicles: from points in Idaho to points in Louisiana, Mississippi, and Tennessee.

(K) *Vegetable and animal fats and oils*, in bulk, in tank vehicles: (1) from points in Idaho to points in Indiana located on and south of U.S. Highway 50 including the Bedford Commercial Zone; (2) from points in Idaho to points in Illinois located in and south of Franklin, Hamilton, and White Counties and points in Jackson County on and south of a line extending from the southern border along Illinois Highway 3 to the junction of Illinois Highway 149, thence along Illinois Highway 149 to the eastern border of Jackson County; (3) from points in Idaho located in and north of Nez Perce, Lewis, and Clearwater Counties to points in Illinois located in and south of Randolph, Washington, Jefferson, Wayne, Richland, and Lawrence Counties; (4) from points in Idaho south of Nez Perce, Lewis, and Clearwater Counties to points in Missouri located in and south of Howell, Oregon, Carter, Wayne, Madison, and Perry Counties; (5) from

points in Idaho located in and north of Nez Perce, Lewis, and Clearwater Counties to points in Missouri located in and south of Taney, Douglas, Texas, Dent, Iron, Washington, and Jefferson Counties; (6) from points in Idaho south of Nez Perce, Lewis, and Clearwater Counties to points in Arkansas located in and east of Marion, Van Buren, Conway, Perry, Carland, Hot Springs, Clark, Nevada, and Lafayette Counties and points in Searcy County located on and east of a line extending from the western border of Searcy County along U.S. Highway 65 to the junction of Arkansas Highway 27, thence along Arkansas Highway 27 to the southern border of Searcy County; (7) from points in Idaho located in and north of Nez Perce, Lewis, and Clearwater Counties to points in Arkansas (except Benton, Carroll, Washington, Madison, and Crawford Counties); (8) from points in Idaho located in and north of Nez Perce, Lewis, and Clearwater Counties to points in Texas located in and east of Lamar, Delta, Hopkins, Wood, Smith, Cherokee, Angelina, Trinity, San Jacinto, Liberty, Chambers and Galveston Counties; (9) from points in Idaho (except Ada, Canyon, and Payette Counties) to points in Ohio located in and south of Hamilton, Clermont, Brown, Highland, Ross, Vinton, Athens, and Washington, Counties; (10) from points in Idaho located in Ada, Canyon, and Payette Counties to points in Ohio located in and south of Preble, Montgomery, Clark, Madison, Delaware, Knox, Holmes, Stark, and Mahoning Counties; (11) from points in Idaho to points in Delaware, Florida, Kentucky, Maryland, New Jersey, North Carolina, South Carolina, Virginia, and West Virginia.

(L) *Animal oils and fats* (except lard), in bulk, in tank vehicles: from points in Idaho to points in Arkansas; (M) *fats and oils* (except petroleum, petroleum products, and molasses), in bulk, in tank vehicles: from points in Idaho to points in Iowa and Wisconsin; (N) *crude soybean oil, inedible fats, tallows, and grease*, in bulk, in tank vehicles: (1) from points in Idaho to points in Chicago, Chicago Heights, Decatur, East St. Louis, and Rockford, Ill.; (2) from points in Idaho to Sherman, Tex.; (3) from points in Idaho to Port Ivory and New York City, N.Y., and Cincinnati and Ivorydale, Ohio; (4) from points in Idaho to Fairbault, Minneapolis, and St. Paul, Minn.; (5) from points in Idaho to Kansas City and St. Louis, Mo.; (O) *soybean oil, corn and salad oils* (except crude soybean oil to New York City, Port Ivory, N.Y., and Memphis, Tenn., in bulk, in tank vehicles: from points in Idaho to points in New York and Tennessee; (P) *soybean oil, corn oil, and salad oils*, in bulk, in tank vehicles: from points in Idaho located in and north of Nez Perce, Lewis, and Clearwater Counties to points in Texas located in Bowie, Cass, Marion, Harrison, Panola, Shelby, San Augustine, Sabine, Jasper, Newton, Orange, and Jefferson Counties and points in Morris County on and east of U.S. Highway 259, including the Lone Star Commercial zone; (Q) *soybean oil and corn oil*, in

bulk, in tank vehicles: (1) from points in Idaho to points in Missouri located in and east of Clark, Lewis, Marion, Ralls, Pike, Montgomery, Warren, Franklin, Crawford, Iron, Reynolds, and Ripley Counties and points in Carter County located on and east of a line extending from the southern border of Reynolds County along Missouri Highway D, thence along Missouri Highway D to the junction of U.S. Highway 60, thence along U.S. Highway 60 to the junction of Missouri Highway C, thence along Missouri Highway C to the northern border of Ripley County; (2) from points in Idaho located in and north of Nez Perce, Lewis, and Clearwater Counties to points in Missouri located in and east and south of Putnam, Sullivan, Grundy, Livingston, Carroll, Lafayette, Johnson, Henry, St. Clair, Cedar, and Barton Counties.

(R) *Soybean oil*, in bulk, in tank vehicles: (1) from points in Idaho north of Payette, Gem, Boise, Blaine, Butte, and Bonneville Counties to points in the Lower Peninsula of Michigan located on and south of a line extending from Cross Village on Lake Michigan along Michigan Highway C66 to Cheboygan on Lake Huron; (2) from points in Idaho located in and south of Payette, Gem, Boise, Blaine, Butte, and Bonneville Counties to points in Michigan; (S) *lard and animal oils, fats, grease, and tallows*, in bulk, in tank vehicles: (1) from points in Idaho to points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois except Chicago, Chicago Heights, Decatur, East St. Louis and Rockford; Indiana, Kentucky, Maine, Massachusetts, New Hampshire, New Jersey, New York, except New York City and Port Ivory; North Carolina, Ohio, except Cincinnati and Ivorydale; Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia; (2) from points in Idaho south of Canyon, Ada, Boise, Valley, and Lemhi Counties to points in Mississippi located in and east and north of Bolivar, Sunflower, Humphreys, Yazoo, Hinds, Simpson, Lawrence, Pearl River, and Hancock Counties; (3) from points in Idaho located in and north of Canyon, Ada, Boise, Valley, and Lemhi Counties to points in Mississippi; (4) from points in Idaho north of Payette, Gem, Boise, Blaine, Butte, and Bonneville Counties to points in Michigan except Gogebic, Ontonagon, Houghton, Keweenaw, Baraga, Iron, and Marquette Counties and points in Alger County located west of a line extending from the southern border of Alger County along U.S. Highway 41 to the junction of Michigan Highway 67, thence along Michigan Highway 67 to the junction of Michigan Highway 94, thence along Michigan Highway 94 to Lake Superior, excluding the Munising Commercial Zone; and (5) from points in Idaho located in and south of Payette, Gem, Boise, Blaine, Butte, and Bonneville Counties to points in Michigan; (T) *chemicals*, in bulk, in tank vehicles, from points in Tennessee to points in Washington.

The purpose of this filing is to eliminate the gateways of: (A) (1) Muscatine, Iowa; (A) (2) Dubuque, Iowa; (B) Mason City, Iowa; (C) Kansas City, Mo.; (D) points in Iowa within the Omaha, Nebr., Commercial Zone; (E) North Kansas City, Mo.; (F) (1) Kansas City, Kans.; (F) (2) Kansas City, Kans., and points that are in both the St. Louis, Mo., and Dupo, Ill., Commercial Zones; (F) (3) Kansas, and points that are in both the St. Louis, Mo., and Dupo, Ill., Commercial Zones; (G) Kansas; (H), (I) Kansas and Memphis, Tenn.; (J) Kansas City, Kans.; (K) Kansas City, Kans., and Memphis, Tenn.; (L) Kansas City, Kans.; (M) Nebraska; (N) Nebraska and Iowa; (O), (P), (Q) Nebraska and Clinton, Iowa; (R) Nebraska and Muscatine, Iowa; (S) Nebraska and Dubuque, Iowa; and (T) Kansas City, Mo.

No. MC 92983 (Sub-No. E76), filed June 4, 1974. Applicant: AMERICAN BULK TRANSPORT CO., 818 Grand Ave., P.O. Box 2508, Kansas City, Mo. 64142. Applicant's representative: H. B. Foster (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (A) *Acids and chemicals*, in bulk, in tank or hopper vehicles: from points on Montana to Dallas, Tex.; (B) *Polyvinyl acetate, linseed oil blends and products thereof and paint materials* which are embraced within chemicals in bulk, in tank vehicles: from points in Montana to Houston, Tex.; (C) *Acids and chemicals*, in bulk: (1) from points in Montana to points in Kentucky, North Carolina and South Carolina; (2) from points in Montana north and east of Hill, Chouteau, Fergus, Petroleum, Rosebud, Custer, and Carter Counties to points in Ohio located in and south of Darke, Shelby, Champaign, Union, Delaware, Knox, Holmes, Tuscarawas, Carroll, and Columbiana Counties; (3) from points in Montana located in and south and west of Hill Chouteau, Fergus, Petroleum, Rosebud, Custer, and Carter Counties to points in Ohio located in and north of Mercer, Auglaize, Logan, Hardin, Marion, Morrow, Richland, Ashland Wayne Stark, and Mahoning Counties; (D) *Trichloromonofluoromethane, dichlorodifluoromethane, monochlorodifluoromethane, trichlorotrifluoroethane, dichlorotetrafluoroethane and mixtures thereof*, in bulk, in tank vehicles: from points in Montana to points in Alabama (except Fox); (E) *Chemicals*, in bulk: (1) from points in Montana to points in Delaware, District of Columbia, Maryland, New Jersey, Virginia, and West Virginia; (2) from points in Montana to points in New York except those located in Niagara, Erie, Chautauqua, and Cattaraugus counties and to points in Pennsylvania except those located in Erie, Crawford, Mercer, Lawrence, Venango, Forest, and Warren counties; (3) from points in Montana except those located in Daniels, Sheridan, Roosevelt, Richland, Dawson, and Winbaux Counties to points in New York located in Niagara, Erie, Chautauqua, and Cattaraugus counties and to points in Pennsylvania located in Erie, Craw-

ford, Mercer, Lawrence, Venango, Forest, and Warren Counties;

(F) *Anhydrous ammonia*, in bulk, in tank vehicles: from points in Montana to points in Alabama within 400 miles of Woodstock, Tenn.; (G) *Acetic acid*, in bulk, in tank vehicles: from points in Montana to points in Alabama; (H) *Phosphoric acid*, in bulk, in tank vehicles: from points in Montana to points in Alabama; (I) *Acids and chemicals*, in bulk, in tank or hopper vehicles: (1) from points in Montana to points in Arkansas; (2) from points in Montana to points in Oklahoma located in and east of Kay, Noble, Logan, Oklahoma, Cleveland, McClain, Garvin, Carter, and Love Counties; (3) from points in Montana located in and north of Ravalli, Granite, Deer Lodge, Silver Bow, Jefferson, Broadwater, Meagher, Wheatland, Golden Valley, Fergus, Petroleum, Garfield, McCone, Dawson, and Wibaux Counties to points in Oklahoma located in Grant, Garfield, Kingfisher, Blaine, Canadian, Caddo, Grady, Comanche, Stephens, Cotton, and Jefferson Counties; (4) from points in Montana to points in Missouri except Atchison, Holt, Nodaway, and Worth Counties; (5) from points in Montana located in and west of Hill, Chouteau, Cascade, Lewis and Clark, Jefferson, Silver Bow, Deer Lodge, Granite, and Ravalli Counties to points in Missouri and points in Nebraska located in Richardson County; (6) from points in Montana to points in Iowa on and south of a line beginning at the Iowa-Missouri State line and extending north along Iowa Highway 81 to junction of Iowa Highway 2, thence along Iowa Highway 2 to junction of U.S. Highway 218, thence along U.S. Highway 218 to junction of U.S. Highway 61, thence along U.S. Highway 61 to junction of unnumbered highway 2 miles south of Montrose, Iowa, thence along unnumbered highway through Montrose, Iowa, to Galland, Iowa, on the Mississippi River; (7) from points in Montana located in and west of Toole, Pondera, Teton, Lewis and Clark, Powell, Deer Lodge, Silver Bow, and Beaverhead Counties to points in Iowa located in and south of Page, Taylor, Union, Clarke, Lucas, Monroe, Mahaska, Keokuk, Washington, Louisa, Muscatine, and Scott Counties as described in (6) above; (8) from points in Montana to points in Kansas located in and east of Doniphan, Atchison, Jackson, Pottawatomie, Wabunsee, Morris, Chase, Butler, and Cowley Counties; (9) from points in Montana located in and west of Hill, Chouteau, Cascade, Lewis and Clark, Jefferson, Silver Bow, Deer Lodge, Granite, and Ravalli Counties to points in Kansas located in Clay, Dickinson, Saline, McPherson, Reno, Kingman, Harper, Sumner, Sedgwick, Harvey, Marion, Ceary, Riley, Marshall, Nemaha, and Brown Counties;

(J) *Acids and liquid chemicals* (except those derived from petroleum and petroleum products) in bulk, in tank vehicles: (1) from points in Montana to points in Texas located in and east of Cooke, Denton, Tarrant, Johnson, Hill,

McLennan, Bell, Williamson, Travis, Caldwell, Guadalupe, Gonzales, Karnes, Live Oak, Jim Wells, Brooks, and Hidalgo Counties except Harris, Jefferson, and Orange Counties and Dallas; (2) from points in Montana located in and north of Ravalli, Granite, Deer Lodge, Silver Bow, Jefferson, Broadwater, Meagher, Golden Valley, Fergus, Petroleum, Garfield, McCone, Dawson, and Wibaux Counties to points in Texas located in an area in and bounded by Montague, Wise, Parker, Hood, Somervell, Bosque, Coryell, Lampass, Burnet, Blanco, Hays, Comal, Bexar, Wilson, Atascosa, McMullen, Duval, Jim Hogg, Starr, Zapata, Webb, La Salle, Frio, Medina, Bandera, Kendall, Gillespie, Mason, Llano, San Saba, Brown, Eastland, Stephens, Young, Archer, Wichita and Clay Counties; (K) *Caustic soda*, in bulk in tank vehicles: from points in Montana to Houston, Tex.; (L) *Liquid chemicals*, in bulk, in tank vehicles: from points in Montana to points in Rhode Island; (M) *Such fats and grease* as are embraced within chemicals in bulk, in tank vehicles: (1) from points in Montana to points in Maine located in Aroostock, Piscataquis, Penobscot, Hancock, and Washington Counties; (2) from points in Montana located in and west of Hill, Chouteau, Fergus, Petroleum, Rosebud, Custer, and Carter Counties to points in Maine except those located in Aroostock, Piscataquis, Penobscot, Hancock, and Washington Counties to points in Maine, New Hampshire, and Vermont; (N) *Such fats, oils, blends and products thereof* as are embraced within chemicals (except fats, oils, blends and products thereof derived from petroleum products and paint) in bulk, in tank vehicles: from points in Montana to points in Florida; (O) *Acids and chemicals*, in bulk, in tank or hopper vehicles: (1) from points in Montana located in and west of Toole, Pondera, Chouteau, Fergus, Musselshell, Yellowstone, Treasure, Big Horn, and Powder River Counties to points in Michigan located in St. Clair, Macomb, Wayne, Washtenaw, Monroe, and Lenawee Counties; (2) from points in Montana located in Ravalli, Granite, Deer Lodge, Silver Bow, and Madison Counties to points in Michigan located in and south of Manistee, Wexford, Oscola, Clare, Isabella, Midland, Bay, Tuscola, and Huron Counties except St. Clair, Macomb, Wayne, Washtenaw, Monroe, and Lenawee Counties;

(P) *Arsenic acid*, in bulk, in tank vehicles, and *agricultural insecticide* in bulk, in tank vehicles: from points in Montana to points in Alabama (except Bay Minette); (Q) *Acids and chemicals*, in bulk, in tank or hopper vehicles: from points in Montana to points in Mississippi and Tennessee; (R) *Liquid chemicals*, in bulk, in tank or hopper vehicles: (1) from points in Montana to points in Texas located in and east of Grayson, Collin, Rockwall, Kaufman, Navarro, Limestone, Robertson, Burleson, Washington, Fayette, Lavaca, Victoria, Calhoun, and Aransas Counties except Brazoria, Chambers, Ft. Bend, Galveston, Harris, Liberty, and Montgomery Coun-

ties; (2) from points in Montana located in and north of Ravalli, Granite, Deer Lodge, Silver Bow, Jefferson, Broadwater, Meagher, Wheatland, Golden Valley, Fergus, Petroleum, Garfield, McCone, Dawson, and Wibaux Counties to points in Texas located in an area in and bounded by Denton, Tarrant, Dallas, Johnson, Ellis, Bosque, Coryell, Bell, Williamson, Travis, Hays, Comal, Bexar, Atascosa, McMullen, Duval, Jim Hogg, Zapata, Starr, Hidalgo, Cameron, Wilbacy, Kennedy, Kleberg, Nueces, San Patricio, Refugio, Goliad, De Witt, Gonzales, Caldwell, Bastrop, Lee, Milan, Falls, McLennan, and Hill Counties; (S) *Acids and chemicals*, in bulk: (1) from points in Montana to points in Louisiana and Connecticut; (T) *Acids and chemicals*, in bulk (except liquid hydrogen, liquid oxygen, and liquid nitrogen): from points in Montana to points in Georgia;

(U) *Chemicals*, in bulk: (1) from points in Montana to points in Indiana; (2) from points in Montana located in and west of Glacier, Pondera, Teton, Cascade, Judith, Basin, Wheatland, Golden Valley, Yellowstone, and Carbon Counties to points in Wisconsin located in and south of Sheboygan, Washington, Dodge, Dane, Green, and Lafayette Counties; (3) from points in Montana to points in Illinois (except Jo Daviess County); (4) from points in Montana located in and west of Valley, Garfield, Rosebud, and Powder River Counties to points in Jo Daviess County, Ill.; (5) from points in Montana to points in Iowa located in and south of Jackson, Clinton, Cedar, Johnson, Washington, Jefferson, Wapello, and Appanoose Counties; (6) from points in Montana located in and west of Hill, Chouteau, Cascade, Lewis and Clark, Jefferson, Silver Bow, Deer Lodge, Granite, and Ravalli Counties to points in Iowa located in Dubuque, Jones, Linn, Iowa, Poweshiek, Keokuk, Mahaska, Marion, Monroe, Lucas, Clarke, Wayne, and Decatur Counties; (V) *Liquid chemicals*, in bulk, in tank vehicles: from points in Montana to points in Pennsylvania; (W) *Chemicals*, in bulk: (1) from points in Montana to points in Ohio; (2) from points in Montana to points in Michigan located in and south of Mason, Lake, Osceola, Isabella, Midland, Bay, Tuscola, and Huron Counties; (3) from points in Montana located in and south of Mineral, Missoula, Powell, Jefferson, Broadwater, Gallatin, Park, Sweet Grass, Stillwater, Yellowstone, and Big Horn Counties to points in Michigan located in Manistee, Benzie, Leelanau, Wexford, Grand Traverse, Missaukee, Kalkaska, Antrim, Clare, Gladwin, Roscommon, Crawford, Otsego, Arenac, Ogemaw, Oscoda, Montmorency, Iosco, and Alcona Counties and points on and south of Michigan Highway 32 in Alpena County; and (X) *Vegetable Oils*, in bulk, in tank vehicles: from points in Montana, to St. Louis, Mo.

The purpose of this filing is to eliminate the gateways of: (A), (B), (C) Kansas City, Mo.; (D) Kansas City, Mo., and Marshall County, Ky.; (E) Kansas City, Mo.; (F) Kansas City, Mo., Saginaw, Mo., and points within 15 miles thereof, and

Woodstock, Tenn.; (G) Kansas City, Mo., Saginaw, Mo., and points within 15 miles thereof and Memphis, Tenn.; (H) Kansas City, Mo., Saginaw, Mo., and points within 15 miles thereof and Columbia, Tenn.; (I) Olathe, Kans., and Kansas City, Mo.-Kansas City, Kans., commercial zones; (J) Olathe, Kans., and Kansas City, Kans., commercial zone and Lawrence, Kans.; (K) Olathe, Kans., and Kansas City, Mo.-Kansas City, Kans., commercial zones; and Tulsa, Okla.; (L) Olathe, Kans., and Kansas City, Mo.-Kansas City, Kans., commercial zones, and Muscatine, Iowa; (M) Olathe, Kans., and Kansas City, Mo.-Kansas City, Kans., commercial zones, and Dubuque, Iowa; (N) Olathe, Kans., and Kansas City, Mo.-Kansas City, Kans., commercial zones, and points in Arkansas that are within the Memphis, Tenn., commercial zone; (O) Olathe, Kans., and Kansas City, Mo.-Kansas City, Kans., commercial zones, and the plantsite of Blockson Chemical Co., at or near Joliet, Ill.; (P) Olathe, Kans., and Kansas City, Mo.-Kansas City, Kans., commercial zones, and Memphis, Tenn.; (Q) Olathe, Kans., and Kansas City, Mo.-Kansas City, Kans., commercial zones, and Saginaw, Mo., and points within 15 miles thereof; (R) Olathe, Kans., and Kansas City, Mo.-Kansas City, Kans., commercial zones, and Verona, Mo.; (S), (T) Kansas City, Mo.; (U) Burlington, Iowa, and points within 10 miles thereof; (V) Burlington, Iowa, and Muscatine, Iowa; (W) Burlington, Iowa, and the plantsite of Blockson Chemical Co., at or near Joliet, Ill., and (X) Kansas City, Kans.

No. MC 92983 (Sub-No. E77), filed June 4, 1974. Applicant: AMERICAN BULK TRANSPORT CO., 818 Grand Ave., P.O. Box 2508, Kansas City, Mo. 64142. Applicant's representative: H. B. Foster (same as above) Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (A) *Vegetable oils* (except those used as ingredients in feed), in bulk, in tank vehicles: (1) from points in Montana located in and east of Liberty, Hill, Blaine, Phillips, Garfield, Rosebud, Custer, and Carter Counties to points in Ohio located in and south of Darke, Miami, Champaign, Madison, Franklin, Licking, Coshocton, Guernsey, Harrison, and Jefferson Counties; (2) from points in Montana located in and west of Toole, Pondera, Chouteau, Fergus, Petroleum, Musselshell, Yellowstone, Treasure, Big Horn, and Powder River Counties to points in Ohio; (B) *Vegetable oils*, in bulk, in tank vehicles: (1) from points in Montana located in and east of Beaverhead, Madison, Jefferson, Broadwater, Meagher, Cascade, Chouteau, and Liberty Counties to points in Illinois located in and south of Calhoun, Greene, Macoupin, Montgomery, Christina, Shelby, Moultrie, Douglas, and Vermillion Counties; (2) from points in Montana located in and west of Ravalli, Granite, Deer Lake, Silver Bow, Powell, Lewis and Clark, Teton, Pondera, and Toole Counties to points in Illinois located in and south of Kankakee, Livingston, Woodford, Tazewell, and

Fulton Counties and points in McDonough and Hancock Counties located on, south, and east of a line extending from Hamilton on the Mississippi River along U.S. Highway 136 to the junction of U.S. Highway 67, thence along U.S. Highway 67 to the northern border of McDonough County (except Champaign and Jacksonville); (C) *Fats, oils, blends and products thereof* (except those derived from petroleum, soap products, and paint), in bulk, in tank vehicles: from points in Montana to Memphis, Tenn.;

(D) *Cottonseed oil, soybean oil, blends and products thereof*, in bulk, in tank vehicles: from points in Montana to Macon, Ga., and Jackson, Miss.; (E) *Vegetable oil and vegetable oil products* (except soap products and paint) in bulk, in tank vehicles: (1) from points in Montana to points in Alabama, Georgia (except Macon), Louisiana, and Mississippi (except Jackson); (2) from points in Montana located in Ravalli, Granite, Deer Lodge, and Silver Bow Counties to points on and south of a line beginning at the Pennsylvania-Delaware Border, thence along Interstate Highway 95 to its junction with Pennsylvania Highway 320 to its junction with U.S. Highway 1 to the Pennsylvania-New Jersey State line; (F) *Vegetable and animal fats and oils*, in bulk, in tank vehicles: from points in Montana to points in Louisiana, Mississippi, and Tennessee; (G) *Vegetable and animal fats and oils*, in bulk, in tank vehicles: (1) from points in Montana located in Ravalli, Granite, Deer Lodge and Silver Bow Counties to points in Ohio located on and south of a line extending from Ripley on the Ohio River along U.S. Highway 62 to the junction of Ohio Highway 353, thence along Ohio Highway 353 to the junction of Ohio Highway 125, thence along Ohio Highway 125 to the junction of Ohio Highway 348, thence along Ohio Highway 348 to the junction of Ohio Highway 139, thence along Ohio Highway 139 to the junction of Ohio Highway 279, thence along Ohio Highway 279 to the junction of U.S. Highway 35 to the Ohio River; (2) from points in Montana located east of Toole, Pondera, Teton, Cascade, Meagher, and Park Counties to points in Kentucky located in and south of Crittenden, Caldwell, Hopkins, Muhlenberg, Butler, Warren, Barren, Metcalfe, Cumberland, Russell, Wayne, McCreary, Whitley, and Bell Counties; (3) from points in Montana located in and west of Toole, Pondera, Teton, Cascade, Meagher, and Park Counties to points in Indiana located on and south of a line extending from the Wabash River along Indiana Highway 64 to the junction of Interstate Highway 64, thence along Interstate Highway 64 to the Ohio River, including the Princeton Commercial Zone and to points in Kentucky located in and south of Jefferson, Shelby, Anderson, Woodford, Fayette, Clark, Montgomery, Menifee, Morgan, Elliott, and Lawrence Counties; (4) from points in Montana to points in Missouri located in Ripley, Butler, Stoddard, Scott, Cape Girardeau, Mississippi, Dunklin, New Madrid, and Pemiscot Counties;

(5) From points in Montana located in and west of Mill, Chouteau, Cascade, Lewis and Clark, Jefferson, Silver Bow, Deer Lodge, Granite, and Ravalli Counties to points in Missouri located in Perry, Madison, Bollinger, Wayne, Carter, and Oregon and Howell Counties; (6) from points in Montana to points in North Carolina, South Carolina, and points in Virginia located in Lee, Scott, Washington, Smyth, Grayson, Carroll, Patrick, Henry, Pittsylvania, Halifax, Mecklenburg, Brunswick, Greenville, Southampton, and Nansemond Counties and Norfolk City; (7) from points in Montana located on and west of a line extending from the Montana-Wyoming State line along U.S. Highway 87 to the junction of U.S. Highway 12, thence along U.S. Highway 12 to the junction of U.S. Highway 89, thence along U.S. Highway 89 to the junction of U.S. Highway 87, thence along U.S. Highway 87 to the junction of U.S. Highway 91, thence along U.S. Highway 91 to the United States-Canada Border, including the Shelby, Great Falls, and Billings Commercial Zones to points in Virginia located in and north of Wise, Russell, Tazewell, Bland, Wythe, Pulaski, Floyd, Franklin, Bedford, Campbell, Charlotte, Lunenburg, Nottoway, Dinwiddie, Sussex, Surry, and Isle of Wight Counties except Shenandoah, Page, Frederick, Warren, Rappahannock, Clarke, Fauquier, Loudoun, Prince William, Fairfax, and Arlington Counties and to points in West Virginia located in and south of Cabell, Putnam, Kanawha, Clay, Nicholas, Webster, and Pocahontas Counties; (8) from points in Montana located in Ravalli, Granite, Deer Lodge, and Silver Bow Counties to points in Delaware, points in Maryland except Garrett, Alleghany, and Washington Counties, points in New Jersey located in and south of Monmouth, Ocean, and Burlington Counties, points in Virginia located in and north of Shenandoah, Page, Rappahannock, Fauquier, and Prince William Counties and to points in West Virginia located in Mason, Jackson, Wirt, Roane, Calhoun, Gilmer, Braxton, Lewis, Upshur, Barbour, Randolph, Tucker, Pendleton, Grant, Mineral Hardy, Hampshire, Morgan, Berkeley, and Jefferson Counties; (9) from points in Montana to points in Illinois located in Union, Johnson, Alexander, Pulaski, Massac, Pope, and Hardin Counties; (10) from points in Montana located in and west of Toole, Pondera, Teton, Lewis and Clark, Jefferson, and Madison Counties to points in Illinois located in Randolph, Perry, Jefferson, Hamilton, Edwards, Wabash, White, Gallatin, Saline, Franklin, Williamson, and Jackson Counties; (11) from points in Montana to points in Arkansas located in and east of Fulton, Izard, Stone, Cleburne, Faulkner, Pulaski, Saline, Hot Spring, Clark, Nevada, and Lafayette Counties; (12) from points in Montana located in Lincoln, Flathead, Glacier, and Toole Counties to points in Arkansas located in and west of Baxter, Searcy, Van Buren, Conway, Perry, Garland, Montgomery, Pike, Hempstead, and

Miller Counties except Benton, Carroll, Washington, Madison, and Crawford Counties and to points in Texas located in and east of Red River, Franklin, Wood, Smith, Cherokee, Houston, Trinity, San Jacinto, Montgomery, Harris, and Brazoria Counties;

(H) *Animal oils and fats* (except lard), in bulk, in tank vehicles: from points in Montana to points in Arkansas; (I) *Fats and oils* (except petroleum, petroleum products, and molasses), in bulk, in tank vehicles: (1) from points in Montana located in and east of Liberty, Hill, Blaine, Phillips, Garfield, Rosebud, Custer, and Carter Counties to points in Wisconsin located in and south of Crawford, Grant, Iowa, Dane, Jefferson, Waukesha, and Milwaukee Counties; (2) from points in Montana located west of Liberty, Hill, Blaine, Phillips, Garfield, Rosebud, Custer, and Carter Counties except those located in and west of Lincoln, Sanders, Lake, Missoula, Powell, Jefferson, Gallatin, and Park Counties to points in Wisconsin located in and south of Buffalo, Trempealeau, Jackson, Wood, Portage, Shawano, and Menominee Counties and points in Oconto and Marinette Counties located on and south of a line extending from the northern border of Menominee County along Wisconsin Highway W to the junction of U.S. Highway 141, thence along U.S. Highway 141 to the junction of Wisconsin Highway 180, thence along Wisconsin Highway 180 to the Menominee River about 10 miles west of McAllister; (3) from points in Montana located in and west of Lincoln, Sanders, Lake, Missoula, Powell, Jefferson, Gallatin, and Park Counties to points in Wisconsin located in and south and east of Polk, Barron, Rusk, Price, Oneida, and Forest Counties; (4) from points in Montana to points in Iowa (except Lyon and Osceola Counties); (5) from points in Montana located on, west, and north of a line extending from the Montana-North Dakota State line along Montana Highway 23 to the junction of Montana Highway 16, thence along Montana Highway 16 to the junction of U.S. Highway 10, thence along U.S. Highway 10 to the junction of unnumbered highway at Glendive, thence along unnumbered highway to the junction of Interstate Highway 94 at Fallon, thence along Interstate Highway 94 to the junction of unnumbered highway 3 miles west of Rosebud, thence along unnumbered highways through Lane Deer and Birney to the Montana-Wyoming State line at Becker to points in Iowa located in Lyon and Osceola Counties;

(J) *Crude soybean oil, inedible fats, tallows and grease*, in bulk, in tank vehicles: (1) from points in Montana to Kansas City and St. Louis, Mo., and Sherman, Tex.; (2) from points in Montana located on and west of a line extending from the United States-Canada Border along unnumbered highway to the junction of U.S. Highway 89, at Browning, thence along U.S. Highway 89

to the junction of U.S. Highway 287, thence along U.S. Highway 287 to the junction of U.S. Highway 12, thence along U.S. Highway 12 to the junction of U.S. Highway 87, thence along U.S. Highway 87 to the junction of unnumbered highway about 6 miles east of Billings, thence along unnumbered highways through Pryor and Shriver to the Montana-Wyoming State line, including the Browning, Helena, and Billings Commercial Zone to Fairbault, Minneapolis, and St. Paul, Minn.; (3) from points in Montana to points in Chicago, Chicago Heights, Decatur, East St. Louis, and Rockford, Ill., Port Ivory and New York City, N.Y., and Cincinnati and Ivorydale, Ohio; (K) *Soybean oil, corn and salad oils* (except crude soybean oil to New York City, Port Ivory, N.Y., and Memphis, Tenn.), in bulk, in tank vehicles: from points in Montana to points in New York and Tennessee; (L) *Soybean oil and corn oil*, in bulk, in tank vehicles: (1) from points in Montana located in and east of Beaverhead, Madison, Jefferson, Broadwater, Meagher, Cascade, Chouteau, and Liberty Counties to points in Missouri located in and east of Scotland, Knox, Shelby, Monroe, Audrain, Callaway, Osage, Maries, Pulaski, Texas, and Howell Counties; (2) from points in Montana located west of Beaverhead, Madison, Jefferson, Broadwater, Meagher, Cascade, Chouteau, and Liberty Counties to points in Missouri located in and east of Putnam, Sullivan, Linn, Chariton, Saline, Pettis, Benton, Hickory, Polk, Greene, Christian, and Stone Counties; (M) *Soybean oil*, in bulk, in tank vehicles: (1) from points in Montana except those located in Ravalli, Granite, Deer Lodge, and Silver Bow Counties to points in Michigan located in and south of Mason, Lake, Mecosta, Isabella, Midland, Bay, Tuscola, and Huron Counties; (2) from points in Montana located in Ravalli, Granite, Deer Lodge, and Silver Bow Counties to points in the Lower Peninsula of Michigan; and

(N) *Lard and animal oils, fats, grease and tallows*, in bulk, in tank vehicles: (1) from points in Montana to points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois (except Chicago, Chicago Heights, Decatur, East St. Louis, and Rockford), Indiana, Kentucky, Maine, Maryland, Mississippi, Maine, New Hampshire, New Jersey, New York (except New York City and Port Ivory), North Carolina, Ohio (except Cincinnati and Ivorydale), Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, and West Virginia; (2) from points in Montana to points in Michigan located in and south of Mason, Lake, Mecosta, Isabella, Midland, Bay, Tuscola, and Huron Counties; (3) from points in Montana located on and west of a line extending from the United States-Canada Border along U.S. Highway 89 to the junction of U.S. Highway 12,

thence along U.S. Highway 12 to the junction of U.S. Highway 87, thence along U.S. Highway 87 to the junction of U.S. Highway 212, thence along U.S. Highway 212 to the Montana-Wyoming State line, including the Kalispell, Missoula, Helena, Billings, and Broadus Commercial Zones to Points in the Lower Peninsula of Michigan located in and north of Manistee, Wexford, Osceola, Clare, Gladwin, and Arenac Counties. The purpose of this filing is to eliminate the gateways of: (A), (B) Kansas and points that are in both the Dupo, Ill., and St. Louis, Mo., commercial zones; (C) Kansas; (D), (E) Kansas and Memphis, Tenn.; (F) Kansas City, Kans.; (G) Kansas City, Kans., and Memphis, Tenn.; (H) Kansas City, Kans.; (I) Nebraska; (J) Nebraska and Iowa; (K) Nebraska, Iowa, and Clinton, Iowa; (L) Nebraska and Clinton, Iowa; (M) Nebraska and Muscatine, Iowa; (N) Nebraska and Dubuque, Iowa.

No. MC 107515 (Sub-No. E207) (Correction), filed May 29, 1974, published in the FEDERAL REGISTER October 3, 1974, and republished, as corrected, this issue. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: R. M. Tettebaum, Suite 375, 3379 Peachtree Rd., N.E., Atlanta, Ga. 30326. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Bananas*, in packages, from Gulfport, Miss. to the District of Columbia and points in Maryland, Delaware, New Jersey, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, Maine, those parts of New York and Pennsylvania on and east of Interstate Highway 81, and that part of Virginia on and east of a line beginning at the Virginia-North Carolina State line, thence along U.S. Highway 15 to junction U.S. Highway 17, thence along U.S. Highway 17 to junction Interstate Highway 81, thence along Interstate Highway 81 to the Virginia-West Virginia State line. The purpose of this filing is to eliminate the gateways of (1) Forest Park, Ga., and (2) Gatesville, N.C. The purpose of this correction is to correct the territorial description.

No. MC 108119 (Sub-No. E40), filed May 19, 1974. Applicant: E. L. MURPHY TRUCKING CO., P.O. Box 3010, St. Paul, Minn. 55165. Applicant's representative: Mark E. Moser (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, which, because of size or weight, require special handling or the use of special equipment, related parts, materials, and supplies (not requiring special handling or the use of special equipment) when the transportation of such items is incidental to the transportation of commodities which, by reason of size or weight, require special handling or the use of special equipment, and (2) *Self-propelled articles*, each weighing 15,000 pounds or more, and related machinery, tools, parts and supplies moving in connection therewith, restricted to the

transportation of commodities which are transported on trailers, from points in the Upper Peninsula of Michigan to points in Missouri on and west of U.S. Highway 65. The purpose of this filing is to eliminate the gateway of Minnesota.

No. MC 103341 (Sub-No. E4) (Correction), filed May 13, 1974, published in the FEDERAL REGISTER May 19, 1976, and republished, as corrected, this issue. Applicant: MOSS TRUCKING CO., INC., P.O. Box 8409, Charlotte, N.C. 28208. Applicant's representative: Jack F. Counts (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Gypsum, gypsum products, and building materials* (except stone, marble, granite, and slate), restricted to the transportation of commodities which, because of size or weight, require the use of special equipment, and commodities which, because of size or weight, do not require the use of special equipment when transported as part of the same shipment with commodities which, because of size or weight, require the use of special equipment. . . . (4) Between points in and south of Brevard, Lake, Orange, Pasco, and Sumter Counties, Fla., on the one hand, and, on the other, points in that part of Tennessee east of a line beginning at the Tennessee-North Carolina State line and extending along U.S. Highway 25 to junction U.S. Highway 25E, thence along U.S. Highway 25E to the Tennessee-Kentucky State line; . . . The purpose of this filing is to eliminate the gateway of Plasterco, Virginia. The purpose of this correction is to correct the territorial description. The remainder of this letter-notice remains as previously published.

No. MC 112070 (Sub-No. E1), filed June 4, 1974. Applicant: GRAY MOVING & STORAGE, INC., 1255 South Pearl, Denver, Colo. 80210. Applicant's representative: D. R. Gray (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Arkansas on and north of a line beginning at the Missouri-Arkansas State line and extending along U.S. Highway 65 to junction Arkansas Highway 124, thence along Arkansas Highway 124 to junction Arkansas Highway 36, thence along Arkansas Highway 36 to junction Arkansas Highway 33, thence along Arkansas Highway 33 to junction Interstate Highway 40, thence along Interstate Highway 40 to junction U.S. Highway 49, thence along U.S. Highway 49 to the Arkansas-Mississippi State line, on the one hand, and, on the other, points in Dallam and Hartley Counties, Tex. The purpose of this filing is to eliminate the gateway of points in Kansas located within 90 miles of Enid, Okla.; and points in Colorado.

No. MC 112070 (Sub-No. E2), filed June 4, 1974. Applicant: GRAY MOVING & STORAGE, INC., 1255 South Pearl, Denver, Colo. 80210. Applicant's representative: D. R. Gray (same as

above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Arkansas on, north, and east of a line beginning at the Oklahoma-Arkansas State line and extending along U.S. Highway 62 to junction Arkansas Highway 16, thence along Arkansas Highway 16 to junction Arkansas Highway 92, thence along Arkansas Highway 92 to junction Arkansas Highway 25, thence along Arkansas Highway 25 to junction U.S. Highway 167, thence along U.S. Highway 167 to junction Arkansas Highway 14, thence along Arkansas Highway 14 to junction Interstate Highway 55, thence along Interstate Highway 55 to the Missouri-Arkansas State line, on the one hand, and, on the other, points in El Paso County, Tex. The purpose of this filing is to eliminate the gateways of points in Kansas located within 90 miles of Enid, Okla.; and points in Colorado.

No. MC 112070 (Sub-No. E3), filed June 4, 1974. Applicant: GRAY MOVING & STORAGE, INC., 1255 South Pearl, Denver, Colo. 80210. Applicant's representative: D. R. Gray (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Arkansas on and north of a line beginning at the Oklahoma-Arkansas State line and extending along U.S. Highway 62 to junction Arkansas Highway 16, thence along Arkansas Highway 16 to junction U.S. Highway 64, thence along U.S. Highway 64 to the Arkansas-Tennessee State line, on the one hand, and, on the other, points in San Juan County, N. Mex. The purpose of this filing is to eliminate the gateways of points within 90 miles of Enid, Okla., and points within 10 miles of Denver, Colo.

No. MC 112070 (Sub-No. E4), filed June 4, 1974. Applicant: GRAY MOVING & STORAGE, INC., 1255 South Pearl, Denver, Colo. 80210. Applicant's representative: D. R. Gray (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Utah, on the one hand, and, on the other, points in Oklahoma. The purpose of this filing is to eliminate the gateway of Enid, Okla., and points within 90 miles; and Denver, Colo., and points within 10 miles.

No. MC 112070 (Sub-No. E5), filed June 4, 1974. Applicant: GRAY MOVING & STORAGE, INC., 1255 South Pearl, Denver, Colo. 80210. Applicant's representative: D. R. Gray (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Utah, on the one hand, and, on the other, points in Arkansas. The purpose of this filing is to eliminate the gateway of Enid, Okla., and points within 90 miles, and Denver, Colo., and points within 10 miles.

No. MC 112070 (Sub-No. E6), filed June 4, 1974. Applicant: GRAY MOVING & STORAGE, INC., 1255 South Pearl, Denver, Colo. 80210. Applicant's representative: D. R. Gray (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Wyoming, on the one hand, and, on the other, points in Arkansas. The purpose of this filing is to eliminate the gateway of Enid, Okla., and points within 90 miles, and Denver, Colo.

No. MC 114019 (Sub-No. E423) (Correction), filed May 22, 1974, published in the FEDERAL REGISTER November 13, 1974, and republished, as corrected, this issue. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 S. Pulaski Rd., Chicago, Ill. 60629. Applicant's representative: Arthur J. Sibik (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products, and articles distributed by meat 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), in mechanically refrigerated vehicles (except commodities in bulk, in tank vehicles), from the plant site of Swift and Company, at or near Grand Island, Nebr., to Detroit, Grand Rapids, St. Joseph, Benton Harbor, Niles, Buchanan, Sturgis, and Three Rivers, Mich., Nashville, Tenn., Bowling Green, Ky., and points in that part of Kentucky on and east of Kentucky Highway 61, restricted to the transportation of the commodities described above when moving from, to, or between warehouses, and other facilities of retail food business houses. The purpose of this filing is to eliminate the gateways of points in Indiana, Chicago, Ill., Louisville, Ky., and Evansville, Ind. The purpose of this correction is to correct the territorial description.

No. MC 114019 (Sub-No. E440), filed May 22, 1974. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 S. Pulaski Rd., Chicago, Ill. 60629. Applicant's representative: Arthur J. Sibik (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, in vehicles equipped with mechanical refrigeration; (1) from points in Rock Island, Henry, and Whiteside Counties, Ill., to points in that part of Michigan on, north, and east of a line beginning at Lake Huron and extending along Michigan Highway 53, to its junction with Michigan Highway 59, thence along Michigan Highway 59 to U.S. Highway 24, thence along U.S. Highway 24 to the Michigan-Ohio State line; (2) from points in that part of Illinois on and south of Illinois Highway 9 to points in Michigan. The purpose of this filing is to eliminate the gateway of LaFayette, Ind.

No. MC 114019 (Sub-No. E442), filed May 22, 1974. Applicant: MIDWEST

EMERY FREIGHT SYSTEM, INC., 7000 S. Pulaski Rd., Chicago, Ill. 60629. Applicant's representative: Arthur J. Sibik (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods, and foods not frozen* when transported in the same vehicle with frozen food in vehicles equipped with mechanical refrigeration, from points in the Upper Peninsula of Michigan, to points in West Virginia, Maryland, Delaware, New Jersey (except points in New York, N.Y. and Philadelphia, Pa., Commercial Zones as defined by the Commission).

No. MC 114019 (Sub-No. E443), filed May 22, 1974. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 S. Pulaski Rd., Chicago, Ill. 60629. Applicant's representative: Arthur J. Sibik (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen vegetables*, in vehicles equipped with mechanical refrigeration, (A) from Detroit, Mich., to points in Indiana and Illinois (except Chicago) (points in Ohio, or Chicago)*; (B) from Detroit, Mich., to points in New York and Pennsylvania and those in New Jersey within the New York, N.Y. and Philadelphia, Pa., Commercial Zones, as defined by the Commission (points in Ohio)*; (C) from Detroit, Mich., to points in Maryland, Delaware, New Jersey (except points in the New York, N.Y. and Philadelphia, Pa. Commercial Zones, as defined by the Commission), Connecticut, Massachusetts, Rhode Island, New Hampshire, Vermont, Maine, the District of Columbia, and Virginia (Cleveland, Ohio)*; (D) from Detroit, Mich., to points in Iowa, Nebraska, North Dakota, and South Dakota (Chicago, Ill.)*; (E) from Detroit, Mich., to points in Minnesota and Missouri, and those in that part of Wisconsin, on and north of a line beginning at the Minnesota-Wisconsin State line thence along U.S. Highway 16 to its junction with U.S. Highway 51, to the Wisconsin-Michigan State line (points in Ohio and Lafayette, Ind.)*. Restriction: The authority described above is restricted to the transportation commodities described therein, when moving from, to, or between warehouses and wholesale, retail or chain outlets of food business houses, or when moving from, to, or between food processing plants or warehouses or other facilities of such plants.

No. MC 114019 (Sub-No. E444), filed May 22, 1974. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 S. Pulaski Rd., Chicago, Ill. 60629. Applicant's representative: Arthur J. Sibik (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, in vehicles equipped with mechanical refrigeration, (a) from points in Illinois, Indiana, and points in that part of Ohio, points on and north of a line beginning at the Ohio-Pennsylvania State line and extending along U.S. Highway 22 to junction with U.S. High-

way 23, to Ohio-West Virginia State line, to points in Maine, Vermont, New Hampshire, Massachusetts, Connecticut, and Rhode Island; (b) from points in New York and points in that part of Pennsylvania, on and north of a line beginning at the Pennsylvania-Ohio State line, thence along U.S. Highway 422 to its junction with U.S. Highway 219 to Pennsylvania-Maryland State line, to points in Michigan; (c) from points in New York to points in that part of Kentucky on and west of U.S. Highway 75; (d) (1) from points in that part of Illinois on and north of U.S. Highway 50, to points in New Jersey and (2) from points in that part of Illinois on and north of U.S. Highway 24, to points in Maryland; (e) from points in that part of New York on and west of a line beginning at Lake Ontario and extending along New York Highway 269 to its junction with New York Highway 104, thence along New York Highway 140 to its junction with New York Highway 271, thence along New York Highway 271 to its junction with New York Highway 239, thence along New York Highway 239 to junction with New York Highway 78, thence along New York Highway 78 to junction with New York Highway 98, thence along New York Highway 98 to junction with New York Highway 16, thence along New York Highway 16 to the New York-Pennsylvania State line, to points in Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New Jersey, Kentucky, West Virginia, Virginia, Maryland, Delaware, and the District of Columbia.

(f) From points in that part of New York on and west of U.S. Highway 11, to points in Connecticut, West Virginia, and points in that part of Maryland on and west of a line beginning at the Pennsylvania-Maryland State line, thence along Maryland Highway 47 to its junction with Maryland Highway 36, thence along Maryland Highway 36 to junction with Maryland Highway 46, thence along Maryland Highway 46 to its junction with U.S. Highway 220 to the Maryland-Virginia State line, points in that part of Virginia on and west of a line beginning at the Virginia-Maryland State line, thence along U.S. Highway 11 to its junction with Virginia Highway 56, thence along Virginia Highway 56 to junction with the Blue Ridge Parkway, thence along the Blue Ridge Parkway to its junction with Virginia Highway 122, thence along Virginia Highway 122 to its junction with U.S. Highway 220, thence along U.S. Highway 220 to the Virginia-North Carolina State line; (g) from points in that part of New York on and west of a line beginning at Lake Ontario and Windsor Beach and extending along New York Highway 18 to its junction with U.S. Highway 15, thence along U.S. Highway 15 to its junction with New York Highway 21, thence along New York Highway 21 to the New York-Pennsylvania State line, to points in Kentucky, West Virginia, Virginia, and points in that part of Maryland on and west and south of a line beginning at the Pennsylvania-Maryland State line and

extending along U.S. Highway 15 to its junction with U.S. Highway 70, thence along U.S. Highway 70 to its junction with Maryland Highway 586, thence along Maryland Highway 586 to its junction with U.S. Highway 495, thence along U.S. Highway 495 to its junction with Maryland Highway 450, thence along Maryland Highway 450 to its junction with U.S. Highway 50, thence along U.S. Highway 50 to its junction with Maryland Highway 404, thence along Maryland Highway 404 to its junction with the Delaware-Maryland State line, and points in that part of Delaware on and south of a line beginning at the Maryland-Delaware State line and extending along Delaware Highway 404 to its junction with Delaware Highway 18, thence along Delaware Highway 18 to the Delaware River, and the District of Columbia. The purpose of this filing is to eliminate the gateway of Erie County, Pa., or Chautauqua County, N.Y.

No. MC 123407 (Sub-No. E244), filed November 30, 1975. Applicant: SAWYER TRANSPORT INC., South Haven Square, U.S. Highway 6, Valparaiso, Ind. 46383. Applicant's representative: Richard L. Loftus (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Roofing materials* (except commodities in bulk, lumber, chemicals, and commodities the transportation of which because of their size or weight require the use of special equipment), providing through direct service from the shipping points of Chicago, Ill., to points in Ohio in and south of the counties of Butler, Warren, Greene, Madison, Franklin, Fairfield, Perry, Muskingum, Guernsey, and Belmont. The purpose of this filing is to eliminate the gateway of Brookville, Ind.

No. MC 123407 (Sub-No. E245), filed November 30, 1975. Applicant: SAWYER TRANSPORT INC., South Haven Square, U.S. Highway 6, Valparaiso, Ind. 46383. Applicant's representative: Richard L. Loftus (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fabricated Steel Roofing* and fabricated steel building materials (except commodities in bulk) from the plantsite of Certain-Teed Products Corp., at East St. Louis, Ill., to points in Florida; points in Alabama in and south of the counties of Sumter, Greene, Hale, Perry, Dallas, Autauga, Elmore, Macon, and Lee; points in Georgia in and south of the counties of Harris, Talbot, Taylor, Peach, Houston, Pulaski, Dodge, Wheeler, Montgomery, Toombs, Tattnall, Evans, Bryan, and Chatham; and points in Louisiana in and south of the parishes of Vernon, Allen, Evangeline, St. Landry, Pointe Coupee, West Feliciana, East Feliciana, St. Helena, Tangipahoa, and Washington. The purpose of this filing is to eliminate the gateway at the plantsite and warehouse facilities of Henderson Steel Corp. located at Lauderdale County, Miss.

No. MC 123407 (Sub-No. E246), filed November 30, 1975. Applicant: SAWYER TRANSPORT, INC., South Haven Square, U.S. Highway 6, Valparaiso, Ind. 46383. Applicant's representative: Richard L. Loftus (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fabricated steel* (except in bulk) from the plantsite and warehouse facilities of Henderson Steel Corporation located in Lauderdale County, Miss., to points in Michigan, Wisconsin, North Dakota, points in Minnesota (except those points in Pipestone, Murray, Cottonwood, Rock, Nobles, Jackson, Martin, and Faribault Counties, Minn.), and points in South Dakota (except in and south of the counties of Fall River, Shannon, Washabaugh, Mellette, Jones, Lyman, Buffalo, Jerauld, Sanborn, Miner, Lake, and Moody Counties S. Dak.). The purpose of this filing is to eliminate the gateway of Kokomo, Ind.

No. MC 123407 (Sub-No. E296), filed March 30, 1976. Applicant: SAWYER TRANSPORT, INC., U.S. Highway 6, South Haven Square, Valparaiso, Ind. 46383. Applicant's representative: Richard L. Loftus (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials* from East St. Louis, Ill., to points in Minnesota, South Dakota, Upper Michigan, Lower Michigan, in the counties of Emmet, Cheboygan (Presque Isle), Charlevoix, Otsego, Montmorency, and Alpena. The purpose of this filing is to eliminate the gateway of Warren, Ill.

No. MC 123407 (Sub-No. E297), filed March 30, 1976. Applicant: SAWYER TRANSPORT, INC., U.S. Highway 6, South Haven Square, Valparaiso, Ind. 46383. Applicant's representative: Richard L. Loftus (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such Iron and steel articles as are building materials*, from McDonough County, Ill., to points in North Carolina in the counties of Brunswick, New Hanover, Pasquotank, Camden, and Currituck. The purpose of this filing is to eliminate the gateways at Warren, Ill., and New Castle, Ind.

No. MC 123407 (Sub-No. E298), filed March 30, 1976. Applicant: SAWYER TRANSPORT, INC., U.S. Highway 6, South Haven Square, Valparaiso, Ind. 46383. Applicant's representative: Richard L. Loftus (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such Iron and steel articles as are building materials*, from Ogle County, Ill., to all points in Georgia, North Carolina, and South Carolina, points in Texas in the counties of Bee, Refugio, and Lyecar; points in Alabama in the counties of Chambers, Lee, Macon, Russell, Pike, Barbour, Coffee, Dale, Henry, Geneva, and Houston. The purpose of this filing is to eliminate the gateways at Warren, Ill., and New Castle, Ind.

No. MC 123407 (Sub-No. E299), filed March 30, 1976. Applicant: SAWYER TRANSPORT, INC., U.S. Highway 6, South Haven Square, Valparaiso, Ind. 46383. Applicant's representative: Richard L. Loftus (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Roofing materials* (except commodities in bulk, lumber, chemicals, and commodities the transportation of which because of their size or weight require the use of special equipment), from Chicago, Ill., to points in Ohio in and south of the counties of Butler, Warren, Greene, Madison, Franklin, Fairfield, Perry, Muskingum, Guernsey, and Belmont. The purpose of this filing is to eliminate the gateway at Brookville, Ind.

No. MC 123407 (Sub-No. E300), filed March 30, 1976. Applicant: SAWYER TRANSPORT, INC., U.S. Highway 6, South Haven Square, Valparaiso, Ind. 46383. Applicant's representative: Richard L. Loftus (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel windows and doors* from Dubuque, Iowa, to points in Georgia, restricted against the transportation of commodities which because of size or weight, require the use of special equipment or special handling. The purpose of this filing is to eliminate the gateway at New Castle, Ind.

No. MC 123407 (Sub-No. E301), filed March 30, 1976. Applicant: SAWYER TRANSPORT, INC., U.S. Highway 6, South Haven Square, Valparaiso, Ind. 46383. Applicant's representative: Richard L. Loftus (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such Iron and steel articles as are building materials*, from points of L'Anse, Mich., to points in Alabama, Georgia, Mississippi, North Carolina, South Carolina, Arkansas (except Benton, Carroll, Boone, Marion, and Baxter Counties) and Texas (except Dallam, Sherman, Hansford, Ochiltree, Lipscomb, Hartley, Moore, Hutchinson, Roberts, and Hemphill Counties). The purpose of this filing is to eliminate the gateway at New Castle, Ind.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.
[FR Doc.76-18282 Filed 6-22-76; 8:45 am]

[Notice No. 75]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JUNE 18, 1976.

The following are notices of filing of applications for temporary authority under Section 210a(a) of the Interstate Commerce Act provided for under the provisions of 49 CFR § 1131.3. These rules provide that an original and six (6) copies of protests to an application may be filed with the field official named in

the FEDERAL REGISTER publication no later than the 15th calendar day after the date the notice of the filing of the application is published in the FEDERAL REGISTER. One copy of the protest must be served on the applicant, or its authorized representative, if any, and the protestant must certify that such service has been made. The protest must identify the operating authority upon which it is predicated, specifying the "MC" docket and "Sub" number and quoting the particular portion of authority upon which it relies. Also, the protestant shall specify the service it can and will provide and the amount and type of equipment it will make available for use in connection with the service contemplated by the TA application. The weight accorded a protest shall be governed by the completeness and pertinence of the protestant's information.

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.

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 the I.C.C. Field Office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 30487 (Sub-No. 6TA), filed June 4, 1976. Applicant: DEARMAN MOVING AND STORAGE CO., P.O. Box 1, 466 State Route 314 North, Ontario, Ohio 44862. Applicant's representative: Robert L. Baker, Suite 618, Hamilton Bank Bldg., Nashville, Tenn. 37219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Equipment, materials, and supplies* used in the manufacture and installation of telecommunications, equipment, and parts (except commodities in bulk and commodities requiring special equipment), from points in the United States (except Alaska and Hawaii), to points in Washington County, Tenn., and Ohio; and (2) *Telecommunications equipment, materials, parts, and supplies* (except commodities in bulk and commodities requiring special equipment); (a) between points in Washington County, Tenn., on the one hand, and, on the other, points in North Carolina, Georgia, California, Washington, Oregon, Alabama, Texas, Nebraska, Kansas, Colorado, Delaware, Florida, Illinois, Indiana, Iowa, Kentucky, Connecticut, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New York, New Jersey, Pennsylvania, Rhode Island, South Carolina, Virginia, West Virginia, Wisconsin, and the District of Columbia; and (b) between points in Ohio, on the one hand, and, on the other, points in North Carolina, Georgia, California, Washington, Oregon, Alabama, Texas, Nebraska, and Kansas, restricted to shipments moving for the account of North Electric Company, for 180 days. Supporting shipper: North Electric Company, 553 South

Market St., Galion, Ohio 44833. Send protests to: Keith D. Warner, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 313 Federal Office Bldg., 234 Summit St., Toledo, Ohio 43604.

No. MC 34564 (Sub-No. 24TA), filed June 1, 1976. Applicant: ADOLPH J. DAROSKA, 23 Concord Hill, Pittsfield, N.H. 03263. Applicant's representative: Mary E. Kelley, 11 Riverside Ave., Medford, Mass. 02155. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, from Lyndonville, Vt., and East Providence, R.I., to Scarborough, Gorham, Berwick, Paris, Norway, Lewiston, Gardiner, and Augusta, Maine, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Old Fox Chemical, Inc., 66 Valley St., East Providence, R.I. 02914. Send protests to: Ross J. Seymour, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 208 Federal Bldg., 55 Pleasant St., Concord, N.H. 03301.

No. MC 42405 (Sub-No. 34TA), filed June 11, 1976. Applicant: MISTLETOE EXPRESS SERVICE, doing business as MISTLETOE EXPRESS, 111 N. Harrison, Oklahoma City, Okla. 73125. Applicant's representative: Max G. Morgan, 223 Ciudad Bldg., Oklahoma City, Okla. 73112. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except Classes A and B explosives) moving in express service, serving Big Hollow, Pettit Bay, Elk Creek, Flintridge, Cookson, Cookson Bend, Buncumb Creek, Texhoma Lodge, Catfish Bay, Westport Marina, Keystone Yamaha, Indian Hills Electric Co-op, Drummond, Freedom, Fox, Graham, Tatall City, County Line, Tatum, and Velma, Okla., as off-route points in connection with applicant's regular route operations. Applicant intends to tack its existing authority with MC 42405 and Subs. Applicant also intends to interline at Dallas, Tex., Tulsa and Woodward, Okla., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: There are approximately 40 statements of support attached to the application, which may be examined at the Interstate Commerce Commission in Washington, D.C., of copies thereof which may be examined at the field office named below. Send protests to: Janice Farmer, Transportation Assistant, Interstate Commerce Commission, Bureau of Operations, Room 240, Old P.O. Bldg., 215 NW. 3rd St., Oklahoma City, Okla. 73102.

No. MC 52460 (Sub-No. 181TA), filed June 3, 1976. Applicant: ELLEX TRANSPORTATION, INC., 1420 West 35th St., Tulsa, Okla. 74107. Applicant's representative: Albert E. Romain (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting:

Liquors, wines, and cordials, (1) from Bardstown, Ky., and Lynchburg, Tenn., to Houston, Tex.; (2) from Lynchburg, Tenn., to Dallas, Tex.; and (3) from Lynchburg, Tenn., Lawrenceburg, Ind., and Louisville, Ky., to Fort Worth, Tex., for 180 days. Supporting shippers: White Rose Distributing Co., 3125 W. Bolt St., Fort Worth, Tex. 76110; Julius Schepps Wholesale Liquors, 2305 Canton St., Dallas, Tex. 75226; and Quality Beverage Co., Inc., 5956 Osborn, P.O. Box 14569, Houston, Tex. 77021. Send protests to: Janice Farmer, Transportation Assistant, Interstate Commerce Commission, Bureau of Operations, Room 240, Old Post Office Bldg., 215 N.W. 3rd St., Oklahoma City, Okla. 73102.

No. MC 52579 (Sub-No. 154TA), filed June 10, 1976. Applicant: GILBERT CARRIER CORP., 1 Gilbert Drive, Seacucus, N.J. 07094. Applicant's representative: Fred L. Cardascia (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wearing apparel*, on hangers, from Arlington, Tex., to points in Kansas City, Mo., and Kansas City, Kans. Commercial Zone, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Montgomery Ward & Co., Inc., 393 Fashion Ave., New York, N.Y. 10001. Send protests to: Robert E. Johnston, District Supervisor, Interstate Commerce Commission, 9 Clinton St., Newark, N.J. 07102.

No. MC 95376 (Sub-No. 11TA), filed June 2, 1976. Applicant: McVEY TRUCKING, INC., Rural Route 1, Oakwood, Ill. 61858. Applicant's representative: Clyde Meachum, 41 On The Mall, Danville, Ill. 61832. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Weed killing compounds* (dry), in bags; *insecticides and fungicides* (dry), in bags; and *boxed, hand operated fertilizer spreaders*, from Danville, Ill., to points in Indiana, Kentucky, Ohio, Michigan, and Wisconsin, restricted to shipments originating at the plant site of Lebanon Chemical Corporation (formerly Agrico Chemical Co.) at Danville, Ill., for 180 days. Supporting shipper: Lebanon Chemical Corporation. Send protests to: Patricia A. Roscoe, Transportation Assistant, Interstate Commerce Commission, Everett McKinley Dirksen Bldg., 219 S. Dearborn Street, Room 1386, Chicago, Ill. 60604.

No. MC 98952 (Sub-No. 33TA), filed June 1, 1976. Applicant: GENERAL TRANSFER COMPANY, 2880 North Woodford St., Decatur, Ill. 62526. Applicant's representative: Paul E. Steinhour, 918 E. Capitol Ave., Springfield, Ill. 62701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise as is dealt in by wholesale grocery and food business houses, and in connection therewith, equipment, materials, and supplies* used in conduct of such business (except commodities in

bulk and foodstuffs), from the facilities of Consolidated Sales Corp., at or near Indianapolis, Ind., to the facilities of Jewel Food Stores, Division of Jewel Companies, Inc., at or near Franklin Park, Ill., restricted to traffic originating at named origin and destined to named destinations, for 180 days. Supporting shipper: Milton L. Erlandson, Traffic Manager, Jewel Food Stores, Division of Jewel Companies, Inc., 1955 West North Ave., Melrose Park, Ill. 60160. Send protests to: Harold C. Joliff, District Supervisor, Interstate Commerce Commission, P.O. Box 2418, Springfield, Ill. 62705.

No. MC 103993 (Sub-No. 870TA), filed June 8, 1976. Applicant: MORGAN DRIVE-AWAY, INC., 28651 U.S. 20 West, Elkhart, Ind. 46514. Applicant's representative: Paul D. Borghesani (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Gunite and asphalt placers*, mounted on wheeled undercarriages, from Troy, Mich., to points in the United States, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: National Foundry Sand Company, 2719 Elliott, Troy, Mich. 48064. Send protests to: J. H. Gray, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 345 West Wayne St., Room 204, Fort Wayne, Ind. 46802.

No. MC 106398 (Sub-No. 743TA), filed June 1, 1976. Applicant: NATIONAL TRAILER CONVOY, INC., 525 South Main, P.O. Box 3329, Tulsa, Okla. 74103. Applicant's representative: Irvin Tull (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Paper, paper articles, paperboard and paperboard articles*, from Lynchburg, Va., to points in Alabama, Arkansas, Colorado, Connecticut, Delaware, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Minnesota, Michigan, Mississippi, Missouri, Montana, Nebraska, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, South Dakota, Tennessee, Texas, Virginia, West Virginia, Wisconsin, Wyoming, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont, for 180 days. Supporting shipper: Weyerhaeuser Company, 201 Dexter St. West, Chesapeake, Va. 23324. Send protests to: Janice Farmer, Transportation Assistant, Interstate Commerce Commission, Bureau of Operations, Room 240, Old Post Office Bldg., 215 N.W. 3rd St., Oklahoma City, Okla. 73102.

No. MC 108449 (Sub-No. 393TA), filed May 27, 1976. Applicant: INDIANHEAD TRUCK LINE, INC., 1947 West County Road C, St. Paul, Minn. 55113. Applicant's representative: W. A. Myllenbeck (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Caustic soda*, in bulk, in tank vehicles, from Superior, Wis., to points in Minnesota and Michigan, for

180 days. Supporting shipper: Murphy Oil Corporation. Send protests to: Raymond T. Jones, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 414 Federal Bldg. & U.S. Court House, 110 S. 4th St., Minneapolis, Minn. 55401.

No. MC 111310 (Sub-No. 21TA), filed June 10, 1976. Applicant: BEER TRAN-SIT, INC., P.O. Box 352, Black River Falls, Wis. 54615. Applicant's representative: Wayne W. Wilson, 329 W. Wilson St., Madison, Wis. 53701. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages and related advertising equipment, premiums, materials, and supplies* when shipped therewith, from Minneapolis and St. Paul, Minn., to the warehouse facilities of (a) Bottled Beverage, Inc., at Sparta, Wis.; (b) LaCrosse Distributing Co., Inc., at LaCrosse, Wis.; (c) Gusto Distributing, Inc., at Eau Claire, Wis.; (d) C & H Inc., of Reedsburg, at Reedsburg, Wis.; and (e) Erdman Distributing Co., Inc., at Wausau, Wis.; and (2) *Rejected shipments and the return of empty malt beverage containers*, from the warehouse facilities named in part (1) above, to Minneapolis and St. Paul, Minn., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shippers: (1) Bottled Beverage, Inc., 204 Milwaukee St., Sparta, Wis. 54656. (2) LaCrosse Distributing Co., Inc., 2008 Oak St., LaCrosse, Wis. 54601. (3) Gusto Distributing, Inc., 525 Parkridge Drive, Eau Claire, Wis. 54701. (4) C & H Inc., of Reedsburg, 225 Railroad St., Reedsburg, Wis. 53959. And (5) Erdman Distributing Co., Inc., 415 Washington St., Wausau, Wis. 54401. Send protests to: Gail Daugherty, Transportation Assistant, Interstate Commerce Commission, Bureau of Operations, 135 West Wells St., Room 807, Milwaukee, Wis. 53203.

No. MC 111729 (Sub-No. 660TA), filed June 11, 1976. Applicant: PUROLATOR COURIER CORP., 3333 New Hyde Park Road, New Hyde Park, N.Y. 11040. Applicant's representative: Elizabeth L. Henoch (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Small live animals: fsh, bird, rodents, reptiles, and mammals*; in packages not to exceed 125 pounds from one consignor to one consignee on any one day, and restricted to the transportation of shipments having an immediately prior movement by air (a) from Phoenix Airport, Ariz., to points in Arizona; (b) from Little Rock Airport, Ark., to points in Arkansas; (c) from Atlanta International Airport, Ga., to points in Georgia; (d) from New Orleans Airport, La., to points in Louisiana; (e) from Minneapolis/St. Paul International Airport, Minn., to points in Minnesota; (f) from Kansas City International Airport, Mo., to points in Kansas; (g) from Lambert Field, St. Louis, Mo., to points in Missouri; (h) from Fargo Airport, N. Dak., to points

in North Dakota; (i) from Sioux Falls Airport, S. Dak., to points in South Dakota; (j) from Dallas/Fort Worth Airport, Houston International Airport, and San Antonio Airport, Tex., to points in Texas; (k) from Salt Lake City Airport, Utah, to points in Utah; and (l) from Casper Airport and Cheyenne Airport, Wyo., to points in Wyoming, for 180 days. Supporting shipper: Roberts Fish Farm, 6911 S.W. 99 Ave., Miami, Fla. 33165. Send protests to: Maria B. Keiss, Transportation Assistant, Interstate Commerce Commission, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 114552 (Sub-No. 116TA), filed June 10, 1976. Applicant: SENN TRUCKING COMPANY, P.O. Box 333, Newberry, S.C. 29108. Applicant's representative: William P. Jackson, Jr., P.O. Box 1267, Arlington, Va. 22201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Paper, paper products, paperboard, and paperboard products*, from Lynchburg, Va., to points in Arkansas, Oklahoma, Louisiana, Texas, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee, North Dakota, South Dakota, Nebraska, Kansas, Colorado, Minneapolis, Iowa, Missouri, Wisconsin, Illinois, Indiana, Kentucky, Ohio, West Virginia, and Michigan, for 180 days. Supporting shippers: Weyerhaeuser Company, 201 Sexter St., West, Chesapeake, Va. 23324 and The Mead Corporation, 118 W. First St., Dayton, Ohio 45402. Send protests to: E. E. Strotheid, District Supervisor, Interstate Commerce Commission, Room 302, 1400 Pickens St., Columbia, S.C. 29201.

No. MC 116073 (Sub-No. 324TA), filed June 9, 1976. Applicant: BARRETT MOBILE HOME TRANSPORT, INC., 1825 Main Avenue, P.O. Box 919, Moorhead, Minn. 56560. Applicant's representative: John C. Barrett (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, from Owatonna, Minn., to points in Montana, North Dakota, South Dakota, and Wisconsin, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: DeRose Industries, Inc. Send protests to: District Supervisor, Bureau of Operations, Interstate Commerce Commission, P.O. Box 2340, Fargo, N. Dak. 58102.

No. MC 118495 (Sub-No. 4TA), filed June 3, 1976. Applicant: COPPER FREIGHT LINES, INC., 3025 Rampart Drive, Anchorage, Alaska 99503. Applicant's representative: Richard D. Thaler, 509 West Third Avenue, Anchorage, Alaska 99501. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except Classes A and B explosives, household goods as defined by the Commission, livestock, and articles of unusual value), between points within 170 air miles of Anchorage,

Alaska, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shippers: Copper Valley Construction; Glennallen Lumber & Hardware, Inc.; Copper Valley Fuel; and Automotive Parts & Equipment. Send protests to: Hugh H. Chaffee, Interstate Commerce Commission, P.O. Box 1532, Anchorage, Alaska 99510.

No. MC 119988 (Sub-No. 93TA), filed June 9, 1976. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, 2340 Fidelity, Dallas, Tex. 75201. Applicant's representative: Paul D. Angenend, 1806 Rio Grande, Austin, Tex. 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers*, from the plantsite and storage facilities of Midland Glass Co., Inc., located at or near Henryetta, Okla., to points in Arkansas, Colorado, Iowa, Kansas, Louisiana, Mississippi, Missouri, New Mexico, Oklahoma, Tennessee, and Texas, for 180 days. Supporting shipper: Midland Glass Co., Inc., P.O. Box 557, Cliffwood, N.J. 07721. Send protests to: John F. Mensing, District Supervisor, Interstate Commerce Commission, 515 Rusk, Room 8610, Houston, Tex. 77002.

No. MC 120737 (Sub-No. 38TA), filed June 4, 1976. Applicant: STAR DELIVERY & TRANSFER, INC., P.O. Box 39, South Fourth Avenue, Canton, Ill. 61520. Applicant's representative: James C. Hardman, 33 North LaSalle Street, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Agricultural machinery and implements, grain headers and corn heads*; and (2) *tractors* (except truck tractors) and *parts and attachments* for agricultural machinery, agricultural implements, and tractors, when moving in mixed loads with the commodities named in (1) above, from the plant sites and facilities utilized by International Harvester Company at East Moline, Moline and Rock Island, Ill., to points in the United States (except Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming), restricted to traffic originating at the above-named origins and destined to the above-named destinations, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: International Harvester Company. Send protests to: Patricia A. Roscoe, Transportation Assistant, Interstate Commerce Commission, Everett McKinley Dirksen Bldg., 219 South Dearborn Street, Room 1386, Chicago, Ill. 60604.

No. MC 124170 (Sub-No. 56TA), filed June 4, 1976. Applicant: FROSTWAYS, INC., 3900 Orleans, Detroit, Mich. 48207. Applicant's representative: William J. Boyd, 600 Enterprise Drive, Suite 222, Oak Brook, Ill. 60521. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas and agricultural*

commodities exempt from economic regulation when moving in mixed shipments with bananas, from Charleston, S.C., to Chicago, Milan, and Peoria, Ill.; Fort Wayne, Indianapolis, Lafayette and Terre Haute, Ind.; Bellefontaine, Cincinnati, Akron, Canton, Cleveland, Columbus, Springfield, and Toledo, Ohio; Detroit, Grand Rapids, Decatur, and Saginaw, Mich.; McKeesport, Philadelphia, and Pittsburgh, Pa.; New York and Lynbrook, N.Y.; Dry Ridge and Louisville, Ky.; Charleston, W. Va.; and Nashville, Tenn., and the Commercial Zone of the respectively named destination cities, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shippers: Chiquita Brands, Inc., and Del Monte Banana Co. Send protests to: Melvin F. Kirsch, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1110 Broderick Tower, 10 Witherell, Detroit, Mich. 48226.

No. MC 126276 (Sub-No. 151TA), filed June 3, 1976. Applicant: FAST MOTOR SERVICE, INC., 9100 Plainfield Road, Brookfield, Ill. 60513. Applicant's representative: James C. Hardman, 33 North LaSalle St., Chicago, Ill. 60602. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Metal containers and closures*, from St. Louis, Mo., to Louisville, Ky., and Evansville and Fort Wayne, Ind., and from Cincinnati, Ohio to Indianapolis, Ind., under a continuing contract with The Continental Group, Inc., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: The Continental Group, Inc., Richard Dwyer, Regional Manager-Traffic & Distribution, P.O. Box 41026, Cincinnati, Ohio 45241. Send protests to: Patricia A. Roscoe, Transportation Assistant, Interstate Commerce Commission, Everett McKinley Dirksen Bldg., 219 South Dearborn St., Room 1386, Chicago, Ill. 60604.

No. MC 133846 (Sub-No. 7TA), filed June 2, 1976. Applicant: ELITE LINE SERVICE, INC., 1414 Calcon Hook Road, Sharon Hill, Pa. 19079. Applicant's representative: Henry U. Snively, 410 Pine St., Vienna, Va. 22180. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Misplaced, misrouted, or delayed airline passengers' baggage* having an immediately prior movement by air, and (2) *general commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), restricted in (2) above, (a) to the transportation of traffic having an immediately prior or subsequent movement by air and (b) against the transportation of any package or article weighing more than 50 pounds, between Philadelphia International Airport, Philadelphia, Pa., on the one hand, and, on the other, points in Delaware, Maryland, and New Jersey, and those points in that portion of Pennsylvania on and east of U.S. Highway 15.

Applicant intends to interline at Philadelphia International Airport, for 180 days. Supporting shippers: United Airlines, Inc.; Northwest Orient Airlines, Inc.; Eastern Air Lines, Inc.; Pan American World Airways; and American Air Lines, Inc., Philadelphia International Airport, Philadelphia, Pa. 19153. Send protests to: Monica A. Blodgett, Transportation Assistant, Interstate Commerce Commission, 600 Arch St., Room 3238, Philadelphia, Pa. 19106.

No. MC 133937 (Sub-No. 17TA), filed June 2, 1976. Applicant: CAROLINA CARTAGE COMPANY, INC., P.O. Box 1075, Greenville, S.C. 29651. Applicant's representative: Henry P. Willimon (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except articles of unusual value, household goods as defined by the Commission, Classes A and B explosives, commodities in bulk, motor vehicles), restricted to traffic having a prior or subsequent movement by air or substituted for air service, for 180 days. Supporting shippers: There are approximately 11 statements of support attached to the application, which may be examined 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: E. E. Strotheid, District Supervisor, Interstate Commerce Commission, Room 302, 1400 Pickens St., Columbia, S.C. 29201.

No. MC 134349 (Sub-No. 19TA), filed May 26, 1976. Applicant: B. L. T. CORPORATION, 405 Third Ave., Brooklyn, N.Y. 11215. Applicant's representative: Bert Collins, Suite 6193, 5 World Trade Center, New York, N.Y. 10048. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in, by, or used in the operation of retail department stores, between North Bergen, N.J., and New York, N.Y., on the one hand, and, on the other, Dallas, San Antonio, and Houston, Tex., under a continuing contract with Allied Stores Marketing Corporation, for 180 days. Supporting shipper: Allied Stores Marketing Corporation, 1114 Avenue of the Americas, New York, N.Y. 10036. Send protests to: Maria B. Kejss, Transportation Assistant, Interstate Commerce Commission, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 135082 (Sub-No. 29TA), filed June 11, 1976. Applicant: BURSCH TRUCKING, INC., doing business as ROADRUNNER TRUCKING, INC., P.O. Box 26748, 415 Rankin Road, N.E., Albuquerque, N. Mex. 87125. Applicant's representative: D. F. Jones (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fire brick, fire clay, furnace or kiln lining, refractory products, and commodities* incidental to the installation thereof (except commodities in bulk moving in tank vehicles), between Au-

drain and Callaway Counties, Mo., on the one hand, and, points in Arizona, California, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming, for 180 days. Supporting shipper: A. P. Green Refractories Co., Mexico, Mo. 65265. Send protests to: John H. Kirkemo, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1106 Federal Office Bldg., 517 Gold Ave., S.W., Albuquerque, N. Mex. 87101.

No. MC 135425 (Sub-No. 17TA), filed June 1, 1976. Applicant: CYCLES LIMITED, P.O. Box 5715, Jackson, Miss. 39208. Applicant's representative: Morton E. Kiel, Suite 6193, 5 World Trade Center, New York, N.Y. 10048. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in by a manufacturer of drugs and medicines, from Hatboro, Pa., to Vernon, San Francisco, and Oakland, Calif.; Portland, Oreg.; Arlington, Tex.; Denver, Colo.; and Kansas City, Mo., under a continuing contract with Vick Manufacturing Division of Richardson-Merrell, Inc., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Vick Manufacturing Division of Richardson-Merrell, Inc., P.O. Box 8155, Philadelphia, Pa. 19101. Send protests to: Alan C. Tarrant, District Supervisor, Interstate Commerce Commission, Room 212, 145 East Amite Bldg., Jackson, Miss. 39201.

No. MC 13808 (Sub-No. 5TA), filed June 7, 1976. Applicant: EDWARD R. WOLFE, doing business as WOLFE TRUCKING, 103 Ahha Lane, Bend, Oreg. 97701. Applicant's representative: Edward R. Wolfe (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pumice aggregate* in bulk, between Deschutes County, Oreg. and Yakima, Wash., under a continuing contract or contracts with Yakima Cement Products, Inc., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Yakima Cement Products, Inc. Send protests to: W. J. Huetig, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 114 Pioneer Courthouse, Portland, Oreg. 97204.

No. MC 139148 (Sub-No. 3TA), filed June 11, 1976. Applicant: BULK HAULERS, INC., 717 S. 12th St., St. Louis, Mo. 63102. Applicant's representative: Ernest A. Brooks, II, 1301 Ambassador Bldg., St. Louis, Mo. 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Silica flour and silica sand*, in bulk, from St. Charles, St. Louis, and Jefferson Counties, Mo., to points in Kansas and Oklahoma, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Pennsylvania Glass Sand Corporation, East Highway 66, Pacific, Mo. Send protests

to: J. P. Werthmann, District Supervisor, Interstate Commerce Commission, 210 N. 12th St., Room 1465, St. Louis, Mo.

No. MC 139381 (Sub-No. 2TA), filed June 11, 1976. Applicant: SPIRIT OF 76 OVERLAND EXPRESS, INC., 6726 Mohican Trail, Fort Wayne, Ind. 46804. Applicant's representative: Joseph Fazio, 6069 Maywood Avenue, Huntington Park, Calif. 90255. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Specialty products*, from Reading, Pa., to Beaumont, Dallas, and Houston, Tex.; Belmont, El Cajon, and Los Angeles County, Calif., under a continuing contract with Carpenter Technology Corporation, for 180 days. Supporting shipper: Carpenter Technology Corporation, P.O. Box 662, Reading, Pa. 19603. Send protests to: J. H. Gray, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 345 West Wayne St., Room 204, Fort Wayne, Ind. 46802.

No. MC 139381 (Sub-No. 3TA), filed June 11, 1976. Applicant: SPIRIT OF 76 OVERLAND EXPRESS, INC., 6726 Mohican Trail, Fort Wayne, Ind. 46804. Applicant's representative: Joseph Fazio, 6069 Maywood Ave., Huntington Park, Calif. 90255. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fiberglass panels*, from Los Angeles, Calif., to New Orleans, La.; Cleveland, Ohio; Seattle and Tacoma, Wash., under a continuing contract with Ornyte Fiberglass Panels, for 180 days. Supporting shipper: Ornyte Fiberglass Panels, 711 Olympic Blvd., Santa Monica, Calif. 90401. Send protests to: J. H. Gray, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 345 West Wayne St., Room 204, Fort Wayne, Ind. 46802.

No. MC 139468 (Sub-No. 18TA), filed June 2, 1976. Applicant: INTERNATIONAL CONTRACT CARRIERS, INC., 6534 Gessner, Houston, Tex. 77040. Applicant's representative: Kenneth R. Hoffman, 2310 Colorado State Bank Bldg., 1600 Broadway, Denver, Colo. 80202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Buildings, complete and in sections*; (2) *building sections and building panels*; (3) *parts and accessories*, used in the installation and completion of the commodities in (1) and (2) above, and (4) *prefabricated structural components and panels and accessories*, used in the installation and completion thereof, from Terre Haute, Ind., and Houston, Tex., to points in Alaska, restricted to traffic originating at the plantsites and facilities utilized by National Steel Products Company, Inc., and to traffic under a continuing contract with National Steel Products Company, Inc., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: National Steel Products Company, Inc., P.O. Box 40490, Houston, Tex. 77040. Send protests to: John Mensing, District

Supervisor, Interstate Commerce Commission, 515 Rusk, Room 8610, Houston, Tex. 77002.

No. MC 139482 (Sub-No. 6TA), filed June 2, 1976. Applicant: NEW ULM FREIGHT LINES, INC., P.O. Box 347, New Ulm, Minn. 56073. Applicant's representative: James E. Ballenthin, 630 Osborn Bldg., St. Paul, Minn. 55102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building board, wallboard, insulating board, ceiling tile and accessories relating thereto and materials and supplies* used in the installation thereof, from Macon, Ga., to points in Minnesota, North Dakota, South Dakota, and Wisconsin, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Armstrong Cork Company, Lancaster, Pa. Send protests to: A. N. Spath, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 414 Federal Bldg., & U.S. Courthouse, 110 S. 4th St., Minneapolis, Minn. 55401.

No. MC 139600 (Sub-No. 9TA), filed June 8, 1976. Applicant: La CRESTA, INC., doing business as CALIFORNIA BULK EXPRESS, Escondido, Calif. 92025. Applicant's representative: Lois A. Caldwell, 414 North Hale Ave., Escondido, Calif. 92025. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemical fertilizers*, from El Centro, Bena, and Helm, Calif. to points in Oregon, Washington, Nevada, and Idaho, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Valley Nitrogen Producers, Inc. Send protests to: Philip Yallowitz, Bureau of Operations, District Supervisor, Room 1321 Federal Bldg., 300 North Los Angeles St., Los Angeles, Calif. 90012.

No. MC 140026 (Sub-No. 4TA), filed June 1, 1976. Applicant: ELLEN LYNN, JR. AND VIRGIL NEWELL, doing business as LYNN & NEWELL TRANSPORTATION, Route #1, DeSoto, Kans. 66018. Applicant's representative: John L. Richeson, P.O. Box 7, Ottawa, Kans. 66067. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Prestressed concrete components* used in prestressed concrete and equipment for the handling of prestressed concrete products, from the plantsite of Rocky Mountain Prestress, Inc., at or near Edwardsville, Kans., to all points within the St. Louis, Mo., and Ft. Leonard Wood, Mo., commercial zone, under a continuing contract with Rocky Mountain Prestress, Inc., for 180 days. Supporting shipper: Rocky Mountain Prestress, Inc., 8905 Kaw Drive, Kansas City, Kans. 66111. Send protests to: John V. Barry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 600 Federal Bldg., 911 Walnut St., Kansas City, Mo. 64106.

No. MC 140648 (Sub-No. 5TA), filed June 4, 1976. Applicant: FRANKS &

SON, INC., Route 1, Box 108A, Big Cabin, Okla. 74332. Applicant's representative: Gary Brasel, Mezzanine Floor, Beacon Bldg., Tulsa, Okla. 74103; Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Ice cream wafers, biscuits, paper products, bread sticks, maple syrup products, reject steel casings, coating pipe, custom machinery, and dies* used in fabricating and assembling pipe, pipe supplies, wooden products, plastic products, crated new furniture, and such items that originate outside the United States with bill of lading traveling bonded through the United States, from the International Border, located at or near Trout River, N.Y., to points in Arizona, Arkansas, California, Colorado, Florida, Georgia, Kansas, Louisiana, Mississippi, Missouri, Montana, Oklahoma, Oregon, Tennessee, Texas, Utah, Washington, and Wisconsin, for 180 days. Supporting shippers: Viau Limitee; Excel Paper Limited; Grissol Foods Limited; The Canada Starch Co. Limited; Pipe & Piling Supplies Ltd. and Seabridge International Shipping Ltd. Send protests to: Janice Farmer, Transportation Assistant, Interstate Commerce Commission, Bureau of Operations, Room 240 Old Post Office Bldg., 215 N.W. 3rd Street, Oklahoma City, Okla. 73102.

No. MC 141033 (Sub-No. 13TA), filed June 9, 1976. Applicant: CONTINENTAL CONTRACT CARRIER CORP., 15045 E. Salt Lake Ave., P.O. Box 1257, City of Industry, Calif. 91749. Applicant's representative: Richard A. Peterson, 521 S. 14th St., P.O. Box 81849, Lincoln, Nebr. 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Burial cases, caskets, coffins, and casket shells*, from Memphis, Tenn. to points in the United States (except Alaska and Hawaii); (2) *returned shipments of burial cases, caskets, coffins and casket shells and materials, equipment, and supplies* used in the manufacture and distribution of these commodities, from the above-described destinations to the above-described origin; and (3) *burial cases, caskets, coffins, and casket shells*, from Chicago, Ill., and Cloverdale, Calif. to Memphis, Tenn., for 180 days. Supporting shipper: Major Casket Co., Inc., 1445 Warford St., Memphis, Tenn. Send protests to: Walter W. Strakosch, District Supervisor, Interstate Commerce Commission, Room 1321 Federal Bldg., 300 North Los Angeles St., Los Angeles, Calif. 90012.

No. MC 141853 (Sub-No. 1TA), filed June 3, 1976. Applicant: M. A. CREEK-MORE AND JASPER V. BENNETT, doing business as C-B-C TRANSPORT COMPANY, P.O. Box 743, 845 Percy Street, Greenville, Miss. 38701. Applicant's representative: Douglas C. Wynn, P.O. Box 1295, Greenville, Miss. 38701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except commodities in

bulk, household goods as defined by the Commission and commodities which because of size, weight, or value require the use of special equipment), (1) between points in Washington and Bolivar Counties, Miss.; (2) between points in Washington and Bolivar Counties, Miss., on the one hand, and, on the other, points in Mississippi on and north of U.S. Highways 80 and I-20 and on and west of U.S. Highways 51 and I-55; and (3) between Belzoni, Rolling Fork, and Yazoo City, Miss., on the one hand, and, on the other, Jackson and Vicksburg, Miss., restricted to the transportation of traffic having a prior or subsequent movement by rail, water, or motor vehicle, for 180 days. Supporting shippers: There are approximately 38 statements of support attached to the applicant which may be examined 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: Alan C. Tarrant, District Supervisor, Interstate Commerce Commission, Room 212, 145 East Amite Bldg., Jackson, Miss. 39201.

No. MC 141980 (Sub-No. 1TA) (Correction), filed April 26, 1976, published in the FEDERAL REGISTER issue of May 7, 1976, republished as corrected this issue. Applicant: ROBERT BOUCHE, 603 Buchanan St., Algoma, Wis. 54201. Applicant's representative: Richard C. Alexander, 710 N. Plankinton Ave., Milwaukee, Wis. 53203. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Liquid manure spreaders and pumps*, from Algoma, Wis., to Sumner, Lester, Underwood, Jefferson, Council Bluffs, and Monticello, Iowa, Eureka, Prairie City, and Effingham, Ill., and Shelbyville and Brookston, Ind., under a continuing contract with The Calumet Company, Inc., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: The Calumet Company, Inc., 340 N. Water St., Algoma, Wis. 54201. Send protests to: John E. Ryden, Interstate Commerce Commission, Bureau of Operations, 135 West Wells St., Room 807, Milwaukee, Wis. 53203. The purpose of this republication is to include the destination cities of Jefferson, Council Bluffs, and Monticello, Iowa and Eureka, Ill., in this proceeding, which was omitted in the previous publication.

No. MC 142066 TA, filed May 17, 1976. Applicant: LAWRENCE SCHLEGEL AND DIANA GAYLE SCHLEGEL, doing business as CENTRAL PACIFIC FREIGHT LINES, Oak & USH 101, Brookings, Oreg. 97415. Applicant's representative: John G. McLaughlin, 200 Market Bldg., Suite 1440, 200 S.W. Market St., Portland, Oreg. 97201. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting (1) *General commodities* (except commodities in bulk, household goods, and commodities requiring special equipment), (I) Regular route: (a) between North Bend and

Brookings, Oreg., over U.S. Highway Route 101; (b) between Coos Bay and Coquille, Oreg., over State Highway Route 42; (c) between Coquille and Bandon, Oreg., over State Highway Route 42S; and (d) between Coos Bay and Charleston, Oreg., over Various Coos Co. Roads; and (2) *general commodities* (except commodities in bulk, household goods and commodities requiring special equipment), (II) Irregular routes: Between points in Curry County, Oreg., for 180 days. Supporting shipper: There are approximately 18 statements of support attached to the application which may be examined at the Interstate Commerce Commission, in Washington, D.C. or copies thereof which may be examined at the field name below. Send protests to: A. E. Odoms, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 114 Pioneer Courthouse, Portland, Oreg. 97204.

No. MC 142074 (Sub-No. 1TA), filed June 3, 1976. Applicant: PRICE HEAVY HAULING, INC., 128 Nelson Court, Barboursville, W. Va. 25504. Applicant's representative: Gordon Price (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mine machinery, continuous coal cutting machines, shuttle cars, mine cars, and parts thereof* used in the production of coal, between the plant site of Joy Manufacturing Company, located in Franklin, Pa., on the one hand, and, on the other, points in Bell, Boyd, Breckinridge, Breathitt, Butler, Caldwell, Carter, Clay, Crittenden, Davies, Elliott, Floyd, Grayson, Hardin, Harlan, Henderson, Hopkins, Jackson, Johnson, Knott, Knox, Lawrence, Leslie, Letcher, Magoffin, Martin, Morgan, Marshall, Muhlenberg, McClacken, Ohio, Owsley, Perry, Pike, Trigg, Union, Webster, and Whitley Counties, Ky.; Athens, Belmont, Carroll, Harrison, Jefferson, Meigs, Monroe, Morgan, Noble, and Washington Counties, Ohio; Bland, Buchanan, Dickerson, Grayson, Lee, Russell, Scott, Tazewell, Washington, Wise, and Wythe Counties, Va.; Barbour, Boone, Cabell, Doddridge, Fayette, Kanawha, Lewis, Lincoln, Logan, Marion, Marshall, Mercer, Mingo, Monongalia, Nicholas, McDowell, Preston, Raleigh, Upshur, Wayne, Wetzel, and Wyoming Counties, W. Va., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Joy Manufacturing Company. Send protests to: H. R. Rhite, District Supervisor, Interstate Commerce Commission, 3108 Federal Office Bldg., 500 Quarrier Street, Charleston, W. Va. 25301.

No. MC 142097 (Sub-No. 1TA), filed June 4, 1976. Applicant: GRAVEL PRODUCTS, INC., 115 N.E. 1st Street, Ontario, Oreg. 97914. Applicant's representative: H. C. Fields, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand and gravel*, (1) from the plantsite and/or storage facilities of Ontario, Malheur Co., located in Oregon, to DeLamar Mine Site, Owyhee Co., Idaho; and (2)

from the plantsite and/or storage facilities of Ontario, Malheur Co., located in Oregon, to McCall, Calley Co., Idaho, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Flynn Sand & Gravel, Inc. Send protests to: Barney L. Hardin, District Supervisor, Interstate Commerce Commission Box 07, 550 West Fort Street Boise, Idaho 83724.

No. MC 142116 (Sub-No. 1TA), filed June 1, 1976. Applicant: COLLINS AND MAY TRUCKING CO., INC., Box 584, West Liberty, Ky. 41472. Applicant's representative: Robert H. Kinker, 711 McClure Bldg., Box 464, Frankfort, Ky. 40601. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Coal, in bulk, from Morgan County, Ky. to Lawrence County, Ohio, under a continuing contract with Collins and May Mining Co., Inc., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Collins and May Mining Co., Inc. Send protests to: R. W. Schneller, District Supervisor, Interstate Commerce Commission, 216 Bakhaus Bldg., 1500 West Main Street, Lexington, Ky. 40505.

No. MC 142119 (Sub-No. 1TA), filed June 10, 1976. Applicant: COMMERCIAL TRAFFIC SERVICES, INC., 2001 West 12th St., Erie, Pa. 16005. Applicant's representative: John A. Pillar, 205 Ross St., Pittsburgh, Pa. 15219. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) Plastic granules or powder and chemicals (except in bulk), from Roosevelt, N.Y., and West Haven, Conn., to Erie and Millcreek Twp., Pa.; (2) Plastic fencing, from Erie or Millcreek Twp., Pa., to Boston, Mass.; Mountain Grove, Mo.; New York, N.Y., and Providence, R.I.; and (3) Wooden Fencing, from Mountain Grove, Mo., to Erie and Millcreek Twp., Pa. Restriction: The operations authorized herein are limited to a transportation service to be performed under a continuing contract or contracts with Fordick Corporation of Kansas City, Mo., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Fordick Corporation, 2030 Grand Ave., Kansas City, Mo. 64108. Send protests to: John J. England, District Supervisor, Interstate Commerce Commission, 2111 Federal Bldg., 1000 Liberty Ave., Pittsburgh, Pa. 15222.

No. MC 142122 TA, filed June 4, 1976. Applicant: PASCUZZO & HONEYMAN TRUCKING, INC., 2750 S. Alameda St., Los Angeles, Calif. 90058. Applicant's representative: Paul Pascuzzo (same address as applicant). Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Chicote, in boxes, bags, cartons, or bulk, from the plantsite of Ex-Cel Mineral Corporation approximately 16.9 miles north of McKittrick, Calif. and

from Taft, Calif., to points in Flagstaff, Glendale, Ocotillo, Phoenix, Sahuarita, Tempe, Tucson, and Williams, Ariz.; Denver and Grand Junction, Colo.; Las Vegas, Reno, and Sparks, Nev.; Clackamas, Eugene, Klamath Falls, Medford, Milwaukie, Portland, Roseburg, and Salem, Oreg.; Geneva, Layton, Ogden, and Salt Lake City, Utah; Auburn, Belknap, Ferndale, Kent, Pasco, Seattle, Spokane, Tacoma, Vancouver, and Yakima, Wash. and return of broken, damaged, refused, empty bags, or pallet material, under a continuing contract with Ex-Cel Mineral Co., for 180 days. Supporting shipper: Ex-Cel Mineral Co. Send protests to: Philip Yallowitz, Interstate Commerce Commission, Room 1321 Federal Bldg., 300 North Los Angeles Street, Los Angeles, Calif. 90012.

No. MC 142124 TA, filed June 4, 1976. Applicant: PACKAGE DELIVERY, INC., 421 West Tremont Avenue, Charlotte, N.C. 28203. Applicant's representative: Joseph T. Bambrick, Jr., 217 Old Airport Road, Douglassville, Pa. 19518. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities, limited to individual parcels, packages, and other items not exceeding 100 pounds in weight, moving in shipments not exceeding 500 pounds in weight, from one consignor to one consignee in a single day, restricted to operations conducted exclusively in two axle vehicles, (1) between Franklin and Richmond Counties, Ga.; (2) between Alamance, Alexander, Anson, Buncombe, Burke, Cabarrus, Caldwell, Catawba, Chatham, Cleveland, Cumberland, Davidson, Davie, Durham, Forsyth, Franklin, Gaston, Granville, Greene, Guilford, Harnett, Henderson, Hoke, Oredell, Johnston, Lee, Lenoir, Lincoln, McDowell, Mecklenburg, Montgomery, Moore, Nash, Orange, Pitt, Polk, Randolph, Richmond, Robeson, Rockingham, Rowan, Rutherford, Scotland, Stanly, Union, Vance, Wake, Wayne, and Wilson Counties, N.C.; (3) between Aiken, Anderson, Calhoun, Cherokee, Chester, Chesterfield, Clarendon, Darlington, Dillon, Fairfield, Florence, Greenville, Kershaw, Lancaster, Laurens, Lee, Lexington, Marlboro, Newberry, Orangeburg, Richland, Spartanburg, Sumter, and Union Counties, S.C.; and (4) between Pittsylvania County Va. restricted to shipments having a prior or subsequent movement by air, motor, rail and/or water carrier, for 180 days. Supporting shippers: There are approximately 33 statements of support attached to the application which may be examined at the Interstate Commerce Commission, in Washington, D.C. or copies thereof which may be examined at the field office name below. Send protests to: Terrell Price, District Supervisor, 800 Briar Creek Rd., Rm. CC516, Mart Office Bldg., Charlotte, N.C. 28205.

PASSENGER APPLICATIONS

No. MC 94742 (Sub-No. 38TA), filed May 26, 1976. Applicant: MICHAUD BUS LINES, INC., 61-63 Jefferson Ave., Sa-

lem, Mass. 01970. Applicant's representative: J. Alex Michaud (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Passengers and their baggage, in round-trip special operations, in sightseeing and pleasure tours, offering door to door service, from and to outlying areas to convenient central point of departure, Massachusetts; Commercial Zone of Boston as defined by the Commission (except the City of Boston) and the additional cities and towns: Reading, Wilmington, Winchester, Burlington, Belmont, Stoneham, Lexington, Lincoln, Concord, Waltham, Bedford, Arlington Melrose, Woburn, Dover, Westwood, Norwood, Weymouth, Braintree, Wellesley, Canton, Stoughton, Framingham, and Natick; New Hampshire Counties of Rockingham, Strafford, Merrimack, and Hillsboro; Maine County of York; all points in the United States. Applicant intends to tack authority applied for to authority presently held, for 150 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shippers: There are approximately 36 statements of support attached to the application, which may be examined 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: Max Gorenstein, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 150 Causeway St., Boston, Mass. 02114. Send protests to: Andrew V. Baylor, District Supervisor, Interstate Commerce Commission, Room 3427 Federal Bldg., 230 N. First Avenue, Phoenix, Ariz. 85025.

No. MC 116248 (Sub-No. 9TA), filed June 2, 1976. Applicant: TRI-STATE BUS LINES, INC., 301 North Fourth St., P.O. Box 947, Paducah, Ky. 42001. Applicant's representative: Charles Carter Baker, Jr., 18th Floor, Third National Bank Bldg., Nashville, Tenn. 37219. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers and their baggage; express and newspapers when transported on the same vehicle with passengers between Leitchfield, Ky., and Louisville, Ky., serving all intermediate points; from Leitchfield, Ky., over U.S. Highway 62, and/or the Western Kentucky Parkway and/or Interstate 65 to Louisville, Ky., and return over the same routes. Restrictions: No passenger shall be handled from Elizabethtown to Louisville or from Louisville to Elizabethtown; and further restricted against the rendition of charter service originating at Louisville, Ky., and its suburban area and at Ft. Knox, Ky., between St. Charles, Ky., and Nortonville, Ky., serving all intermediate points, from St. Charles, Ky., via Kentucky Highway 112 to Earlington and to Nortonville via U.S. Highway 41 and/or U.S. Alternate 41 serving all intermediate points, between Madisonville, Ky., and Nortonville, Ky., via U.S. Highway 41 and/or U.S. Alternate 41 serving all intermediate points.

Applicant intends to tack its existing authority with MC 116248, and interline with other carriers at Paducah, Madisonville, Central City, Beaver Dam, and Leitchfield and Louisville, Ky., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shippers: There are approximately 24 statements of support attached to the application, which may be examined 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: Floyd A. Johnson, District Supervisor, Interstate Commerce Commission, Suite 2006, 100 North Main St., Memphis, Tenn. 38103.

No. MC 138146 (Sub-No. 4TA), filed June 2, 1976. Applicant: OLYMPIC TRAILS US CO., INC., 403 Scott Court, Union, N.J. 07083. Applicant's representative: John T. Hildemann, P.O. Box D, Newark, N.J. 07105. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in charter operations, in 49 or 51 passenger buses equipped with air conditioning and lavatory facilities, from Newark, N.J.; to Waterbury, Conn.; Washington, D.C.; Orlando, Fla.; Atlanta, Ga.; Boston, Mass.; Bear Mt., Champlain, New York, and Niagara Falls, N.Y.; Charlotte, N.C.; Lancaster City and Philadelphia, Pa.; Dallas, Tex.; and Richmond, Va., for 180 days. Supporting shipper: There are approximately 9 statements of support attached to the application, which may be examined 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: Robert E. Johnston, District Supervisor, Interstate Commerce Commission, 9 Clinton St., Newark, N.J. 07102.

No. MC 142121 TA, filed June 3, 1976. Applicant: LEWES TOURS, INC., P.O. Box 511, Lewes, Del. 19958. Applicant's representative: H. James Conaway, Jr., 1401 Market Tower, Wilmington, Del. 19899. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers with baggage* in the same vehicle, and ship stores, and *equipment, material, supplies, and parts* used aboard ship, in the same vehicle with passengers transported in special operations, between Lewes and Slaughter Beach, Del.; Marcus Hook, Morrisville, Chester, and Philadelphia, Pa. (except Philadelphia Airport); Westville, Paulsboro, Camden, Cape May, Deepwater, and Newark, N.J.; Baltimore, Chesapeake City, and Baltimore-Washington International Airport, Md.; Norfolk, Washington National Airport, and Dulles Airport, Va.; and La Guardia Airport and Kennedy Airport, N.Y., for 180 days. Supporting shippers: John E. O'Connor & Sons, Inc.; U.S. Customs Service; Delaware Bay Launch Service, Inc.; and The Pilots' Association for the Bay & River Delaware. Send protests to: William L. Hughes, District Supervisor, Interstate Commerce Commission, 814-B Federal Bldg., Baltimore, Md. 21201.

No. MC 142131 TA, filed June 7, 1976. Applicant: JOHN WENGRAF, doing

business as TENT TOURS, 11423 North Cave Creek Road, Phoenix, Ariz. 85020. Applicant's representative: John Wengraf (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and baggage* in special and character operations in round trip sightseeing tours limited to the transportation of not more than 12 passengers in any one vehicle, not precluding use of a separate support vehicle when necessary, with overnight accommodations in tents, beginning and ending in Coconino, Maricopa, and Yavapai Counties, Ariz., with service points at Phoenix, Flagstaff, and Sedona, Ariz., to points in Coconino, Maricopa, Mohave, and Yavapai Counties, Ariz., and Garfield, Iron, Kane, and Washington Counties, Utah, and return for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shippers: There are approximately 16 statements of support attached to the application which may be examined at the Interstate Commerce Commission, in Washington, D.C. or copies thereof which may be examined at the field office name below. Send protests to: Andrew V. Baylor, District Supervisor, Interstate Commerce Commission, Room 3427 Federal Bldg., 230 N. First Ave., Phoenix, Ariz. 85025.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.76-18288 Filed 6-23-76;8:45 am]

federal register

WEDNESDAY, JUNE 23, 1976



PART II:

ENVIRONMENTAL PROTECTION AGENCY



PHOSPHATE MANUFACTURING POINT SOURCE CATEGORY

Effluent Guidelines and Standards

Title 40—Protection of Environment

CHAPTER I—ENVIRONMENTAL
PROTECTION AGENCYSUBCHAPTER N—EFFLUENT GUIDELINES
AND STANDARDS

[FRL 565-4]

PART 422—THE PHOSPHATE MANUFACTURING
POINT SOURCE CATEGORYSubpart D—The Defluorinated Phosphate
Rock SubcategorySubpart E—The Defluorinated Phosphoric
Acid SubcategorySubpart F—The Sodium Phosphates
Subcategory

On January 27, 1975 notice was published in the FEDERAL REGISTER (40 FR 4102 and 4110) establishing interim final effluent limitations and guidelines for existing sources, proposing standards of performance for new sources and proposing pretreatment standards for existing and new sources for the defluorinated phosphate rock subcategory (Subpart D), the defluorinated phosphoric acid subcategory (Subpart E) and the sodium phosphates subcategory (Subpart F) of the Phosphate Manufacturing Point Source Category (Part 422 to Chapter 40 of the Code of Federal Regulations 39 FR 6580).

The purpose of this notice is to establish final effluent limitations and guidelines for existing sources and standards of performance for new sources in this segment of the phosphate manufacturing category of point sources by amending 40 CFR Chapter I, Subchapter N, Part 422 by adding thereto the defluorinated phosphate rock subcategory (Subpart D), the defluorinated phosphoric acid subcategory (Subpart E) and the sodium phosphates subcategory (Subpart F). Sections 422.41, 422.42, 422.43, 422.45, 422.51, 422.52, 422.53 and 422.55 applicable to defluorinated phosphate rock manufacture and to defluorinated phosphoric acid manufacture have been modified because of continuing studies and discussions with representatives of the industry. The sodium phosphate subcategory is promulgated in final form as it appeared in the interim final form except that a pH limitation of 6.0 to 9.5 is set for BPT, BAT and new source in the promulgated form. 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.

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 interim final rulemaking and the notice of proposed rulemaking for the defluorinated phosphate rock subcategory, the defluorinated phosphoric acid subcategory and the sodium phosphates subcategory. In addition, the regulation as proposed was supported by two other documents: (1) the document entitled

"Development Document for Interim Final Effluent Limitations Guidelines and Proposed New Source Performance Standards for the Other Non-Fertilizer Phosphate Chemicals Segment of the Phosphate Manufacturing Point Source Category" January, 1975 and (2) the document entitled "Economic Analysis of Proposed Effluent Guidelines, Non-Fertilizer Phosphate Manufacturing Industry," September, 1974. Both of these documents were made available to the public and circulated to interested persons at approximately the time of publication of the January 27, 1975 notice.

The Agency is not promulgating pretreatment standards at this time pending resolution of certain important policy issues. The agency is undertaking an intensive review of pretreatment policy, and expects to arrive at an overall approach to the pretreatment question within the near future. As soon as the policy and technical issues are resolved, new source pretreatment standards for this industry will be promulgated.

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 was 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 for written comments contained in the preamble to the proposed regulation: Olin Chemicals.

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

(1) A suggestion was made to increase the area of the "within the impoundment" definition for both existing ponds and for ponds constructed on or after the date of this regulation.

EPA has conducted extensive discussions with representatives of the fertilizer phosphate and the phosphate manufacturing industries concerning regulation of ponds and has gathered additional information on pond problems. EPA considered the special problems of use of ponds by producers of defluorinated phosphate rock and defluorinated phosphoric acid, including a review of the similarities and differences of the various pond requirements by category and subcategory. These final regulations provide relief to the problem through allowance for discharge of treated effluent in periods of heavy rainfall.

(2) The suggestion was made that consideration be given to long periods of sustained rainfall, as well as to maximum expected rainfall for one day.

These final regulations allow discharges for periods of excessive rainfall.

(3) The suggestion was made that EPA consider the exception being discussed for the fertilizer phosphate industry which allows certain discharges of "contaminated non-process waste water."

EPA has added this definition and has allowed a controlled discharge under this definition.

(4) The ability of double liming to meet the proposed phosphorus, fluoride and suspended solids concentrations was challenged.

EPA has carried out some additional studies which led to increased discharge allowances for phosphate, fluoride and suspended solids, and to a broader pH range. The regulations reflect the best judgment of EPA based on available technical data.

(b) Amendment of the proposed regulations prior to promulgation.

As a result of public comments, discussions with representatives of industry and continuing review and evaluation of the proposed regulation by the EPA, the following changes have been made in the regulation.

A new definition, "contaminated non-process wastewater" has been added to the regulation. This deals with the handling of pollution from accidental spills, spills caused by failure of process equipment, discharges from safety showers and related personnel safety equipment, washing for the purpose of entry, inspection and maintenance and precipitation runoff. The major volume of "contaminated non-process wastewater" is cooling water that is not normally contaminated. This was added as a result of extensive discussion with industrial representatives on the problems.

The final regulation thereby includes a provision allowing a discharge of treated effluent which results from incidental leaks and spills which may occur throughout the manufacturing process as well as a provision for process wastewater. Industry has argued vigorously that it is impossible to operate a facility of this type without having occasional equipment failures which result in leakage into non-process wastewater. The Agency concurs with this general premise, but believes that any allowance for leaks and spills must be closely controlled to require a maximum management effort to minimize the possibilities of pollution caused by unnecessary leaks and spills or leaks which are otherwise left unattended. For this reason, the leaks and spills portion of the regulation contains restrictive clauses requiring prompt management attention to and correction of leaks and spills which may occur. The "contaminated non-process wastewater" allowance is made only where effluent limitations are on a concentration basis. No suspended solids limitation was placed on contaminated nonprocess wastewater because the major volume is cooling water without a significant suspended solids content.

Specifications for recirculation and reuse ponds were changed as a result of extensive discussions with industrial rep-

representatives. Discharge of lime treated effluent in periods of catastrophic rainfall was permitted as a result of these discussions.

The permissible concentrations of fluoride, phosphorus and suspended solids in treated discharges was criticized as being too low. EPA made further studies of this problem. Higher concentrations of phosphate, fluoride, suspended solids and a broader pH range were permitted.

EPA has decided as a result of extensive studies and discussions with representatives of industry to promulgate pond freeboard capacity requirements and rainfall discharge allowances identical to those of the fertilizer phosphate industry. This arrangement permits discharge of both treated process wastewater and treated "contaminated non-process wastewater" from rock defluorination and acid defluorination manufacturing by the treatment established for wet phosphoric acid manufacture.

(c) Economic and inflationary impact. Executive Order 11821 (November 27, 1974) requires that major proposals for legislation and promulgation of regulations and rules by agencies of the executive branch be accompanied by a statement certifying that the inflationary impact of the proposal has been evaluated. The Administrator has directed that all regulatory actions which are likely to result in (1) annualized costs of \$100 million, (2) additional costs of production of more than 5% of the selling price, or (3) an energy consumption increase equivalent to 25,000 barrels of oil a day will require a certified inflationary impact statement. The Agency's analysis indicates that the annualized cost is \$6.1 million and the increase in energy consumption is small, but the unit cost of treatment may be as high as 5.6% of selling price. Therefore, the following economic and inflationary impact statement is certified by the Administrator.

The economic impact remains the same as for those regulations issued on January 27, 1975, since the recommended technology remains the same. The results of the economic analysis is summarized below. Internal costs given in 1976 dollars are defined as investment and annual cost, where annual cost is composed of operating costs, maintenance cost, the cost of capital, and depreciation. External cost deals with the assessment of the economic impact of the internal costs in terms of price increases, production curtailments, plant closures, resultant unemployment, community and regional impacts, international trade, and industry growth.

The defluorinated phosphate rock subcategory will incur an investment cost of \$5.3 million and an annual cost of \$1.0 million to achieve the 1977 effluent limitations. An additional \$0.2 million investment and an additional \$0.1 million in annual costs are required in 1983. The unit costs range from 1.6% of selling price for the larger plants to 5.5% for the smaller plants, with an increase of 0.1% in 1983. These costs reflect that all four of the plants in this subcategory

currently have ponds that may be modified to meet the standards. No decreases are expected in production, employment, or industry growth. The overall economic impact is expected to be small.

The defluorinated acid producers would have an investment of \$7.7 million and an annual cost of \$3.8 million to achieve the 1977 standards. An additional \$1.4 million investment and an additional \$0.1 million in annual costs are required in 1983. The unit costs range from 2.3% of the selling price for larger plants to 3.9% for the smaller plants, with an increase of 0.1% in 1983. Three of the eleven plants in this subcategory do not have a pond currently in place. It is expected that the high capital costs that are necessary to build the ponds may force the closure of one of these three plants. The other two plants have negative cash flows under the 1973 baseline conditions and are expected to close for reasons other than investment in pollution treatment equipment. These plants account for approximately 16% of industry capacity, but no significant reduction in industry supply is likely to occur since the other plants have some excess capacity. An estimated 39 jobs may be lost due to these closures, but these plants are in fairly large trade areas where the loss of jobs would not create a severe community impact.

The sodium tripolyphosphate subcategory consists of only one plant. This plant does not have a containment pond and would incur the full costs of the treatment system. The investment required is \$400,000 with an annual operating cost of \$1,100,000. No additional expense would be incurred in meeting the 1983 standards. The unit cost of pollution treatment is 4.4% of selling price. It is possible that this plant will close, causing a loss of 120,000 tons per year of production and approximately 21 jobs. The STPP plant accounts for about 12 percent of STPP production, and existing capacity in the remaining plants should be sufficient to offset any reduction in the output of STPP. It is expected that the displaced workers would be absorbed into the labor force in their community.

(d) Cost-benefit analysis.

The detrimental effects of the constituents of waste waters now discharged by point sources within the other non-fertilizer phosphate segment of the phosphate manufacturing point source category are discussed in Section VI of the report entitled "Development Document for Interim Final Effluent Limitations Guidelines and Proposed New Source Performance Standards for the Other Non-Fertilizer Phosphate Chemicals Segment of the Phosphate Manufacturing Point Source Category" January, 1975. 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 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 Effluent Guidelines for the Other Non-Fertilizer Phosphate Segment of the PHOSPHATE MANUFACTURING INDUSTRY" March 1976. Implementing the limitations 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 other non-fertilizer phosphate segment of the phosphate manufacturing 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) 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 Standards of Performance for the Other Non-Fertilizer Phosphate Chemicals Segment of the Phosphate Manufacturing Point Source Category," will be published and will be available for purchase from the Government Printing Office, Washington, D.C. 20402 for a nominal fee.

Copies of the economic analysis document previously cited will be available from the National Technical Information Service, Springfield, VA 22151.

(f) Final rulemaking.

In consideration of the foregoing, 40 CFR Chapter I, Subchapter N, Part 422, Phosphate Manufacturing Point Source Category, is hereby amended by revising Subparts D, E and F to read as set forth below.

The final regulation promulgated below establishing the best practicable control technology currently available, the best available technology economically achievable and the standards of performance for new sources shall become effective July 23, 1976.

Dated: June 15, 1976.

RUSSELL E. TRAIN,
Administrator.

Subpart D—Defluorinated Phosphate Rock Subcategory

Sec.	
422.40	Applicability; description of the defluorinated phosphate rock subcategory.
422.41	Specialized definitions.
422.42	Effluent limitations and guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.

- Sec.
422.43 Effluent limitations and guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.
422.44 [Reserved]
422.45 Standards of performance for new sources.
422.46 [Reserved]

Subpart E—Defluorinated Phosphoric Acid Subcategory

- 422.50 Applicability: description of the defluorinated phosphoric acid subcategory.
422.51 Specialized definitions.
422.52 Effluent limitations and guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.
422.53 Effluent limitations and guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.
422.54 [Reserved]
422.55 Standards of performance for new sources.
422.56 [Reserved]

Subpart F—Sodium Phosphates Subcategory

- 422.60 Applicability: description of the sodium phosphates subcategory.
422.61 Specialized definitions.
422.62 Effluent limitations and guidelines representing the degree of effluent reduction attainable by the application of the best practicable control technology currently available.
422.63 Effluent limitations and guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.
422.64 [Reserved]
422.65 Standards of performance for new sources.
422.66 [Reserved]

AUTHORITY: Secs. 301, 304 (b) and (c), 306 (b) and (c) and 307 (c) of the Federal Water Pollution Control Act, as amended, (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.

Subpart D—Defluorinated Phosphate Rock Subcategory

- § 422.40 Applicability: description of the defluorinated phosphate rock subcategory.

The provisions of this subpart are applicable to discharges resulting from the defluorination of phosphate rock by application of high temperature treatment along with wet process phosphoric acid, silica and other reagents.

§ 422.41 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 Part 401 shall apply to this subpart.

(b) The term "process waste water" means any water which, during manufacturing or processing, comes into direct contact with or results from the production or use of any raw material, intermediate product, finished product, by-product, or waste product. The term "process waste water" does not include contaminated non-process waste water, as defined below.

(c) The term "contaminated non-process wastewater" shall mean any water including precipitation runoff, which during manufacturing or processing, comes into incidental contact with any raw material, intermediate product, finished product, by-product or waste product by means of (1) precipitation runoff, (2) accidental spills, (3) accidental leaks caused by the failure of process equipment and which are repaired or the discharge of pollutants therefrom contained or terminated within the shortest reasonable time which shall not exceed 24 hours after discovery or when discovery should reasonably have been made, whichever is earliest, and (4) discharges from safety showers and related personal safety equipment, and from equipment washings for the purpose of safe entry, inspection and maintenance; provided that all reasonable measures have been taken to prevent, reduce, eliminate and control to the maximum extent feasible such contact and provided further that all reasonable measures have been taken that will mitigate the effects of such contact once it has occurred.

(d) The term "ten year 24 hour rainfall event" shall mean the maximum precipitation event with a probable recurrence interval of once in 10 years as defined by the National Weather Service in technical paper no. 40, "Rainfall Frequency Atlas of the United States," May 1961, and subsequent amendments or equivalent regional or State rainfall probability information developed therefrom.

(e) The term "25 year 24 hour rainfall event" shall mean the maximum precipitation event with a probable recurrence interval of once in 25 years as defined by the National Weather Service in technical paper no. 40, "Rainfall Frequency Atlas of the United States," May, 1961, and subsequent amendments or equivalent regional or State rainfall probability information developed therefrom.

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

(a) Subject to the provisions of paragraphs (b), (c) and (d) of this section, 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 wastewater pollutants to navigable waters.

(b) Process wastewater pollutants from a cooling water recirculation system designed, constructed and operated to maintain a surge capacity equal to the runoff from the 10-year, 24-hour rainfall event may be discharged, after treatment to the standards set forth in paragraph (c) of this section, whenever chronic or catastrophic precipitation events cause the water level in the pond to rise into the surge capacity. Process

waste water must be treated and discharged whenever the water level equals or exceeds the mid point of the surge capacity.

(c) The concentration of pollutants discharged in process wastewater pursuant to the limitations of paragraph (b) of this section shall not exceed the values listed in the following table:

[Milligrams per liter]

Effluent characteristic	Effluent limitations	
	Maximum for any 1 day	Average of daily values for 30 consecutive days shall not exceed—
Total phosphorus (as P)	105	35
Fluoride (as F)	75	25
TSS	150	50
pH	Within the range 6.0 to 9.5	

The total suspended solid limitation set forth in this paragraph shall be waived for process wastewater from a calcium sulfate storage pile runoff facility, operated separately or in combination with a water recirculation system, which is chemically treated and then clarified or settled to meet the other pollutant limitations set forth in this paragraph.

(d) The concentration of pollutants discharged in contaminated non-process wastewater shall not exceed the values listed in the following table:

[Milligrams per liter]

Effluent characteristic	Effluent limitations	
	Maximum for any 1 day	Average of daily values for 30 consecutive days shall not exceed—
Total phosphorus (as P)	105	35
Fluoride (as F)	75	25
pH	Within the range 6.0 to 9.5	

§ 422.43 Effluent limitations and 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, 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), (c) and (d) of this section, 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 wastewater pollutants to navigable waters.

(b) Process waste water pollutants from a cooling water recirculation system designed, constructed and operated to

maintain a surge capacity equal to the runoff from the 25-year, 24-hour rainfall event may be discharged, after treatment to the standards set forth in paragraph (c) of this section, whenever chronic or catastrophic precipitation events cause the water level in the pond to rise into the surge capacity. Process waste water must be treated and discharged whenever the water level equals or exceeds the mid point of the surge capacity.

(c) The concentration of pollutants discharged in process wastewater pursuant to the limitations of paragraph (b) of this section shall not exceed the values listed in the following table:

[Milligrams per liter]

Effluent characteristic	Effluent limitations	
	Maximum for any 1 day	Average of daily values for 30 consecutive days shall not exceed—
Total phosphorus (as P)	105	35
Fluoride (as F)	75	25
TSS	150	50
pH	Within the range 6.0 to 9.5	

The total suspended solid limitation set forth in this paragraph shall be waived for process wastewater from a calcium sulfate storage pile runoff facility, operated separately or in combination with a water recirculation system, which is chemically treated and then clarified or settled to meet the other pollutant limitations set forth in this paragraph.

(d) The concentration of pollutants discharged in contaminated non-process wastewater shall not exceed the values listed in the following table:

[Milligrams per liter]

Effluent characteristic	Effluent limitations	
	Maximum for any 1 day	Average of daily values for 30 consecutive days shall not exceed—
Total phosphorus (as P)	105	35
Fluoride (as F)	75	25
pH	Within the range 6.0 to 9.5	

§ 422.44 [Reserved]

§ 422.45 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:

(a) Subject to the provisions of paragraphs (b), (c) and (d) of this section, 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 standards of performance for new sources: there shall

be no discharge of process wastewater pollutants to navigable waters.

(b) Process waste water pollutants from a cooling water recirculation system designed, constructed and operated to maintain a surge capacity equal to the runoff from the 25-year, 24-hour rainfall event may be discharged, after treatment to the standards set forth in paragraph (c) of this section, whenever chronic or catastrophic precipitation events cause the water level in the pond to rise into the surge capacity. Process waste water must be treated and discharged whenever the water level equals or exceeds the mid point of the surge capacity.

(c) The concentration of pollutants discharged in process wastewater pursuant to the limitations of paragraph (b) of this section shall not exceed the values listed in the following table:

[Milligrams per liter]

Effluent characteristic	Effluent limitations	
	Maximum for any 1 day	Average of daily values for 30 consecutive days shall not exceed—
Total phosphorus (as P)	105	35
Fluoride (as F)	75	25
TSS	150	50
pH	Within the range 6.0 to 9.5	

The total suspended solid limitation set forth in this paragraph shall be waived for process wastewater from a calcium sulfate storage pile runoff facility, operated separately or in combination with a water recirculation system, which is chemically treated and then clarified or settled to meet the other pollutant limitations set forth in this paragraph.

(d) The concentration of pollutants discharged in contaminated non-process wastewater shall not exceed the values listed in the following table:

[Milligrams per liter]

Effluent characteristic	Effluent limitations	
	Maximum for any 1 day	Average of daily values for 30 consecutive days shall not exceed—
Total phosphorus (as P)	105	35
Fluoride (as F)	75	25
pH	Within the range 6.0 to 9.5	

§ 422.46 [Reserved]

Subpart E—Defluorinated Phosphoric Acid Subcategory

§ 422.50 Applicability; description of the defluorinated phosphoric acid subcategory.

The provisions of this subpart are applicable to discharges resulting from the defluorination of phosphoric acid. Wet process phosphoric acid is dehydrated by application of heat and other processing aids such as vacuum and air stripping.

The acid is concentrated up to 70–73% P_2O_5 in the defluorination process.

§ 422.51 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 Part 401 shall apply to this subpart.

(b) The term "process waste water" means any water which, during manufacturing or processing, comes into direct contact with or results from the production or use of any raw material, intermediate product, finished product, by-product, or waste product. The term "process waste water" does not include contaminated non-process waste water, as defined below.

(c) The term "contaminated non-process wastewater" shall mean any water including precipitation runoff, which during manufacturing or processing, comes into incidental contact with any raw material, intermediate product, finished product, by-product or waste product by means of (1) precipitation runoff, (2) accidental spills, (3) accidental leaks caused by the failure of process equipment and which are repaired or the discharge of pollutants therefrom contained or terminated within the shortest reasonable time which shall not exceed 24 hours after discovery or when discovery should reasonably have been made, whichever is earliest, and (4) discharges from safety showers and related personal safety equipment, and from equipment washings for the purpose of safe entry, inspection and maintenance; provided that all reasonable measures have been taken to prevent, reduce, eliminate and control to the maximum extent feasible such contact and provided further that all reasonable measures have been taken that will mitigate the effects of such contact once it has occurred.

(d) The term "ten year 24 hour rainfall event" shall mean the maximum precipitation event with a probable recurrence interval of once in 10 years as defined by the National Weather Service in technical paper no. 40, "Rainfall Frequency Atlas of the United States," May 1961, and subsequent amendments or equivalent regional or State rainfall probability information developed therefrom.

(e) The term "25 year 24 hour rainfall event" shall mean the maximum precipitation event with a probable recurrence interval of once in 25 years as defined by the National Weather Service in technical paper no. 40, "Rainfall Frequency Atlas of the United States," May 1961, and subsequent amendments or equivalent regional or State rainfall probability information developed therefrom.

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

(a) Subject to the provisions of paragraphs (b), (c) and (d) of this section,

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 wastewater pollutants to navigable waters.

(b) Process waste water pollutants from a cooling water recirculation system designed, constructed and operated to maintain a surge capacity equal to the runoff from the 10-year, 24-hour rainfall event may be discharged, after treatment to the standards set forth in paragraph (c) of this section, whenever chronic or catastrophic precipitation events cause the water level in the pond to rise into the surge capacity. Process waste water must be treated and discharged whenever the water level equals or exceeds the mid point of the surge capacity.

(c) The concentration of pollutants discharged in process wastewater pursuant to the limitations of paragraph (b) of this section shall not exceed the values listed in the following table:

[Milligrams per liter]

Effluent characteristic	Effluent limitations	
	Maximum for any 1 day	Average of daily values for 30 consecutive days shall not exceed—
Total phosphorus (as P)	105	35
Fluoride (as F)	75	25
TSS	150	50
pH	Within the range 6.0 to 9.5	

The total suspended solid limitation set forth in this paragraph shall be waived for process wastewater from a calcium sulfate storage pile runoff facility, operated separately or in combination with a water recirculation system, which is chemically treated and then clarified or settled to meet the other pollutant limitations set forth in this paragraph.

(d) The concentration of pollutants discharged in contaminated non-process wastewater shall not exceed the values listed in the following table:

[Milligrams per liter]

Effluent characteristic	Effluent limitations	
	Maximum for any 1 day	Average of daily values for 30 consecutive days shall not exceed—
Total phosphorus (as P)	105	35
Fluoride (as F)	75	25
pH	Within the range 6.0 to 9.5	

§ 422.53 Effluent limitations and 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 properties, 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), (c) and (d) of this section, 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 wastewater pollutants to navigable waters.

(b) Process waste water pollutants from a cooling water recirculation system designed, constructed and operated to maintain a surge capacity equal to the runoff from the 25-year, 24-hour rainfall event may be discharged, after treatment to the standards set forth in paragraph (c) of this section, whenever chronic or catastrophic precipitation events cause the water level in the pond to rise into the surge capacity. Process waste water must be treated and discharged whenever the water level equals or exceeds the mid point of the surge capacity.

(c) The concentration of pollutants discharged in process wastewater pursuant to the limitations of paragraph (b) of this section shall not exceed the values listed in the following table:

[Milligrams per liter]

Effluent characteristic	Effluent limitations	
	Maximum for any 1 day	Average of daily values for 30 consecutive days shall not exceed—
Total phosphorus (as P)	105	35
Fluoride (as F)	75	25
TSS	150	50
pH	Within the range 6.0 to 9.5	

The total suspended solid limitation set forth in this paragraph shall be waived for process wastewater from a calcium sulfate storage pile runoff facility, operated separately or in combination with a water recirculation system, which is chemically treated and then clarified or settled to meet the other pollutant limitations set forth in this paragraph.

(d) The concentration of pollutants discharged in contaminated non-process wastewater shall not exceed the values listed in the following table:

[Milligrams per liter]

Effluent characteristic	Effluent limitations	
	Maximum for any 1 day	Average of daily values for 30 consecutive days shall not exceed—
Total phosphorus (as P)	105	35
Fluoride (as F)	75	25
pH	Within the range 6.0 to 9.5	

§ 422.54 [Reserved]

§ 422.55 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:

(a) Subject to the provisions of paragraphs (b), (c) and (d) of this section, 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 standards of performance for new sources: there shall be no discharge of process wastewater pollutants to navigable waters.

(b) Process waste water pollutants from a cooling water recirculation system designed, constructed and operated to maintain a surge capacity equal to the runoff from the 25-year, 24-hour rainfall event may be discharged, after treatment to the standards set forth in paragraph (c) of this section whenever chronic or catastrophic precipitation events cause the water level in the pond to rise into the surge capacity. Process waste water must be treated and discharged whenever the water level equals or exceeds the mid point of the surge capacity.

(c) The concentration of pollutants discharged in process wastewater pursuant to the limitations of paragraph (b) of this section shall not exceed the values listed in the following table:

[Milligrams per liter]

Effluent characteristic	Effluent limitations	
	Maximum for any 1 day	Average of daily values for 30 consecutive days shall not exceed—
Total phosphorus (as P)	105	35
Fluoride (as F)	75	25
TSS	150	50
pH	Within the range 6.0 to 9.5	

The total suspended solid limitation set forth in this paragraph shall be waived for process wastewater from a calcium sulfate storage pile runoff facility, operated separately or in combination with a water recirculation system, which is chemically treated and then clarified or settled to meet the other pollutant limitations set forth in this paragraph.

(d) The concentration of pollutants discharged in contaminated non-process wastewater shall not exceed the values listed in the following table:

[Milligrams per liter]

Effluent characteristic	Effluent limitations	
	Maximum for any 1 day	Average of daily values for 30 consecutive days shall not exceed—
Total phosphorus (as P)	105	35
Fluoride (as F)	75	25
pH	Within the range 6.0 to 9.5	

§ 422.56 [Reserved]

Subpart F—Sodium Phosphates Subcategory

§ 422.60 Applicability; description of the sodium phosphates subcategory.

The provisions of this subpart are applicable to discharges resulting from the manufacture of purified sodium phosphates from wet process phosphoric acid.

§ 422.61 Specialized definitions.

For the purpose of this subpart:

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

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

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:

[Metric units, kg/kg of product;
English units, lb/1,000 lb of product]

Effluent characteristic	Effluent limitations	
	Maximum for any 1 day	Average of daily values for 30 consecutive days shall not exceed—
TSS	0.50	0.25
Total phosphorus (as P)	0.80	0.40
Fluoride (as F)	0.30	0.15
pH	Within the range 6.0 to 9.5	

§ 422.63 Effluent limitations and 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:

[Metric units, kg/kg of product;
English units, lb/1,000 lb of product]

Effluent characteristic	Effluent limitations	
	Maximum for any 1 day	Average of daily values for 30 consecutive days shall not exceed—
TSS	0.35	0.18
Total phosphorus (as P)	0.56	0.28
Fluoride (as F)	0.21	0.11
pH	Within the range 6.0 to 9.5	

§ 422.64 [Reserved]

§ 422.65 Standards of performance for new sources.

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 standards of performance for new sources:

[Metric units, kg/kg of product;
English units, lb/1,000 lb of product]

Effluent characteristic	Effluent limitations	
	Maximum for any 1 day	Average of daily values for 30 consecutive days shall not exceed—
TSS	0.35	0.18
Total phosphorus (as P)	0.56	0.28
Fluoride (as F)	0.21	0.11
pH	Within the range 6.0 to 9.5	

§ 422.66 [Reserved]

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