AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

federal register

WEDNESDAY, MAY 17, 1972
WASHINGTON, D.C.

Volume 37 ■ Number 96

Pages 9749–9973

PART I

(Part II begins on page 9901)



HIGHLIGHTS OF THIS ISSUE

This listing does not affect the legal status of any document published in this issue. Detailed table of contents appears inside.

ALASKAN OIL AND GAS—Interior Dept. announces availability of protraction diagrams for Alaskan oil and gas lease offers 9790

DIETARY FOODS—FDA amendments concerning label statements on hypoallergenic or low-salt foods 9763

FOOD PACKAGING AND ADDITIVES—
Paperboard packaging may contain higher levels of chemical component under FDA provisions; effective 5–17–72 9762
FDA approves new additives for pesticide solutions; effective 5–17–72 9762

ECONOMIC STABILIZATION—
IRS notice of Cost of Living Council ruling that an apartment in a condominium or cooperative apartment complex may qualify for exemption as a "single family dwelling unit" 9787
IRS notice on Price Comm. rulings concerning the definition of new products, the computation of base prices, and other matters 9787, 9788

AUTOMOBILE EXCISE TAX—IRS regulations for repeal of manufacturers excise tax on automobiles, light-duty trucks, and other vehicles 9764

HEALTH CARE FOR THE NEEDY—HEW extends comment time to 6–17–72 on proposal for a minimum level of free services to the poor 9783

(Continued inside)

Current White House Releases

WEEKLY COMPILATION OF PRESIDENTIAL DOCUMENTS

This unique service makes available transcripts of the President's news conferences; messages to Congress; public speeches, remarks, and statements; and other Presidential materials released by the White House.

The Weekly Compilation carries a Monday dateline and covers materials released during the preceding week. It includes an Index of Contents and a system of cumulative indexes. Other finding aids include lists of laws approved by the President and of nominations submitted to the Senate, a checklist of White House releases, and a digest of other White House announcements.

This systematic publication of Presidential items provides users with up-to-date information and a permanent reference source concerning Presidential policies and pronouncements.

Subscription Price: $9.00 per year

Compiled by Office of the Federal Register, National Archives and Records Service, General Services Administration

Order from: Superintendent of Documents
U.S. Government Printing Office,
Washington, D.C. 20402

FEDERAL REGISTER
Area Code 202 Phone 962-8626

Published daily, Tuesday through Saturday (no publication on Sundays, Mondays, or on the day after an official Federal holiday), by the Office of the Federal Register, National Archives and Records Service, General Services Administration, Washington, D.C. 20408, pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C., Ch. 15), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President (1 CFR Ch. I). Distribution is made only by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

The FEDERAL REGISTER will be furnished by mail to subscribers, free of postage, for $2.50 per month or $25 per year, payable in advance. The charge for individual copies is 20 cents for each issue, or 20 cents for each group of pages as actually bound. Remit check or money order, made payable to the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

The regulatory material appearing herein is keyed to the CODE OF FEDERAL REGULATIONS, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended (44 U.S.C. 1510). The CODE OF FEDERAL REGULATIONS is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each month.

There are no restrictions on the republication of material appearing in the FEDERAL REGISTER or the CODE OF FEDERAL REGULATIONS.

UNEMPLOYMENT COMPENSATION — Labor Dept. amendments affecting individuals in seasonal employment, and related matters (2 documeents); effective 5–17–72 ..... 9780, 9781

MOTOR VEHICLE SAFETY—DoT proposed requirements for letters from motor vehicle manufacturers notifying owners of vehicle defects; comments by 8–14–72 9783

Contents

AGRICULTURAL MARKETING SERVICE

Rules and Regulations

Canned red tart pitted cherries; standards for grades 9755

Grapefruit grown in Indian River District in Florida; overshipment limit 9756

Oranges, grapefruit, tangerines, and tangelos grown in Florida; limitation of shipments 9756

AGRICULTURE DEPARTMENT

See Agricultural Marketing Service; Animal and Plant Health Inspection Service; Rural Electrification Administration.

ANIMAL AND PLANT HEALTH INSPECTION SERVICE

Rules and Regulations

Hog cholera and other communicable swine diseases; areas quarantined 9757

ASSISTANT SECRETARY FOR HOUSING PRODUCTION AND MORTGAGE CREDIT OFFICE

Rules and Regulations

Public housing; prototype cost limits 9902

ATOMIC ENERGY COMMISSION

Rules and Regulations

National Environmental Policy Act of 1969; implementation of licensing on production and utilization facilities 9779

Notices

Cincinnati Gas and Electric Co. et al.; designation of third member of Atomic Safety and Licensing Appeal Board and availability of draft environmental statement (2 documents) 9799, 9800

Elk River reactor dismantling; availability of final environmental statement 9799

University of Arizona; issuance of amendment to construction permit 9799

CIVIL AERONAUTICS BOARD

Rules and Regulations

Logair and Quicktrans minimum rates; exemption of air carriers for military transportation 9758

Notices

Hearings, etc.:

International Air Transport Association 9800

Wien Consolidated Airlines, Inc 9800

COAST GUARD

Proposed Rule Making

Boat safety standards; loading, powering, emergency flotation, and marking of capacity; correction 9783

Notices

Equipment, construction, and materials; approvals (2 documents) 9794, 9797

COMMERCE DEPARTMENT

See Maritime Administration; National Oceanic and Atmospheric Administration.

COMMITTEE FOR PURCHASE OF PRODUCTS AND SERVICES OF THE BLIND AND OTHER SEVERELY HANDICAPPED

Rules and Regulations

Public contracts and property management; miscellaneous amendments 9774

ENVIRONMENTAL PROTECTION AGENCY

Rules and Regulations

Certain pesticide chemicals in or on raw agricultural commodities; tolerances and exemptions from tolerances (3 documents) 9773, 9774

Notices

E. I. du Pont de Nemours & Co., Inc.; filing of petition regarding pesticide chemical 9801

Temporary tolerances; extensions and/or renewal:

Dimethoate 9801

O,O-diethyl *S*-(2-chloro-1-phthalimidoethyl) phosphorodithioate 9801

FEDERAL AVIATION ADMINISTRATION

Rules and Regulations

Flight engineer aeronautical experience; requirements 9758

FEDERAL COMMUNICATIONS COMMISSION

Rules and Regulations

Multiple ownership of standard FM and television broadcast stations; report and order 9775

Notices

Jacksonville Broadcasting Co. et al.; memorandum opinion and order regarding enlarging of issue 9802

FEDERAL HOME LOAN BANK BOARD

Notices

Permission to acquire control of certain savings and loan associations; receipt of applications:

Golden West Financial Corp 9803

Southwestern Group Investors, Inc 9803

FEDERAL MARITIME COMMISSION

Notices

Financial responsibility for oil pollution; certificates revoked 9803

Stearns Milwaukee Marine Terminal, Inc., et al; agreement filed 9803

FEDERAL POWER COMMISSION

Notices

National Gas Survey Technical Advisory Committee—Supply; designation of member 9804

Hearings, etc.:

Michigan Wisconsin Pipe Line Co 9804

Texaco Inc 9804

Warren Petroleum Co 9804

FEDERAL RESERVE SYSTEM

Notices

First Empire State Corp.; order approving acquisition of bank 9805

Midwestern Financial Corp.; proposed acquisition of Crawshaw Mortgage and Investment Co 9805

(Continued on next page)

FOOD AND DRUG ADMINISTRATION

Rules and Regulations

Adjuvants for pesticide use dilutions; food additives permitted in food for human consumption (2 documents) 9762
Components of paper and paperboard in contact with aqueous and fatty foods; food additives resulting from contact with containers or equipment 9762
Hypoallergenic food and food use as a means of regulating the intake of sodium; label statements 9763
Lincomycin - neomycin - methyl - prednisolone solution; revocation 9764

Notices

Upjohn Co.; opportunity for hearing regarding new animal drug application and withdrawal of approval of new animal drug application (2 documents) 9793, 9794

GENERAL SERVICES ADMINISTRATION

Rules and Regulations

Utilization of excess personal property; reporting requirements 9775

HEALTH, EDUCATION, AND WELFARE DEPARTMENT

See also Food and Drug Administration; Public Health Service.

Notices

Minority Business Assistance Office; statement of organization, functions and delegations of authority 9794

HOUSING AND URBAN DEVELOPMENT DEPARTMENT

See Assistant Secretary for Housing Production and Mortgage Credit Office.

INDIAN AFFAIRS BUREAU

Notices

Northwestern band of Shoshone Indians; proposed roll for distribution of judgment funds 9788

INTERIOR DEPARTMENT

See also Indian Affairs Bureau; Land Management Bureau.

Notices

Huntington Canyon generating station and transmission line; availability of final environmental statement 9791
Proposed Canyon Lakes Project, Lubbock, Tex.; availability of draft environmental statement 9791

INTERNAL REVENUE SERVICE

Rules and Regulations

Manufacturers excise tax on passenger automobiles, light-duty trucks, etc.; revocation 9764

Notices

Economic stabilization; Cost of Living Council and Price Commission rulings (5 documents) 9787, 9788

INTERSTATE COMMERCE COMMISSION

Rules and Regulations

Chicago and North Western Railway Co.; authorization to operate over trackage of certain other railroads (2 documents) 9777, 9778
Tariffs and schedules to subscribers and other interested parties; regulations for transmission 9778

Proposed Rule Making

Class I rail carriers participating in National Railroad Passenger Corporation agreement; accounting and reporting for passenger operations 9785

Notices

Assignment of hearings 9806
Fourth section applications for relief 9806
Increased freight rates, 1970; granting of relief from filing requirements 9812
Motor carriers:
Alternate route deviation notices (2 documents) 9806, 9808
Applications and certain other proceedings 9808
Board transfer proceedings 9810
Intrastate applications 9810
Temporary authority applications 9811
Transfer proceedings 9812

LABOR DEPARTMENT

See Manpower Administration.

LAND MANAGEMENT BUREAU

Notices

Alaska; filing of protraction diagram 9790
Montana; proposed withdrawal and reservation of lands 9791

MANPOWER ADMINISTRATION

Rules and Regulations

Extended unemployment compensation; miscellaneous amendments 9780
Temporary compensation; notice to individuals 9781

MARITIME ADMINISTRATION

Notices

Sea Service Tankers, Inc.; application 9792

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Proposed Rule Making

Defect notification; requirements for letters sent by manufacturers to purchasers 9783

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

Notices

Loan applications:
Bray, Lester P 9792
Olson, George M. and Johnnie Sue 9793
Pomilia, Vito and Victor G 9793

PUBLIC HEALTH SERVICE

Proposed Rule Making

Medical services for the needy; extension of time for comment 9783

RURAL ELECTRIFICATION ADMINISTRATION

Notices

Draft environmental statements:
Colorado-Ute Electric Association, Inc 9792
East Kentucky Rural Electric Cooperative Corp 9792

SMALL BUSINESS ADMINISTRATION

Notices

Colorado Venture Capital Corp.; application for license as minority enterprise small business investment company 9806

TRANSPORTATION DEPARTMENT

See Coast Guard; Federal Aviation Administration; National Highway Traffic Safety Administration.

TREASURY DEPARTMENT

See Internal Revenue Service.

VETERANS ADMINISTRATION

Rules and Regulations

State home facilities for furnishing nursing home care 9773

List of CFR Parts Affected

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date, appears following the Notices section of each issue beginning with the second issue of the month.

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1972, and specifies how they are affected.

7 CFR

52 9755
905 9756
912 9756

9 CFR

76 9757

10 CFR

50 9779

14 CFR

63 9758
288 9758

20 CFR

615 9780
617 9781

21 CFR

121 (3 documents) 9762
125 9763
135d 9764

24 CFR

275 9902

26 CFR

142 9764

33 CFR

PROPOSED RULES:
180 9783

38 CFR

17 9773

40 CFR

180 (3 documents) 9773, 9774

41 CFR

51–1 9774
101–43 9775

42 CFR

PROPOSED RULES:
53 9783

47 CFR

73 9775

49 CFR

1033 (2 documents) 9777, 9778
1300 9778
1303 9778
1304 9778
1306 9778
1307 9778
1308 9778
1309 9778

PROPOSED RULES:
577 9783
1241 9785

Rules and Regulations

Title 7—AGRICULTURE

Chapter I—Agricultural Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

PART 52—PROCESSED FRUITS AND VEGETABLES, PROCESSED PRODUCTS THEREOF, AND CERTAIN OTHER PROCESSED FOOD PRODUCTS

Subpart—U.S. Standards for Grades of Canned Red Tart Pitted Cherries [1]

MISCELLANEOUS AMENDMENTS

Notice of a proposal to amend the U.S. Standards for Grades of Canned Red Tart Pitted Cherries (7 CFR 52.771–52.783) was published in the FEDERAL REGISTER of August 6, 1971 (36 F.R. 14473). Interested persons were given until December 31, 1971 in which to submit written comments concerning the proposed amendments.

These grade standards are issued under the authority of the Agricultural Marketing Act of 1946 (sec. 205, 60 Stat. 1090, as amended, 7 U.S.C. 1624), which provides for the issuance of official U.S. grades to designate different levels of quality for the voluntary use by producers, buyers, and consumers. Official grading services are also provided under this Act upon request and upon payment of a fee to cover the cost of such services.

Statement of consideration leading to the amendment of the standards. The purposes of these amendments are: (1) Lower the recommended minimum drained weight for No. 10 containers of water packed canned red tart pitted cherries from 74 ounces (sample average) to 72 ounces (sample average); (2) establish recommended lower limits for the drained weight of individual containers; (3) incorporate an updated procedure for determining drained weight compliance; and (4) include recommended fill weights and procedure for ascertaining fill weight of in-going raw fruit.

USDA conducted studies indicate that a sample average of 72 ounces of drained weight for No. 10 containers (water packed canned red tart pitted cherries) reflects well filled containers and that the lower limits for drained weights of individual containers—all container sizes—are well within the processing capabilities of the industry.

Two canners are opposed only to lowering the drained weight for No. 10 containers. Opposition was based on their production records which indicated no difficulty in achieving a sample average drained weight of 74 ounces and their opinion that to lower the drained weight requirements would result in higher consumer cost.

The drained weight requirement as specified in the U.S. standards and in this amendment are recommended minimum drained weights (sample average) that will best serve all areas of production and that reflects well filled containers of usable fruit.

One canner supports the drained weight proposal except for the lower limits for individuals stating that normal variation of fill would force a higher fill weight to insure the sample meeting the lower limits for individuals. Analyses of USDA collected data showed that the recommended lower limits (drained weight for individuals) are well within the processing capabilities of the industry.

Therefore, after consideration of all relevant matters presented, the U.S. Standards for Grades of Canned Red Tart Pitted Cherries are hereby amended substantially as proposed on August 6, 1971. Certain editorial changes, however, are made. The amendment to the standards is as follows:

1. In the Table of Contents:

(a) The second center heading is changed to read:

LIQUID MEDIA, FILL OF CONTAINER, DRAINED WEIGHTS, AND FILL WEIGHTS

(b) Section 52.775 is changed to read:

Sec.
52.775 Recommended drained weights and recommended fill weights.

2. In the text:

3. Section 52.775 is revised to read:

§ 52.775 Recommended drained weights and recommended fill weights.

(a) *Definitions of terms and symbols.*

X_d	Minimum sample average drained weight.
LL	Lower limit for individual container drained weight.
Subgroup	A group of sample units representing a portion of a sample.
X'_{min}	Minimum lot average fill weight.
LWLx	Lower warning limit for subgroup averages.
LRLx	Lower reject limit for subgroup averages.
LWL	Lower warning limit for individual fill weight measurements.
LRL	Lower reject limit for individual fill weight measurements.
R'	A specified average range value.
R_{max}	A specified maximum range for subgroups.

(b) *Recommended drained weights*—(1) *General.* The minimum drained weight recommendations for the various container sizes and types of packing media in Table I of this subpart are not incorporated in the grades of the finished product since drained weight, as such, is not a factor of quality for the purpose of these grades.

(2) *Method for ascertaining drained weight.* The drained weight of canned red tart pitted cherries is determined by emptying the contents of the container upon a U.S. standard No. 8 circular sieve of proper diameter containing 8 meshes to the inch (0.0937 inch±3 percent, square openings) so as to distribute the product evenly over the sieve. Without shifting the product, incline the sieve to about a 17° to 20° angle to facilitate drainage and allow to drain for 2 minutes. The drained weight is the weight of the sieve and cherries less the weight of the dry sieve. A sieve 8 inches in diameter is used for No. 3 size containers (404 x 414) and smaller, and a sieve 12 inches in diameter is used for containers larger than No. 3 size containers.

(3) *Compliance with recommended minimum drained weights.* A lot of canned red tart pitted cherries is considered as meeting the minimum drained weight recommendations when the following criteria are met:

(i) The average of the drained weights from all the sample units in the sample meets the recommended average drained weight (designated as "$\overline{X}_d$" in Table I); and

(ii) The number of sample units which fail to meet the recommended minimum drained weight for individual containers (designated as "LL" in Table I) does not exceed the applicable acceptance number specified in Table II.

(c) *Recommended fill weights*—(1) *General.* The minimum fill weight recommendations for the various container sizes in Table III of this subpart are not incorporated in the grades of the finished product since fill weight, as such, is not a factor of quality for the purposes of these grades.

(2) *Method for ascertaining fill weight.* The fill weight of canned red tart pitted cherries is determined in accordance with the U.S. Department of Agriculture's procedures for inspection by variables and determination of fill weights as applicable to processed fruits and vegetables.

(3) *Subgroup size.* The subgroup size for the determination of fill weights shall be five sample units.

(4) *Sampling frequency.* At least one subgroup per code shall be drawn approximately every 40 minutes.

(5) *Compliance with recommended fill weights.* Compliance with the recommended fill weights for canned red tart pitted cherries shall be in accordance with the U.S. Department of Agriculture's procedures for inspection by variables and determination of fill weights as applicable to processed fruits and vegetables.

[1] Compliance with the provisions of the standards shall not excuse failure to comply with the provisions of the Federal Food, Drug, and Cosmetic Act, or with applicable State laws and regulations.

TABLE I—RECOMMENDED MINIMUM DRAINED WEIGHTS FOR CANNED RED TART PITTED CHERRIES

Container designation	Packed in water		Packed in syrup or slightly sweetened water	
	LL	$\bar{X}_d$	LL	$\bar{X}_d$
	Ounces			
No. 303	10.7	11.0	9.9	10.2
No. 303 Cylinder	14.0	14.4	12.7	13.1
No. 2	13.1	13.5	12.3	12.7
No. 10	71.2	72.0	69.4	70.2

TABLE II—SINGLE SAMPLING PLANS AND ACCEPTANCE NUMBERS

Sample size (No. of sample units)	3	6	13	21	29	38	48	60	72
Acceptance numbers	0	1	2	3	4	5	6	7	8

TABLE III—RECOMMENDED FILL WEIGHT VALUES FOR CANNED RED TART PITTED CHERRIES

Container designation	Fill weight values in ounces							
	$\bar{X}'_{min}$	$LWL_{\bar{X}}$	$LRL_{\bar{X}}$	LWL	LRL	$\bar{R}'$	R_{max}	Sampling allowance code
	Ounces							
No. 3	12.9	12.6	12.4	12.2	11.8	0.80	1.70	F
No. 3 Cylinder	16.8	16.4	16.2	15.9	15.4	1.10	2.20	H
No. 2	15.8	15.4	15.2	14.9	14.4	1.10	2.20	H
No. 10	86.7	85.9	85.5	85.0	84.1	2.00	4.20	P

* * * * * * *

4. Section 52.779 (c) and (d) is revised to read as follows:

§ 52.779 Freedom from pits.

* * * * *

(c) (*A*) *classification.* Canned red tart pitted cherries that are practically free from pits may be given a score of 18 to 20 points. "Practically free from pits" means that the number of pits that may be present in the drained cherries does not exceed the allowances for this classification as set forth in Table IV of this subpart.

(d) (*C*) *classification.* Canned red tart pitted cherries that are fairly free from pits may be given a score of 16 or 17 points. Canned red tart pitted cherries that fall into this classification shall not be graded above U.S. Grade C regardless of the total score for the product (this is a limiting rule). "Fairly free from pits" means that the number of pits that may be present in the drained cherries does not exceed the allowances for this classification as set forth in Table IV of this subpart.

* * * * *

5. In § 52.779 the title of Table II—Maximum pits permitted is changed to read: "Table IV—Maximum Pits Permitted."

(Sec. 205, 60 Stat. 1090, as amended; 7 U.S.C. 1624)

Effective date. The amendments to the U.S. Standards for Grades of Canned Red Tart Pitted Cherries which have been in effect since June 15, 1964, shall become effective 30 days after publication hereof in the FEDERAL REGISTER.

Dated: May 11, 1972.

G. R. GRANGE,
Acting Administrator.

[FR Doc.72-7406 Filed 5-16-72;8:45 am]

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Nuts), Department of Agriculture

[Grapefruit Reg. 71, Amdt. 4; Export Reg. 20, Amdt. 1]

PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA

Limitation of Shipments

Findings. (1) Pursuant to the marketing agreement, as amended, and Order No. 905, as amended (7 CFR Part 905), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of grapefruit, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) The recommendation by the Growers Administrative Committee for less restrictive grade limitations on domestic and export shipments of fresh grapefruit is consistent with the available supply of and current and prospective demand for such grapefruit by fresh market outlets. The recommended grade regulation is necessary to provide a supply of grapefruit to consumers and to improve overall returns to producers.

(3) It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of these amendments until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 553) in that the time intervening between the date when information upon which these amendments are based became available and the time when these amendments must become effective in order to effectuate the declared policy of the act is insufficient; and these amendments relieve restrictions on the handling of grapefruit grown in Florida.

Order. 1. In § 905.535 (Grapefruit Regulation 71, 36 F.R. 20215, 22054, 24111, 37 F.R. 7582) the provisions of paragraphs (a) (3) and (a) (4) are amended to read as follows:

§ 905.535 Grapefruit Regulation 71.

(a) * * *

(3) Any seedless grapefruit, grown in Regulation Area I, which do not grade at least U.S. No. 1: *Provided,* That during the period May 12, 1972, through October 1, 1972, such grapefruit may be shipped if they grade at least U.S. No. 1 Russet;

(4) Any seedless grapefruit, grown in Regulation Area II, which do not grade at least Improved No. 2: *Provided,* That during the period May 19, 1972, through October 1, 1972, such grapefruit may be shipped if they grade at least U.S. No. 2 Russet; or

* * * * *

2. In § 905.539 (Export Regulation 20; 36 F.R. 20215) the provisions of paragraph (a) (2) are amended to read as follows:

§ 905.539 Export Regulation 20.

(a) * * *

(2) Any grapefruit, grown in the production area, which do not grade at least Improved No. 2: *Provided,* That during the period May 19, 1972, through October 1, 1972, such grapefruit may be shipped if they grade at least U.S. No. 2 Russet;

* * * * *

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated May 11, 1972, to become effective May 12, 1972.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[FR Doc. 72-7450 Filed 5-16-72;8:46 am]

PART 912—HANDLING OF GRAPEFRUIT GROWN IN THE INDIAN RIVER DISTRICT IN FLORIDA

Overshipment Limit

Notice was published in the FEDERAL REGISTER issue of April 29, 1972 (37 F.R. 8676), that the Department was giving consideration to a proposed amendment to the rules and regulations (Subpart—Rules and Regulations, 7 CFR 912.120–912.151) currently in effect pursuant to the applicable provisions of the marketing agreement, as amended, and Order No. 912, as amended (7 CFR Part 912),

regulating the handling of grapefruit grown in the Indian River District in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674). The amendment was proposed by the Indian River Grapefruit Committee, established under said amended marketing agreement and order, as the agency to administer the terms and provisions thereof. No written data, views, or arguments were filed with respect to said proposal during the period specified therefor in the notice.

This amendment would increase the total quantity of grapefruit from 500 boxes or 10 percent of total allotment to 1,000 boxes or 10 percent of total allotment which may be handled in excess of the total allotment assigned to each handler, under § 912.49, during periods of regulation as authorized by § 912.50. This liberalized overshipment tolerance would provide increased flexibility to handlers in dealing with problems which have been encountered by them in scheduling shipments during periods of extended regulation, and would permit handlers to take advantage of trade opportunities to a greater extent during such periods.

After consideration of all relevant matters presented, including that in the notice, it is hereby found that amendment, as hereinafter set forth, of said rules and regulations is in accordance with said amended marketing agreement and order and will tend to effectuate the declared policy of the act and contribute to more effective operations under said marketing agreement and order. Therefore, said rules and regulations are hereby amended by adding a new § 912.152 to read as follows:

§ 912.152 **Overshipment limit.**

During any week for which the Secretary has fixed the total quantity of grapefruit which may be handled, any person who has received an allotment may, as authorized by § 912.50, handle, in addition to the total allotment available to him, an amount of grapefruit equivalent to 10 percent of such total allotment or 1,000 boxes, whichever is greater.

Dated May 11, 1972, to become effective 30 days after publication in the FEDERAL REGISTER.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[FR Doc.72-7451 Filed 5-16-72;8:47 am]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Animal and Plant Health Inspection Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS (INCLUDING POULTRY) AND ANIMAL PRODUCTS

[Docket No. 72-520]

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

Pursuant to provisions of the Act of May 29, 1884, as amended, the Act of February 2, 1903, as amended, the Act of March 3, 1905, as amended, the Act of September 6, 1961, and the Act of July 2, 1962 (21 U.S.C. 111–113, 114g, 115, 117, 120, 121, 123–126, 134b, 134f), Part 76, Title 9, Code of Federal Regulations, restricting the interstate movement of swine and certain products because of hog cholera and other communicable swine diseases, is hereby amended in the following respects:

In § 76.2, in paragraph (e)(3) relating to the State of North Carolina, subdivision (ii) relating to Johnston County is amended to read:

* * * * * *

(e) * * *

(3) *North Carolina.* * * *

(ii) That portion of Johnston County bounded by a line beginning at the junction of State Highway 231 and State Highway 39; thence, following State Highway 39 in a southeasterly direction to Secondary Road 2107; thence, following Secondary Road 2107 in a northeasterly direction to State Highway 222; thence, following State Highway 222 in a southerly, then southeasterly direction to Secondary Road 1934; thence, following Secondary Road 1934 in a southwesterly, then southerly direction to Secondary Road 2127; thence, following Secondary Road 2127 in a southwesterly direction to Secondary Road 2131; thence, following Secondary Road 2131 in a southwesterly, then southerly direction to Secondary Road 1934; thence, following Secondary Road 1934 in a southwesterly direction to Secondary Road 1003; thence, following Secondary Road 1003 in a southwesterly direction to U.S. Highway 70; thence, following U.S. Highway 70 in an easterly direction to Secondary Road 2508; thence, following Secondary Road 2508 in a southerly direction to Secondary Road 1007; thence following Secondary Road 1007 in a westerly direction to the west bank of Polecat Branch; thence, following the west bank of the Polecat Branch in a generally southeasterly, then southerly direction to the Neuse River; thence, following the north bank of the Neuse River in a generally northeasterly direction to Secondary Road 1201; thence, following Secondary Road 1201 in a southwesterly direction to Secondary Road 1200; thence, following Secondary Road 1200 in a southwesterly direction to the north bank of the Mill Creek; thence, following the north bank of the Mill Creek in a generally northwesterly, then southerly direction to Secondary Road 1009; thence, following Secondary Road 1009 in a generally southeasterly direction to Secondary Road 1136; thence, following Secondary Road 1136 in a southwesterly, then northwesterly direction to Secondary Road 1139; thence, following Secondary Road 1139 in a northwesterly direction to Secondary Road 1140; thence, following Secondary Road 1140 in a northwesterly direction to Secondary Road 1143; thence, following Secondary Road 1143 in a westerly direction to State Highway 96 thence, following State Highway 96 in a northeasterly direction to Secondary Road 1178; thence, following Secondary Road 1178 in a northwesterly direction to U.S. Highway 301; thence, following U.S. Highway 301 in a southwesterly direction to Secondary Road 1162; thence, following Secondary Road 1162 in a northwesterly direction to Secondary Road 1350; thence, following Secondary Road 1350 in a southwesterly direction to Secondary Road 1330; thence, following Secondary Road 1330 in a northwesterly, then generally northeasterly direction to Secondary Road 1010; thence, following Secondary Road 1010 in a southeasterly direction to Secondary Road 1562; thence, following Secondary Road 1562 in a generally northwesterly, then northeasterly direction to Secondary Road 1563; thence, following Secondary Road 1563 in a generally northwesterly direction to State Highway 42; thence, following State Highway 42 in a northeasterly direction to Secondary Road 1705; thence, following Secondary Road 1705 in a northeasterly direction to Secondary Road 1700; thence, following Secondary Road 1700 in a generally northeasterly direction to State Highway 96; thence, following State Highway 96 in a northwesterly, then northerly direction to State Highway 231; thence, following State Highway 231 in a northeasterly direction to its junction with State Highway 39.

(Secs. 4–7, 23 Stat. 32, as amended; secs. 1 and 2, 32 Stat. 791–792, as amended; secs. 1–4, 33 Stat. 1264, 1265, as amended; sec. 1, 75 Stat. 481; secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111–113, 114g, 115, 117, 120, 121, 123–126, 134b, 134f; 29 F.R. 16210, as amended; 37 F.R. 6327, 6505)

Effective date. The foregoing amendment shall become effective upon issuance.

The amendment quarantines an additional portion of Johnston County in North Carolina because of the existence of hog cholera. This action is deemed necessary to prevent further spread of the disease. The restrictions pertaining to the interstate movement of swine and

swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will apply to the quarantined area.

The amendment imposes certain further restrictions necessary to prevent the interstate spread of hog cholera and must be made effective immediately to accomplish its purpose in the public interest. It does not appear that public participation in this rule making proceeding would make additional relevant information available to this Department.

Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendment are impracticable, unnecessary and contrary to the public interest, and good cause is found for making it effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 11th day of May 1972.

G. H. WISE,
Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc.72-7449 Filed 5-16-72;8:46 am]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 10380, Amdt. 63-15]

PART 63—CERTIFICATION: FLIGHT CREWMEMBERS OTHER THAN PILOTS

Flight Engineer Aeronautical Experience Requirements

The purpose of this amendment to Appendix C to Part 63 of the Federal Aviation Regulations is to allow, as to a student in an approved flight engineer course who holds at least a commercial pilot certificate with an instrument rating, the substitution of airplane simulator time, or flight engineer training device time (no more than 15 hours), for all 10 hours of flight instruction time in an airplane required by paragraph (a)(3)(i), instead of only 5 hours as previously allowed.

Interested persons have been afforded an opportunity to participate in the making of this amendment by a notice of proposed rule making (Notice 71-37) issued on November 11, 1971, and published in the FEDERAL REGISTER on November 18, 1971 (36 F.R. 22015). Due consideration has been given to all comments presented in response to the notice.

Ten of the 11 public comments received on the notice concurred in the proposal. Five of those concurring comments suggested rule making actions in addition to those proposed in the notice. One common suggestion was that § 63.39 be amended to allow the conduct of the practical test on the duties of a flight engineer in the class of airplane for which a rating is sought, in an approved airplane simulator or, as one commentator suggested, in an approved flight engineer training device. One commentator suggested that some reduction in the minimum flight instruction required under Appendix C to Part 63 should be allowed for a flight engineer student possessing a mechanic certificate with airframe and powerplant ratings. The same commentator also suggested that § 63.37 be amended to provide that the possession of a commercial pilot certificate with an instrument rating and a mechanic certificate with airframe and powerplant ratings may be used to satisfy the aeronautical experience requirements of that section. All of these suggestions are outside the scope of the notice, but they will be considered for possible future rulemaking action.

The one commentator who opposed the proposal asserted that the present minimum of 5 hours of flight instruction is necessary to give the student a feel for the problems he will encounter as a flight engineer, e.g., the operation of the pressurization and air conditioning system, rapid decompression, and the unusual attitudes and sensations of a rapid descent. However, as stated in the notice, the FAA does not consider additional exposure to the environmental conditions associated with actual flight, such as in a rapid descent, to be necessary for a student having at least the flight experience of a commercial pilot with an instrument rating. Furthermore, under the amended rule, a simulator or flight engineer training device time still may not be used as a substitute for flight time unless the Administrator finds that the simulator or training device to be used accurately reproduces the design, function, and control characteristics, as pertaining to the duties and responsibilities of a flight engineer on the type of airplane to be flown.

For clarity, the language of the last sentence in subdivision (*b*) of paragraph (a)(3)(iv) has been changed (from what was proposed) to specifically state that not more than 15 hours of flight engineer training device time may be substituted for flight instruction time. As stated in the notice, this means, in effect, that the additional substitution that is allowed by this amendment is the substitution of only airplane simulator time for flight instruction time. The reason for this limitation is that, unlike a flight engineer training device, the airplane simulator provides training on the broader scale of an entire "crew concept" basis.

In consideration of the foregoing, subparagraph (a)(3)(iv) of Appendix C to Part 63 of the Federal Aviation Regulations is amended, effective June 16, 1972, to read as follows:

APPENDIX C

FLIGHT ENGINEER TRAINING COURSE REQUIREMENTS

(a) *Training course outline—*

* * * * *

(3) *Flight course outline.* * * *

(iv) If the Administrator finds a simulator or flight engineer training device to accurately reproduce the design, function, and control characteristics, as pertaining to the duties and responsibilities of a flight engineer on the type of airplane to be flown, the flight training time may be reduced by a ratio of 1 hour of flight time to 2 hours of airplane simulator time, or 3 hours of flight engineer training device time, as the case may be, subject to the following limitations:

(*a*) Except as provided in subdivision (*b*) of this subparagraph, the required flight instruction time in an airplane may not be less than 5 hours.

(*b*) As to a flight engineer student holding at least a commercial pilot certificate with an instrument rating, airplane simulator or a combination of airplane simulator and flight engineer training device time may be substituted for up to all 10 hours of the required flight instruction time in an airplane. However, not more than 15 hours of flight engineer training device time may be substituted for flight instruction time.

* * * * *

(Secs. 313(a), 601, 602, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1422; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Washington, D.C., on May 9, 1972.

J. H. SHAFFER,
Administrator.

[FR Doc.72-7424 Filed 5-16-72;8:50 am]

Chapter II—Civil Aeronautics Board

SUBCHAPTER A—ECONOMIC REGULATIONS

[Docket No. 23415; Reg. ER-733, Amdt. 13]

PART 288—EXEMPTION OF AIR CARRIERS FOR MILITARY TRANSPORTATION

Logair and Quicktrans Minimum Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 11th day of May 1972.

On May 19, 1971, by notice of rule making EDR-201 (36 F.R. 9330), the Board proposed to amend Part 288 of the Economic Regulations (14 CFR Part 288) by establishing new minimum rates effective July 1, 1971, for Logair and Quicktrans domestic cargo charters. Written data, views, and arguments have been filed in response to the Notice by Overseas National Airways, Inc., Saturn Airways, Inc., World Airways, Inc., and the Department of Defense.[1] All comments and supporting materials before the Board have been carefully considered, and all contentions not otherwise disposed of herein are rejected.

Upon consideration of the comments the Board has determined to establish as the fair and reasonable minimum rates the rates listed as adopted in the following table, which also sets forth the current minimum rates and the minimum rates proposed in the notice:

[1] In addition, Saturn filed a motion for leave to submit an unauthorized document consisting of additional comments and ONA filed a like motion requesting that the Board receive its answer to the additional comments. We have determined to grant both motions.

Aircraft type	Linehaul rate per course-flown statute mile		Rate per directed landing
	Logair	Quicktrans	
CURRENT MINIMUM RATES			
DC-9-30	$1.6108	$1.6992	$150
L-188C	1.6108	1.6992	150
B-727-100	1.8837	1.9334	150
L-100-20/30	1.8837	1.9334	150
AW-650	1.7111		125
DC-6A	1.1535	1.1535	125
DC-8-55F	2.5540	2.6178	225
DC-8-61CF	2.9437	3.0110	275
PROPOSED MINIMUM RATES			
DC-9-30	1.6416	1.7946	150
L-188C	1.6416	1.7946	150
L-100-20/30	1.8677	1.8995	150
AW-650	1.7111		125
DC-6A	1.1535	1.1535	125
DC-8-61CF	2.5476	2.6300	275
MINIMUM RATES ADOPTED			
DC-9-30	1.6319	1.7843	150
L-188C	1.6319	1.7843	150
L-100-20/30	1.8758	2.0713	150
AW-650	1.7111		125
DC-6A	1.1535	1.1535	125
DC-8-61CF	2.4584	2.5399	275

Rates for aircraft not included in the notice. No rate was proposed for B–727–100 aircraft since no carrier data were submitted and no recommendations received from DOD for that aircraft type. World Airways now requests that the Board fix a minimum rate for this equipment because MAC may have a requirement for B–727's, asserting that this requirement is indicated by the transmittal letter accompanying the fiscal year 1972 RFP and the identification of B–727 aircraft in the RFP itself. However, the cited letter merely states that such larger aircraft as the L–100–20/30 may be used in Quicktrans operations where aircraft offering ACL's of 34,000 pounds, such as the DC–9–30/L–188, may prove insufficient to move the cargo forecast;[2] it was the B–727–QC which was listed as suitable for MAC services, provided that the contractor was awarded a domestic airlift contract; World was not awarded a fixed-buy contract; and ordinarily the expansion buy is awarded in proportion to the fixed-buy awards. Moreover, the carrier has yet to furnish any cost data for the B–727–100, and its suggestion that the Board fix a rate for that aircraft by adjusting the fiscal year 1971 rate by the same percentages as those reflected in changes in DC–9 rates is totally unsupported by facts warranting such treatment.[3] We find no basis for establishing a rate for the B–727 for fiscal 1972.

Rate of return. In our Notice a rate of return of 10.5 percent was proposed for Logair and Quicktrans purposes. This return element was based on the new 12-percent rate of return recently determined in the Domestic Passenger-Fare Investigation[4] for domestic trunkline operations, less the 1.5-percentage points difference which has obtained in the past between the return previously used for commercial rate purposes and the 9-percent return employed in past MAC rate reviews. The Board solicited views on this change from DOD and the carriers which submitted cost forecasts, but only DOD and ONA responded.

DOD objects to our proposing to use the increase in the rate of return guideline for the domestic trunkline's commercial rates as a reason for increasing the MAC profit element, arguing that the industry has not normally attained a 12-percent rate of return, there is no assurance that the trunklines will attain it during the next several years, and they are not likely to achieve it soon in the future absent adjustments related to the DPFI load factor standard, but that the military rates set by the Board offer a very high probability for carriers operating at industry average efficiency to achieve the 9-percent rate of return. Thus DOD argues that the two cases are not comparable since the MAC rate of return "is not reduced by means of a load factor standard," and concludes that a change in the return for MAC purposes should not be considered until the industry attains an unadjusted 12-percent return on its commerical operations.

ONA asserts its belief that the rate of return should be increased to 12 percent, relying on a document it submitted in Docket No. 23389.[5] The document urged that MAC operations entailed special risks, due to fluctuations in MAC business and the rapid obsolescence of aircraft in the MAC program; that capital costs had increased for MAC carriers as well as for the domestic trunkline industry; and that, at the least, the differential between the rates of return for MAC and for commercial rate-making purposes should not be increased beyond 1.5 percentage points.

The Board has considered the comments filed by the parties and remains of the view that a rate of return of 10.5 percent on recognized investment is reasonable for Logair and Quicktrans operations. DOD's argument concerning the returns realized by the carriers misconceives the purpose and operation of rate of return guidelines. Rates of return are established and used for rate-making purposes to provide efficient carriers with an opportunity to earn profits which will approximate their costs of capital over reasonable periods of time and hence enable them to attract the investment necessary to perform required services. These capital costs are determined in the market place by the investors' evaluation of relative risks, earnings and growth potentials; the supply of money; the state of the economy; and like considerations. Including in the fares or rates to be charged by the carriers an allowance commensurate with profit opportunities contemporaneously afforded to investors by other enterprises of comparable risk meets the standards for a fair return but is not intended to guarantee that such a return will in fact be realized, for risk and opportunity are by no means to be equated with the occurrence of profit and loss. DOD, however, appears to confuse the opportunity to make a fair return with the achievement of the return and the risk of failure to realize a full return (or even of incurring a loss) with the incidence of lower profits or losses. It apparently would also seek to compare unscreened results of commercial operations with profit opportunities afforded under rates adjusted when necessary to reflect efficient operations of MAC carriers. However, it is our aim in both commercial rate and MAC cases to base rates and fares on costs reasonably attainable under economical and efficient management, and costs of operations not comporting with load factor standards found appropriate in the DPFI are no more to be made up in the trunklines' return element than costs not recognized for MAC purposes are to be offset by higher returns for MAC operations. Thus the profits reported by the trunklines are not determinative of the proper rate of return standard to be employed in setting MAC rates.[6]

It seems quite apparent that there have been changes in the financial markets which have affected the cost of capital needed for MAC operations as well as the cost of capital required for commercial services, and we have no reason to believe that the return element necessary to attract investment has remained stable for MAC purposes while it has increased for commercial passenger-fare needs. On the other hand, there is no evidence that the differential has narrowed, since on a comparative risk basis the MAC contract operations still entail a greater stability than is found in commercial service. MAC contracts provide a fixed minimum gross volume of business for an entire year, are based on a minimum rate which generally remains in effect for at least a year, and entail a guaranteed minimum volume for each flight. The fluctuations in volume stressed in ONA's document are from year to year, not flight to flight, and to that extent those business risks which inhere in the load factor problem (discussed in somewhat different context by DOD) are absent in MAC charter operations. The largest variations in year to year MAC business which were cited by ONA occurred when increases in MAC traffic have taken

[2] The ACL for the B–727–100 is approximately 36,000 pounds.

[3] In this connection, we note that for fiscal year 1971 the data indicated that B–727–100 aircraft should be grouped with the L–100–20/30 equipment rather than with the DC–9 or L–188.

[4] Order 71–4–58, April 9, 1971.

[5] The document in question was a joint petition by ONA and six other carriers for amendment of the fiscal 1971 rates for overseas and international MAC operations. This petition was dismissed for reasons not pertinent here (EDR–205 and PSDR–32, June 25, 1971), but since DOD filed a response essentially the same on this issue as its comment in the instant proceeding, we shall consider herein the points raised by that petition with respect to rate of return.

[6] We also note that the implication in DOD's comment that military business has consistently resulted in a 9 percent return being earned by the carriers (and will continue to do so) is not documented and appears to overstate the facts.

place, while recent history has shown that carrier estimates of commercial traffic have been lacking in the "precision and certainty" attributed to them by the ONA document. There is also the factor that, in contrast to the continuing certificate obligations of the trunklines with respect to commercial operations, the obligation to perform MAC contracts ceases with the contract term, and new bids are not mandatory. Finally, although ONA argues that MAC service entails a special risk due to the rapid obsolescence of aircraft in such operations, by and large the useful economic life of equipment used for MAC and for commercial operations is basically the same, and for similar reasons. Competition and the desire for improved profits requires that the newest and most efficient equipment be used to the fullest extent practicable in order to attract traffic and decrease costs, and the use by the Board of like depreciation policies for MAC and for commercial rate purposes reflects our view that the rate of aircraft obsolescence is virtually identical in the two operations.

This is not to deny that risks do inhere in performing MAC contracts, nor to gainsay the existence of growing uncertainties with respect to the volume of MAC operations. Variations in military needs undoubtedly inhibit the ability of the carriers to plan and arrange for capital. However, we believe that these factors are adequately compensated for by our increase in the MAC rate of return to 10.5 percent. In sum, it is our judgment that the cost of capital has increased for MAC operations and that this cost is somewhat less than the return needed for commercial operations, but that the differential has not been altered from that used in the past. We conclude that a rate of return of 10.5 percent on recognized investment is reasonable for Logair and Quicktrans service and we have incorporated that return in the rates herein determined.

Depreciation. DOD urges the use of a 15-percent residual value for DC–9 aircraft (rather than the 2 percent used in the notice) and the use of a 12-year life for the L–100–20/30 (rather than the 10-year life proposed). We will adhere to the depreciation policy proposed for the DC–9, for the reasons adduced in the new § 399.42 of the policy statements adopted in connection with the domestic passenger-fare investigation. However, further review of the policy statement (PS–45, April 9, 1971) shows that although the Part 399 guidelines were not limited to use in passenger cases, they were confined to aircraft which could be used for passenger service and they did not cover the L–100 equipment. In view of the specific focus on L–100–20/30 cargo aircraft in the last domestic MAC rate review (EDR–181, April 14, 1970, pp. 3–4) and the facts there set forth, we are reverting to a 12-year life and 15-percent residual for that equipment.

Utilization. In the notice a daily utilization of 8.7 hours was used for Saturn's L–100 type aircraft, based on the 5 months ended February 28, 1971, the latest available data reflecting the takeover by that carrier of Airlift's Logair routes. DOD points out that utilization of these aircraft was 8.9 hours for the first three quarters of fiscal 1971 and 9.2 hours in the January–March quarter, and it asserts that these facts dictate a utilization for ratemaking purposes of not less than 9.0 hours, with 9.5 hours attainable with further experience. Saturn now concludes, on the basis of its study of the Logair and Quicktrans RFP's that it can achieve 9.2 hours for both services, premised on all of the flying for which the aircraft may possibly qualify. ONA, a competing carrier, urges that the use of preferences which a carrier might claim it has detected in RFP's as a predicate for determining utilization for a single aircraft type has been rejected by the Board in the past and should be rejected now. It also points out that the Board historically has employed a half-hour differential in utilization for Logair and Quicktrans operations and that this differential should also be used for the L–100 equipment.

We have revised Saturn's Logair utilization to 9 hours and its Quicktrans utilization to 8.5 hours. The Logair utilization is approximately the level achieved in the first 9 months of fiscal 1971, when the monthly average figure fluctuated between 8.52 and 9.42. The level fell to 7.3 hours in April and May 1971, after an additional aircraft was placed in service, but it is anticipated the improvements will be realized for the aircraft properly allocable to the expanded operation. However, as ONA has stated, piecemeal analyses of RFP's without making changes for other aircraft types are not a valid basis for a utilization determination (ER–584, June 25, 1969, page 7), and longstanding experience has shown that, absent special conditions, the Quicktrans utilization is lower than that achieved for Logair. Accordingly, we are basing our revision primarily on historical information rather than the analysis dependent on the RFP's.[7]

Stage length and aircraft speed. The stage length of 488 miles for L–100–20/30 aircraft which was proposed in the notice reflected Saturn's actual experience with this aircraft type and was agreed to by DOD. ONA has challenged this change from the standard stage used in the past, but has not submitted any data, arguing only that no "detailed analysis" was presented to support the change.[8] Saturn now estimates an average stage of 481 miles, but that is merely an estimate based on patterns which it hoped might evolve in light of the RFP's. We shall adhere to the stage lengths used in the notice.

Saturn has submitted extensive data in support of using lower speeds for the L–100–20/30 than were reported in its original rate review submission and reflected in the notice. For Logair it asked that the speed used in computing costs be reduced from 321 miles per hour to 314.4 miles per hour, while for Quicktrans it requested that the Board reflect a differential (based on ONA's experience) which would bring the speed to 305 miles per hour. These reductions in speed would have the effect of increasing related costs proportionately to the reductions. The primary reasons adduced for these changes were (1) the use of a longer, more representative period than the 3 summer months available at the time of the original submission, which encompassed optimum weather conditions, and (2) an increase in ferry mileage for maintenance purposes.[9] We believe that the data for the more extensive period will provide a better basis for forecast speed and that a differential between Logair and Quicktrans is appropriate. However, we will follow our past practice of computing speed on the basis of revenue hours and revenue miles rather than recognizing nonrevenue operations in determining MAC costs. On this basis we find the appropriate speeds to be 318 miles per hour for Logair and 309 miles per hour for Quicktrans.

Fuel costs, wage increases, and interest expense. Saturn states that in its original submission it overlooked the fact that military fuel is not available at Indianapolis and at Payne Field, Wash., and that more expensive civilian fuel must be used. However, since there is flexibility to use fuel carried over from previous stops or to avoid filling up completely at these stations, the carrier has reflected only two-thirds of the additional expense related to the price differential. This is consistent with ER–626, June 18, 1970, pp. 4–5, where similar treatment was afforded ONA in a like situation, and we shall accept Saturn's computation.

Both ONA and Saturn have submitted showings of new contractual wage increases not reflected in the original rate review. These increased labor expenses are taken into account in the revisions as noted in the appendix.[9a] In accordance with longstanding precedent we have not accepted cost increases which are merely anticipated and are not supported by new contracts.

In the notice we based our computation of interest on loans tied to the prime rate on the most recent information then available. DOD observed in its comments that the prime rate had increased from the 5.25 percent utilized and that use of

[7] It should be noted that both with respect to utilization and with respect to other cost areas, as set forth below or in the appendix filed as part of the original document, Saturn's data has been revised to reflect experience for the 9 months ended March 31, 1971, which includes the latest quarter for which information was presented by the carrier.

[8] It is sufficient for present purposes to note that the information submitted by Saturn at the time of the rate review was available to ONA and that this data showed the actual miles flown and departures from which the stage length was computed.

[9] The carrier later submitted a forecast of 310 m.p.h. for Quicktrans, but this was predicated on the analysis of RFP's which we reject as indicated above.

[9a] Filed as part of the original document.

a higher rate is appropriate to avoid a windfall which would result from the impact of the interest figure in our income tax computation. However, subsequently the interest rates have undergone a number of changes. After considering the impact of these changes since July 1, 1971, and the impact the most current prime rates would have on interest for the remainder of the fiscal year, we have determined that 5.25 percent is a reasonably representative figure for use in computing the allowance for taxes.

Leased aircraft. DOD complains that no special return element is warranted for leased aircraft where the ratio of leased to owned values significantly exceeds the 28.5-percent ratio for the aggregate of domestic trunkline and local service carriers. Since the use of rental expense plus this return, in lieu of constructive ownership, results in lower rates than would result from adherence to the constructive ownership policy embodied in prior MAC rate determinations, even where the leased/owned ratio is exceptionally high,[10] DOD does not appear to be prejudiced by our application of the new policy in this proceeding, and for the same reasons as are expressed in PS–44, April 8, 1971, we shall adhere to this change from prior policy for purposes of computing Logair and Quicktrans costs. We are, however, making a minor change in our computations under the new policy in order to comport more closely with the principles set forth in PS–44. Whereas the Notice proposed to apply the return element by looking to the ratio of leased to owned values for each aircraft type offered by a carrier, we have concluded that using the ratio of leased to owned values of all flight equipment offered in MAC service by a carrier is more appropriate. PS–44 provides for recognition of a special risk related to leasing only where the proportion of leased aircraft is significantly higher than the average ratio of leased to owned aircraft of the domestic air carriers, and only to the extent of the excess over this average ratio. Since this standard is based on all of the aircraft in the ratemaking unit, the ratio for the MAC carriers should be similarly computed.

We are also correcting an overstatement of ONA's DC–9 investment, brought to our attention by DOD, which had resulted from our inadvertent failure to remove leased engines from that carrier's investment base. On the other hand, ONA points out that rental costs should be included in the cash operating expenses used for computing the working capital allowance for MAC purposes, and this change is being made in the final rule in all cases where leasing expense is recognized.

[10] In accordance with the new § 399.43 of the Policy Statements, a return six percentage points lower than the normal rate of return for MAC purposes is employed in these circumstances.

Incorporation by reference. No other comments were received with respect to the minimum rates proposed, and, except to the extent modified herein, the costs and other findings contained in the Notice are incorporated herein by reference. For the convenience of the users, the modified adjusted costs [11] are summarized below:

[11] These costs are detailed in the Appendix which is filed as part of the original document.

Carrier	Aircraft type	Number aircraft	Stage Length		Adjusted cost per course-flown statute mile	
			Logair	Quicktrans	Logair	Quicktrans
					Cents	
Group A:						
Overseas	DC–9–30	6	400	450	199.50	215.57
Overseas	L–188C	8	400	450	207.82	223.87
Universal	L–188C	12	400	450	196.53	201.79
Weighted average					200.69	211.76
Group B:						
Saturn	L–100–20/30		488	488	218.32	237.87
Other:						
Universal	DC–8–61CF		650	650	288.15	296.30
(1)	DC–6A		414	414	145.54	145.54
(1)	AW–650		350		206.82	

[1] Based on current rates.

Price stabilization and effective dates. In conformance with rulings and regulations of the Cost of Living Council and the Price Commission, the ceiling prices for military air transportation provided during the period August 16, 1971, through November 13, 1971, are the temporary rates pursuant to which payments were made during the two months immediately prior to that freeze period (in this case, the Logair and Quicktrans rates currently reflected in Part 288). However, as the Council has pointed out, the freeze sets the ceiling price rather than the price itself; downward adjustments are not forbidden and are in accordance with our rate-making standards; and increases are not to be made to compensate for the freeze limitations.[12] Accordingly, we will make effective on and after July 1, 1971, those rates which are the same as or lower than the current rates, while rates higher than the current rates will be made effective only for the periods July 1–August 15, 1971, and on and after November 14, 1971. For operations for which rates are increased during the aforesaid periods we are reestablishing the current rates for the period August 16–November 13, 1971.[13] The Board has reviewed all Logair and Quicktrans rates pursuant to the guidelines established by the Price Commission for Phase II, the period beginning November 14, 1971, and is contemporaneously issuing a certificate that the rates established herein are consistent with the Economic Stabilization Program.

In consideration of the foregoing, the Board hereby amends Part 288 of the Economic Regulations (14 CFR Part 288), effective July 1, 1971, by revising § 288.7(b) to read as follows:

§ 288.7 Reasonable level of compensation.

* * * * *

(b) For Logair and Quicktrans services, other than specified in paragraph (c) of this section:

(1) For services provided on and after July 1, 1971:

Aircraft type	Linehaul rate per course-flown statute mile		Rate per directed landing
	Logair	Quicktrans	
L–100 20/30	$1.8758		$150
AW–650	1.711		125
DC–6A	1.1535	$1.1535	125
DC–8–61CF	2.4584	2.5399	275

(2) For services provided between July 1, 1971, and August 15, 1971, and on and after November 14, 1971:

Aircraft type	Linehaul rate per course-flown statute mile		Rate per directed landing
	Logair	Quicktrans	
DC–9–30	$1.6319	$1.7843	$150
L–188C	1.6319	1.7843	150
L–100–20/30		2.0713	150

(3) For services provided between August 16, 1971, and November 13, 1971:

Aircraft type	Linehaul rate per course-flown statute mile		Rate per directed landing
	Logair	Quicktrans	
DC–9–30	$1.6108	$1.6992	$150
L–188C	1.6108	1.6992	150
L–100–20/30		1.9334	150

* * * * *

[12] We note that, as a practical matter, under the rates herein established no single carrier is subject to both an increase and a decrease of any magnitude.

[13] Our action establishing temporary rates in effect during the period July 16–August 14, 1971, as final rates for the August 16–November 13, 1971, freeze period is taken pursuant to a ruling of the Cost of Living Council, dated November 18, 1971. However, we are informed that a carrier request for a different ruling is pending before the Council. Accordingly, if that request is granted the Board will entertain petitions for reconsideration of such freeze period rates.

(Secs. 204, 403, and 416 of the Federal Aviation Act of 1958, as amended; 72 Stat. 743, 758, and 771, as amended; 49 U.S.C. 1324, 1373, and 1386)

By the Civil Aeronautics Board.

NOTE: This amendment No. 13 to Part 288 effective June 1, 1967.

[SEAL] -HARRY J. ZINK,
Secretary.

[FR Doc.72-7471 Filed 5-16-72;8:50 am]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

ADJUVANTS FOR PESTICIDE USE DILUTIONS

The Commissioner of Food and Drugs, having evaluated data in a petition (FAP 1H2624) filed by Colloidal Products Corp., Post Office Box 621, Petaluma, Calif. 94952, and other relevant material, concludes that the food additive regulations should be amended as set forth below to provide for the safe use of α-[*p*-(1,1,3,3-tetramethylbutyl) phenyl]-*omega*-hydroxypoly(oxyethylene) produced by the condensation of 1 mole of *p*-(1,1,3,3-tetramethylbutyl) phenol with 1 mole of ethylene oxide as an adjuvant for making pesticide use dilutions by a grower or applicator prior to application to the growing crop.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)) and under authority delegated to the Commissioner (21 CFR 2.120), § 121.1225 is amended by revising the listing for the subject item, as follows:

§ 121.1225 Adjuvants for pesticide use dilutions.

* * * * *

α - [*p* - (1,1,3,3 - Tetramethylbutyl) phenyl] - *omega* hydroxypoly(oxyethyyene) produced by the condensation or 1 mole of *p*-(1,1,3,3-tetr umethylbutyl) phenol with an average of 4–14 or 30–70 moles of ethylene oxide; if a blend of products is used, the average number of moles of ethylene oxide reacted to produce any product that is a component of the blend shall be in the range of 4–14 or 30–70.

α - [*p* - (1,1,3,3 - Tetramethylbutyl) phenyl] - *omega* - hydoxypoly(oxyethylene) produced by the condensation of 1 mole of *p*-(1,1,3,3-tetramethylbutyl) phenol with 1 mole of ethylene oxide.

Any person who will be adversely affected by the foregoing order may at any time within 30 days after its date of publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 6–88, 5600 Fishers Lane, Rockville, Md. 20852, written objections thereto in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. Received objections may be seen in the above office during working hours, Monday through Friday.

Effective date. This order shall become effective on its date of publication in the FEDERAL REGISTER (5–17–72).

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: May 8, 1972.

SAM D. FINE,
Associate Commissioner for Compliance.

[FR Doc.72-7434 Filed 5-16-72;8:47 am]

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

ADJUVANTS FOR PESTICIDE USE DILUTIONS

The Commissioner of Food and Drugs, having evaluated the data in petitions (FAP OH2563 and FAP OH2564) filed by Armour Industrial Chemicals, 8401 West 47th Street, McCook, Ill. 60525, and other relevant material, concludes that the food additive regulations should be amended, as set forth below, to provide for the safe use of additional pesticide surfactants in emulsifier blends that are added to herbicides.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)) and under authority delegated to the Commissioner (21 CFR 2.120), § 121.1225 is amended by alphabetically inserting in the list of adjuvants the following new items:

§ 121.1225 Adjuvants for pesticide use dilutions.

* * * * *

Di-*n*-alkyl (C_8-C_{18}) dimethyl ammonium chloride, where the alkyl groups (C_8-C_{18}) are derived from coconut oil, as surfactants in emulsifier blends at levels not in excess of 5 percent by weight of emulsifier blends that are added to herbicides for application to corn or sorghum.

n-Alkyl (C_8-C_{18}) amine acetate, where the alkyl groups (C_8-C_{18}) are derived from coconut oil, as a surfactant in emulsifier blends at levels not in excess of 5 percent by weight of the emulsifier blends that are added to herbicides for application to corn and sorghum.

* * * * *

Any person who will be adversely affected by the foregoing order may at any time within 30 days after its date of publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 6–88, 5600 Fishers Lane, Rockville, Md. 20852, written objections thereto in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. Received objections may be seen in the above office during working hours, Monday through Friday.

Effective date. This order shall become effective on its date of publication in the FEDERAL REGISTER (5–17–72).

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: May 8, 1972.

SAM D. FINE,
Associate Commissioner for Compliance.

[FR Doc.72-7435 Filed 5-16-72;8:47 am]

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

COMPONENTS OF PAPER AND PAPERBOARD IN CONTACT WITH AQUEOUS AND FATTY FOODS

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP 1B2610) filed by Minnesota Mining and Manufacturing Co., Inc., 3M Center, St. Paul, Minn. 55101, and other relevant material, concludes that the food additive regulations should be amended, as set forth below, to provide for the use of higher levels of ammonium bis(*N*-ethyl-2-perfluoroalkylsulfonamido ethyl) phosphates in heavyweight paper and paperboard, and to provide for additional uses of treated paper and paperboard in contact with aqueous and fatty foods.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)) and under authority delegated to the Commissioner (21 CFR 2.120), Part 121 is amended in § 121.2526 (a)(5) by revising the text in the "Limitations" column for the substance "ammonium bis(*N*-ethyl-2-perfluoroalkylsulfonamido ethyl) phosphates, * * *" to read as follows:

§ 121.2526 Components of paper and paperboard in contact with aqueous and fatty foods.

* * * * *

(a) * * *

(5) * * *

List of Substances	Limitations
* * *	* * *
Ammonium bis(*N*-ethyl-2-perfluoroalkylsulfonamido ethyl) phosphates, containing not more than 15% ammonium mono (*N* - ethyl - 2 - perfluoroalkylsulfonamido ethyl) phosphates, where the alkyl group is more than 95% C_8 and the salts have a fluorine content of 50.2% to 52.8% as determined on a solids basis.	For use only as an oil and water repellent at a level not to exceed 0.17 pound (0.09 pound of fluorine) per 1,000 square feet of treated paper or paperboard of a sheet basis weight of 100 pounds or less per 3,000 square feet of paper or paperboard, and at a level not to exceed 0.5 pound (0.26 pound of fluorine) per 1,000 square feet of treated paper or paperboard having a sheet basis weight greater than 100 lb. per 3,000 square feet as determined by analysis for total fluorine in the treated paper or paperboard without correction for any fluorine that might be present in the untreated paper or paperboard, when such paper or paperboard is used as follows: 1. In contact, under conditions of use C, D, E, F, G, or H described in table 2 of paragraph (c) of this section, with nonalcoholic food. 2. In contact with bakery products of type VII, VIII, and IX described in table I of paragraph (c) of this section under good manufacturing practices of commercial and institutional baking.
* * *	* * *

Any person who will be adversely affected by the foregoing order may at any time within 30 days after its date of publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 6-88, 5600 Fishers Lane, Rockville, Md. 20852, written objections thereto in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. Received objections may be seen in the above office during working hours, Monday through Friday.

Effective date. This order shall become effective on its date of publication in the FEDERAL REGISTER (5-17-72).

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 358 (c)(1))

Dated: May 8, 1972.

SAM D. FINE,
Associate Commissioner for Compliance.

[FR Doc.72-7436 Filed 5-16-72;8:48 am]

[Docket No. FDC-78]

PART 125—LABEL STATEMENTS CONCERNING DIETARY PROPERTIES OF FOOD PURPORTING TO BE OR REPRESENTED FOR SPECIAL DIETARY USE

Food for Special Dietary Uses; Termination of Stay of Effective Date Regarding Label Statements Relating to Hypoallergenic Food and Food for Use as a Means of Regulating the Intake of Sodium

In the matter of revising regulations for food for special dietary uses:

HISTORY

On the initiative of the Commissioner of Food and Drugs, a notice of proposed rule making in the above-identified matter was published in the FEDERAL REGISTER of June 20, 1962 (27 F.R. 5915), and numerous comments were received in response thereto. Subsequently, orders were published June 18, 1966 (31 F.R. 8521 et seq.) to become effective December 15, 1966, deleting § 1.11 (21 CFR 1.11), exempting from labeling requirements certain artificially sweetened foods (21 CFR 5.5), establishing definitions and standards of identity for dietary supplements of vitamins and minerals and for vitamin- and mineral-fortified foods (21 CFR Part 80), and revising the regulations for the labeling of food for special dietary uses (21 CFR Part 125).

During the 30-day period provided by said orders, objections and requests for a public hearing were filed. Consequently, an order was published December 14, 1966 (31 F.R. 15730), staying the effective date of § 5.5, Part 80, and Part 125, as published June 18, 1966, and staying the effective date of the deletion of § 1.11. The order of December 14, 1966, gave notice that a public hearing would be held on the basis of the objections received and set forth the issues to be decided at the hearing. Since the order also contained amendments to the provisions of Parts 80 and 125 published June 18, 1966, an additional period of 30 days was provided for the filing of objections by persons adversely affected. Numerous letters objecting to the amendments and requesting a public hearing were received; however, no substantive issues not already stated in the order of December 14, 1966, were raised by these objections.

A correction of a printer's error in the order of December 14, 1966, was published December 21, 1966 (31 F.R. 16312).

Also published December 14, 1966 (31 F.R. 15746), was a notice proposing that § 80.2, the definition and standard of identity for vitamin- and mineral-fortified foods (which was established by the order of June 18, 1966, and amended and stayed by the order of December 14, 1966), be amended by adding to the table in paragraph (c) the following classes of food: Frozen dessert products (containing vegetable fat in lieu of butter fat) made in semblance of ice cream or ice milk; milk fortifiers; and meal substitutes.

The comments received in response to the proposal of December 14, 1966, were considered and an order was subsequently published April 8, 1967 (32 F.R. 5736), amending § 80.2 to add the additional classes of food. In response to that order, several objections and request for a public hearing were received; however, no substantive issues were raised that were not already set forth in the order of December 14, 1966.

A notice was published April 2, 1968 (33 F.R. 5268), scheduling a hearing to begin May 21, 1968, and a prehearing conference to begin May 7, 1968. The notice also designated Mr. David H. Harris as the Hearing Examiner for these proceedings, and notice that he was appointed a hearing examiner was published May 4, 1968 (33 F.R. 6828).

The hearing was convened as scheduled May 21, 1968, and recessed the same day to permit continuation of prehearing conferences. Notice was given June 13, 1968 (33 F.R. 8679), that the hearing was being reconvened June 20, 1968. The public hearing in the overall matter was closed May 14, 1970.

LIMITED SCOPE OF THIS ACTION

This document pertains only to that portion of this matter concerning labeling foods for special dietary use by reason of their hypoallergenic properties or as a means of regulating the intake of sodium in dietary management. This promulgatory separation is being made to avoid delays that may be encountered in acting on the balance of this matter.

In the proposal of June 20, 1962, § 125.8 dealt with label statements relating to hypoallergenic food and § 125.9 dealt with label statements relating to food for use as a means of regulating the dietary intake of sodium. When the proposal was adopted on June 18, 1966, changes had been incorporated and the section regarding hypoallergenic food appeared as § 125.7 and the section regarding food for use as a means of regulating the dietary intake of sodium appeared as § 125.8. These section changes were retained in the order published December 14, 1966, which stayed and revised the regulations adopted June 18, 1966. Because the order of December 14, 1966, is not becoming effective in its entirety at this time, it is necessary to publish these two sections as § 125.8 and § 125.9 in order that they will be compatible with the current format for Part 125 in the Code of Federal Regulations.

The document of December 14, 1966, listed the issues for the contemplated hearing. No substantial objections had been filed to the section on hypoallergenic food or the section regarding food for use as a means of regulating the dietary intake of sodium nor were the provisions contained in these sections issues in the public hearing concerning the overall matter.

Therefore, on the basis of the foregoing data, pursuant to the Federal Food, Drug, and Cosmetic Act (secs. 401, 403(j), 701(e), 52 Stat. 1046 as amended, 1048, 1055 as amended; 21 U.S.C. 341, 343(j), 371(e)), and under authority delegated to the Commissioner (21 CFR 2.120): *It is ordered*, That the stay of effective date of § 125.7 and § 125.8 as promulgated December 14, 1966 (31 F.R. 15730), be ended and that the two sections be redesignated as § 125.8 and § 125.9 respectively, as follows:

§ 125.8 Label statements relating to hypoallergenic food.

If a food purports to be or is represented for special dietary use by reason of the decrease or absence of any allergenic property or by reason of being offered as food suitable as a substitute for another food having an allergenic property, the label shall bear:

(a) The common or usual name and the quantity or proportion of each ingredient (including spices, flavoring, and coloring) in case the food is fabricated from two or more ingredients.

(b) A qualification of the name of the food, or the name of each ingredient thereof in case the food is fabricated from two or more ingredients, to reveal clearly the specific plant or animal that is the source of such food or of such ingredient, if such food or such ingredient consists in whole or in part of plant or animal matter and such name does not reveal clearly the specific plant or animal that is such a source.

(c) An informative statement of the nature and effect of any treatment or processing of the food or any ingredient thereof, if the changed allergenic property results from such treatment or processing.

§ 125.9 Label statements relating to food for use as a means of regulating the intake of sodium.

If a food purports to be or is represented for special dietary use by man by reason of its use as a means of regulating the intake of sodium or salt (sodium chloride), the label shall bear a statement of the number of milligrams of sodium in 100 grams of such food and a statement of the number of milligrams of sodium in a specified serving of such food. The number of milligrams of sodium shall be declared as the nearest multiple of 5 milligrams, as determined by appropriate analysis, except that, if such food contains not more than 10 milligrams of sodium in 100 grams of the food and not more than 10 milligrams of sodium in a specified serving of the food, the label shall bear a statement to that effect.

Effective date. This order shall become effective 90 days from the date of its publication in the FEDERAL REGISTER.

(Secs. 401, 403(j), 701(e), 52 Stat. 1046 as amended, 1048, 1055 as amended; 21 U.S.C. 341, 343(j), 371(e))

Dated: May 8, 1972.

SAM D. FINE,
Associate Commissioner for Compliance.

[FR Doc.72-7437 Filed 5-16-72;8:48 am]

SUBCHAPTER C—DRUGS

PART 135d—NEW ANIMAL DRUGS FOR INTRAMAMMARY USE

Lincomycin-Neomycin-Methylprednisolone Solution; Revocation

Based upon a notice of withdrawal of approval of new animal drug application with respect to Lincocin Forte (Docket No. FDC-D-391) appearing elsewhere in this issue of the FEDERAL REGISTER, the Commissioner of Food and Drugs concludes that the new animal drug regulations should be amended to revoke provision for the use of lincomycin-neomycin-methylprednisolone solution.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 512(i), 82 Stat. 347; 21 U.S.C. 360b(i)) and under authority delegated to the Commissioner (21 CFR 2.120).

§ 135d.12 [Revoked]

Section 135d.12 *Lincomycin-neomycin-methylprednisolone solution* is revoked.

Effective date. This order shall be effective upon publication in the FEDERAL REGISTER (5-17-72).

(Sec. 512(i), 82 Stat. 347; 21 U.S.C. 360b(i))

Dated: May 8, 1972.

SAM D. FINE,
Associate Commissioner for Compliance.

[FR Doc.72-7432 Filed 5-16-72;8:46 am]

Title 26—INTERNAL REVENUE

Chapter I—Internal Revenue Service, Department of the Treasury

SUBCHAPTER D—MISCELLANEOUS EXCISE TAXES

[T.D. 7186]

PART 142—TEMPORARY EXCISE TAX REGULATIONS UNDER THE REVENUE ACT OF 1971

Repeal of the Manufacturers Excise Tax on Passenger Automobiles, Light-Duty Trucks, etc.

In order to prescribe temporary regulations, which shall remain in force and effect until superseded by permanent regulations, to conform the regulations under section 4061(a) (1) and (2) of the Internal Revenue Code of 1954 (relating, respectively, to manufacturers excise tax imposed on trucks, buses, tractors, etc. and to exclusion for light-duty trucks, etc.) to the amendments made by section 401(a)(1) of the Revenue Act of 1971 (85 Stat. 530), to provide regulations under section 4063(a) (6) and (7) of such code (relating, respectively, to exemptions for local transit buses and for trash containers) as added by section 401(a)(2) of such Act, to provide regulations under subsections (b), (c), (d), and (e) of such Act (relating, respectively, to floor stocks refunds, consumer purchase refunds, certain uses by manufacturers, and definitions) and to provide regulations under section 4071(e) of such code (relating to tires on imported articles), as added by section 401(f) of such Act, the following regulations are hereby adopted:

Sec.
142.0-1 Scope of regulations.
142.1 Statutory provisions; manufacturers excise tax on trucks, buses, tractors, etc.
142.1-1 Imposition of tax; exclusion for light-duty trucks, etc.; exemptions for local transit buses and trash containers.
142.2 Statutory provisions; credit or refund for floor stocks and certain consumer purchases, etc.
142.2-1 Credit or refund in respect of floor stocks; passenger automobiles, light-duty trucks, and related articles.
142.2-2 Credit or refund in respect of certain consumer purchases.
142.2-3 Methods of determining amount of tax paid on each article.
142.2-4 Demonstrator vehicles.
142.2-5 Certain uses by manufacturer.
142.3 Statutory provisions; original equipment tires on imported articles.
142.3-1 Original equipment tires on imported articles.

AUTHORITY: The provisions of this Part 142 issued under secs. 4061(a)(2) and 7805 I.R.C. 1954, 85 Stat. 530; 68A Stat. 917; 26 U.S.C. 4061(a)(2), 7805 and sec. 401 (b)(2) and (c)(2) Rev. Act 1971, 85 Stat. 531, 532.

§ 142.0-1 Scope of regulations.

The regulations in this part are designated "Temporary Excise Tax Regulations Under the Revenue Act of 1971." The regulations relate to the provisions of section 401 of the Revenue Act of 1971 (85 Stat. 530). The regulations in this part, with respect to the subject matter within the scope thereof, apply notwithstanding the provisions of any other regulations which are inconsistent herewith.

§ 142.1 Statutory provisions; manufacturers excise tax on trucks, buses, tractors, etc.

(a) Section 4061(a) (1) and (2) of the Internal Revenue Code of 1954, as amended by section 401(a)(1) of the Revenue Act of 1971:

SEC. 4061. *Imposition of tax*—(a) *Trucks, buses, tractors, etc.*—(1) *Tax imposed.* There is hereby imposed upon the following articles (including in each case parts or accessories therefor sold on or in connection therewith or with the sale thereof) sold by the manufacturer, producer, or importer a tax of 10 percent of the price for which so sold, except that on and after October 1, 1977, the rate shall be 5 percent—

Automobile truck chassis.
Automobile truck bodies.
Automobile bus chassis.
Automobile bus bodies.
Truck and bus trailer and semitrailer chassis.
Truck and bus trailer and semitrailer bodies.
Tractors of the kind chiefly used for highway transportation in combination with a trailer or semitrailer.

A sale of an automobile truck, bus, truck or bus trailer or semitrailer shall, for the purposes of this subsection, be considered to be a sale of a chassis and of a body enumerated in this subsection.

(2) *Exclusion for light-duty trucks, etc.* The tax imposed by paragraph (1) shall not apply to a sale by the manufacturer, producer, or importer of the following articles

suitable for use with a vehicle having a gross vehicle weight of 10,000 pounds or less (as determined under regulations prescribed by the Secretary or his delegate)—

Automobile truck chassis.
Automobile truck bodies.
Automobile bus chassis.
Automobile bus bodies.
Truck trailer and semitrailer chassis and bodies, suitable for use with a trailer or semitrailer having a gross vehicle weight of 10,000 pounds or less (as so determined).

* * * * *

[Sec. 4061(a) (1) and (2) of the Internal Revenue Code of 1954 as amended (including amendments made by section 401(a)(1) of the Revenue Act of 1971 (85 Stat. 530)) and in force and effect on December 11, 1971]

(b) Section 4063(a) (6) and (7) of the Internal Revenue Code of 1954, as added by section 401(a)(2) of the Revenue Act of 1971:

(6) *Local transit buses.* The tax imposed under section 4061(a) shall not apply in the case of automobile bus chassis or automobile bus bodies which are to be used predominantly by the purchaser in mass transportation service in urban areas.

(7) *Trash containers, etc.* The tax imposed under section 4061(a) shall not apply in the case of any box, container, receptacle, bin, or other similar article which is to be used as a trash container and is not designed for the transportation of freight other than trash, and which is not designed to be permanently mounted on or permanently affixed to an automobile truck chassis or body, or in the case of parts or accessories designed primarily for use on, in connection with, or as a component part of any such article.

[Sec. 4063(a) (6) and (7) of the Internal Revenue Code of 1954 as added by sec. 401(a)(2) Rev. Act 1971]

(c) Section 6416(b)(2) (R) and (S) of the Internal Revenue Code of 1954, as amended by section 401(a)(3)(C) of the Revenue Act of 1971:

SEC. 6416. Certain taxes on sales and services—

* * * * *

(b) *Special cases in which tax payments considered overpayments.* * * *

(2) *Specified uses and resales.* The tax paid under chapter 32 (or under section 4041 (a)(1) or (b)(1)) in respect of any article shall be deemed to be an overpayment if such article was, by any person—

* * * * *

(R) In the case of a bus chassis or body taxable under section 4061(a), sold to any person for use as described in section 4063(a)(6) or 4221(e)(5); or

(S) In the case of a box, container, receptacle, bin, or other similar article taxable under section 4061(a), sold to any person for use as described in section 4063(a)(7).

[Sec. 6416(b)(2) (R) and (S) of the Internal Revenue Code of 1954 as amended by sec. 401(a)(3)(C) Rev. Act 1971]

(d) Section 401(h) of the Revenue Act of 1971:

(h) *Effective date.* (1) Except as otherwise provided in this section, the amendments made by subsections (a), (f), and (g) of this section shall apply with respect to articles sold on or after the day after the date of the enactment of this Act.

(2) For purposes of paragraph (1), an article shall not be considered sold before the day after the date of the enactment of this Act unless possesssion or right to possession passes to the purchaser before such day.

(3) In the case of—

(A) A lease,

(B) A contract for the sale of an article where it is provided that the price shall be paid by installments and title to the article sold does not pass until a future date notwithstanding partial payment by installments,

(C) A conditional sale, or

(D) A chattel mortgage arrangement wherein it is provided that the sale price shall be paid in installments,

entered into on or before the date of the enactment of this Act, payments made after such date with respect to the article leased or sold shall, for purposes of this subsection be considered as payments made with respect to an article sold after such date, if the lessor or vendor establishes that the amount of payments payable after such date with respect to such article has been reduced by an amount equal to that portion of the tax applicable with respect to the lease or sale of such article which is due and payable after such date. If the lessor or vendor does not establish that the payments have been so reduced, they shall be treated as payments made in respect of an article sold before the day after the date of the enactment of this Act.

(Sec. 401(h) Rev. Act 1971)

§ 142.1–1 Imposition of tax; exclusion for light-duty trucks, etc.; exemptions for local transit buses and trash containers.

(a) *In general.* Section 4061(a)(1) imposes a tax on the sale by the manufacturer, producer, or importer of the following articles (including in each case parts or accessories therefor sold on or in connection therewith or with the sale thereof):

(1) Automobile truck and bus chassis and bodies;

(2) Truck and bus trailer and semitrailer chassis and bodies; and

(3) Tractors of the kind chiefly used for highway transportation in combination with a trailer or semitrailer.

For exclusion of certain light-duty vehicles, see paragraph (d) of this section. For exemption of local transit buses and trash containers, see paragraphs (e) and (f), respectively, of this section.

(b) *Rate of tax.* The rate of tax imposed by section 4061(a)(1) is:

	Percent
(1) For articles sold during the period beginning on January 1, 1959 and ending on September 30, 1977	10
(2) For articles sold on or after October 1, 1977	5

(c) *Passenger automobile chassis and bodies and related articles.* No tax is imposed under section 4061(a) on the sale after December 10, 1971, of—

(1) Automobile chassis and bodies not enumerated in paragraph (a) of this section, or

(2) Trailer and semitrailer chassis and bodies suitable for use in combination with passenger automobiles.

(d) *Light-duty trucks, buses, and related articles*—(1) *In general.* No tax is imposed by section 4061(a)(1) on the sale after December 10, 1971, of the following articles, if suitable for use with a vehicle having a gross vehicle weight of 10,000 pounds or less (determined under subparagraph (3) of this paragraph):

(i) Automobile truck and bus chassis and bodies; and

(ii) Truck trailer and semitrailer chassis and bodies suitable for use with a trailer or semitrailer having a gross vehicle weight of 10,000 pounds or less.

For purposes of this part, a chassis or body is suitable for use with a vehicle having a gross vehicle weight of 10,000 pounds or less (hereafter referred to in this section as a "light-duty vehicle") if such chassis or body is commonly used with such a vehicle, or possesses actual, practical, commercial fitness for such use. A truck or bus chassis, sold after December 10, 1971, which is suitable for use with a light-duty vehicle, is not subject to the tax imposed by section 4061(a) regardless of the body actually mounted thereon. Similarly, a truck trailer or semitrailer chassis, sold after such date, suitable for use with a trailer or semitrailer having a gross vehicle weight of 10,000 pounds or less, which trailer or semitrailer is suitable for use in connection with a light-duty vehicle, is not subject to such tax regardless of the body actually mounted thereon. A truck or bus body, sold after such date, which is suitable for use with a light-duty vehicle, is not subject to such tax although it may also be suitable for use with (and is actually mounted on) a vehicle having a gross vehicle weight in excess of 10,000 pounds. Similarly, a truck trailer or semitrailer body sold after such date, suitable for use with a trailer or semitrailer having a gross vehicle weight of 10,000 pounds or less, which trailer or semitrailer is suitable for use with a light-duty vehicle, is not subject to such tax although it may also be suitable for use with (and is actually mounted on) a vehicle having a gross vehicle weight of more than 10,000 pounds or is used in connection with a vehicle having a gross vehicle weight of more than 10,000 pounds. Where an exempt body is mounted on a taxable chassis, the chassis is nevertheless subject to such tax. However, modifications to an article sold by a manufacturer, constituting further manufacture thereof, made subsequent to the original manufacturer's sale may result in a tax being imposed on the subsequent manufacturer's sale or use of the modified article. For purposes of this section, a sale of a truck, bus, truck or bus trailer, or semitrailer is treated as a sale of a chassis and of a body.

(2) *Parts and accessories.* The sale of a part or accessory which, if sold on December 10, 1971, would be subject to the tax imposed by section 4061(a)(1) as in effect at such time, is not subject to the tax imposed by section 4061(a)(1) as in effect after such date if—

(i) It is sold by the manufacturer on or in connection with the sale of a vehicle enumerated in subparagraph (1) of this paragraph which is not subject to such tax, and

(ii) It is not a replacement part.

For purposes of this subparagraph, a part or accessory is considered sold with a

vehicle if, as of the time the article is sold by the manufacturer, the part or accessory has been ordered from such manufacturer for use with the vehicle. Thus, for example, original equipment sold after December 10, 1971, with a light-duty vehicle, consisting of parts and accessories which are ordered from the manufacturer of the vehicle not later than the time at which such vehicle is sold by him (whether or not installed as of such time) are not subject to such tax. For purposes of subdivision (ii) of this subparagraph, a part is a replacement part, regardless of when ordered, if its use with a vehicle is as a replacement for a part of such vehicle. This paragraph does not apply to the tax imposed under section 4061(b) upon the sale of a replacement part or accessory for a light-duty truck, bus, or related article, or any part or accessory which is not considered to be sold with a light-duty truck, bus, or related article. For example, the tax imposed by section 4061 (b) applies to spare parts and accessories sold with a light-duty vehicle. However, a part or accessory customarily sold with a light-duty vehicle is not considered to be a replacement part or accessory merely because such part or accessory (and its integrally related components) is designed to be attached to the vehicle with the same mounting as a part or accessory which performs a substantially different function.

(3) *Gross vehicle weight.* For purposes of this section, gross vehicle weight means the maximum total weight of a loaded vehicle. Except as hereinafter provided, such maximum total weight shall be the gross vehicle weight rating of the article (as manufactured) as specified or established by the manufacturer of the completed article, unless such rating is unreasonable in light of the facts and circumstances in a particular case. A manufacturer must specify or establish a rating for each chassis, body, or vehicle sold by him after September 22, 1971, if such article requires no additional manufacture other than: (i) The addition of readily attachable articles, such as tire or rim assemblies or minor accessories, (ii) the performance of minor finishing operations, such as painting, or (iii) in the case of a chassis, the addition of a body. If an article is specially manufactured to the purchaser's specifications, such specifications may be used to establish the gross vehicle weight of the article. A manufacturer shall maintain a record of the gross vehicle weight rating of each truck, bus, trailer, and semitrailer sold by him as excluded from the tax imposed by section 4061 (a)(1) by reason of section 4061(a)(2). For this purpose, a record of the serial number of each such article shall be treated as a record of the gross vehicle weight rating of the article if such rating is indicated by the serial number. If there is a difference between the manufacturer's rating indicated in a label or identifying device affixed to the article, his sales invoice or warranty agreement, and his advertised rating for that article or two or more identical articles, the highest of such ratings will be considered to be the manufacturer's gross vehicle weight rating specified or established for purposes of the tax imposed by section 4061(a). With respect to articles sold after January 31, 1972, the manufacturer's gross vehicle weight rating must take into account the strength of the chassis frame, the axle capacity and placement, and the spring, brake, rim and tire capacities. The unit with the lowest weight rating ordinarily shall be considered determinative of the gross vehicle weight. If the capacity of any of the readily attachable components (springs, brakes, tires, or rims) would otherwise be determinative of a gross vehicle weight rating of 10,000 pounds or less, no readily attachable component will be taken into account in determining such rating unless the rating determined solely on the basis of the chassis frame or the total of the axle ratings is 12,000 pounds or less. For this purpose, the term "total of the axle ratings" means the sum of the maximum load carrying capability of the axles (without regard to rims, tires, springs, and brakes) and, in the case of a trailer or semitrailer, the weight, if any, which is to be borne by a vehicle used in combination with the trailer or semitrailer for which gross vehicle weight is determined.

(e) *Local transit buses*—(1) *In general.* Under section 4063(a)(6), a sale after December 10, 1971, by the manuturer, producer, or importer of an automobile bus chassis or body which is to be used predominantly by the purchaser in mass transportation service in an urban area is exempt from the tax imposed by section 4061(a)(1). For this purpose, a bus will be considered to be purchased for predominant use in mass transportation service in an urban area if the ultimate purchaser of the article intends to use the article in such service for more than 50 percent for each year of its estimated useful life based on both hours of use and mileage. This paragraph applies to buses which are to be operated in a local, scheduled, common carrier public passenger service or chartered transportation service for commuters, on a continuing basis, along regular routes in cities and towns and the suburbs thereof. This paragraph does not apply to buses which are to be operated predominantly on intercity routes.

(2) *Procedures for tax-free sales and purchases.* For procedures relating to the tax-free sale and purchase of an article described in subparagraph (1) of this paragraph, see paragraph (g) of this section.

(f) *Trash containers*—(1) *In general.* Under section 4063(a)(7), a sale after December 10, 1971, by the manufacturer, producer, or importer of any box, container, receptacle, bin, or other similar article which is—

(i) To be used as a trash container,

(ii) Not designed for the transportation of freight other than trash, and

(iii) Not designed to be permanently mounted on or permanently affixed to an automobile truck chassis or body,

is exempt from the tax imposed by section 4061(a)(1). This exemption also applies to a part or accessory sold by the manufacturer after December 10, 1971, which is designed primarily for use on, in connection with, or as a component part of such an article, only if such part or accessory is installed on the article at the time of sale or is sold with such article as an integral part of the container system and such system is not designed to be permanently mounted on a vehicle. The exemption does not apply to the tax imposed under section 4061 (b) upon the sale of parts and accessories which are replacement parts (even if ordered at the time the trash container is sold) or parts and accessories which are sold subsequent to the sale of the trash container.

(2) *Procedures for tax-free sales and purchases.* For procedures relating to the tax-free sale and purchase of an article described in subparagraph (1) of this paragraph, see paragraph (g) of this section.

(g) *Procedures for tax-free sales and purchases*—(1) *Tax-free sale only if seller and purchaser are registered.* Except as provided in subparagraph (2) of this paragraph, an article described in paragraph (e)(1) or (f)(1) of this section may, on or after December 11, 1971, be sold by the manufacturer to the ultimate purchaser free of the tax imposed under section 4061(a)(1) for a use described in section 4063(a) (6) or (7), respectively, only if the seller and purchaser of the article are registered as provided in this paragraph. Any person desiring to be registered in order to sell or purchase such an article free of the tax imposed by section 4061(a)(1) shall, prior to making any tax-free sale or purchase, file Form 637, in duplicate, executed in accordance with the instructions contained in such form, with the district director for the district in which his principal place of business is located (or if he has no principal place of business in the United States, with the Director of International Operations, Internal Revenue Service, Washington, D.C. 20225). Form 637 may be obtained from any district director. The person who receives a validated Certificate of Registry (Form 637) shall be considered to be registered for purposes of selling or purchasing articles as provided in this paragraph. A manufacturer, producer, or importer, who is registered to sell articles subject to tax under chapter 32 of the Internal Revenue Code of 1954 (relating to manufacturers excise taxes) free of tax, is not required to reregister solely for purposes of this paragraph.

(2) *Exceptions to the requirement for registration*—(i) *Sales made on or before June 30, 1972.* No person shall be required to register as provided under this paragraph with respect to a sale or purchase made on or before June 30, 1972, of an article described in paragraph (e)(1) or (f)(1) of this section. See subparagraph (3) of this paragraph for evidence of a tax-free sale to be retained by the seller.

(ii) *State or local government.* A State or local government purchasing an article described in paragraph (e)(1) or (f)(1) of this section directly from the manufacturer may, but is not required to, register as provided under this paragraph. For purposes of this paragraph, the term "State or local government" means any State, the District of Columbia, or any political subdivision of the foregoing.

(iii) The registration requirements of this section do not apply to purchases by the United States or any of its agencies or instrumentalities.

(3) *Evidence of tax-free sale.* (i) To establish the right of a purchaser to purchase an article tax-free under paragraph (e)(1) or (f)(1) of this section, the seller shall obtain from the purchaser and retain in his possession a certificate properly executed and signed on behalf of the purchaser, containing the purchaser's registration number, if required to register, and a brief statement of intention to use an article described in paragraph (e)(1) in mass transportation service or an article described in paragraph (f)(1) as a trash container, as the case may be. No certificate shall be required with respect to a sale made on or before June 30, 1972. However, with respect to sales made on or before June 30, 1972, the seller shall retain as part of his records and available for inspection by internal revenue officers, any other evidence (such as written correspondence from the purchaser concerning his intended use of the article) in his possession as will establish the right of a purchaser to purchase an article described in paragraph (e)(1) or (f)(1) of this section tax-free under section 4063(a)(6) or (7), respectively.

(ii) The following forms of exemption certificates will be acceptable for the purposes of this paragraph and must be adhered to in substance:

(*a*) Form of certificate for exemption from tax imposed under section 4061(a) for buses to be used predominantly in mass transportation service in urban areas:

----------, 19--
(Date)

Under penalties of prejury, the undersigned certifies that he, or the ----------
(Name of purchaser) ---------- of which he is ----------
(Title)
---------- holds certificate of registry No. ----------; that he is authorized to execute this certificate; and that the bus(es), bus chassis, or bus body (bodies) specified in the accompanying order dated ----------, 19-- (or billed on ----------
(Name of seller)'s invoice No. ----------, dated ----------, 19--) is (are) purchased for use predominantly in mass transportation service in urban areas as described in § 142.1-1(e)(1).

The undersigned understands that if the automobile bus(es), bus chassis or bus body (bodies) is (are) used otherwise than as stated above and for a purpose taxable under section 4061(a)(1) of the Internal Revenue Code, he will be liable for the tax upon such use.

The undersigned understands that the fraudulent use of this certificate to secure exemption will subject him and all guilty parties to a penalty equivalent to the amount of tax due on the sale of the automobile bus(es), bus chassis, or bus body (bodies) and upon conviction to a fine of not more than $10,000, or to imprisonment for not more than 5 years, or both, together with the costs of prosecution. The purchaser also understands that he must be prepared to establish by satisfactory evidence the purpose for which the article purchased under this certificate is to be used.

(Signature)

(Address)

(*b*) Form of certificate for exemption from tax imposed under section 4061(a) for articles to be used as trash containers:

----------, 19------
(Date)

Under penalties of perjury, the undersigned certifies that he, or the ----------
(Name of purchaser) ----------, of which he is ----------
(Title)
----------, holds certificate of registry No. ----------; that he is authorized to execute this certificate; and that the article(s) specified in the accompanying order, dated ----------, 19------ (or billed on ----------'s invoice No. ----------
(Name of seller) dated ----------, 19------) is (are) purchased for use as, or in connection with, a trash container.

The undersigned understands that if the article is used otherwise than as stated above and for a purpose taxable under section 4061(a)(1) of the Internal Revenue Code, he will be liable for the tax upon such use.

The undersigned understands that the fraudulent use of this certificate to secure exemption will subject him and all guilty parties to a penalty equivalent to the amount of tax due on the sale of the article and upon conviction to a fine of not more than $10,000, or to imprisonment for not more than 5 years, or both, together with the costs of prosecution. The purchaser also understands that he must be prepared to establish by satisfactory evidence the purpose for which the article purchased under this certificate is to be used.

(Signature)

(Address)

(4) *Duty of seller to ascertain use of registration or exemption certificate.* A manufacturer, producer, or importer making a sale for a tax-free purpose as provided by this paragraph must use reasonable diligence to satisfy himself that the tax-free sale is warranted by law. If the manufacturer has knowledge at the time of his sale that the article sold by him is not intended for use as indicated by the purchaser, the manufacturer is liable for the tax imposed by section 4061(a) and is not relieved of liability by reason of the registration of the purchaser or the furnishing of an exemption certificate or statement (required by subparagraph (3) of this paragraph) by the purchaser.

(5) *Credit or refund.* Under section 6416(b)(2)(R), tax under section 4061(a)(1) paid to the United States on the sale of any chassis or body is considered to be an overpayment if such chassis or body is, on or after December 11, 1971, and prior to any other use, sold to a purchaser by any person (either separately or as part of an assembled bus) for use (as a bus or part of a bus) predominantly by the purchaser in mass transportation service in urban areas as provided by section 4063(a)(6) and paragraph (e)(1) of this section. Under section 6416(b)(2)(S), tax under section 4061(a) paid to the United States on the sale of a container or parts and accessories described in paragraph (f)(1) of this section is considered to be an overpayment if such article is, on or after December 11, 1971, and prior to any other use, sold to a purchaser by any person for a use described in paragraph (f)(1) of this section. Claim for refund may be filed on Form 843, or credit may be taken on a subsequent return, in accordance with the provisions of section 6416 and the regulations thereunder. The provisions of § 48.6416(b)-2(c)(1)(ii) of this chapter (Manufacturers and Retailers Excise Tax Regulations) relating to the evidence required to be in the possession of the claimant and certificates to be furnished by the purchaser shall apply with respect to any refund or credit claimed under this section.

(h) *Date of sale.* For purposes of this section, an article shall be considered to be sold before December 11, 1971, only if possession or right to possession passes to the purchaser before such date.

(i) *Leases and installment or conditional sales entered into before December 11, 1971*—(1) *In general.* If an article described in paragraph (c), (d), (e), or (f) of this section is, in a taxable transaction entered into before December 11, 1971, (i) leased, or (ii) sold under—

(*a*) A contract for the sale of an article where it is provided that the price shall be paid by installments and title to the article sold does not pass until a future date notwithstanding partial payment by installments,

(*b*) A conditional sale arrangement, or

(*c*) A chattel mortgage arrangement wherein it is provided that the sale price shall be paid in installments,

payments made on and after December 11, 1971, are treated as payments made with respect to an article purchased on or after December 11, 1971, if the lessor or vendor establishes that the amount of the remaining payments made or payable on or after December 11, 1971, with respect to such article, has been reduced by an amount equal to the aggregate amount of the tax applicable with respect to such remaining payments. If the lessor or vendor does not establish that the payments have been so reduced, they will be treated as payments made in respect of an article sold before December 11, 1971.

(2) *Methods of reimbursement and records to be retained.* The requirement that the payments made on and after December 11, 1971, must be reduced by the amount of the tax reduction will be met if the manufacturer reimburses its purchaser or lessee in cash by the amount of such tax, makes a reduction for such tax in the amounts due as remaining

payments, or reduces one or more payments by the aggregate amount of such tax. A manufacturer shall retain in his records for inspection by internal revenue examining officers sufficient evidence of the reimbursement or the reimbursement obligation. Until such time as the reimbursement is made or is a binding obligation of the manufacturer under applicable local law and is made known to its purchaser or lessee, the manufacturer shall continue to report on Form 720 or 720M and pay the amount of tax (which except for the amendments made by section 401 of the Revenue Act of 1971 would be due) with respect to the payments made on and after December 11, 1971.

§ 142.2 Statutory provisions; credit or refund for floor stocks and certain consumer purchases, etc.

Section 401 (b), (c), (d), and (e) of the Revenue Act of 1971:

(b) *Floor stocks refunds*—(1) *In general.* Where, before the day after the date of the enactment of this Act, any tax repealed article (as defined in subsection (e)) has been sold by the manufacturer, producer, or importer and on such day is held by a dealer and has not been used and is intended for sale, there shall be credited or refunded (without interest) to the manufacturer, producer, or importer an amount equal to the tax paid by such manufacturer, producer, or importer on his sale of the article, if—

(A) Claim for such credit or refund is filed with the Secretary of the Treasury or his delegate before the first day of the 10th calendar month beginning after the day after the date of the enactment of this Act based upon a request submitted to the manufacturer, producer, or importer before the first day of the 7th calendar month beginning after the day after the date of the enactment of this Act by the dealer who held the article in respect of which the credit or refund is claimed; and

(B) On or before the first day of such 10th calendar month reimbursement has been made to the dealer by the manufacturer, producer, or importer in an amount equal to the tax paid on the article or written consent has been obtained from the dealer to allowance of the credit or refund.

(2) *Limitation on eligibility for credit or refund.* No manufacturer, producer, or importer shall be entitled to credit or refund under paragraph (1) unless he has in his possession such evidence of the inventories with respect to which the credit or refund is claimed as may be required by regulations prescribed by the Secretary of the Treasury or his delegate under this subsection.

(3) *Other laws applicable.* All provisions of law, including penalties, applicable with respect to the taxes imposed by section 4061 (a) of the Internal Revenue Code of 1954 shall, insofar as applicable and not inconsistent with paragraphs (1) and (2) of this subsection, apply in respect of the credits and refunds provided for in paragraph (1) to the same extent as if the credits or refunds constituted overpayments of the tax.

(c) *Refunds with respect to certain consumer purchases*—(1) *In general.* Except as otherwise provided in paragraph (2), where—

(A) After August 15, 1971, with respect to any article which was subject to the tax imposed by section 4061(a)(2) of the Internal Revenue Code of 1954 (as in effect on the day before the date of the enactment of this Act), or

(B) After September 22, 1971, with respect to any article which was subject to the tax imposed by section 4061(a)(1) of such code (as in effect on the day before the date of the enactment of this Act), and on or before such date of enactment, a tax-repealed article (as defined in subsection (e)) has been sold to an ultimate purchaser, there shall be credited or refunded (without interest) to the manufacturer, producer, or importer of such article an amount equal to the tax paid by such manufacturer, producer, or importer on his sale of the article.

(2) *Limitation on eligibility for credit or refund.* No manufacturer, producer, or importer shall be entitled to a credit or refund under paragraph (1) with respect to an article unless—

(A) He has in his possession such evidence of the sale of the article to an ultimate purchaser, and of the reimbursement of the tax to such purchaser, as may be required by regulations prescribed by the Secretary of the Treasury or his delegate under this subsection;

(B) Claim for such credit or refund is filed with the Secretary of the Treasury or his delegate before the first day of the 10th calendar month beginning after the day after the date of the enactment of this Act based upon information submitted to the manufacturer, producer, or importer before the first day of the 7th calendar month beginning after the day after the date of the enactment of this Act by the person who sold the article (in respect of which the credit or refund is claimed) to the ultimate purchaser; and

(C) On or before the first day of such 10th calendar month reimbursement has been made to the ultimate purchaser in an amount equal to the tax paid on the article.

(3) *Other laws applicable.* All provisions of law, including penalties, applicable with respect to the taxes imposed by section 4061 (a) of the Internal Revenue Code of 1954 shall, insofar as applicable and not inconsistent with paragraph (1) or (2) of this subsection, apply in respect of the credits and refunds provided for in paragraph (1) to the same extent as if the credits or refunds constituted overpayments of the tax.

(d) *Certain uses by manufacturer, etc.* Any tax paid by reason of section 4218(a) of the Internal Revenue Code of 1954 (relating to use by manufacturer or importer considered sale) shall be deemed an overpayment of such tax with respect to—

(1) Any article which was subject to the tax imposed by section 4061(a)(2) of such code as in effect on the day before the date of the enactment of this Act if tax was imposed on such article by reason of such section 4218(a) after August 15, 1971, and

(2) Any article which was subject to the tax imposed by section 4061(a)(1) of such code as in effect on the day before the date of the enactment of this Act and on which such tax is no longer imposed (by reason of subsection (a) of this section) if tax was imposed on such article by reason of such section 4218(a) after September 22, 1971.

(e) *Definitions.* For purposes of this section—

(1) The term "dealer" includes a wholesaler, jobber, distributor, or retailer.

(2) An article shall be considered as "held by a dealer" if title thereto has passed to such dealer (whether or not delivery to him has been made) and if for purposes of consumption title to such article or possession thereof has not at any time been transferred to any person other than a dealer.

(3) The term "tax-repealed article" means an article on which a tax was imposed by section 4061(a) of the Internal Revenue Code of 1954 as in effect on the day before the date of the enactment of this Act and is not imposed (without regard to the amendment made by paragraph (2) of subsection (a) of this section) under such section 4061(a) as in effect on the day after the date of the enactment of this Act.

[Sec. 401 (b), (c), (d), and (e) Rev. Act 1971 (85 Stat. 531)]

§ 142.2–1 Credit or refund in respect of floor stocks; passenger automobiles, light-duty trucks, and related articles.

(a) *In general*—(1) *Credit or refund allowance.* A manufacturer, producer, or importer (hereafter referred to in this section as "manufacturer") who has paid a tax imposed under section 4061(a) with respect to a tax-repealed article which is held by a dealer as floor stocks, is entitled to credit or refund of such tax to the extent provided by section 401(b) of the Revenue Act of 1971 (hereafter referred to in this section as "Act") and by this section. See paragraph (b) of this section for definitions.

(2) *Computation of the amount of floor stocks credit or refund.* The amount of floor stocks credit or refund which may be claimed by the manufacturer under section 401(b) of the Act may not exceed the tax paid by the manufacturer on his sale of the article. For special provisions with respect to the determination of the tax paid by a manufacturer on an article, see § 142.2–3. No interest is allowable with respect to any amount of tax credited or refunded under section 401 (b) of the Act. In applying the floor stocks credit or refund provisions, the time the manufacturer paid the tax with respect to the article held as floor stocks is not relevant. Thus, the period of limitations provided in section 6511 of the code does not apply.

(3) *Limitation.* Except as provided in § 142.2–3, no credit or refund is allowable under section 401(b) of the Act for an amount paid as tax which may be credited or refunded under any provisions of law other than section 401(b) of the Act.

(4) *Relationship between credits or refunds for floor stocks and credits or refunds for price readjustments.* The amount which may be credited or refunded for floor stocks and for price readjustments on an article may not in the aggregate exceed the tax paid in respect of such article. The manufacturer shall keep readily available for inspection sufficient records to enable examining internal revenue officers to ascertain the correctness of any claim for credit or refund for a price readjustment of an article on which a floor stocks refund was claimed.

(5) *Other provisions applicable.* All provisions of law, including penalties, applicable with respect to the tax imposed by section 4061(a) shall, insofar as applicable and not inconsistent with section 401(b) of the Act, apply in respect of the credits and refunds provided for in section 401(b) of the Act to the same extent as if the credits and refunds constituted overpayments of the tax. For provisions relating to the imposition of the taxes, see Part 48 (Manufacturers and Retailers Excise Taxes) of this chapter. For provisions under which timely mailing is

treated as timely filing, and for provisions applicable to the time for performance of acts when the last day falls on Saturday, Sunday, or a legal holiday, see §§ 301.7502–1 and 301.7503–1 (Regulations on Procedure and Administration), respectively, of this chapter.

(b) *Definitions.* For purposes of this section—(1) *Floor stocks.* The term "floor stocks" means a tax-repealed article which has been sold by the manufacturer and held by a dealer on the first moment of December 11, 1971, and which is intended for sale and, except as provided by § 142.2–4, has not been used.

(2) *Tax-repealed article.* The term "tax-repealed article" means an article which is an:

(i) Automobile, trailer, or semitrailer chassis or body described in subparagraph (1) or (2) of § 142.1–1(c), or

(ii) Automobile truck, automobile bus, trailer, or semitrailer chassis or body described in subdivision (i) or (ii) of § 142.1–1(d)(1).

(3) *Dealer.* The term "dealer" includes a wholesaler, jobber, distributor, or retailer.

(4) *Held by a dealer.* An article is considered as "held by a dealer" if title thereto has passed to the dealer (whether or not delivery to him has been made) and if, for purposes of consumption, title to such article, or possession, or right to possession, thereof has not at any time been transferred to any person other than a dealer. The determination as to the time title passes or possession is obtained for purposes of consumption shall be made under applicable local law.

(c) *Participation of dealers.* On or before June 30, 1972, a dealer may submit to a manufacturer (either directly or through another dealer in his distribution chain, provided the request is received by the manufacturer or its authorized agent on or before such date) a request with respect to a credit or refund allowable under section 401(b) of the Act for tax paid by such manufacturer with respect to articles held by such dealer as floor stocks. No amount of credit or refund under section 401(b) of the Act may be claimed by a manufacturer with respect to articles held by a dealer as floor stocks unless—

(1) The claim for such amount is based on a request submitted by the dealer to the claimant on or before June 30, 1972;

(2) Such amount is paid by the claimant to the dealer or the dealer's written consent to allowance of the credit or refund has been received by the claimant, on or before October 2, 1972, and

(3) The request by the dealer is supported by an inventory statement declaring it is made under penalties of perjury signed by the dealer or by the dealer's authorized representative setting forth the following information:

(i) The name and address of the dealer and of the applicable manufacturer;

(ii) The identification number of the article, such as a serial, stock, model, type, or class number, or some other suitable means of identification;

(iii) A brief description of the article, such as passenger automobile, passenger automobile trailer, or semitrailer, and the model, if any, of such article;

(iv) Except in the case of a passenger automobile or a trailer or semitrailer suitable for use in combination with a passenger automobile, the gross vehicle weight rating of the vehicle, unless such rating is indicated in the serial number of the article as shown on the inventory statement;

(v) The quantity of articles held by the dealer as floor stocks.

Payment may be made directly to the dealer or to the dealer's authorized agent or representative by the claimant or by the claimant's authorized agent or representative. Where a claimant pays a dealer through the claimant's agent or representative the evidence must show that the dealer actually received the payment. Where a dealer authorizes the claimant to pay him through the dealer's agent or representative, evidence showing receipt of the payment by such agent or representative will be accepted as proof of actual payment to the dealer. Payment shall be made, at the manufacturer's option, in cash, by check, or by credit to the dealer's account as maintained by the claimant. The amount of the payment which may be made by crediting such account may not exceed the undisputed debit balance due at the time the credit is made. However, payment may be made, at the dealer's option (with the concurrence of the manufacturer), in merchandise. The date on which any act described in this paragraph is performed by an agent or representative on behalf of a claimant or dealer shall be deemed to be the date on which the act is performed by the principal. For provisions relating to the record of dealers' inventories to be kept by the claimant, see paragraph (e)(2) of this section. For provisions permitting a dealer to include a vehicle, with respect to which the dealer is eligible for reimbursement as a consumer, in his floor stocks inventory, see paragraph (d) of § 142.2–2.

(d) *Procedure for claiming credit or refund*—(1) *In general.* Each claim for credit or refund under section 401(b) of the Act shall be filed on or before October 2, 1972, in the manner and subject to the conditions stated in this section and in § 301.6402–2 of this chapter (Regulations on Procedure and Administration). Either credit or refund, or a combination thereof, may be claimed, but the amount which may be claimed as credit on a return shall not exceed the total tax liability shown on the return, reduced by the amount of any depositary receipts accompanying the return and by any amount of credit claimed on the return pursuant to any provision of law other than section 401(b) of the Act. If the total amount which may be claimed exceeds the amount that may be claimed as credit on a return, the excess amount may be claimed either as a credit on a subsequent return or as a refund on a claim for refund filed on or before October 2, 1972. If credit is claimed the amount thereof shall be entered as a credit on a return filed on or before October 2, 1972.

(2) *Supporting evidence to be submitted by the manufacturer.* No credit or refund shall be allowed unless there is submitted in support of the claim for credit or refund, a statement, signed by the person making the claim, that describes in general terms the articles covered by the claim, sets forth separately the portion of the amount claimed that represents tax imposed under section 4061(a)(1) and the portion that represents tax imposed under section 4061(a)(2) (as such provisions were in effect on December 10, 1971), sets forth the method of computation of the amount claimed (including a description of any procedures used pursuant to § 142.2–3), and states that—

(i) The claimant paid to the district director the tax for which credit or refund is claimed;

(ii) The total amount claimed represents payments requested by dealers on or before June 30, 1972;

(iii) Before the claim is filed, the total amount claimed either was paid by the claimant to such dealers, or the claimant received the written consent of the dealers to the allowance of the amount claimed;

(iv) The claimant has in his possession, and available for inspection by internal revenue officers, the evidence with respect to inventories required by paragraph (e) of this section, and any written consents referred to in subdivision (iii) of this subparagraph; and

(v) No other claim for credit or refund under section 401(b) of the Act has been, or will be made by the claimant with respect to any amount covered by the claim.

In addition, the statement shall show the amount and date of filing of each previous or concurrent claim for credit or refund under section 401(b) of the Act and whether or not any future claims are expected to be filed.

(e) *Evidence to be retained in the manufacturer's records*—(1) *In general.* Every person filing a claim for credit or refund pursuant to this section shall support the claim by keeping as part of his records the evidence required by this paragraph.

(2) *Inventories.* Every person filing a claim under section 401(b) of the Act shall retain the dealer's inventory statements required by paragraph (c)(3) of this section (to the extent that the articles are covered by the claim). In addition, the claimant shall retain records, in respect of the articles held by each dealer, showing (i) the name and address of the dealer, (ii) the quantities of each article held by the dealer as floor stocks, (iii) the amount of tax considered as paid with respect to each article held by the dealer (see § 142.2–3 for rules relating to determination of tax paid by the manufacturer), (iv) the total amount of reimbursement due the dealer, (v) the date on which the claimant received from the dealer a request as set

forth in paragraph (c) of this section (unless payment to the dealer is made on or before June 30, 1972), and (vi) the date and amount of each payment to a dealer, or the date of receipt by the claimant from the dealer of written consent, as set forth in paragraph (c) of this section. In addition, the claimant shall retain any such written consent as a part of his records.

(3) *Sample written consent.* No particular form is prescribed or required for the written consent of the dealer. However, the following is an example of an acceptable consent statement by a dealer:

CONSENT STATEMENT OF DEALER

(For use by dealer in requesting manufacturer, producer, or importer to obtain credit or refund with respect to floor stocks under section 401(b) of the Revenue Act of 1971.)

I hereby consent to the allowance to the manufacturer, producer, or importer of the floor stocks credit or refund of the excise tax imposed by the Internal Revenue Code of 1954 with respect to the articles in my inventory on December 11, 1971.

(Name)

By ---
(Signature of Officer)

(Title)

(Date)

(f) *Special rules where the presumed manufacturer is the agent of the actual manufacturer.* For purposes of this section, if a manufacturer sells articles tax-paid to a second manufacturer for resale by the second manufacturer under its own brand name, the second manufacturer may perform any acts and keep any records which are a prerequisite to the first manufacturer filing a claim for floor stocks credit or refund with respect to such articles. If such a procedure is followed, the claim filed by the first manufacturer shall include a statement indicating the name and address of the second manufacturer and the amount of its claim which relates to articles sold to such second manufacturer.

§ 142.2–2 Credit or refund in respect of certain consumer purchases.

(a) *Credit or refund*—(1) *In general.* To the extent and subject to the conditions provided in section 401(c) of the Revenue Act of 1971 (hereafter referred to in this section as "Act") and this section, a manufacturer, producer, or importer (hereafter referred to in this section as "manufacturer") who has paid a tax imposed under section 4061(a) is entitled to a credit or refund for such tax with respect to a tax-repealed article which is sold as a new article to an ultimate purchaser after—

(i) August 15, 1971, if such article is a passenger automobile chassis or body or related article described in subparagraph (1) or (2) of § 142.1–1(c), the sale of which by the manufacturer was subject to tax under section 4061(a)(2), as in effect on December 10, 1971, or

(ii) September 22, 1971, if such article is a light-duty truck chassis or body or related article described in subdivision (i) or (ii) of § 142.1–1(d)(1), the sale of which by the manufacturer was subject to tax under section 4061(a)(1), as in effect on December 10, 1971,

but before December 11, 1971.

(2) *Computation of the amount of consumer purchase credit or refund.* The amount of credit or refund which may be claimed by the manufacturer under section 401(c) of the Act may not exceed the tax paid by the manufacturer on his sale of the article. For special provisions with respect to the determination of the tax paid by a manufacturer on an article, see § 142.2–3. No interest is allowable with respect to any amount of tax credited or refunded under section 401(c) of the Act. In applying the consumer purchase credit or refund provisions, the time the manufacturer paid the tax with respect to his sale of the article is not relevant. Thus, the period of limitations provided in section 6511 of the Code does not apply.

(3) *Limitation.* Except as provided in § 142.2–3, no credit or refund is allowable under section 401(c) of the Act for an amount paid as tax which may be credited or refunded under any provisions of law other than section 401(c) of the Act.

(4) *Relationship between credit or refund for consumer purchases and credit or refund for price readjustments.* The amount which may be credited or refunded with respect to a consumer purchase and for price readjustments on an article may not in the aggregate exceed the tax paid in respect of such article. The manufacturer shall keep readily available for inspection sufficient records to enable examining internal revenue officers to ascertain the correctness of any claim for credit or refund for a price readjustment of an article on which a credit or refund with respect to a consumer purchase was claimed.

(5) *Other provisions applicable.* All provisions of law, including penalties, applicable with respect to the tax imposed by section 4061(a) shall, insofar as applicable and not inconsistent with with section 401(c) of the Act, apply in respect of the credits and refunds provided for in section 401(c) of the Act to the same extent as if the credits and refunds constituted overpayments of the tax. For provisions relating to the imposition of the taxes, see part 48 (Manufacturers and Retailers Excise Taxes) of this chapter. For provisions under which timely mailing is treated as timely filing, and for provisions applicable to the time for performance of acts when the last day falls on Saturday, Sunday, or a legal holiday, see §§ 301.7502–1 and 301.7503–1 (Regulations on Procedure and Administration), respectively, of this chapter.

(b) *Definitions.* For the purposes of of this section—

(1) *Sale.* A sale of a tax-repealed article to an ultimate purchaser takes place when either possession or the right to possession passes to such purchaser. The determination as to the time possession or right to possession passes to the purchaser shall be made under applicable local law.

(2) *Ultimate purchaser.* The term "ultimate purchaser" means a consumer of a new tax-repealed article. The term includes a dealer with respect to a driver training car of which he has retained ownership and a demonstrator (unless sold or held for sale, as a new article) or any other car owned by him and used in his business; and a lessor with respect to a leased car.

(3) *Tax-repealed article.* The term "tax-repealed article" has the same meaning as is provided for that term by § 142.2–1(b)(2).

(4) *Reimbursement.* The term "reimbursement" means a separate payment either in cash or by check, and not merely a reduction or discount in the price for which the article is sold or a credit to the ultimate purchaser's account. This requirement does not preclude a payment to an ultimate purchaser in an amount larger than the excise tax reduction to effect a greater price reduction, although, in such case, any credit or refund to the manufacturer will be limited to the amount of the tax reduction.

(5) *Tax paid.* A tax is considered paid if it was paid or was offset by an allowable credit on the return on which it was reported.

(c) *Claim for credit or refund*—(1) *In general.* Each claim for credit or refund under section 401(c) of the Act shall be filed within the time, in the manner, and subject to the conditions stated in the Act, in this section, and in § 301.6402–2 of this chapter (Regulations on Procedure and Administration). Either credit on a return on Form 720 (the quarterly Federal excise tax return) or refund on Form 843, or a combination thereof, may be claimed. However, the amount which may be claimed as credit on a return on Form 720 shall not exceed the total tax liability shown thereon, reduced by the amount shown on any validated Forms 537 (depositary receipts for Federal excise taxes) accompanying the return, and by any amount of credit on the return pursuant to any provision of law other than section 401(c) of the Act. If only credit is claimed, a claim on Form 843 is not required. If the total amount which may be claimed exceeds the amount that may be claimed as credit on a return, the excess amount may be claimed either as a credit on a subsequent return or as a refund on a claim for refund filed on or before October 2, 1972. If credit is claimed the amount thereof shall be entered as a credit on a return filed on or before October 2, 1972.

(2) *Conditions.* The manufacturer is entitled to a credit or refund under section 401(c) of the Act only if—

(i) The claim therefor is filed by the manufacturer on or before October 2, 1972;

(ii) Such claim is based upon information submitted to the manufacturer on or before June 30, 1972, by the persons who sold the articles covered by the claim to the ultimate purchasers of the articles;

(iii) The ultimate purchasers of the articles are reimbursed on or before October 2, 1972, for the tax paid thereon; and

(iv) The requirements of subparagraphs (3) and (4) of this paragraph are satisfied.

(3) *Supporting evidence to be submitted.* No credit or refund shall be allowed under section 401(c) of the Act unless there is submitted in support of the claim a statement, signed by the manufacturer making the claim, that describes in general terms the articles covered by the claim, sets forth separately the portion of the amount claimed that represents tax imposed under section 4061(a)(1) and the portion that represents tax imposed under section 4061(a)(2), sets forth the method of computation of the amount claimed (including a description of any procedures used pursuant to § 142.2–3) and states that—

(i) The manufacturer paid to the district director the tax for which credit or refund is claimed;

(ii) The claim for credit or refund is based upon information submitted to the manufacturer on or before June 30, 1972, by the persons who sold the articles to the ultimate purchasers of the articles;

(iii) The ultimate purchasers of the articles have been reimbursed for the total amount claimed;

(iv) The manufacturer has in his possession, and available for inspection by internal revenue officers, the evidence required by subparagraph (4) of this paragraph; and

(v) No other claim for credit or refund under this section has been, or will be, made by the claimant with respect to any amount covered by the claim.

In addition, the statement shall show the amount and date of filing of each previous or concurrent claim for credit or refund under section 401(c) of the Act and whether or not any further claims are expected to be filed.

(4) *Supporting evidence to be retained.* Every manufacturer filing a claim for credit or refund under section 401(c) of the Act shall support the claim by keeping the following information and evidence, with respect to each article covered by the claim, as part of his records and available for inspection by internal revenue officers:

(i) The name and address of the ultimate purchaser of the article.

(ii) The name and address of the dealer or other person from whom the ultimate purchaser purchased the article.

(iii) The date of sale of the article to the ultimate purchaser.

(iv) The number of the invoice (sales slip) on which the sale of the article to the ultimate purchaser was recorded. Such number will not be required in the case of a reimbursement to the ultimate purchaser made directly by the manufacturer rather than by or through the dealer or another person, or in the case of a dealer who does not use numbered invoices in the ordinary course of his business.

(v) The serial number in the case of a passenger automobile, light-duty truck or bus and an identification number (such as a serial, stock, or model number) in the case of a trailer or semitrailer and the gross vehicle weight in the case of a light-duty truck, bus, truck trailer, or semitrailer.

(vi) The date and amount of the reimbursement.

If reimbursement to the ultimate purchaser is made in cash directly by the manufacturer, or if the reimbursement is made either in cash or by check by a person other than the manufacturer, the manufacturer shall retain in his records a receipt or statement or a copy thereof signed by the ultimate purchaser setting forth the date and amount of reimbursement. If reimbursement to the ultimate purchaser is made by check directly from the manufacturer, the manufacturer shall retain in his records the canceled check. In addition to the evidence which must be retained in the records of the manufacturer, if reimbursement is made in cash to the ultimate purchaser by a person other than the manufacturer, such person shall retain in his records a receipt or statement or a copy thereof signed by the ultimate purchaser setting forth the date and amount of reimbursement. If reimbursement is made by the check of a person other than the manufacturer such person should retain the canceled check in his records.

(d) *Treatment as floor stocks if a dealer is the consumer.* If a dealer is eligible for reimbursement as the ultimate purchaser of a tax-repealed article, he may choose (with the consent of the manufacturer) to include the article in his floor stocks inventory rather than request separate reimbursement under the provisions of this section. If such article is included in the floor stocks inventory of a dealer, the provisions of § 142.2–1 shall apply with respect thereto except that the records required to be retained by the manufacturer under § 142.2–1(e)(2) shall also indicate the date on which such article was sold to the dealer.

§ 142.2–3 Methods of determining amount of tax paid on each article.

(a) *General rule.* For purposes of the credits and refunds described in §§ 142.2–1 and 142.2–2 (relating, respectively, to credits and refunds for floor stocks and for certain sales made to ultimate purchasers) the tax paid on each article must be separately computed, except that the procedures set forth in paragraphs (b) through (h) of this section may be used in making such computation. Prior approval of the Internal Revenue Service for the method of computation need not be obtained and should not be requested.

(b) *Selling price.* For the purpose of determining the price of an article on which the tax paid is to be computed, the average of the gross selling prices of identical articles sold during a representative period may be used. For example, automobiles of the same model which are sold by the manufacturer with the same equipment and accessories are identical articles whose selling prices may be computed on the basis of an average.

(c) *Section 4216(a) exclusions.* For the purpose of determining the price of an article on which the tax paid is to be computed, the average of the exclusions authorized by section 4216(a) for transportation, delivery, insurance, installation, etc., for a reasonable category of articles during a representative period may be used.

(d) *Section 4216(f) exclusions.* For the purpose of determining the price of an article on which the tax paid is to be computed, the average of the exclusions authorized by section 4216(f) for local advertising charges for a reasonable category of articles during a representative period may be used.

(e) *Price readjustments.* In determining the price on which the tax paid is to be computed there must be taken into account any price readjustments with respect to which the manufacturer has filed a claim for credit or refund under section 6416(b). Other price readjustments which have been, or are reasonably expected to be, made with respect to the article may, at the option of the manufacturer, be taken into account in computing the price of the article. Price readjustments which cannot be attributed to specific articles as of December 11, 1971 (as, for example, a price readjustment of a flat dollar amount which is made to dealers who meet a sales quota) may be taken into account on the basis of an average of such adjustments (computed over a representative period) for a reasonable category of articles. On the other hand, price readjustments related to specific items (as, for example, an automatic rebate of a specified percentage of the price of each unit sold to a dealer) may not be averaged, and in such a case only the actual price readjustment attributable to a particular article may be taken into account in computing the tax on that article. Where, because of the facts in a case, a price readjustment can be attributed to specific articles for purposes of consumer refunds but cannot be attributed to specific articles for purposes of floor stocks credits and refunds, such price readjustment may be averaged for purposes of both consumer refunds and floor stocks credits and refunds.

(f) *Section 6416(c) credits.* The average of the credits authorized by section 6416(c) for tax paid on tires or inner tubes may be averaged for a reasonable category of articles during a representative period. Such credits shall be subtracted from the gross excise tax to determine the net excise tax paid.

(g) *Representative period.* For purposes of applying the averaging provisions of this section, a period will be considered representative if—

(1) It covers at least four consecutive calendar quarters ending within a period of 6 calendar months immediately preceding December 11, 1971, or any other period of time which the taxpayer can demonstrate constitutes a representative period for the particular category, and

(2) The number of articles in the category involved sold by the manufacturer during such period either equals or exceeds the number of articles in such category to which the averaged amount is to be applied, or can be demonstrated by the taxpayer to be a representative quantity.

(h) *Reasonable category.* For purposes of paragraphs (c) through (f) of this section, examples of a "reasonable category of articles" are articles which are identified by a common stock or class number or which are of the same model, class, or line.

(i) *Limitation upon use of averaging in case of consumer purchases.* The averaging methods provided under paragraphs (b) through (f) of this section are not permitted unless the manufacturer demonstrates that the refunds made to consumers are not less than the aggregate of the taxes that had been passed on to consumers on account of consumer purchases made before December 11, 1971, but after—

(1) August 15, 1971, if the article is a passenger automobile chassis or body or related article described in subparagraph (1) or (2) of § 142.1–1(c), or

(2) September 22, 1971, if the article is a light-duty truck or bus chassis or body or related article described in subdivision (i) or (ii) of § 142.1–1(d)(1).

For this purpose, the aggregate taxes passed on to consumers shall be deemed not to include tax paid with respect to an article sold to a person who, after diligent effort, cannot be located in order to make reimbursement. A manufacturer shall be considered to have made a diligent effort to locate a purchaser if, prior to October 2, 1972, he has mailed two separate notifications to the purchaser's last known address to inform the purchaser of his right to receive reimbursement of the tax and each such notification has either not been returned, or has been returned without a forwarding address. However, if such notifications are not sent to the purchaser, a manufacturer may nevertheless establish that, based upon the facts and circumstances of the particular case, a diligent effort has been made to make reimbursement to a purchaser. A manufacturer, who chooses to employ an averaging method permitted by this section and is unable to locate all purchasers who are eligible to receive reimbursement, shall retain in his records for inspection by examining internal revenue officers evidence of his efforts to locate any purchaser to whom reimbursement has not been made on or before October 2, 1972.

§ 142.2–4 Demonstrator vehicles.

(a) *In general.* The floor stocks and consumer purchase refunds and credits provided under §§ 142.2–1 and 142.2–2, respectively, are available only in the case of certain "new" articles which are held by a dealer for sale on December 11, 1971, or sold to an ultimate purchaser during the applicable period prescribed in § 142.2–2(a)(1). Under the provisions of this section, certain "demonstrator" vehicles may be considered to be new vehicles. For purposes of this section, a demonstrator vehicle is a passenger automobile or light-duty truck used by a dealer or his employees for a period of time and then sold. For purposes of §§ 142.2–1 and 142.2–2, a demonstrator vehicle will be considered to be a new article if, on December 11, 1971 (in the case of floor stocks) or on the date sold to the ultimate purchaser (if earlier):

(1) It was covered by the manufacturer's warranty and more than 50 percent of the time and mileage under the warranty was then unexpired; and

(2) In the case of passenger automobiles, the new car label required by the Automobile Information Disclosure Act of 1958 (Public Law 85–506) was affixed.

(b) *Definitions.* For purposes of this section—

(1) The terms "floor stocks," "tax-repealed article," and "held by a dealer," have the same meaning as is provided for such terms by § 142.2–1(b).

(2) The term "ultimate purchaser" has the same meaning as is provided for that term by § 142.2–2(b)(2).

(c) *Extension of manufacturer's warranty.* For purposes of determining if more than 50 percent of the time and mileage under a warranty is unexpired under paragraph (a)(1) of this section, the total time and mileage provided under the manufacturer's warranty shall include the time and mileage added to the original terms of a warranty under a modification thereof agreed to by the manufacturer only if such modification is effective on December 10, 1971, or at the time the article is sold to an ultimate purchaser, if earlier. The time and mileage which may be added to a warranty pursuant to an optional agreement under which the warranty coverage may be extended, shall not be considered as part of the total time and mileage provided under the manufacturer's warranty unless the option has been exercised as of such date.

(d) *Resale of vehicle.* In no case will the resale of a vehicle to an ultimate purchaser be considered to be a sale of a new vehicle. Such a vehicle is not considered new although more than 50 percent of the time and mileage provided under the manufacturer's warranty may be unexpired on the date the vehicle is sold, or in the case of floor stocks, on December 11, 1971. For example, a retail sale of a vehicle, made after an earlier sale to an ultimate purchaser, is not considered to be a sale of a new article in any case. For purposes of this paragraph, the term "resale" does not include the first sale at retail of an article unless the manufacturer has previously used the article in a manner whereby such use is considered a sale under section 4218. See § 142.2–5 for rules relating to certain uses by a manufacturer.

(e) *Treatment of dealer as ultimate purchaser of a vehicle.* If a demonstrator vehicle does not qualify for treatment as a new vehicle under the provisions of paragraph (a) of this section on December 11, 1971, in the case of floor stocks, or, if earlier, on the date sold to an ultimate purchaser, the dealer is considered to be the consumer of such vehicle and is eligible for reimbursement of the excise tax as a consumer provided he purchased the vehicle during the applicable period prescribed in § 142.2–2(a)(1).

(f) *Driver-training cars.* A vehicle made available (but not sold) by a dealer for student training purposes is treated in the same manner as a demonstrator vehicle and the provisions of this section apply in respect of such vehicles.

§ 142.2–5 Certain uses by manufacturer.

Where, under the provisions of section 4218(a), a manufacturer, producer, or importer paid a tax under section 4061(a) (as in effect on December 10, 1971) on account of this use of a tax-repealed article (as defined by § 142.2–1(b)(2)) the manufacturer, producer, or importer is considered to be the consumer of such article. The manufacturer, producer, or importer is entitled to refund or credit of the tax paid with respect to any such article first used by him during the applicable period prescribed under § 142.2–2(a)(1). Claim for credit or refund of any tax deemed to be an overpayment of tax under section 401(d) of the Revenue Act of 1971 and this section shall be made in accordance with the provisions of § 301.6402–2 of this chapter (Regulations on Procedure and Administration).

§ 142.3 Statutory provisions; original equipment tires on imported articles.

Section 4071(e) of the Internal Revenue Code of 1954, as added by section 401(f) of the Revenue Act of 1971:

Sec. 4071. *Imposition of tax.* * * *

(e) *Tires on imported articles.* For the purposes of subsection (a), if an article imported into the United States is equipped with tires or inner tubes (other than bicycle tires and inner tubes)—

(1) The importer of the article shall be treated as the importer of the tires and inner tubes with which such article is equipped, and

(2) The sale of the article by the importer thereof shall be treated as the sale of the tires and inner tubes with which such article is equipped.

This subsection shall not apply with respect to the sale of an article if a tax on such sale is imposed under section 4061.

[Sec. 4071(e) of the Internal Revenue Code of 1954 as amended by section 401(f) of Rev. Act 1971 (85 Stat. 533)].

§ 142.3–1 Original equipment tires on imported articles.

The tax imposed by section 4071(a) shall apply in respect of tires and inner tubes (other than bicycle tires and inner tubes) which are original equipment

for an imported article upon which no tax is imposed under section 4061 if such article is sold on or after December 11, 1971. In such a case, the importer of the article is treated as the importer and vendor of the tires and inner tubes with which such article is equipped. Solely for purposes of this section, the provisions of section 4218 (relating to use by a manufacturer or importer considered a sale) shall not apply in cases where an individual imports original equipment tires and tubes on an article so equipped and on which article no tax is imposed under section 4061 if such article is imported solely for such individual's personal use and is so used. For provisions relating to the imposition of tax, definitions, and exemptions, see sections 4071, 4072, and 4073, respectively, and the regulations thereunder.

Because of the need for immediate guidance and final rules with respect to the credit or refund provisions authorized by this Treasury decision, it is found impracticable to issue it with notice and public procedure thereon under section 553(b) of title 5 of the United States Code, or subject to the effective date limitation of subsection (d) of such section.

[SEAL] JOHNNIE M. WALTERS,
Commissioner of Internal Revenue.

Approved: May 11, 1972.

FREDERIC W. HICKMAN,
Acting Assistant Secretary of the Treasury.

[FR Doc.72-7477 Filed 5-16-72;8:51 am]

Title 38—PENSIONS, BONUSES, AND VETERANS' RELIEF

Chapter I—Veterans' Administration

PART 17—MEDICAL

State Home Facilities for Furnishing Nursing Home Care

Compliance with the provisions of Veterans' Administration Regulation 12, as to notice of proposed regulatory development and delayed effective date, is unnecessary in this instance and would serve no useful purpose because this amendment establishes the maximum number of beds allowed by 38 U.S.C. 5034(1) to provide adequate nursing home care to war veterans residing in each State. This amendment merely adjusts the bed quotas in each State to reflect the current war veteran population.

Immediately following § 17.176, Appendix A is revised to read as follows:

APPENDIX A

(See § 17.171)

STATE HOME FACILITIES FOR FURNISHING NURSING HOME CARE

The maximum number of beds, as required by 38 U.S.C. 5034(1), to provide adequate nursing home care to war veterans residing in each State is established as follows:

State	War veteran population[1]	Number of beds
Alabama	372,000	558
Alaska	28,000	42
Arizona	220,000	330
Arkansas	198,000	297
California	2,782,000	4,173
Colorado	268,000	402
Connecticut	407,000	611
Delaware	69,000	104
District of Columbia	110,000	165
Florida	914,000	1,371
Georgia	440,000	660
Hawaii	60,000	90
Idaho	88,000	132
Illinois	1,453,000	2,180
Indiana	645,000	968
Iowa	345,000	518
Kansas	274,000	411
Kentucky	349,000	524
Louisiana	393,000	590
Maine	125,000	188
Maryland	486,000	729
Massachusetts	761,000	1,142
Michigan	1,075,000	1,613
Minnesota	478,000	717
Mississippi	199,000	299
Missouri	594,000	891
Montana	89,000	134
Nebraska	168,000	252
Nevada	62,000	93
New Hampshire	96,000	144
New Jersey	988,000	1,482
New Mexico	125,000	188
New York	2,346,000	3,519
North Carolina	494,000	741
North Dakota	63,000	95
Ohio	1,417,000	2,126
Oklahoma	310,000	465
Oregon	288,000	432
Pennsylvania	1,638,000	2,457
Rhode Island	118,000	177
South Carolina	241,000	362
South Dakota	76,000	114
Tennessee	444,000	666
Texas	1,262,000	1,893
Utah	122,000	183
Vermont	53,000	80
Virginia	503,000	755
Washington	439,000	659
West Virginia	234,000	351
Wisconsin	535,000	803
Wyoming	49,000	74
Puerto Rico (Commonwealth)	139,000	209

[1] Data as of Dec. 31, 1971.

Source: Reports and Statistics Service, Office of the VA Controller. (Based on last available Bureau of the Census data.)

(72 Stat. 1114; 38 U.S.C. 210)

This VA regulation is effective the date of approval.

Approved: May 9, 1972.

By direction of the Administrator.

[SEAL] FRED B. RHODES,
Deputy Administrator.

[FR Doc.72-7369 Filed 5-16-72;8:45 am]

Title 40—PROTECTION OF ENVIRONMENT

Chapter I—Environmental Protection Agency

SUBCHAPTER E—PESTICIDES PROGRAMS

PART 180—TOLERANCES AND EXEMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODITIES

2-Chloro-1-(2,4,5-Trichlorophenyl) Vinyl Dimethyl Phosphate

A petition (PP 1F1121) was filed by Shell Chemical Co., Division of Shell Oil Co., 1700 K Street NW., Washington, DC 20006, in accordance with provisions of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 346a), proposing establishment of tolerances for residues of the insecticide 2-chloro-1-(2,4,5-trichlorophenyl) vinyl dimethyl phosphate in the fat of hogs at 1.5 parts per million and in the meat and meat byproducts of hogs at 0.5 part per million.

Part 120, chapter I, Title 21 was redesignated Part 420 and transferred to Chapter III (36 F.R. 424). Subsequently, Part 420, Chapter III, Title 21 was redesignated Part 180 and transferred to Subchapter E, Chapter I, Title 40 (36 F.R. 22369).

Based on consideration given data submitted in the petition and other relevant material, it is concluded that:

1. The pesticide is useful for the purpose for which the tolerances are being established.

2. The proposed usage is not reasonably expected to result in the residues exceeding the proposed tolerances.

3. The tolerances established by this order will protect the public health.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(2), 68 Stat. 512; 21 U.S.C. 346a(d)(2)), the authority transferred to the Administrator of the Environmental Protection Agency (35 F.R. 15623), and the authority delegated by the Administrator to the Deputy Assistant Administrator for Pesticides Programs (36 F.R. 9038), § 180.252 is amended by revising the paragraphs "1.5 parts per million * * *" and "0.5 part per million * * *", as follows:

§ 180.252 2-Chloro-1-(2,4,5-trichlorophenyl)vinyl dimethyl phosphate; tolerances for residues.

* * * * *

1.5 parts per million in the fat of cattle and hogs.

* * * * *

0.5 part per million in milk fat (reflecting negligible residues in whole milk) and in the meat and meat byproducts of cattle and hogs

* * * * *

Any person who will be adversely affected by the foregoing order may at any time within 30 days after its date of publication in the FEDERAL REGISTER file with the Hearing Clerk, Environmental Protection Agency, Room 3125, South Agriculture Building, 12th Street and Independence Avenue, SW., Washington, D.C. 20460, written objections thereto in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective on its date of publication in the FEDERAL REGISTER (5–17–72).

(Sec. 408(d)(2), 68 Stat. 512; 21 U.S.C. 346a(d)(2))

Dated: May 11, 1972.

LOWELL E. MILLER,
Acting Deputy Assistant Administrator for Pesticides Programs.

[FR Doc.72–7420 Filed 5–16–72;8:48 am]

PART 180—TOLERANCES AND EXEMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODITIES

Exemptions From Tolerances for Inert Ingredients

A petition (PP 1F1043) was filed by Witco Chemical Corp., 400 North Michigan Avenue, Chicago, IL 60611, in accordance with provisions of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 346a) proposing establishment of an exemption from the requirement of a tolerance for residues of (1) ammonium and isopropylammonium salts of oleoyl isopropanolamide sulfosuccinate, (2) isopropylamine and hydroxyethyl isopropylamine salts of nonylphenyl tetra(oxyethylene) sulfosuccinate, (3) isoproplyamine and hydroxyethyl isopropylamine salts of alkyl (C_{12}–C_{15}) tri(oxyethylene) sulfosuccinate, and (4) isopropylamine and hydroxyethyl isopropylamine salts of alkyl (C_{12}–C_{15}) deca(oxyethylene) sulfosuccinate when used as inert ingredients in pesticide formulations to be emulsified in liquid fertilizer solutions before application.

Subsequently, the petitioner amended the petition by revising the chemical identification of these inert ingredients and proposed that they also be limited in amounts not to exceed 0.2 percent in the final solution and to be applied preemergence or not later than 4 weeks after planting.

Part 120, Chapter I, Title 21 was redesignated Part 420 and transferred to Chapter III (36 F.R. 424). Subsequently, Part 420, Chapter III, Title 21 was redesignated Part 180 and transferred to Subchapter E, Chapter I, title 40 (36 F.R. 22369).

Based on consideration given data submitted in the petition and other relevant material, it is concluded that the exemptions established by this order will protect the public health.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(2), 68 Stat. 512; 21 U.S.C. 346a(d)(2)), the authority transferred to the Administrator of the Environmental Protection Agency (35 F.R. 15623), and the authority delegated by the Administrator to the Deputy Assistant Administrator for Pesticides Programs (36 F.R. 9038). Section 180.1001 is amended by alphabetically inserting three new items in the table in paragraph (d) as follows:

§ 180.1001 Exemptions from the requirement of a tolerance.

* * * * *

(d) * * *

Inert ingredients	Limits	Uses
* * *	* * *	* * *
α-Alkyl(C_{12}–C_{15})-*omega*-hydroxypoly(oxyethylene) sulfosuccinate, isopropylamine and *N*-hydroxyethyl isopropylamine salts of; the poly(oxyethylene) content averages 3–12 moles.	Not more than 0.2% in the final solution.	Emulsifiers in pesticide concentrates applied with liquid fertilizer solutions before crop emerges from soil or not later than 4 weeks after planting.
* * *	* * *	* * *
α-(*p*-Nonylphenyl)-*omega*-hydroxypoly(oxyethylene) sulfosuccinate, isopropylamine and *N*-hydroxyethyl isopropylamine salts of; the poly(oxyethylene) content averages 4 moles.	do	Do.
* * *	* * *	* * *
Sulfosuccinic acid, ester with *N*-(2-hydroxypropyl) oleamide, ammonia and isopropylamine salts of.	do	Do.
* * *	* * *	* * *

Any person who has registered or submitted an application for the registration of an economic poison under the Federal Insecticide, Fungicide, and Rodenticide Act containing any of the ingredients listed herein may request, within 30 days after publication hereof in the FEDERAL REGISTER, that this proposal be referred to an advisory committee in accordance with section 409(d) of the act.

Interested persons may, within 30 days after publication hereof in the FEDERAL REGISTER, file with the Hearing Clerk, Environmental Protection Agency, Room 3125, South Agriculture Building, 12th Street and Independence Avenue SW., Washington, D.C. 20460, written comments (preferably in quintuplicate) regarding this proposal. Comments may be accompanied by a memorandum or brief in support thereof.

Dated: May 11, 1972.

LOWELL E. MILLER,
Acting Deputy Assistant Administrator for Pesticides Programs.

[FR Doc.72–7421 Filed 5–16–72;8:48 am]

PART 180—TOLERANCES AND EXEMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODITIES

Carrots; Correction

F.R. Doc. 68–14963 appearing on page 18578 in the FEDERAL REGISTER of December 14, 1968, revised § 120.193 (now § 180.193) by deleting the words "(with or without tops) or carrot tops." As a result of a printer's error, the word "carrots," which immediately preceded the deleted words, was deleted from the Code of Federal Regulations. Accordingly, § 180.193 is corrected by alphabetically inserting the item "carrots" in the list of raw agricultural commodities.

Dated: May 11, 1972.

LOWELL E. MILLER,
Acting Deputy Assistant Administrator for Pesticides Programs.

[FR Doc.72–7422 Filed 5–16–72;8:48 am]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 51—Committee for Purchase of Products and Services of the Blind and Other Severely Handicapped

PART 51–1—COMMITTEE FOR PURCHASE OF PRODUCTS AND SERVICES OF THE BLIND AND OTHER SEVERELY HANDICAPPED

Miscellaneous Amendments

The committee has adopted as interim regulations the previously prepared Part 51–1, pending the issuance of new regulations.

The published proposed "Criteria for the Other Severely Handicapped Individuals" in the January 11, 1972 (37 F.R. 336) was to allow comments from non-Governmental organizations or individuals representing the handicapped. After consideration of all relevant comments presented, it is hereby ordered that the following amendments to Chapter 51 of Title 41 of the Code of Federal Regulations be promulgated:

1. The heading for Chapter 51 is changed to read as set forth above.

2. The heading for Part 51–1 is changed to read as set forth above.

3. In § 51–1.1 a new paragraph (e) defining "Other Severely Handicapped Individuals" is added.

§ 51–1.1 Definitions.

* * * * *

(e) "Other severely handicapped individuals" means generally (other than a blind person) "any person who is so severely handicapped by any physical or mental disability that he cannot find a job in the Nation's work force."

(1) Some specific categories of severely handicapped persons are those disabled by the following:

(i) Spinal cord injury.
(ii) Deafness.
(iii) Muscular dystrophy (adults).
(iv) Multiple sclerosis.
(v) Developmental disability or other neurological disorders.
(vi) Severe orthopedic handicaps.
(vii) Multiple disabilities.

(viii) Severe personality or behavioral disorders including psychoses and neuroses.
(ix) Severe pulmonary disease.
(x) Severe cardiac disorders.

The foregoing represent examples only and should not be considered as a complete list.

(2) Unusual persons even though "severely handicapped" can, and often do, find it possible to engage, and sometimes with distinction, in normal competitive employment. These persons exclude themselves from any category of "other severely handicapped." Excluded, also, are those persons who have had their conditions substantially corrected, such as a multiple amputee with artificial limbs which he has mastered sufficiently to function with a degree of normality that permits him to engage in normal competitive employment.

(3) Capability for normal competitive employment shall be determined from information developed by an on-going placement program conducted by the workshop. Such placement program shall include at least (i) a preadmission evaluation and annual review to determine each worker's capability for normal competitive employment, and (ii) maintenance of liaison with appropriate community services for the placement in such employment of any of its workers who may qualify for such placement.

(4) The staff of the committee will establish a reporting system which will require each workshop to certify, at appropriate intervals, that the criteria for severely-handicapped are being met in each instance.

Dated: May 12, 1972.

DANA C. FRANDSEN,
Acting Executive Director.

[FR Doc.72-7458 Filed 5-16-72;8:49 am]

Chapter 101—Federal Property Management Regulations

SUBCHAPTER H—UTILIZATION AND DISPOSAL

PART 101-43—UTILIZATION OF PERSONAL PROPERTY

Subpart 101-43.3—Utilization of Excess

REPORTING REQUIREMENTS

This regulation revises § 101-43.311 to provide that if the property reported is a prefabricated movable structure that has been installed in a permanent manner, and if the reporting agency requires that the site be restored at the expense of the transferee, donee, or purchaser, the nature and estimated cost of restoration shall be included on Standard Form 120.

Section 101-43.311-1 is revised as follows:

§ 101-43.311-1 Reporting.

Except as set forth in § 101-43.312, excess personal property shall be reported promptly as provided in this § 101-43.311-1 and in accordance with the Federal Supply Classification Groups and Classes in § 101-43.4901 with full descriptions when they are available. In the absence of such descriptions, adequate commercial descriptions shall be substituted. Whenever possible, Federal stock numbers shall be provided as part of the description. It is especially important that the excess property report reflect the true condition of the property as of the date it is reported excess through assignment of the appropriate code designation as defined in § 101-43.4902-1. Further, whenever an item of equipment is reported as excess on Standard Form 120, Report of Excess Personal Property, any available operating manual, parts list, circuit or wiring diagram, maintenance record, log, or other instructional or informational publication or brochure pertaining to the equipment shall be reported on the Standard Form 120. If the property reported is a prefabricated movable structure that has been installed in a permanent manner, and if the reporting agency requires that the site be restored at the expense of the transferee, donee, or purchaser, the nature and estimated cost of restoration shall be included on Standard Form 120.

(Sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c))

Effective date. This amendment is effective upon publication in the FEDERAL REGISTER (5-17-72).

Dated: May 9, 1972.

HAROLD S. TRIMMER, Jr.,
Acting Administrator of General Services.

[FR Doc.72-7462 Filed 5-16-72;8:49 am]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 18751; FCC 72-391]

PART 1—PRACTICE AND PROCEDURE

PART 73—RADIO BROADCAST SERVICES

Multiple Ownership of Standard, FM, and Television Broadcast Stations

Report and order. In the matter of amendment of §§ 73.35, 73.240, and 73.636 of the Commission's rules relating to Multiple Ownership of Standard, FM, and Television Broadcast Stations, Docket No. 18751, RM-1460.

1. The Commission has before it for consideration the notice of proposed rule making and Notice of Inquiry (FCC 69-1286, released November 25, 1969) and the comments filed in response thereto. Comments were filed by the American Bankers Association (ABA), the petitioner in this proceeding and by American Broadcasting Cos., Inc. (ABC); Broadcast-Plaza, Inc. (Travelers' Insurance); Columbia Broadcasting System, Inc., (CBS); Corinthian Broadcasting Corp. (Corinthian); General Electric Broadcasting Co., Inc. (GE); RKO General, Inc. and Time-Life Broadcast, Inc. (RKO/Time-Life); Storer Broadcasting Co. (Storer); Taft Broadcasting Co. (Taft); and WGN Continental Broadcasting Co., Inc. (WGN).

2. Also, on September 1, 1970, at the request of the ABA, an administrative conference was held at the offices of the Commission. Senior trust officers from 4 large banks orally presented papers on various aspects of trust department operations and responded to questions following the presentations. The ABA also submitted, in response to the Notice of Inquiry, certain statistical data concerning: (a) Interlocking directorates between the banks and the licensees; and (b) loans by banks to licensees in which they hold the power to vote stock held in their trust departments.

3. The notice of proposed rule making solicited comments on the following two questions:

A. Is the filing of trust agreements or abstracts thereof, as required by § 1.613 (b) of the Commission's rules, necessary so that the Commission will have adequate information to enable it to carry out its responsibilities under the Communications Act and other Commission's rules and policy? If such filings are necessary in some cases, could they be dispensed with partly or entirely in others, for example by the presumption that unless otherwise indicated a bank holding as trustee has unqualified power to vote and acquire or dispose of the stock of the licensee company?

B. Assuming that banks execute disclaimers of intention to control the management or policy of a broadcast company as to stock held by the banks as trust investments over which they hold the power to determine how the stock will be voted, is the 1 percent benchmark specified in §§ 73.35(b), 73.240(b), and 73.636(a)(2) a reasonable and proper standard as to stock held by banks in their trust departments, or should a higher figure, such as 3 percent, be permitted?

4. We shall treat with question B first. The trust departments of banks are unique entities. They operate under the trust laws of their respective States and act in a number of capacities in their fiduciary functions. The bulk of trust business deals with the management of trusts that are created in many ways. For instance, they hold pension and profit-sharing trusts of companies which are created by contract. In most of these pension and profit-sharing trusts, the bank has the sole power to control the vote of the stock, but there are a few exceptions such as a case in which the trust must invest in the commercial company that sets up the trust account by contract.

5. The remainder of trust accounts in the trust department deal with personal trusts and custody accounts. Personal trusts cover executorships and administratorships, testamentary trusts, inter-vivos trusts (revocable and irrevocable), and guardianships and committees for minors and incompetents. They must be handled on an individual basis and the purposes of the trusts vary widely. A number of these trusts have a co-trustee,

and in such cases, the bank acts as bookkeeper-adviser and has a partial or whole voting right. In the custody and investment advisory accounts, the bank is the holder of record, but the decisions are all made by the owner of the trust assets. Thus, the bank is a bailee agent that acts strictly on instructions.

6. As to the operation of the trust accounts, the bank follows the terms of the trust instrument from which the trust was created. Testamentary trusts are created out of estates and are created for two principal purposes: (a) Deferral of tax consequences; and (b) to provide for the testator's beneficiaries. The other types of personal trusts are created for many purposes such as care of children, payment of child support, alimony or other marriage settlements, or some other specific purpose. In these trusts, the bank quite often is limited in its investments to stocks on State-approved lists. If there is no approved list in the given jurisdiction, the banks follow the "prudent man" rule based on precedents contained in trust and fiduciary law. The ABA contends, in its comments and in the testimony at the administrative conference, that banks acquire and hold stocks for investment purposes and not to control the management or policies of a company, and, in furtherance of this policy endorses the filing, by banks, of disclaimers of the intent to control the managements or policies of such companies.

7. The Commission rules now in force limit holdings to 1 percent in companies that have over 50 shareholders when such 1 percent holdings in companies exceed the maximum number of stations permitted by the rules. These limitations are 7 AM, 7 FM, and 7 TV stations. As to TV, the interest in the 7 TV stations may not exceed an interest in 5 VHF stations. At the time of the ABA filings, based on a survey of the 19 largest banks,[1] there were violations of the 1 percent rule by banks that would require divestiture of $976 million involving 25 companies. On the same basis, the divestiture required by the 19 banks at the following percentages would be:

at 3 percent—(15 companies)	$256,000,000
at 5 percent—(9 companies	84,000,000
at 10 percent—(1 company	4,000,000

While we have no data beyond the survey, the foregoing figures adequately indicate the scope of the problems for the purposes of our decision herein.

8. We must also make a threshold decision concerning attribution of ownership as well as aggregation of ownership. As we stated in the previous proceeding in this case (Docket No. 15627, released June 17, 1968, 13 FCC 2d 357), we reiterate that, for the purposes of the multiple ownership rules, we will consider the person or entity that controls the right to determine how the stock is voted as the owner of the stock. Thus, in cases in which banks have any right to vote the stock, irrespective of whom the beneficial holder is, the bank will be considered the owner for the purpose of the multiple ownership rules.

9. As to the question of aggregation of stock, we will follow our attribution rule. Therefore, in cases in which the bank holds any right, partial or whole, to determine how the stock will be voted, the stock will be aggregated to the bank. For example, if the bank possesses the power to vote 3 percent of the shares of a given company (even though it is held in 1,000 trust accounts), the bank will be considered to have a 3 percent position in the company. The Commission has adopted aggregation of ownership of stock in trust accounts where banks hold any right, either partial or whole, to vote for the reason that any large position in itself has the potential to be a force in management because banks generally vote the stock one way. The testimony in the comments and at the administrative conference by the trust officers clearly pointed out that the banks (where they hold the sole power to vote) generally vote all the stock of a given company in the same way. (Transcript, Administrative Conference, page 27.)

10. With the questions of attribution and aggregation decided, and with the scope of divestiture at various percentages outlines, we now turn to the question of whether we should raise the 1 percent benchmark as it applies to banks under the foregoing attribution and aggregation guidelines. The ABA strongly urges that the benchmark be raised to 10 percent. Traveler's Insurance, RKO, Time-Life, and WGN all support the 10 percent position urged by the ABA, GE, CBS, and ABC support a 5 percent position; Corinthian supports a benchmark of at least 3 percent; and Taft and Storer urge an increase in the limitation, but do not state a specific benchmark. The rationale set forth by the ABA is that all existing presumptions of control in statutes are at least 10 percent and as high as 20 percent. Specifically cited as a 20 percent standard is the alien control ownership provision of sections 222(d) and 310 (d)(4) of the Communications Act of 1934, as amended. Urged as support of the 10 percent standard are the Public Utility Holding Company Act of 1935 and the Investment Company Act of 1940 (as supplemented by State statutes in California and Ohio). Also urged as a 10 percent support are the Federal Aviation Act and the Federal Deposit Insurance Corporation Act. The foregoing 10 percent standards deal with presumption of control and it is urged that the Commission should follow such 10 percent standard as a presumption of control.

11. The Securities Act of 1934 also set a 10 percent standard for reporting of insider activities and possible corporate takeovers. However, in December 1970, the "Corporate Takeover Act" was enacted which now requires that reports be filed, with minor exceptions when an investor reaches a 5 percent position in a company rather than the previous 10 percent reporting benchmark.

12. Another contention of the ABA is that any benchmark under 10 percent will have a clear depressing effect on the broadcast industry's ability to raise needed capital in the institutional money markets as well as causing severe hardships in divestitures of existing holdings. The parties that urged a less than 10 percent benchmark based their positions on the same or similar positions as those urged by the ABA, but the percentages urged would have wiped out any violations as to their own company. The summary thrust of all the comments is that if divestiture is ordered, there will be an "overhang" on broadcast stock which would depress the stock, and that banks may well release all broadcast stocks because of the administrative burdens of attempting to comply with the multiple ownership rules.

13. The Commission has considered the questions raised in the notice and the testimony submitted in the comments and at the administrative conference and is of the opinion that the benchmark should be raised for the reasons urged by the parties. With rare exceptions, the banks are passive investors who manage the trusts for investment purposes for the beneficiaries and not to control the management or policies of a broadcast company. To help insure this passive role, the Commission will require a disclaimer by banks that hold stock in an amount that exceeds the reporting requirements but is less than the benchmark contained in the multiple ownership rules. We have examined the various so-called "10 percent control" figures cited in the above statutes and conclude that those standards were a legislative determination as to a particular industry or duty, but that they are not, ipso facto, applicable to broadcasting. In broadcasting, one of the greatest public interest considerations is the preservation of diversity of programing and service. Thus special caution is warranted. Based on all the facts, we conclude that an ownership interest of 5 percent by banks is consistent with the special catuion required, will require some divestiture, but significantly less than at a 3 percent benchmark, provided an appropriate disclaimer is filed and that the holding remains a passive one.

14. The first question (question A) in the notice dealt with the need for filing of trust instruments or abstracts thereof. All commenters supported the tentative conclusion that such instruments generally served no useful purpose and that the Commission could secure the information in cases where such information was necessary to the Commission's processes. We agree that the perfunctory filing of such trust agreements and abstracts, in the main, serve no useful purpose because the reporting on FCC Form 323 (Ownership Report) will indicate the person that has the power to vote the stock. As we said above and in Docket No. 15627 (the mutual fund proceeding) we shall consider the owner to be the person who controls the power to vote the stock. Thus, we shall generally dispense with the filing of the trust argeements as abstracts thereof, but will retain the power to specifically request them if circumstances dictate.

[1] Survey taken as of April 3, 1969.

15. The information submitted in response to the notice of inquiry indicated that there are at most six cases in which a bank official was a director of one broadcast company and that same bank had an interest of 1 percent or more in another broadcast company. The directorship by the bank official in a broadcast company would cause that individual to be subject to the multiple ownership rules if the bank's numerical holdings are the maximum allowable by the rules. Thus we will attribute stock held by the bank to the bank official that is a director of the broadcast company but not vice versa.

16. With respect to violations that exist under the revised benchmark, the data is nearly 3 years old, so the extent of the violations is not currently known. We recognize that the trust departments which hold stock in violation of the rules will have to do extensive analysis of individual trust accounts to meet legal and fiduciary duties. We therefore will give a 3-year period for banks to bring themselves in compliance with the revised standard. After that time, any violations will be dealt with based on the circumstances present at the time. This may include possible cease and desist proceedings, deferral of pending applications and other such appropriate remedies.

17. In view of the foregoing, and pursuant to authority contained in sections 4(i) and 303(r) of the Communications Act of 1934, as amended: *It is ordered*, That effective June 23, 1972, §§ 1.613, 73.35, 73.240, and 73.636 of the Commission's rules and regulations are amended as set forth below, and the proceeding is terminated.

(Secs. 4, 303, 48 Stat., as amended, 1066, 1082; 47 U.S.C. 154, 303)

Adopted: May 9, 1972.

Released: May 11, 1972.

FEDERAL COMMUNICATIONS COMMISSION,[2]
[SEAL] BEN F. WAPLE,
Secretary.

I. Part 1 of the Commission's rules and regulations is amended as follows:

1. In § 1.613, paragraph (b)(3) is amended to read as follows:

§ 1.613 Filing of contracts.

* * * * *

(b) * * *

(3) Any agreement, document or instrument (i) providing for the assignment of a license or permit or (ii) affecting, directly or indirectly, the ownership or voting rights of the licensee's or permittee's stock (common or preferred, voting or nonvoting), such as: (*a*) Agreements for transfer of stock; (*b*) instruments for the issuance of new stock; or (*c*) agreements for the acquisition of licensee's or permittee's stock by the issuing licensee or permittee corporation. Pledges, trust agreements, options to purchase stock and other executory agreements are required to be filed: *Provided, however,* That trust agreements or abstracts thereof are not required to be filed, unless requested specifically by the Commission. Should the Commission request an abstract of the trust agreement in lieu of the trust agreement, the licensee or permittee will submit the following information concerning the trust: (*1*) Name of trust; (*2*) duration of trust; (*3*) number of shares of stock owned; (*4*) name of beneficial owner of stock; (*5*) name of record owner of stock; (*6*) name of the party or parties who have the power to vote or control the vote of the shares; and (*7*) any conditions on the powers of voting the stock or any unusual characteristics of the trust.

* * * * *

II. Part 73 of the Commission's rules and regulations is amended as follows:

1. In § 73.35, NOTES 6, 7, and 8 are redesignated NOTES 7, 8, and 9, respectively, and new NOTE 6 is added, the new NOTE reading as follows:

§ 73.35 Multiple ownership.

* * * * *

NOTE 6: In applying the provisions of paragraphs (a) and (b) of this section to the stockholders of a corporation which has more than 50 voting stockholders, a bank holding stock through its trust department in trust accounts need be considered only if such bank directly or indirectly owns 5 percent or more of the outstanding voting stock: *Provided,* The bank files a disclaimer of intent to control the management or policies of the broadcast corporation. Holdings by banks shall be aggregated if the bank has any right to determine how the stock will be voted.

* * * * *

2. In § 73.240, NOTES 6, 7, and 8 are redesignated NOTES 7, 8, and 9, respectively, and new NOTE 6 is added, the new NOTE reading as follows:

§ 73.240 Multiple ownership.

* * * * *

NOTE 6: In applying the provisions of paragraphs (a) and (b) of this section to the stockholders of a corporation which has more than 50 voting stockholders, a bank holding stock through its trust department in trust accounts need be considered only if such bank directly or indirectly owns 5 percent or more of the outstanding voting stock: *Provided,* The bank files a disclaimer of intent to control the management or policies of the broadcast corporation. Holdings by banks shall be aggregated if the bank has any right to determine how the stock will be voted.

* * * * *

3. In § 73.636, NOTES 6, 7, and 8 are redesignated NOTES 7, 8, and 9, respectively, and new NOTE 6 is added, the new NOTE reading as follows:

§ 73.636 Multiple ownership.

* * * * *

NOTE 6: In applying the provisions of paragraphs (a)(1) and (a)(2) of this section to the stockholders of a corporation which has more than 50 voting stockholders, a bank holding stock through its trust department in trust accounts need be considered only if such bank directly or indirectly owns 5 percent or more of the outstanding voting stock: *Provided,* The bank files a disclaimer of intent to control the management or policies of the broadcast corporation. Holdings by banks shall be aggregated if the bank has any right to determine how the stock will be voted.

* * * * *

[FR Doc.72-7468 Filed 5-16-72;8:50 am]

[2] Commissioner Robert E. Lee concurring in the result; Commissioner Johnson dissenting and issuing a statement in which Commissioner Bartley joins, which is filed as part of the original document.

Title 49—TRANSPORTATION

Chapter X—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. 1042-A]

PART 1033—CAR SERVICE

Chicago and North Western Railway Co. Authorized To Operate Over Tracks of the Chicago, Rock Island, and Pacific Railroad Co.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 9th day of May 1972.

Upon further consideration of Service Order No. 1042 (35 F.R. 10150, 15394, 19753; 36 F.R. 5979, 12107, 25423; 37 F.R. 6593), and good cause appearing therefor:

It is ordered, That § 1033.1042 *Service Order No. 1042-A* (Chicago and North Western Railway Co. authorized to operate over tracks of the Chicago, Rock Island, and Pacific Railroad Co.) be, and it is hereby, vacated and set aside.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17(2). Interprets or applies secs. 1(10-17), 15(4), and 17(2), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2))

It is further ordered, That this order shall become effective at 11:59 p.m., May 11, 1972; that copies of this order and direction shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.72-7482 Filed 5-16-72;8:52 am]

[S.O. 1098]

PART 1033—CAR SERVICE

Chicago and North Western Railway Co. Authorized To Operate Over Tracks Abandoned by the Chicago, Rock Island, and Pacific Railroad Co.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 9th day of May 1972.

It appearing, that the Chicago, Rock Island, and Pacific Railroad Company (CRIP), in Finance Docket No. 26470, was authorized by the Commission to abandon its line serving Sioux Falls, S. Dak.; that numerous industries are served by these tracks abandoned by the CRIP in Sioux Falls; that the Chicago and North Western Railway Co. (CNW) has agreed to serve industries on tracks abandoned by the CRIP in Sioux Falls, between the south end of the CRIP Bismark bridge and a point approximately 200 feet south of 18th Street; that operation by the CNW over the aforementioned tracks abandoned by the CRIP in Sioux Falls, S. Dak., is necessary in the interest of the public and the commerce of the people; that notice and public procedure herein are impractical and contrary to the public interest; and that good cause exists for making this order effective upon less than 30 days' notice.

It is ordered, That:

§ 1033.1098 Service Order No. 1098.

(a) *Chicago and North Western Railway Co. authorized to operate over tracks abandoned by the Chicago, Rock Island, and Pacific Railroad Co.* The Chicago and North Western Railway Co. be, and it is hereby, authorized to operate over tracks abandoned by the Chicago, Rock Island, and Pacific Railroad Co., in Sioux Falls, S. Dak., between the south end of the CRIP Bismark bridge and a point approximately 200 feet south of 18th Street.

(b) *Application.* The provisions of this order shall apply to intrastate, interstate, and foreign traffic.

(c) *Rules and regulations suspended.* The operation of all rules and regulations, insofar as they conflict with the provisions of this order, is hereby suspended.

(d) *Effective date.* This order shall become effective at 11:59 p.m., May 11, 1972.

(e) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., October 31, 1972, unless otherwise modified, changed, or suspended by order of this Commission.

(Secs. 1, 12, 15 and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15 and 17(2). Interprets or applies secs. 1(10–17), 15(4), and 17(2), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10–17), 15(4), and 17(2))

It is further ordered, That copies of this order shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.72-7483 Filed 5-16-72;8:52 am]

SUBCHAPTER D—TARIFFS AND SCHEDULES

[Docket No. 35613]

TRANSMISSION OF TARIFFS AND SCHEDULES TO SUBSCRIBERS AND OTHER INTERESTED PARTIES

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the first day of May 1972.

It appearing, that copies of tariffs, schedules, supplements, and looseleaf pages generally are not sent to subscribers thereto and to other interested parties at the same time and in the same manner as those sent to the Commission for official filing, which results in said subscribers receiving their copies later, often much later, than the date the Commission receives the official copies;

It further appearing, that this is an unreasonable practice which has resulted in an insurmountable problem for subscribers and other interested parties nationwide inasmuch as distribution, not timely made, results in a very substantial proportion, if not the majority, of subscribers and other interested parties being denied reasonable notice or sufficient time to allow a thorough review thereof, and, if desired, to protest and request suspension and/or investigation in time to meet the established deadline for receipt of such petitions. In many instances, subscribers and other interested parties do not receive their copy of the publication until after the publication has become effective;

It further appearing, that this practice has resulted in inconvenience on the part of subscribers and other interested parties in knowledge and anticipation of rate changes on transportation, where rates form an integral part of pricing, marketing, and purchasing decisions made by shippers or their customers;

It further appearing, that such practices can effectively prevent shippers from obtaining actual knowledge of the correct rate, although they are charged with such knowledge by the Interstate Commerce Act;

It further appearing, that there is an urgent need to establish regulations covering the transmission of tariffs, schedules, supplements, and looseleaf pages to subscribers and other interested parties thereof;

And it further appearing, that a notice of proposed rulemaking as required by the Administrative Procedure Act (5 U.S.C. 553) is unnecessary since the new regulations represent a procedural reform.

And good cause appearing therefor:

It is ordered, That each of the Commission's tariff circulars be, and is hereby amended, by amending Parts 1300, 1303, 1304, 1306, 1307, 1308, and 1309 of Chapter X of Title 49 of the Code of Federal Regulations and establishing therein §§ 1300.30, 1303.36, 1304.42, 1306.17, 1307.14, 1307.48, 1308.12, 1308.109, and 1309.5 each in the manner and form set forth below:

PART 1300—FREIGHT SCHEDULES; RAILROADS

Section 1300.30 *Transmission of publications to subscribers.*

PART 1303—PASSENGER SERVICE SCHEDULES, RAIL AND WATER CARRIERS

Section 1303.36 *Transmission of publications to subscribers.*

PART 1304—EXPRESS COMPANIES SCHEDULES AND CLASSIFICATIONS

Section 1304.42 *Transmission of publications to subscribers.*

PART 1306—PASSENGER AND EXPRESS TARIFFS AND SCHEDULES OF MOTOR CARRIERS

Section 1306.17 *Transmission of publications to subscribers.*

PART 1307—FREIGHT RATE TARIFFS, SCHEDULES AND CLASSIFICATIONS OF MOTOR CARRIERS

Section 1307.14 *Transmission of publications to subscribers.*

Section 1307.48 *Transmission of publications to subscribers.*

PART 1308—FREIGHT TARIFFS AND SCHEDULES OF WATER CARRIERS

Section 1308.12 *Transmission of publications to subscribers.*

Section 1308.109 *Transmission of publications to subscribers.*

PART 1309—TARIFFS AND CLASSIFICATION OF FREIGHT FORWARDERS

Section 1309.5 *Transmission of publications to subscribers.*

It is further ordered, That this order shall become effective on June 21, 1972.

And it is further ordered, That a copy of this order be posted in the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., for public inspection and that another copy be delivered to the Director, Office of the Federal Register, for publication in the

FEDERAL REGISTER as notice to all interested persons.

By the Commission, Division 2.

[SEAL] ROBERT L. OSWALD,
Secretary.

APPENDIX A

(a) (1) Copies of each new tariff, supplement and looseleaf page must be transmitted to subscribers thereto not later than the time the copies for official filing are transmitted to this Commission. The letter of transmittal accompanying the copies to the Commission must contain the following certification:

I hereby certify that I have on or before this day sent copies of the publication(s) listed hereon to all subscribers thereto by (here state the exact manner of transmission, such as messenger service, express service, U.S. Postal Service, etc. If the U.S. Postal Service is used, the exact class of mail must be shown).

Signature of person transmitting publication(s)

Date

(2) Expedited service when transmitting copies of publications must be provided to any subscriber requesting it. The cost of this service may be passed on to the subscriber.

(3) Carriers and agents shall furnish a copy of any of their tariff publications at time of publication or at any time during which the publication is effective to any person upon reasonable request therefor, free or at a reasonable price, not to be greater than that charged subscribers.

APPENDIX B

(a) (1) Copies of each new schedule, supplement, and looseleaf page must be transmitted to subscribers thereto not later than the time the copies for official filing are transmitted to this Commission. The letter of transmittal accompanying the copies to the Commission must contain the following certification:

I hereby certify that I have on or before this day sent copies of the publication(s) listed hereon to all subscribers thereto by (here state the exact manner of transmission, such as messenger service, express service, U.S. Postal Service, etc. If the U.S. Postal Service is used, the exact class of mail must also be shown).

Signature of person transmitting publication(s)

Date

(2) Expedited service when transmitting copies of publications must be provided to any subscriber requesting it. The cost of this service may be passed on to the subscriber.

(3) Carriers and agents shall furnish a copy of any of their schedule publications at time of publication or at any time during which the publication is effective to any person upon reasonable request therefor, free or at a reasonable price, not to be greater than that charged subscribers.

APPENDIX C

(a) (1) Copies of each new tariff, schedule, supplement, and looseleaf page must be transmitted to subscribers thereto not later than the time the copies for official filing are transmitted to this Commission. The letter of transmittal accompanying the copies to the Commission must contain the following certification:

I hereby certify that I have on or before this day sent copies of the publication(s) listed hereon to all subscribers thereto by (here state the exact manner of transmission, such as messenger service, express service, U.S. Postal Service, etc. If the U.S. Postal Service is used, the exact class of mail must also be shown).

Signature of person transmitting publication(s)

Date

(2) Expedited service when transmitting copies of publications must be provided to any subscriber requesting it. The cost of this service may be passed on to the subscriber.

(3) Carriers and agents shall furnish a copy of any of their tariff or schedule publications at time of publication or at any time during which the publication is effective to any person upon reasonable request therefor, free or at a reasonable price, not to be greater than that charged subscribers.

[FR Doc.72-7481 Filed 5-16-72;8:51 am]

Title 10—ATOMIC ENERGY

Chapter I—Atomic Energy Commission

PART 50—LICENSING OF PRODUCTION AND UTILIZATION FACILITIES

Implementation of the National Environmental Policy Act of 1969

The Atomic Energy Commission has adopted an amendment to Appendix D of 10 CFR Part 50, an interim statement of Commission policy and procedure for the implementation of the National Environmental Policy Act of 1969 (NEPA) in accordance with the decision of the U.S. Court of Appeals for the District of Columbia Circuit in Calvert Cliffs' Coordinating Committee, Inc., et al. v. United States Atomic Energy Commission, et al., Nos. 24,839 and 24,871. The procedures in Appendix D apply to licensing proceedings for nuclear reactors; testing facilities; fuel reprocessing plants; and other production and utilization facilities whose construction or operation may be determined by the Commission to have a significant impact on the environment. The procedures also apply to proceedings involving certain specified activities subject to materials licensing.

In Appendix D, the last sentence of paragraph A.9 provides that, to the maximum extent practicable, the final detailed statement required by NEPA will be publicly available at least thirty (30) days before the commencement of any related evidentiary hearing that may be held. In contrast, the guidelines of the Council on Environmental Quality (CEQ), in paragraph 10(e) of its "Guidelines on Statements on Proposed Federal Actions Affecting the Environment" published April 23, 1971 (36 F.R. 7724), provide that the draft environmental statement should be publicly available at least fifteen (15) days prior to the time of any relevant hearing. The sentence in paragraph A.9 of Appendix D has been amended to conform more closely to the applicable CEQ guideline. This amendment does not, of course, preclude an applicant for a facility construction permit or operating license from presenting its case on environmental matters as well as on radiological health and safety matters prior to the end of the 15-day period. The position of the Commission's regulatory staff will not be presented at any hearing until the final detailed statement is made available.

This amendment is another in a series of amendments which the Commission has adopted or is contemplating in its efforts to establish an effective environmental protection program in the context of a timely decisionmaking process. Recent examples of such amendments are the amendments to Part 50, effective on March 21, 1972 (37 F.R. 5745), limiting site preparation activities that may be performed prior to issuance of a construction permit, and proposed amendments which would restructure the licensing and hearing process published on May 9, 1972 (37 F.R. 9331). The latter amendments would, among other things, provide for earlier and more meaningful participation by the parties to a licensing proceeding.

Since the amendment which follows relates to agency procedures, notice of proposed rule making and public procedure thereon are not required.

Accordingly, pursuant to the National Environmental Policy Act of 1969, the Atomic Energy Act of 1954, as amended, and sections 552 and 553 of title 5 of the United States Code, the following amendment to Title 10, Chapter 1, Code of Federal Regulations, Part 50, is published as a document subject to codification to be effective upon publication in the FEDERAL REGISTER (5-17-72).

The last sentence of paragraph A.9 of Appendix D is amended to read as follows:

APPENDIX D—INTERIM STATEMENT OF GENERAL POLICY AND PROCEDURE: IMPLEMENTATION OF THE NATIONAL ENVIRONMENTAL POLICY ACT OF 1969 (PUBLIC LAW 91-190)

* * * * *

A. *Basic procedures.* * * *

9. * * * In addition, the draft detailed statement will be made available to the public at least fifteen (15) days prior to the time of any relevant hearing. At any such hearing, the position of the Commission's regulatory staff will not be presented until the final detailed statement is made available to the public. The foregoing provisions will not preclude an applicant for a facility construction permit or operating license from presenting its case on environmental matters as well as on radiological health and safety matters prior to the end of the fifteen day period.

* * * * *

(Sec. 102, 83 Stat. 853; secs. 3, 161; 68 Stat. 922, 948, as amended; 42 U.S.C. 2013, 2201)

Dated at Germantown, Md., this 15th day of May 1972.

For the Atomic Energy Commission.

W. B. McCOOL,
Secretary of the Commission.

[FR Doc.72-7551 Filed 5-15-72;12:40 pm]

Title 20—EMPLOYEES' BENEFITS

Chapter V—Manpower Administration, Department of Labor

PART 615—EXTENDED UNEMPLOYMENT COMPENSATION

Miscellaneous Amendments

Part 615 of Chapter V of Title 20 of the Code of Federal Regulations is amended by revising §§ 615.4, 615.6, 615.7, 615.10, 615.13, 615.14, and 615.16. Section 615.4(c)(2) is revised to clarify when an individual who has wages in seasonal employment is an exhaustee even though he may have a right to compensation with respect to future weeks of unemployment in the next season or off season. Section 615.6 is revised by the addition of a sentence making express provision for the redetermination of an individual's status as an exhaustee if more regular compensation has been awarded to him on appeal. Section 615.7 is revised to clarify what happens when an individual is entitled to additional compensation and extended compensation with respect to the same week. Section 615.10 is revised to make it clear that an individual is not entitled to extended compensation for a week if a disqualification for regular benefits would apply for such week but for the fact that he has exhausted his rights to such compensation. Sections 615.13 and 615.14 are revised by changing the phrase "rate of insured unemployment" to "total rate of insured unemployment" in order to distinguish the rate used in determining national and State indicators from the rate of insured unemployment differently computed for other purposes. Section 615.13 is further revised by changing paragraph (e) to permit State agencies to use a simpler format for their notices to the Secretary of their determinations that there is an "on" or an "off" indicator in the State. Section 615.14 is further revised by changing subparagraph (1) of paragraph (a) to clarify the method used in applying the seasonal factor(s) to the numerator of the fraction used in calculating national "on" and "off" indicators, by deleting the word "published" in subparagraph (3) of paragraph (a) and substituting therefor the word "developed" and by adding a requirement for publication of seasonal adjustment factor(s) in the FEDERAL REGISTER. Section 615.16 is revised by adding a new paragraph (d) which will require State agencies to give written notices to individuals about the effect on their right to compensation of the beginning or ending of an extended benefit period and of their exhausting regular benefits during an extended benefit period.

The provisions of 5 U.S.C. 553 which require notice of proposed rule making, public participation in their adoption, and delay in effective date are not applicable because these amendments are either interpretations or addressed primarily to the several States which must adopt and administer the programs, and to the Secretary of Labor who must make certain determinations under the Federal-State Extended Unemployment Compensation Act of 1970 (title II of Public Law 91-373). Accordingly, I find that delay in the effective date would be contrary to the public interest.

The amendments shall become effective on the date of their publication in the FEDERAL REGISTER (5-17-72).

1. As amended, § 615.4 reads as follows:

§ 615.4 Entitlement; exhaustee.

* * * * *

(c) For the purposes of paragraphs (b)(1) and (2) of this section, an individual shall be deemed to have received in his current benefit year all of the regular compensation payable to him according to the monetary determination or available to him, as the case may be, even though—

* * * * *

(2) By reason of a provision in the State law that establishes the weeks of the year in which regular compensation may be paid to the individual on the basis of wages in seasonal employment, (i) he may be entitled to regular compensation with respect to future weeks of unemployment in the next season or off season, as the case may be, but such compensation is not payable with respect to the week of unemployment for which he is claiming extended compensation; and (ii) he is otherwise an exhaustee within the meaning of this section with respect to his right to regular compensation during the season or off season in which that week of unemployment occurs; or

* * * * *

2. As revised, § 615.6 reads as follows:

§ 615.6 More extended compensation resulting from more regular compensation awarded on appeal.

If an individual who has received extended compensation for week(s) of unemployment is determined to be entitled to more regular compensation with respect to such week(s) as the result of an appeal, the extended compensation paid to him shall be treated as if it were regular compensation up to the greater amount of regular compensation to which he has been determined to be entitled and the State agency shall make appropriate adjustments between the State and Federal accounts. If the individual is entitled to more extended compensation as a result of being entitled to more regular compensation, an amended determination shall be made of his entitlement to extended compensation and a notice of such determination shall be given to the individual and if appropriate under the State law to his employer(s), as provided in § 615.9(a)(3). If the greater amount of regular compensation results in an increased duration of regular compensation, the individual's status as an exhaustee shall be redetermined as of the new date of his exhaustion of regular compensation.

3. As revised, § 615.7(a) reads as follows:

§ 615.7 No duplication.

(a) No individual shall be paid additional compensation and extended compensation with respect to the same week. If both are payable by a State with respect to the same week, the State may pay extended compensation instead of additional compensation with respect to the week. If extended compensation is payable to an individual by one State and additional compensation is payable to him for the same week by another State, he may elect which of the two types of compensation to claim.

* * * * *

4. As revised, § 615.10 reads as follows:

§ 615.10 Effect of disqualification for regular compensation on entitlement to extended compensation.

If the week of unemployment for which an individual claims extended compensation is a week to which a disqualification for regular benefits applies, or would apply but for the fact that the individual has exhausted his rights to such compensation, the individual shall not be entitled to extended compensation for that week.

5. As revised, § 615.13 reads as follows:

§ 615.13 Determination of national and State indicators.

(a) There is a national "on" indicator for a week if the Secretary determines that for each of the three most recent completed calendar months ending before such week, the total rate of insured unemployment (seasonally adjusted) for all States equaled or exceeded 4.5 percent.

(b) There is a national "off" indicator for a week if the Secretary determines that for each of the three most recent completed calendar months ending before such week, the total rate of insured unemployment (seasonally adjusted) for all States was less than 4.5 percent.

(c) There is a State "on" indicator for a State for a week if the head of the State agency determines, in accordance with § 615.14(b), that for the period consisting of such week and the immediately preceding 12 weeks, the total rate of insured unemployment (not seasonally adjusted)—

(1) Equaled or exceeded 120 percent of the average of such rates for the corresponding 13-week period in each of the preceding 2 calendar years, and

(2) Equaled or exceeded 4 percent.

(d) There is a State "off" indicator for a State for a week if the head of the State agency determines, in accordance with § 615.14(b), that for the period consisting of such week and the immediately preceding 12 weeks, the total rate of insured unemployment (not seasonally adjusted)—

(1) Was less than 120 percent of the average of such rates for the corresponding 13-week period ending in each of the preceding 2 calendar years, or

(2) Was less than 4 percent.

(e) Within ten (10) calendar days after the end of any week with respect to which the head of a State agency has

determined that there is an "on" indicator or an "off" indicator in his State by reason of which an extended benefit period will begin or end in his State, as the case may be, he shall notify the Secretary of his determination. Such notice shall state clearly the State agency head's determination of the specific week for which there is a State "on" indicator or "off" indicator, as the case may be, and the week which begins an extended benefit period under the State law or ends such an extended benefit period, whichever is appropriate. Such notice shall include also the State agency head's findings of the volume and rates of insured unemployment and the average monthly covered employment for the appropriate periods that support his determination, unless such findings have been furnished previously or are being furnished simultaneously to the Secretary on Form No. Ma 5–39, a regular report required pursuant to § 615.18, in either of which cases such findings may be incorporated in the notice by reference to the specific Form No. MA 5–39 which contains the findings.

6. As amended, § 615.14 reads as follows:

§ 615.14 Computation of total rate of insured unemployment.

(a) *National "on" and "off" indicators.* (1) The Secretary shall determine the "total rate of insured unemployment" for purposes of the national "on" and "off" indicators. In making such determination he shall use, for each of the three most recent calendar months ending before the week for which the determination is made, a fraction the numerator of which will be the sum of (i) the weekly average number of weeks of regular compensation claimed in all States as reported to the Secretary by all State agencies on regular reports required pursuant to § 615.18, adjusted by the seasonal adjustment factor or factors applicable to the month, and (ii) the weekly average number of weeks of additional and extended compensation claimed in all States as reported to the Secretary by all State agencies on regular reports required pursuant to § 615.18, not seasonally adjusted, and the denominator of which will be the average monthly covered employment in all States as reported to the Secretary by all State agencies for the first four of the last six calendar quarters ending before each month.

(2) The total rate of insured unemployment for any month, seasonally adjusted, shall be the quotient derived from the use of the fraction for the month as provided in subparagraph (1) of this paragraph, computed to four decimal places and not otherwise rounded.

(3) The seasonal adjustment factor or factors to be used for a month shall be the latest applicable seasonal adjustment factor or factors for the month developed by the Bureau of Labor Statistics, U.S. Department of Labor, and published in the FEDERAL REGISTER.

(b) *State "on" and "off" indicators.* (1) The head of the State agency shall determine the "total rate of insured unemployment" for purposes of the State "on" and "off" indicators. In making such determination he shall use a fraction, the numerator of which will be the weekly average number of weeks claimed in the State for the 13-week period ending with the week for which the determination is made (not seasonally adjusted) and the denominator of which will be the average monthly employment covered under the State law for the first four of the last six calendar quarters ending before the close of the 13-week period. The quotient obtained is to be computed to four decimal places and is not to be otherwise rounded.

(c) *For both national and State indicators.* In determining the "weekly average number of weeks claimed" for any period the State agency shall—

(1) Count weeks claimed in continued claims (including interstate claims filed in the State) for total, partial or part-total unemployment for regular, extended, or additional compensation, and shall exclude claims filed under 5 U.S.C. chapter 85 (UCFE/UCX) and interstate claims filed against the State as liable State; and

(2) Adjust, in accordance with Part III of the "Employment Security Manual," section 2015, the weekly average number of weeks claimed in a State to eliminate distortions or fluctuations in the volume of weekly claims due to such factors as rescheduling a claimant's reporting day when it falls on a holiday or when the agency shifts from a weekly to a biweekly reporting system, or to delayed receipt of mail claims.

7. As amended, § 615.16 reads as follows:

§ 615.16 Announcement of the beginning and ending of an extended benefit period; notices to individuals.

* * * * *

(d) (1) Whenever there has been a determination that an extended benefit period will begin with respect to a State, the State agency shall provide prompt written notice of his potential entitlement to extended compensation to each individual who has established a benefit year in the State that will not expire prior to the beginning of the extended benefit period and who exhausted his regular compensation before the beginning of the extended benefit period.

(2) The State agency shall provide such notice promptly to each individual who exhausts his regular compensation during an extended benefit period.

(3) Whenever there has been a determination that an extended benefit period will end with respect to a State, the State agency shall provide prompt written notice to each individual who is currently filing claims for extended compensation of the forthcoming end of the extended benefit period and its effect on his right to compensation.

(Federal-State Extended Unemployment Compensation Act of 1970, title II of Public Law 91–373; Secretary's Order No. 20–71, Aug. 13, 1971)

Signed at Washington, D.C., this 28th day of April 1972.

MALCOLM R. LOVELL, Jr.
Assistant Secretary for Manpower.

[FR Doc.72–7516 Filed 5–16–72;8:52 am]

PART 617—TEMPORARY COMPENSATION

Exhaustee and Announcement of Beginning and Ending of a Temporary Period; Notice to Individuals

Part 617 of Chapter V of Title 20 of the Code of Federal Regulations is amended by revising § 617.7(b)(2) to clarify the conditions under which an individual who may be entitled to regular compensation with respect to future weeks of unemployment in the next season or off season, as the case may be, is an exhaustee.

Section 617.13 is revised by the addition of a new paragraph (c) which requires a State agency to give to individuals notices of their potential right to compensation when an extended benefit period is about to begin or end and when they exhaust their regular compensation during an extended benefit period.

The provisions of 5 U.S.C. section 553 which require notice of proposed rule making, public participation in their adoption, and delay in effective date are not applicable because notice, public participation, and delay are found not to be in the public interest, which in this instance makes desirable the prompt application of the regulations as revised, particularly since the program is temporary, and further, the regulations which are being revised are not addressed primarily to members of the public but rather to the several States which have agreements with the Secretary of Labor to administer the temporary compensation program pursuant to the Emergency Unemployment Compensation Act of 1971 (title II, Public Law 92–224).

The amendments shall become effective on the date of their publication in the FEDERAL REGISTER (5–17–72).

1. As amended, § 617.7(b)(2) reads as follows:

§ 617.7 Exhaustee.

* * * * *

(b) An individual shall be deemed to be an exhaustee under paragraph (a) of this section even though—

* * * * *

(2) By reason of a seasonal provision in the unemployment compensation law of his applicable State that establishes the weeks of the year in which regular compensation may be paid to the individual on the basis of wages in seasonal employment, (i) he may be entitled to regular or extended compensation, or both, with respect to future weeks of unemployment in the next season or off season, as the case may be, but such compensation is not payable with respect to the week of unemployment for which he is claiming temporary compensation, and (ii) he is otherwise an exhaustee within the meaning of this section with

respect to his right to regular compensation and to extended compensation during the season or off season in which that week of unemployment occurs.

2. As revised, § 617.13 reads as follows:

§ 617.13 Announcement of the beginning and ending of a temporary benefit period; notices to individuals.

* * * * *

(c) (1) Whenever there has been a determination that a temporary benefit period will begin with respect to a State, the State agency shall provide prompt written notice of his potential entitlement to temporary compensation to each individual who has exhausted his regular and extended compensation and

(i) Who has established a benefit year in that State that will not expire prior to the beginning of the temporary benefit period, or

(ii) Whose most recent benefit year in that State ended within an extended benefit period.

(2) The State agency shall provide such notice promptly to each individual who exhausts his regular and extended compensation during his extended benefit period.

(3) Whenever there has been a determination that a temporary benefit period will end with respect to a State, the State agency shall provide prompt written notice to each individual who is currently filing claims for temporary compensation of the forthcoming end of the temporary benefit period and its effect on his right to compensation.

(Emergency Unemployment Compensation Act of 1971, title II of Public Law 92-224; Secretary's Order No. 20-71, August 13, 1971)

Signed at Washington, D.C., this 28th day of April 1972.

MALCOLM R. LOVELL, Jr.,
Assistant Secretary for Manpower.

[FR Doc.72-7517 Filed 5-16-72;8:52 am]

Proposed Rule Making

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Public Health Service

[42 CFR Part 53]

MEDICAL SERVICES FOR PERSONS UNABLE TO PAY: NONDISCRIMINATION

Extension of Time for Comment

The 30-day period for submission of written comments, suggestions, or objections regarding the proposed revision of § 53.111 of Title 42, CFR, entitled "Services for persons unable to pay" which was published as a notice of proposed rule making at 37 F.R. 7632, April 18, 1972, is hereby extended for an additional 30 days. With this extension the period for public comment will end on June 17, 1972.

This 30-day extension of the period for public comment is granted in view of the comments received to date from medical facilities which would be affected by the proposed revision of 42 CFR 53.111, indicating that such proposed revision would have a significant impact upon the operation of such facilities and upon public utilization of such facilities, and in the light of a request from the American Hospital Association, representing a large number of such facilities, indicating that additional time for evaluation and review of the proposal is needed.

Dated: May 12, 1972.

VERNON E. WILSON,
Administrator, Health Services and Mental Health Administration.

Approved: May 15, 1972.

ELLIOT L. RICHARDSON,
Secretary.

[FR Doc.72-7588 Filed 5-16-72;9:47 am]

DEPARTMENT OF TRANSPORTATION

Coast Guard

[33 CFR Part 180]

[CGD 72-61 CR]

BOAT SAFETY STANDARDS

Loading, Powering, Emergency Flotation, and Marking of Capacity; Correction

The document proposing to amend Chapter I of Title 33, Code of Federal Regulations, by adding a new Part 180, published in the April 22, 1972, issue of the FEDERAL REGISTER (37 F.R. 8046), is corrected by changing the formula contained in paragraph (a) of § 180.33, appearing on page 8048, from:

$$W=\frac{\text{(Maximum displacement)}}{5}-\frac{\text{Boat weight}}{5}-\frac{\text{(Machinery weight)}}{5}$$

to:

$$W=\frac{\text{(Maximum displacement)}}{5}-\frac{\text{Boat weight}}{5}-\frac{\text{(Machinery 4 weight)}}{5}$$

(Secs. 5, 7, and 39, 85 Stat. 213, 215, 216, 228; 46 U.S.C. 1454, 1456, and 1488; 49 CFR 1.46(o)(1))

Dated: May 12, 1972.

A. C. WAGNER,
Rear Admiral, U.S. Coast Guard, Chief, Office of Boating Safety.

[FR Doc.72-7461 Filed 5-16-72;8:50 am]

National Highway Traffic Safety Administration

[49 CFR Part 577]

[Docket No. 72-7; Notice 1]

DEFECT NOTIFICATION

Proposed Requirements for Letters Sent by Manufacturers to Purchasers

The purpose of this notice is to propose requirements for letters sent by manufacturers of motor vehicles and motor vehicle equipment pursuant to section 113 of the National Traffic and Motor Vehicle Safety Act, which advise purchasers of the possibility that motor vehicles or items of motor vehicle equipment which they purchased may contain a defect that relates to motor vehicle safety. In May 1971, letters were sent by NHTSA to 78 motor vehicle manufacturers suggesting guidelines for defect notification letters sent pursuant to section 113 of the Act. In January 1972, a petition for rule making regarding this subject was received from Mr. Ralph Nader. This notice is based both on the guidelines suggested by NHSTA and the petition submitted by Mr. Nader.

Section 113 of the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1402) provides for notification of owners regarding safety related defects in motor vehicles or items of motor vehicle equipment in two distinct schemes. The first, section 113(a) (15 U.S.C. 1402(a)) provides for notification by a motor vehicle or tire manufacturer when he determines that a motor vehicle or item of motor vehicle equipment he has manufactured contains a defect which relates to motor vehicle safety. The notification must be sent by certified mail to the first purchaser (where known) within a reasonable time. The second source for notification letters (section 113(e), (15 U.S.C. 1402(e)) arises from a determination by the NHTSA Administrator that either a defect relating to motor vehicle safety or a failure to comply with an applicable motor vehicle safety standard exists in either a motor vehicle or item of motor vehicle equipment. When the Administrator makes such a determination, the notification requirements can apply either to a motor vehicle or motor vehicle equipment manufacturer. Regardless of whether the notification is voluntary or directed, it is required by section 113(c) of the Act (15 U.S.C. 1402(c)) to clearly describe the defect, evaluate the risk it presents to traffic safety, and provides a statement of measures to be taken to repair the defect.

The NHTSA letter of May 1971 noted that the primary purpose of the section 113 requirements is to facilitate the prompt correction of safety related defects. To achieve this end, the letter stated, "notification letters must create an incentive in owners to have their vehicles repaired as quickly as possible." Based upon a review of letters sent to purchasers over the last several years, the NHTSA found at the time that many notification letters had been inadequate in attempting to provide the desired incentive in owners.

In drafting the May letter, the NHTSA had considered at that time the alternative of a regulation setting forth requirements for these letters. It was decided, however, that manufacturers should be provided an opportunity to voluntarily make their notification letters more consistent with the spirit and intent of the National Traffic and Motor Vehicle Safety Act. Since the mailing of the industry letter, however, while in some cases an attempt to follow the guidelines has been noted, there has not been, in the opinion of NHTSA, a significant improvement in letters sent by manufacturers. As a consequence, the NHTSA believes the public interest would best be served by the issuance of regulatory requirements for notification letters.

As proposed, the requirements specify that the notification letter begin with the statement that it is being sent pursuant to the requirements of the National Traffic and Motor Vehicle Safety Act. This statement would be required because, as indicated in the industry letter of May 1971, the NHTSA believes that the public would be more inclined to view a safety defect as a safety hazard if it were advised at the outset that the notification is required by a Federal statute. The letter would also be required to state that the manufacturer or the Administrator of NHTSA, whichever is appropriate, had determined that a defect existed. Where the determination had been made by the Administrator, the manufacturer would be prohibited from including any statements in this or any contemporaneous communication that the manufacturer

disagreed with the finding of the Administrator.

In meeting the statutory requirement that the notification clearly describe the defect, the regulations would require that such description include a list of the items of motor vehicle equipment affected, a description of the possible malfunction, a statement of operating or other conditions that may cause it to occur, and steps the owner could take to reduce the chance of this occurrence before the vehicle is repaired.

The requirement that the notification evaluate the risk to traffic safety was one which was ignored or misinterpreted by many notification letters. Its importance in emphasizing serious defects is important as even the most catastrophic vehicle failure can be described in terms of almost neutral significance when manufacturers so desire. As a consequence, the regulations would require the evaluation to distinguish between crash and noncrash situations, and provide, when vehicle crash could be expected to result from the defect, a specific statement to that effect. When the driver can be expected to experience some sort of warning the notification would provide a full description of the warning. In cases where other than vehicle crash can be expected to result, such as a case of exhaust fume leakage, the type of injury that can result would also be stated.

The third statutory requirement for notification letters is a statement of measures to be taken to repair the defect. The proposed regulations would require differing statements depending upon whether the manufacturer assumes complete responsibility for repairing the defect. If he does assume the responsibility, the manufacturer must describe generally the work involved in making the repair, specify the date by which the purchaser's dealer will be supplied with the parts and instructions for correcting the defect, and include an estimate of the time reasonably necessary to perform the actual work.

The information that must be provided to consumers regarding measures to be taken to repair the defect would be more extensive where either the manufacturer's dealers will not necessarily make the repairs, or where the manufacturer refuses to pay for the repair. In the former situation, which may arise in cases where dealers are relatively few and widely scattered, the information must include sufficient guidance for a competent person not particularly familiar with the vehicles in question to make the repairs properly. To do so, the NHTSA believes that the notification should include the name and part number of needed parts, descriptions of modifications to existing parts, location where parts can be obtained, including dates by which they will be available, a detailed description of each step required to correct the defect, and recommendations as to whom the purchaser should contact to have work performed.

In the case where manufacturers refuse to pay for the necessary repairs, the manufacturer is also required to provide in addition to this information, additional information regarding the cost to the consumer of having the repair performed. While the petitioner suggested that this information be provided in all cases, the NHTSA is of the opinion that cost information is valuable for a vehicle owner mainly in those situations where he must pay for the repair. The cost information required to be furnished would include the retail cost for all needed parts and the manufacturer's estimate of the total cost to the consumer, including parts and labor, the latter being estimated according to the prevailing labor charges of the manufacturer's dealers in the vicinity of the purchaser.

In the case of the notification letters sent pursuant to either the request or the direction of the Administrator, the notification is to be the same as that when initiated by the manufacturer except as the NHTSA, based upon information obtained pursuant to its investigation in the particular proceeding, may provide.

In light of the above, it is proposed that a new Part 577, "Defect Notification," be added to Chapter 5 of Title 49, Code of Federal Regulations, to read as set forth below.

Interested persons are invited to submit comments on the proposed requirements. Comments should identify the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5221, 400 Seventh Street SW., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on August 14, 1972 will be considered and will be available for examination in the docket at the above address both before and after the closing date. To the extent possible, comments filed after the above date will also be considered by the Administration. However, the rule making action may proceed at any time after that date, and comments received after the closing date and too late for consideration in regard to the action will be treated as suggestions for future rule making. The Administration will continue to file relevant material, as it becomes available, in the docket after the closing date, and it is recommended that interested persons continue to examine the docket for new materials.

Proposed effective date: October 15, 1972.

This notice of proposed rule making is issued pursuant to the authority of sections 108, 113, and 119 of the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1397, 1402, 1408) and the delegations of authority at 49 CFR 1.51 and 501.8.

Issued on May 12, 1972.

ROBERT L. CARTER,
Acting Associate Administrator,
Motor Vehicle Programs.

PART 577—DEFECT NOTIFICATION

§ 577.1 Scope.

This part sets forth requirements for letters from manufacturers of motor vehicles and motor vehicle equipment to notify first purchasers of the possibility of a defect relating to motor vehicle safety or a noncompliance with a Federal motor vehicle safety standard.

§ 577.2 Purpose.

The purpose of this part is to ensure that defect notification letters provide adequate information to their recipients, and effectively motivate owners of possibly defective or noncomplying motor vehicles or items of motor vehicle equipment to have vehicles and equipment inspected and, where necessary, repaired as quickly as possible.

§ 577.3 Application.

This part applies to manufacturers of complete motor vehicles, incomplete motor vehicles, and motor vehicle equipment.

§ 577.4 Notification initiated by manufacturer.

Whenever a manufacturer of motor vehicles or tires determines that a defect in any vehicle or item of motor vehicle equipment he produces relates to motor vehicle safety, he shall notify by certified mail the purchaser (where known) of such vehicle or item of motor vehicle equipment, and any subsequent purchaser to whom a warranty on such vehicle or item of equipment has been issued. The notification shall contain the following information in the form and in the order specified:

(a) A statement: "This letter is sent to you pursuant to the requirements of the National Traffic and Motor Vehicle Safety Act."

(b) The statement: "[Manufacturer's name or division] has determined that a defect which relates to motor vehicle safety exists in [the year, make, and model of motor vehicle; or model or part number of motor vehicle equipment]."

(c) A clear description of the defect, which must include—

(1) A list of the particular item or items of motor vehicle equipment affected;

(2) A description of the malfunction that may occur;

(3) A statement of any operating or other conditions that may cause the malfunction; and

(4) Precautions the owner should take to reduce the chance that the malfunction will occur before the vehicle is repaired.

(d) An evaluation of the risk to traffic safety reasonably related to the defect, which must include—

(1) When vehicle crash is the potential occurrence, whichever of the following statements is appropriate:

(i) That the defect can cause the driver to lose control of his vehicle without any prior warning; or

(ii) A description of whatever warning may occur, and a statement that if such warning is not recognized or heeded, that the defect can cause the owner to lose control of his vehicle.

(2) When vehicle crash is not the potential occurrence, a statement indicating the type of injury to occupants of the vehicle or to persons outside the

vehicle that can result from the defect.

(e) A statement of measures to be taken to repair the defect, in accordance with whichever of the following is appropriate.

(1) When the manufacturer offers to repair the defect through his dealers without charge to the purchaser, the statement shall include:

(i) A general description of the work involved in repairing the defect;

(ii) The date by which the purchaser's dealer will be supplied with parts and instructions for correcting the defect; and

(iii) An estimate of the time reasonably necessary to perform the labor required to correct the defect.

(2) When the manufacturer offers to pay for the repair either directly or through reimbursement to the owner, but does not provide for the repairs to be performed by the manufacturer's dealer, the statement shall include—

(i) The name and part number of each part that must be added, replaced, or modified;

(ii) A description of any modifications that must be made to existing parts;

(iii) Instructions on how needed parts will be made available, including a location where the purchaser can obtain the parts, and the date by which they will be available at that location.

(iv) A detailed description (including appropriate illustrations) of each step required to correct the defect;

(v) An estimate of the time reasonably necessary to perform the labor required to correct the defect; and

(vi) Recommendations as to whom the purchaser should have perform the necessary work.

(3) When the manufacturer does not provide for payment of the repair, the statement shall include—

(i) The name, part number, and retail cost of each part that must be added or replaced;

(ii) A description of any modifications that must be made to existing parts, which must also be identified by name and part number;

(iii) Instructions on how needed parts will be made available, including a location where the purchaser can obtain the parts, and the date by which the parts will be available at that location;

(iv) A detailed description (including appropriate illustrations) of each step required to repair the defect;

(v) An estimate of the time reasonably necessary to perform the labor required to correct the defect;

(vi) Recommendations as to whom the purchaser should have perform the necessary work; and

(vii) The manufacturer's estimate of the total cost to the purchaser to have the work performed, which shall be based on the price for all new parts, and a charge for labor commensurate with that charged by the manufacturer's dealers in the vicinity of the purchaser's address.

§ 577.5 Notification conducted pursuant to direction of the Administrator.

A notification made as a result of proceedings conducted pursuant to section 113(e) of the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1402(e)) shall be made in the manner specified in § 577.4, except as otherwise provided in a directive issued by the Administrator requesting or requiring a manufacturer to furnish notification to first purchasers.

§ 577.6 Disclaimers.

No letter sent pursuant to § 577.4 or § 577.5, nor any other contemporaneous communication, shall contain any statement or implication that the problem discussed in the letter is not a defect or that it does not relate to motor vehicle safety.

In the case of letters sent pursuant to § 577.5, the letter shall not state or imply that the manufacturer disagrees with the Administrator's finding that a defect relating to motor vehicle safety exists.

§ 577.7 Penalties.

Failure of a defect notification letter to comply with this part shall constitute a violation of sections 108 and 113 of the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1397, 1402).

[FR Doc.72-7479 Filed 5-15-72;8:49 am]

INTERSTATE COMMERCE COMMISSION

[49 CFR Part 1241]

[35344 (Sub 3)]

ACCOUNTING AND REPORTING FOR PASSENGER OPERATIONS BY CLASS I RAIL CARRIERS PARTICIPATING IN THE NATIONAL RAILROAD PASSENGER CORP. AGREEMENT

Notice of Proposed Rule Making [1]

At a general session of the Interstate Commerce Commission, held at its office in Washington, D.C., on the 14th day of April 1972.

This proceeding is being instituted on our own motion to consider a proposal concerning accounting and reporting for passenger operations by Class I rail carriers (Carriers) participating in the National Railroad Passenger Corp. (NRPC) Agreement (Agreement).

Under the Agreement, the Carriers were relieved of their responsibility to perform intercity rail passenger service effective May 1, 1971, and such responsibility was concurrently assumed by NRPC.

The intent of the proposal is to provide for uniform treatment by the Carriers of the associated accounting for the various transactions between the Carriers and NRPC, and reporting of passenger operations for the period May 1 to December 31, 1971, to obtain meaningful and useful statistics regarding intercity passenger service performed on behalf of NRPC, as well as commuter service and other intercity service performed.

With regard to the reporting, it is proposed that each Carrier file a supplement to its annual report Form A for 1971 by July 31, 1972, and furnish the information called for in the schedules provided concerning the various classes of passenger service conducted during the cited period for 1971.

Upon consideration of the above-described matters and good cause appearing therefor:

It is ordered, That a proceeding be, and it is hereby, instituted under the authority of section 20 of the Interstate Commerce Act and pursuant to section 553 of the Administrative Procedure Act with a view to adopting the proposed regulations set forth in the appendix to this notice, and for the purpose of taking such other and further action as the facts and circumstances may justify and require.

It is further ordered, That the National Railroad Passenger Corp., and all railroads providing intercity rail passenger service and operating in interstate commerce within the United States and subject to the Interstate Commerce Act be, and they are hereby, made respondents in this proceeding.

It is further ordered, That no oral hearing be scheduled for the receiving of testimony in this proceeding unless a need therefor should later appear, but that respondents or any other interested parties may participate in this proceeding by submitting for consideration written statements of fact, views, and arguments on the subjects mentioned above, or any other subjects pertaining to this proceeding.

It is further ordered, That any interested person wishing to submit statements of fact, views, or arguments shall file 15 copies of such representations with the Secretary, Interstate Commerce Commission, Washington, D.C. 20423, within 30 days following the publication of this notice and order in the FEDERAL REGISTER.

It is further ordered, That written material or suggestions submitted will be available for public inspection at the offices of the Interstate Commerce Commission, 12th and Constitution Avenue NW., Washington, DC, during regular business hours.

And it is further ordered, That statutory notice of the institution of this proceeding be given to the general public by mailing a copy of this order to the Governor of every State and to the Public Utilities Commissions or Boards of each State having jurisdiction over transportation, by depositing a copy of this order in the Office of the Secretary, Interstate Commerce, Washington, D.C., for public inspection, and by delivering a copy thereof to the Director, Office of

[1] Corrected to include Appendix A, and sample of supplemental report, which is filed as part of the original document.

the Federal Register, for publication in the FEDERAL REGISTER as notice to all interested persons.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

APPENDIX A

Amend § 1241.10 by adding the following paragraph (c):

§ 1241.10 Class I Railroads.

* * * * *

(c) (1) All Class I railroad carriers participating in the National Railroad Passenger Corp. Agreement shall file a supplement to the Annual Report Form A, prescribed in § 1241.11, for 1971 for the period May 1 to December 31, 1971, in duplicate, and furnish the information called for in the schedules provided consistent with the related instructions. This supplement shall be filed with the Commission by July 31, 1972.

(2) Explanatory accounting information.

(i) The monthly advance pertaining to the budget deficit or budget income shall be included in account 713, "Other Current Assets," or account 763, "Other Current Liabilities," as appropriate, subject to future adjustments to reflect actual billings and settlements.

(ii) NRPC passenger service revenues shall be credited to account 763, "Other Current Liabilities."

(iii) The various remunerations receivable from NRPC shall be recorded as follows:

(*a*) The remuneration for reimbursable expenses shall be credited to the expense accounts involved.

(*b*) The 4 percent casualty liabilities reimbursement shall be credited to the personal injury accounts on the basis of recent experience.

(*c*) The 5 percent avoidable costs remuneration shall be credited to the reimbursable expense accounts involved in the proportion that the amount for each account bears to the total of the amounts for such accounts. In the event the reimbursement for avoidable costs is determined on the basis of a study or other evidence, the related amount shall be credited to the appropriate expense accounts based on such determination.

(iv) The currently payable portion of the contribution to NRPC shall be included in account 763, "Other Current Liabilities," and the noncurrent portion shall be included in account 782, "Other Liabilities."

(v) The income from the lease of locomotives and passenger-train cars to NRPC shall be included in accounts 504, "Rent from Locomotives," and 505, "Rent from Passenger-Train Cars," as appropriate.

[FR Doc.72-7485 Filed 5-16-72;8:52 am]

Notices

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[Cost of Living Council Ruling 1972-48]

SINGLE FAMILY DWELLING UNITS

Cost of Living Council Ruling

Facts. Individual A has the right of occupancy to two apartments in an apartment complex organized under a cooperative apartment plan. A resides in one apartment and leases the other to tenant B for 1 year. Individual C owns two apartments in a condominium. He resides in one and leases the other to tenant D for 1 year.

Issue. Do the leased apartments qualify as "single family dwelling units" for the purpose of applying the § 101.33(a)(2)(iv) exemption?

Ruling. Yes. Section 101.33(a)(2)(iv) grants exemption from controls for single family dwelling units and rental units in owner-occupied multifamily dwellings rented for a term longer than month-to-month on January 19, 1972, where the owner of such units and members of his family own or have an interest, directly or indirectly, in no more than an aggregate of four such units. Economic Stabilization Regulations, 6 CFR 101.33(a)(2)(iv), 37 F.R. 3913 (February 24, 1972). The concept of "single family dwelling units" encompasses not only traditional housing units physically separate from other such housing units but also separate units of housing within the structural confines of a cooperative apartment complex or a condominium.

A cooperative generally refers to organizational plans whereby occupants of indiivdual units of a multple-unit building are seeking to acquire the advantages of home ownership, including income tax advantages, through the purchase of an investment asset, with economic savings through cost sharing and a minimization of personal liability. As defined, the term includes condominiums. Specifically, however, a cooperative indicates a corporate or business trust entity which holds title to all the premises and grants rights of occupancy to particular apartments by means of proprietary leases or similar arrangements. The condominium, on the other hand, refers to plans of individual ownership of individual apartments usually organized pursuant to statutory authority. Powell on Real Property, section 633.1, Abridged Edition (1968).

Despite distinctions in form of ownership, both schemes create single family dwelling units with accompanying advantages of home ownership. Accordingly, the apartments leased to B and D qualify as "single family dwelling units" for the purpose of applying the provisions of § 101.33(a)(2)(iv).

This ruling has been approved by the General Counsel of the Cost of Living Council.

Dated: May 12, 1972.

LEE H. HENKEL, Jr.,
Acting Chief Counsel,
Internal Revenue Service.

Approved: May 12, 1972.

SAMUEL R. PIERCE, Jr.,
General Counsel,
Department of the Treasury.

[FR Doc.72-7444 Filed 5-16-72;8:47 am]

[Price Commission Ruling 1972-172]

NEW PROPERTY

Price Commission Ruling

Facts. Company A produces and "packages" a weekly television program that it records on tape. All production costs are paid by Company A. Company A supplies and licenses these tapes to various television stations which broadcast the program. Company A is planning to renew its licensing agreement with station B. This will be the first renewal of the agreement with station B since that station initially contracted to carry the program. Within the year prior to the prospective renewal date and prior to August 15, 1971, Company A licensed this show (including renewals) to other broadcasting stations at varying prices. Several initial sales and at least one renewal were made prior to the initial sale to station B. Company A contends that the renewal of station B's license agreement is the sale of a new product. Company A contends it is a sale of a show which is now a tried and proven success with respect to station B's broadcasting and market area, and this makes the property substantially different in quality and its use effects a substantially different result from the sale of a show that was new and unproven upon its introduction to station B's broadcasting and market area. See Economic Stabilization Regulations, 6 CFR 300.409(b), 37 F.R. 3913 (February 24, 1972).

Issue. Is Company A selling a new product when it renews station B's license to broadcast this program?

Ruling. No. Property is new if it is (1) substantially different from other property or services in purposes, function, quality, or technology or its use effects a substantially different result and (2) has not been offered for sale or lease by the person within the 1-year period immediately preceding the date he is offering the property for sale. Economic Stabilization Regulations, 6 CFR 300.409(a)(1), 37 F.R. 3913 (February 24, 1972). The 1 year requirement of § 300.409(a)(1) is met if the property is substantially different in purpose, function, quality, technology or result in its use from other property sold by the person during the previous 12-month period.

In determining if the show as sold to B is different in quality or result, Company A cannot consider only its sales of the program to Company B. Sales, and especially renewals, to other stations, even though at different prices, must be considered. Because of the previous sales and renewals, the renewal of B's contract cannot be said to be the sale of a product substantially different in quality, function, technology or use. The show has previously been sold as a tried and proven product, albeit not in the same marketing area. See Price Commission Ruling 1972-51, 37 F.R. 3451 (February 16, 1972).

Accordingly, the renewal of B's license is not the sale of new property.

This ruling has been approved by the General Counsel of the Price Commission.

Dated: May 12, 1972.

LEE H. HENKEL, Jr.,
Acting Chief Counsel,
Internal Revenue Service.

Approved: May 12, 1972.

SAMUEL R. PIERCE, Jr.,
General Counsel,
Department of the Treasury.

[FR Doc.72-7445 Filed 5-16-72;8:47 am]

[Price Commission Ruling 1972-173]

RETAILER'S INVENTORY REPRICING

Price Commission Ruling

Facts. Supermarket has the following pricing method. Supermarket's division headquarters prices all items centrally at division headquarters by price group areas for all 114 stores in that geographic division. The division pricing manager gets a daily IBM printout showing inventory in warehouse for each item by cost, items delivered to stores by cost, and the division total, and per store average weekly turnover per item based on daily shipments to stores. Price decisions are made weekly over a 6-week cycle—covering one-sixth of the total item list in sequence each week.

Supermarket makes its price increase decisions based on the amount of cost increase for each item and the allowable CIPM for that item under the Economic Stabilization Regulations. To decide when a price increase should go into effect, the pricing manager refers to the current average turnover for the item to insure that numerically, on a division-wide basis, the old-cost inventory will

have been exhausted prior to the effective date of the increased price.

Issue. May Supermarket continue to use this inventory repricing method and be in compliance with § 300.13 of the regulations?

Ruling. Yes. This is an acceptable method of determining the cost for any particular item sold.

A retailer may use any inventory pricing method which does not result in a maximum selling price for any item which exceeds that price which would result from applying his CIPM determined under 6 CFR 300.13(a), 37 F.R. 2844 (January 8, 1972), to the actual (landed) cost of the merchandise. One acceptable method of calculating the maximum selling price is the use of delayed markup repricing as described in the facts. Price Commission Ruling 1972–139, 37 F.R. 7999 (April 22, 1972). Under such a system a reasonable determination of the date the old inventory is exhausted may be made. It may be assumed that the new higher cost inventory is first offered for sale on that date and the price may then be increased accordingly.

This method of inventory pricing may be used at whatever organizational level of the firm the inventory exhaustion has been customarily determined. In this case that level has been divisionwide. Therefore, when the old-cost inventory has been exhausted divisionwide, prices may be increased at all stores to reflect the increased cost inventory. Some of the stores may still have unsold old-cost inventory. On the other hand, if the exhaustion date is accurate, other stores in the division will have sold increased-cost inventory before the price increase. The overall economic impact will be the same as if each store had been permitted to increase prices on the day its individual stock of old-cost inventory was exhausted.

This ruling has been approved by the General Counsel of the Price Commission.

Dated: May 12, 1972.

LEE H. HENKEL, Jr.,
Acting Chief Counsel,
Internal Revenue Service.

Approved: May 12, 1972.

SAMUEL R. PIERCE, Jr.,
General Counsel,
Department of the Treasury.

[FR Doc.72–7446 Filed 5–16–72;8:47 am]

[Price Commission Ruling 1972–174]

DETERMINING BASE PRICE-"LARGE SIZE" ITEM NOT PREVIOUSLY SOLD

Price Commission Ruling

Facts. X is a retailer who during the base period, sold the 8-oz. size of Brand Mouthwash for 56 cents and the 16-oz. size for 80 cents. It now wishes to introduce the 32-oz. size of Brand Mouthwash.

Issue. Is the new size of Brand Mouthwash a "new product" under 6 CFR 300.409, 37 F.R. 3913 (February 24, 1972)? If not, how is the base price determined?

Ruling. The large size of Brand Mouthwash would not be considered a "new product." Under 6 CFR 300.409(b), a product is considered "new" only if it is:

substantially different from other property or services in purpose, function, quality, or technology, or the use of that property or service must effect a substantially different result. Property or services that differ from other property or services only in appearance, arrangement, or combination is not to be considered new. A change in fashion style, form or packaging is not ordinarily considered to create a new property or service.

Under this definition a change in quantity of the item is not a "new product."

The "base price" of the new quantity offered must therefore be determined by reference to the price charged for a smaller quantity of the item during the base period. If more than one size of the item was sold during the base period, the price charged for the largest size should be used to determine the base price for the new quantity. The price per ounce, pound, quart, etc. of the product which would be a relevant unit of measure common to the various sizes of the item should also be found. This price per unit should then be applied to the new quantity and constitute the base price.

Applying the above rules to the facts given, the base price for the 32-oz. size of Brand Mouthwash would be $1.60. That is, the price per ounce of the largest quantity of Brand sold during the base period is 5 cents per ounce (80¢÷16 oz. =5¢). Applying this factor to the new 32-oz. size results in $1.60 (32 oz.×5¢ =$1.60).

This ruling has been approved by the General Counsel of the Price Commission.

Dated: May 12, 1972.

LEE H. HENKEL, Jr.,
Acting Chief Counsel,
Internal Revenue Service.

Approved: May 12, 1972.

SAMUEL R. PIERCE, Jr.,
General Counsel,
Department of the Treasury.

[FR Doc.72–7447 Filed 5–16–72;8:47 am]

[Price Commission Ruling 1972–175]

SERVICE ORGANIZATION—TAVERN

Price Commission Ruling

Facts. A bar sells cigars, gum, and potato chips in connection with his sale of mixed drinks. These sales account for less than 10 percent of his $150,000 annual sales from his bar.

Issue. Are sales of these items controlled by Economic Stabilization Regulation § 300.13 or § 300.14?

Ruling. The sale of incidental items such as those above to customers in a bar in connection with the sale of mixed drinks or beer is considered to be part of the service provided by the establishment. Therefore, Economic Stabilization Regulation § 300.14, 6 CFR 300.14, 37 F.R. 775 (January 19, 1972) applies.

Where the tavern has a retail package store, or where the sale is made in conjunction with a retail purchase of liquor from a tavern (as opposed to individual drinks at the bar or tables) then the seller is a retailer and Economic Stabilization Regulation § 300.13, 6 CFR 300.13, 37 F.R. 284 (January 8, 1972) applies. See Price Commission Ruling 1972–7, 37 F.R. 762 (January 18, 1972), as a basis for the proposition that one establishment can be both a retailer and a service organization.

This ruling has been approved by the General Counsel of the Price Commission.

Dated: May 12, 1972.

LEE H. HENKEL, Jr.,
Acting Chief Counsel,
Internal Revenue Service.

Approved: May 12, 1972.

SAMUEL R. PIERCE, Jr.,
General Counsel,
Department of the Treasury.

[FR Doc. 72–7448 Filed 5–16–72;8:47 am]

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

NORTHWESTERN BAND OF SHOSHONE INDIANS

Proposed Roll for Distribution of Judgment Funds

MAY 10, 1972.

This notice is published in the exercise of authority delegated by the Secretary of the Interior to the Commissioner of Indian Affairs by 230 DM 2 (32 F.R. 13938).

The Act of December 18, 1971 (85 Stat. 737), authorizes the distribution of funds derived from a judgment awarded the Shoshone Tribe. Section 5(b) of the Act requires that a proposed roll of the Northwestern Band of Shoshone Indians entitled to participate in the distribution of the judgment funds be prepared by the Governing Officers of the Northwestern Band with the assistance of the Secretary of the Interior, within 6 months after the date of enactment of the Act and that the proposed roll be published in the FEDERAL REGISTER.

Notice is hereby given that, pursuant to section 5(b) of the Act, the Governing Officers of the Northwestern Band have prepared the proposed roll set forth below, listing individuals entitled to participate in the distribution of the judgment funds. Any person claiming membership rights in the Northwestern Band of Shoshone Indians, or any interest in said judgment funds, or a representative of the Secretary on behalf of any such person, within 60 days from the date this notice is published in the FEDERAL REGISTER, may file an appeal with the Secretary contesting the inclusion or omission of the name of any person on or from such

proposed roll. The appeal must be in writing addressed to the Secretary of the Interior and mailed to the Area Director, Bureau of Indian Affairs, 1425 Irving Street NE., Portland, OR 97208.

Effective date. This notice shall be effective upon publication in the FEDERAL REGISTER (5–17–72).

JOHN O. CROW,
Deputy Commissioner.

PROPOSED ROLL OF THE (WASHAKIE) NORTHWESTERN BAND OF SHOSHONES AS OF DECEMBER 18, 1971

Roll No.	Surname	First	Middle	Sex	Date of Birth	Degree of Shoshone Indian blood
1	Alex	Lila	I	F	2-19-31	7/8
2	Alex	Lenard	M	M	12-8-49	15/16
3	Alex	Dennis	A	M	2-7-52	15/16
4	Alex	Karen		F	2-20-56	15/16
5	Alex	Kim	Ray	M	1-24-67	15/16
6	Alex	Joe	Lewis	M	11-27-40	4/4
7	Alex	Cheryl		F	1-15-66	1/2
8	Alex	Melvin	E	M	9-28-31	4/4
9	Bird	Glen	G	M	4-27-43	4/4
10	Bird	Ivy	Hootchew	F	9-2-97	4/4
	Blanchard	Eunice	Ray	See roll No. 221.		
11	Boise	Ida	Z	F	4-10-10	4/4
12	Hidalgo	Stacy	Ann	F	8-24-68	1/4
13	Brown	Eliza	J	F	3-22-24	4/4
14	Caruthers	Cora	Lee	F	10-29-50	1/2
15	Caruthers	Cambrian	Terrance	M	3-9-70	1/4
16	Cawley	Bernice	Warner	F	9-27-37	1/4
17	Chatfield	Grace	Irene	F	4-27-25	4/4
18	Chatfield	Randall	D	M	11-21-51	1/2
19	Chatfield	Sharon	L	F	1-29-53	1/2
20	Chatfield	Mark	Ross	M	4-18-50	1/2
21	Chatfield	Sharlene	Grace	F	12-2-68	1/4
22	Chatfield	Stacey	Lynn	F	9-29-71	1/4
23	Charles	Sandra	Velma	F	5-11-46	7/8
24	Charles	Laura	Jane	F	2-26-69	7/16
25	Cleveland	Lana	G	F	2-11-52	1/2
26	Cleveland	Justin		M	6-21-71	1/4
27	Crill	Charlotte		F	11- 8-44	1/2
28	Monson	Loretta	Eunice	F	2-10-64	1/4
29	Crill	Donald	Michel	M	5-19-65	1/4
30	Crill	Marguerette	Ellen	F	11-13-66	1/4
31	Crowsheart	Sean	Paul	M	12- 4-71	1/2
32	Davis	Jennifer	L	F	6-19-44	4/4
33	Davis	Phyllis		F	3-20-66	1/2
34	Davis	Jennifer	Rae	F	2- 2-69	1/2
35	Dixey	Fern		F	8- 4-20	4/4
36	Earley	Judy	Annie	F	4- 4-47	1/2
37	Grundie	Timothy	William	M	4-18-64	1/4
38	Earley	Kathleen		F	5-28-69	1/4
39	Earley	Ronald	Lee	M	5-26-70	1/4
40	Eichenberger	Mary	Aurora	F	2- 9-26	1/4
41	Ellis	Lillian		F	3-15-20	4/4
42	Ellis	Shirley	I	F	4- 6-53	1/2
43	Ellis	Sylvia	L	F	4- 9-55	1/2
44	Ellis	Randy	Dee	M	10- 5-60	1/2
45	Ellis	Jeffrey	Alan	M	6-29-62	1/2
	Farkas	Rochelle	K	See roll No. 186.		
46	Fisher	Sadie		F	2-14-09	4/4
47	Gallegos	Emily	E	F	1-22-28	4/4
48	Gallegos	Tina	L	F	5- 1-62	1/2
49	Gite	Louella	Eagle	F	10-28-21	4/4
50	Gite	Charles	David	M	1-14-54	1/2
51	Gite	Lawrence		M	7- 2-55	1/2
52	Gite	Charlotte	Marie	F	3-14-57	1/2
53	Griswold	Leroy		M	7- 8-24	1/2
54	Gomez	Verna	Ella	F	11-16-33	4/4
	Grundie	Timothy	William	See roll No. 37.		
55	Harvey	Diane	Ruth	F	1-14-49	1/2
56	Harvey	Stephen	Dak	M	8-30-70	1/4
57	Haysuse	Leona		F	10-10-19	4/4
58	Haysuse	Richard	Paul	M	4-26-47	1/2

PROPOSED ROLL OF THE (WASHAKIE) NORTHWESTERN BAND OF SHOSHONES AS OF DECEMBER 18, 1971—Continued

Roll No.	Surname	First	Middle	Sex	Date of Birth	Degree of Shoshone Indian blood
59	Hendricks	Valena	Martha	F	3-25-64	3/4
60	Hernandez	Linda	Lou	F	2-29-40	4/4
61	Neaman	Tina	Lynn	F	12- 4-69	1/2
62	Hernandez	Rafael	Everett	M	6- 5-71	1/2
63	Hess	Melinda		F	7-14-43	1/2
64	Hess	Jeannette		F	8-29-62	1/4
65	Hess	LaMont		M	9-11-65	1/4
	Hidalgo	Stacy	Ann	See roll No. 12.		
66	Hootchew	Andy	Elmer	M	1- 6-14	1/4
67	LaClair	Roland		M	10-19-44	1/2
68	Lingle	Leon	Charles	M	2-13-46	1/2
69	Martinez	Barbara	May	F	5-25-44	1/2
70	Martinez	Joseph	Robert	M	12-29-63	1/4
71	Martinez	Mikel	Anthony	M	1-12-65	1/4
72	Martinez	Ronald	Louis	M	10- 4-66	1/4
73	Martinez	Emily	Z	F	7-4-98	4/4
74	Martinez	Joan	L	F	12-25-11	4/4
75	Martinez	Louis	Junior	M	8-21-46	1/2
76	Martinez	Patricia	Joan	F	6- 3-52	1/2
77	Martinez	James		M	5-29-54	1/2
78	Martinez	Susan	R	F	5-18-50	1/2
79	Martinez	Arthur	Ray	M	6-15-68	1/4
80	Martinez	Juanita	Ann	F	4-22-70	1/4
81	McKean	Elnathan	M	M	5-12-43	1/2
	Monson	Loretta	Eunice	See roll No. 28.		
	Myers	Joseph	F	See roll No. 218.		
	Myers	Shirreal	(Bud)	See roll No. 222.		
	Myers	Jack	B	See roll No. 223.		
82	Moemberg	Tracy		M	8- 1-18	4/4
83	Neaman	Carolyn	K	F	3- 1-48	4/4
84	Neaman	Jerry	H	M	5-12-67	1/2
85	Neaman	Arron	K	M	9-15-69	1/2
86	Neaman	Dessie	K	F	12- 1-52	4/4
87	Neaman	Eleanor	J	F	3-10-27	4/4
88	Hardin	Enid	Neaman	F	9-18-44	4/4
89	Neaman	Colleen	C	F	7-10-71	1/2
90	Neaman	Everett		M	10-30-13	4/4
91	Neaman	Ronald	D	M	11-18-51	4/4
92	Neaman	Clayton	Ivan	M	11-24-56	4/4
93	Neaman	Cindy		F	11- 8-57	4/4
94	Neaman	Foster		M	9-10-01	4/4
95	Neaman	Jim	John Jr	M	7- 8-31	4/4
96	Neaman	Kenneth	L	M	6-30-37	4/4
97	Neaman	Shonna	D	F	12-18-59	1/4
98	Neaman	Robyn	K	F	3-29-65	1/2
99	Neaman	Larry	L	M	8-29-49	4/2
100	Neaman	Shane	L	M	8-27-70	1/2
101	Neaman	Ronnie	R	M	12-10-71	1/2
102	Neaman	Lee	A	M	3-15-25	4/4
	Neaman	Shannon	L	See roll No. 187.		
	Neaman	Tina	Lynn	See roll No. 61.		
103	Neria	Rose		F	7-23-27	1/4
104	Nuzzolo	Ivy	V	F	1-12-19	4/4
105	Nuzzolo	Michael		M	10-30-48	1/2
106	Nuzzolo	Patricia		F	3-13-54	1/2
107	Nuzzolo	Joseph	A	M	5- 1-51	1/2
108	Nuzzolo	Aaron	J	M	3-26-71	1/4
109	Ottogary	Chester		M	08	4/4
110	Ottogary	Clyde	S	M	12-23-29	4/4
111	Ottogary	Diane		F	12-29-62	1/2
112	Ottogary	Kelton		M	7-30-65	1/2
113	Pabawena	Ben	B	M	10- 5-26	4/4
114	Pabawena	Coleen	E	F	7- 3-49	1/2
115	Pabawena	Bessie		F	4-15-79	4/4
116	Pabawena	Nellie		F	82	4/4
117	Pacheco	Geneva	A	F	10-29-25	4/4
118	Pacheco	Merlin	A	M	10-26-57	1/2
119	Pacheco	Terry	R	M	10- 8-66	1/2

PROPOSED ROLL OF THE (WASHAKIE) NORTHWESTERN BAND OF SHOSHONES AS OF DECEMBER 18, 1971—Continued

Roll No.	Surname	First	Middle	Sex	Date of Birth	Degree of Shoshone Indian blood
120	Pacheco	Marjorie		F	10- 6-15	4/4
121	Pacheco	Rios	Alex	M	5-10-54	1/2
122	Pacheco	Robert	S.	M	12-20-46	1/2
123	Pacheco	Robert	T.	M	9-25-67	1/4
124	Pacheco	Tommy	R.	M	6- 6-50	1/2
125	Parry	Bruce	G.	M	9-18-39	1/2
126	Parry	Darren	B.	M	3- 2-60	1/4
127	Parry	Kelly	D.	F	3- 4-62	1/4
128	Parry	Cheryl		F	1-20-63	1/4
129	Parry	Jeffery	B.	M	9-13-66	1/4
130	Parry	Mae	O.	F	5-15-19	4/4
131	Parry	Brian		M	12-10-45	1/2
132	Parry	Janet		F	2- 5-47	1/2
133	Parry	Ann		F	3-21-50	1/2
134	Perdash	Devere		M	4- 4-30	4/4
135	Perdash	Devere	W.	M	10- 9-69	1/2
136	Perdash	Jessie		F	96	4/4
137	Perdash	Juanita		F	6-26-03	4/4
138	Perdash	Steve		M	3-23-23	4/4
139	Perdash	Steve	Jr.	M	10- 8-52	7/8
140	Perdash	John	W.	M	9-30-54	7/8
141	Perdash	Betty		F	2-27-59	7/8
142	Perdue	Beverly	A.	F	1-12-51	1/2
143	Perry	Sharon	E.	F	1-19-52	1/4
144	Pevo	Elaine		F	1-16-39	4/4
145	Pevo	Delphinia	J.	F	9-27-57	4/4
146	Peyope	Evans		M	11	4/4
147	Peyope	Zelda		F	12- 7-37	4/4
148	Pubigee	Alfred		M	1-11-28	4/4
149	Pubigee	Asel		M	10-19-35	4/4
150	Pubigee	Leon		M	7- 6-56	4/4
151	Pubigee	Bolinte		M	7-12-58	4/4
152	Pubigee	Boyd		M	5-23-40	4/4
153	Pubigee	Aaron	D.	M	6-11-70	4/4
154	Pubigee	Spencer	E.	M	7-15-69	4/4
155	Pubigee	Elias		M	3-13-00	4/4
156	Pubigee	Alice		F	10	3/4
157	Pubigee	Erven	Andrew	M	26	4/4
158	Pubigee	James		M	8-11-41	4/4
159	Pubigee	Leland	C.	M	9-24-30	4/4
160	Pubigee	Maurine		F	10-24-25	4/4
161	Pubigee	Selma	P.	F	9-12-29	4/4
162	Pubigee	Stanley		M	10-24-32	4/4
163	Pubigee	Dena	R.	F	11- 1-55	4/4
164	Pubigee	Annette	D.	F	11- 9-58	4/4
165	Pubigee	Debbie	J.	F	7-19-65	4/4
166	Pubigee	Stanley	D.	M	8-24-61	4/4
167	Roberts	Lana	L.	F	4-13-40	4/4
168	Roberts	Ann	Marie	F	7-10-62	1/2
169	Roberts	Karen	K.	F	5- 3-65	1/2
	Regla	Louis	G.	See Roll No. 174.		
	Regla	Pete	Anthony	See Roll No. 175.		
170	Schramm	Elva		F	5-22-32	4/4
171	Schramm	Lisa	E.	F	10-23-67	1/2
172	Yellowjohn	Carletta	O.	F	6- 5-54	7/8
174	Regla	Louis	Gregory	M	6-12-30	1/4
175	Regla	Pete	Anthony	M	12-13-32	1/4
	Schramm	Elva		See Roll No. 170.		
	Schramm	Lisa	E.	See Roll No. 171.		
	Schlarman	Sara		See Roll No. 219.		
	Schlarman	Ellis		See Roll No. 220.		
176	Smiley	Vella	Mae	F	2-11-41	4/4
177	Smiley	Geneva	Ann	F	9-19-58	1/2
178	Smiley	Lola	Ann	F	10-18-59	1/2
179	Smiley	Jerry	Lee	M	10-17-60	1/2
180	Smiley	Louise	Ann	F	10-14-61	1/2
181	Smiley	Zelda	Ann	F	7-15-64	1/2
182	Smiley	Lisia	Ann	F	8-11-66	1/2
183	Snow	Jean	Parry	F	2- 5-47	1/2
184	Snow	Thomas	Brady	M	8-14-70	1/4
185	Taylor	Darlene	N.	F	8-26-37	4/4
186	Farkas	Rochelle	K.	F	8- 8-63	1/2

PROPOSED ROLL OF THE (WASHAKIE) NORTHWESTERN BAND OF SHOSHONES AS OF DECEMBER 18, 1971—Continued

Roll No.	Surname	First	Middle	Sex	Date of Birth	Degree of Shoshone Indian blood
187	Neaman	Shannon	L.	M	11- 6-66	1/2
188	Tesheep	Elmer		M	10- 7-30	4/4
189	Timbimboo	Frank	L.	M	1-16-22	4/4
190	Timbimboo	Helen	P.	F	8- 5-28	4/4
191	Timbimboo	Patty	G.	F	11-20-51	4/4
192	Timbimboo	Blaine	F.	M	7-22-53	4/4
193	Timbimboo	Debbie	C.	F	5-31-55	4/4
194	Timbimboo	Byron		M	10-26-56	4/4
195	Timbimboo	Gwen	S.	F	12-29-50	4/4
196	Timbimboo	Heidi	P.	F	11-14-69	1/2
197	Timbimboo	Moroni		M	8- 1-88	4/4
198	Timbimboo	Amy	H.	F	11- 9-93	4/4
199	Valdez	Gloria	P.	F	8- 4-44	7/8
200	Valdez	Gloria	T.	F	7- 9-62	7/16
201	Valdez	Roberta	D.	F	11-22-64	7/16
202	Valdez	Adriana	B.	F	7- 3-70	7/16
203	Warner	Ernest	W.	M	5-12-20	1/4
204	Warner	Frank	Jr.	M	6-21-39	1/4
205	Warner	Niel		M	4-30-42	1/4
206	Weeks	Sylvia		F	4- 5-99	4/4
207	Wongan	Ivan	A.	M	8- 3-39	3/4
208	Woonsook	Gary		M	3-15-43	4/4
209	Woonsook	Wendell	N.	M	1- 9-30	4/4
210	Worley	George	E.	M	5-22-48	1/2
211	Worley	Kim		F	4- 1-67	1/4
212	Worley	Shan		F	11-27-70	1/4
	Yellowjohn	Carletta	O.	See roll No. 172.		
213	Yupe	Esther	P.	F	2-22-26	4/4
214	Zundel	John		M	6-14-47	1/2
215	Zundel	Wendy	Ann	F	11-25-68	1/4
216	Zundel	Wallace	S.	M	6-25-13	4/4
217	Zundel	Hazel	E.	F	1-31-14	4/4
218	Myers	Joseph	F.	M	5- 6-08	1/4
219	Schlarman	Sara Alice		F	11-18-14	1/4
220	Schlarman	Ellis		F	12-14-19	1/4
221	Blanchard	Eunice	Rae	F	2-26-27	1/4
222	Myers	Shirreal	(Bud)	M	10- 6-29	1/4
223	Myers	Jack	B.	M	10-31-32	1/4

Number 173 not used.
Total number of enrollees: 222.

[FR Doc.72-7342 Filed 5-16-72;8:45 am]

Bureau of Land Management

[Notice 39]

ALASKA

Notice of Filing of Protraction Diagram, Anchorage Land District

1. Notice is hereby given that effective with this publication, the following protraction diagrams are officially filed of record, for information only, in the Anchorage Land Office, 555 Cordova Street, Anchorage, AK. In accordance with 43 CFR 3101.1-4, these protractions will become the basic record for the description of oil and gas lease offers, State Selection applications under 43 CFR Part 2627, and other authorized uses filed at or subsequent to 10 a.m., on June 30, 1972.

ALASKA PROTRACTION DIAGRAM (UNSURVEYED)
APPROVED APRIL 19, 1972

SEWARD MERIDIAN

S31-1	Ts. 68-71 S.	Rs. 109-112 W.
S31-2	Ts. 69-72 S.	Rs. 113-116 W.
S31-3	Ts. 71-72 S.	Rs. 117-121 W.
S31-4	Ts. 73-76 S.	Rs. 117-120 W.
S31-5	Ts. 73-75 S.	Rs. 114-116 W.
S32-1	Ts. 81-84 S.	Rs. 132-136 W.
S32-2	Ts. 83-85 S.	Rs. 137-140 W.
S33-1	Ts. 34-42 S.	Rs. 129-132 W.
S34-1	Ts. 89-92 S.	Rs. 174-179 W.
S34-2	Ts. 93-94 S.	Rs. 177-180 W.
S34-3	Ts. 93-94 S.	Rs. 174-176 W.

2. Copies of this diagram are for sale at two dollars ($2) per sheet by the Anchorage Land Office, Bureau of Land Management, mailing address: 555 Cordova Street, Anchorage, AK 99501.

CLARK R. NOBLE,
Land Office Manager.

[FR Doc.72-7456 Filed 5-16-72;8:52 am]

— —

[Montana 21218]

MONTANA

Notice of Proposed Withdrawal and Reservation of Lands

MAY 9, 1972.

The Forest Service, U.S. Department of Agriculture, has filed application M 21218 for the withdrawal of national forest lands described below from mineral location and entry under the mining laws but not from leasing under the mineral leasing laws, subject to existing valid claims.

The applicant desires the land for the development of a recreation area in the Lolo National Forest, Mont.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 316 North 26th Street, Billings, MT 59101.

The Department's regulation (43 CFR 2351.4(c)) provides that the authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for the purpose other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

The authorized officer will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the applicant agency.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

If circumstances warrant, a public hearing will be held at a convenient time and place, which will be announced.

The lands involved in the application are:

PRINCIPAL MERIDIAN, MONTANA

LOLO NATIONAL FOREST

Blue Slide Campground

T. 23 N., R. 30 W., Sec. 27, Lots 5 and 6, SW¼ and W½SE¼.

All those parts of the above subdivisions which lie northwesterly of the Northern Pacific Railway right of way and southwesterly of the following described line:

Beginning at a point on the west line of Section 27 lying N. 0°13' W. 3,446.1 feet from the southwest corner of said Section 27; thence S. 56°33' E. 250.6 feet; thence S. 78°10' E. 191.0 feet; thence S. 87°36' E. 116.7 feet; thence N. 79°38' E. 193.8 feet; thence S. 83°09' E. 283.0 feet; thence N. 73°43' E. 151.7 feet; thence N. 73°43' E. 147.9 feet; thence S. 75°13' E. 263.1 feet; thence S. 68°51' E. 197.8 feet; thence S. 39°10' E. 548.3 feet; thence S. 35°37' E. 488.1 feet; thence S. 51°26' E. 469.6 feet; thence S. 46°50' E. 208.7 feet; thence S. 35°26' E. 216.7 feet; thence S. 11°37' E. 199.9 feet; thence S. 0°08' E. 711.2 feet; thence S. 3°43' E. 361.0 feet; thence S. 19°58' E. 550.3 feet to a point on the south line of said Section 27 lying N. 89°36' E. 577.3 feet from the south quarter corner of said Section 27.

The areas described aggregate 122.6 acres in Sanders County, Montana.

ROLAND F. LEE,
Chief, Branch of Lands and Minerals Operations.

[FR Doc.72-7469 Filed 5-16-72;8:49 am]

Office of the Secretary

[INT FES 72-10]

HUNTINGTON CANYON GENERATING STATION AND TRANSMISSION LINE

Notice of Availability of Final Environmental Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, the Department of Interior has prepared a final environmental statement for the Huntington Canyon Generating Station and Transmission Line. The first unit of this generating station is under construction by Utah Power & Light Co. in Emery County, Utah. A 345-kv. transmission line connecting the station with the Four Corners area and with a substation at Camp Williams near Salt Lake City, Utah, was completed as a part of the company's system in June 1971.

Copies are available for inspection at the following locations:

Office of Communications, Room 7220, Department of the Interior, Washington, D.C. 20240, Telephone (202) 343-9247.

Office of Ecology, Room 7620, Bureau of Reclamation, Department of the Interior, Washington, D.C. 20240, Telephone (202) 343-4991.

Division of Engineering Support, Technical Services Branch, E&R Center, Denver Federal Center, Denver, Colo. 80225, Telephone (303) 234-3007.

Office of the Regional Director, Bureau of Reclamation, Department of the Interior, Post Office Box 11568, Salt Lake City, Utah 84111, Telephone (801) 524-5540.

Forest Service, Department of Agriculture, Federal Building, Ogden, Utah 84401, Telephone (801) 399-6201.

Federal Highway Administration, Department of Transportation, Federal Building, Salt Lake City, Utah 84111, Telephone (801) 524-5141.

Bureau of Land Management, Department of the Interior, Federal Building, Salt Lake City, Utah 84111, Telephone (801) 524-5340.

Bureau of Sport Fisheries and Wildlife, Department of the Interior, Federal Building, Salt Lake City, Utah 84111, Telephone (801) 524-5637.

Single copies of the draft statement may be obtained on request to the Commissioner of Reclamation or the Regional Director. In addition, copies may be purchased from the National Technical Information Service, Department of Commerce, Springfield, Va. 22151. Please refer to the statement number above.

Dated: May 10, 1972.

WILLIAM W. LYONS,
Deputy Assistant Secretary of the Interior.

[FR Doc.72-7431 Filed 5-16-72;8:46 am]

— —

[DES 72-58]

PROPOSED CANYON LAKES PROJECT, LUBBOCK, TEX.

Notice of Availability of Draft Environmental Statement

Pursuant to section 102(2)(c) of the National Environmental Policy Act, the Bureau of Outdoor Recreation has prepared a draft environmental statement for the proposed Canyon Lakes Project, Lubbock, Tex. The environmental statement considers the probable impact of acquiring approximately 350 acres of land and construction of a series of six earthfill dams to form recreation lakes. A greenbelt/recreation area will result by utilizing other federally assisted acquisitions, city-owned land and State park property.

Copies are available for inspection at the following locations:

Office of Communications, Room 7200, Department of the Interior, Washington, D.C. 20240, Telephone: (202) 343-4662.

Division of Information, Bureau of Outdoor Recreation, Room 4129, Department of the Interior, Washington, D.C. 20240, Telephone: (202) 343-5726.

Office of Regional Director, Bureau of Outdoor Recreation, Post Office Box 25387, Building 41, Denver Federal Center, Denver, Colo. 80225, Telephone: (303) 234-2634.

State Clearinghouse, Division of Planning Coordination, Office of the Governor, Drawer P, Capitol Station, Austin, Tex. 78711.

Metropolitan Clearinghouse, South Plains Association of Governments, 514 Lubbock National Bank Building, Lubbock, Tex. 79401.

Copies may be obtained by writing the National Technical Information Service, Department of Commerce, Springfield, Va. 22151, and enclosing $3. Please refer to the statement number above.

Dated: May 8, 1972.

W. W. LYONS,
Deputy Assistant Secretary of the Interior.

[FR Doc.72-7464 Filed 5-16-72;8:49 am]

DEPARTMENT OF AGRICULTURE

Rural Electrification Administration

COLORADO-UTE ELECTRIC ASSOCIATION, INC.

Draft Environmental Statement

Notice is hereby given that the Rural Electrification Administration has prepared a Draft Environmental Statement in accordance with section 102(2)(C) of the National Environmental Policy Act of 1969, in connection with a loan to Colorado-Ute Electric Association, Inc., Post Office Box 1149, Montrose, CO 81401. This loan includes financing for approximately thirty-three (33) miles of 115-kv. transmission line between Blue Mesa and Lake City, both in Colorado, an addition to the Blue Mesa terminal of the Bureau of Reclamation and a new substation at Lake City.

Additional information may be secured on request, submitted to Mr. James N. Myers, Assistant Administrator—Electric, Rural Electrification Administration, U.S. Department of Agriculture, Washington, D.C. 20250. Comments are particularly invited from State and local agencies which are authorized to develop and enforce environmental standards, and from Federal agencies having jurisdiction by law or special expertise with respect to any environmental impact involved from which comments have not been requested specifically.

Copies of the REA Draft Environmental Statement have been sent to various Federal, State, and local agencies, as outlined in the Council on Environmental Quality Guidelines. The Draft Environmental Statement may be examined during regular business hours at the offices of REA in the South Agriculture Building, 12th Street and Independence Avenue SW., Washington, DC, Room 4322, or at the borrower address indicated above.

Comments concerning the environmental impact of the construction proposed should be addressed to Mr. Myers at the address given above. Comments must be received within thirty (30) days of the date of publication of this notice to be considered in connection with the proposed action.

Final REA action with respect to this matter (including any release of funds) will be taken only after REA has reached satisfactory conclusions with respect to its environmental effects and after procedural requirements set forth in the National Environmental Policy Act of 1969 have been met.

Dated at Washington, D.C., this 12th day of May 1972.

DAVID A. HAMIL,
Administrator,
Rural Electrification Administration.

[FR Doc.72-7452 Filed 5-16-72;8:47 am]

EAST KENTUCKY RURAL ELECTRIC COOPERATIVE CORP.

Draft Environmental Statement

Notice is hereby given that the Rural Electrification Administration has prepared a Draft Environmental Statement in accordance with section 102(2)(C) of the National Environmental Policy Act of 1969, in connection with loan applications for approximately $37,500,000 requested by 16 of the East Kentucky Rural Electric Cooperative Corp.'s member distribution borrowers. The applications are for the partial financing of a 300-mw. steam generating plant at Maysville, Ky., and approximately 110 miles of 138-kv. transmission line.

Additional information may be secured on request, submitted to Mr. James N. Myers, Assistant Administrator—Electric, Rural Electrification Administration, U.S. Department of Agriculture, Washington, D.C. 20250. Comments are particularly invited from State and local agencies which are authorized to develop and enforce environmental standards, and from Federal agencies having jurisdiction by law or special expertise with respect to any environmental impact involved from which comments have not been requested specifically.

Copies of the REA Draft Environmental Statement have been sent to various Federal, State, and local agencies, as outlined in the Council on Environmental Quality Guidelines. The Draft Environmental Statement may be examined during regular business hours at the offices of REA in the South Agriculture Building, 12th Street and Independence Avenue SW., Washington, DC, Room 4322, or at the borrower address indicated above.

Comments concerning the environmental impact of the construction proposed should be addressed to Mr. Myers at the address given above. Comments must be received within thirty (30) days of the date of publication of this notice to be considered in connection with the proposed action.

Final REA action with respect to this matter (including any release of funds) will be taken only after REA has reached satisfactory conclusions with respect to its environmental effects and after procedural requirements set forth in the National Environmental Policy Act of 1969 have been met.

Dated at Washington, D.C., this 12th day of May 1972.

DAVID A. HAMIL,
Administrator,
Rural Electrification Administration.

[FR Doc.72-7453 Filed 5-16-72;8:47 am]

DEPARTMENT OF COMMERCE

Maritime Administration

[Docket No. S-282]

SEA SERVICE TANKERS, INC.

Notice of Application

Notice is hereby given that Sea Service Tankers, Inc., has filed an application for operating-differential subsidy on four (4) proposed new tankers of 35,000 deadweight tons each to be operated in the carriage of crude petroleum and/or petroleum products in worldwide service in the foreign commerce of the United States.

Any person, firm or corporation having any interest in such application and desiring a hearing on issues pertinent to section 605(c) of the Merchant Marine Act, 1936, as amended, 46 U.S.C. 1175, should, by the close of business on May 26, 1972, notify the Secretary, Maritime Subsidy Board in writing in triplicate, and file petition for leave to intervene in accordance with the rules of practice and procedure of the Maritime Subsidy Board.

In the event a section 605(c) hearing is ordered to be held, the purpose thereof will be to receive evidence relevant to (1) whether the application is one with respect to vessels to be operated in an essential service, served by citizens of the United States which would be in addition to the existing service, or services, and if so, whether the service already provided by vessels of U.S. registry in such essential service is inadequate, and (2) whether in the accomplishment of the purposes and policy of the Act additional vessels should be operated thereon.

If no request for hearing and petition for leave to intervene filed within the the specified time, or if the Maritime Subsidy Board determines that petitions for leave to intervene filed within the specified time do not demonstrate sufficient interest to warrant a hearing, the Maritime Subsidy Board will take such action as may be deemed appropriate.

Dated: May 16, 1972.

By order of the Maritime Subsidy Board.

JAMES S. DAWSON, Jr.,
Secretary.

[FR Doc.72-7587 Filed 5-16-72;9:45 am]

National Oceanic and Atmospheric Administration

[Docket No. S-578]

LESTER P. BRAY

Amendment to Notice of Loan Application

MAY 10, 1972.

Lester P. Bray, 107 Chenault Avenue, Hoquiam WA 98550, has applied for a loan from the Fisheries Loan Fund to aid in financing the purchase of a used fiber glass vessel, about 40 feet in length, to engage in the fishery for salmon, bottomfish, tuna, and Dungeness crab off the coasts of Washington, Oregon, California, and Alaska.

Notice is hereby given, pursuant to the provisions of 16 U.S.C. 742c, Fisheries Loan Fund Procedures (50 CFR Part 250, as revised), and Reorganization Plan No. 4 of 1970, that the above-entitled application is being considered by the National Marine Fisheries Service, National Oceanic and Atmospheric Administration, Department of Commerce, Interior Building, Washington, D.C. 20235. Any person desiring to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operators already operating in that fishery must

submit such evidence in writing to the Director, National Marine Fisheries Service, within 30 days from the date of publication of this notice. If such evidence is received it will be evaluated along with such other evidence as may be available before making a determination that the contemplated operation of the vessel will or will not cause such economic hardship or injury.

ROBERT W. SCHONING,
Acting Director.

[FR Doc.72-7429 Filed 5-16-72;8:45 am]

[Docket No. C-363]

GEORGE M. OLSON AND JOHNNIE SUE OLSON

Notice of Loan Application

MAY 10, 1972.

George M. Olson and Johnnie Sue Olson, General Delivery, Moss Landing, Calif. 95039, have applied for a loan from the Fisheries Loan Fund to aid in financing the purchase and equipping of a new steel vessel, about 45 feet in length, to engage in the fishery for salmon, tuna, bottomfish, and Dungeness crab off the coasts of California, Oregon, Washington, and Mexico.

Notice is hereby given, pursuant to the provisions of 16 U.S.C. 742c, Fisheries Loan Fund Procedures (50 CFR Part 250, as revised), and Reorganization Plan No. 4 of 1970, that the above-entitled application is being considered by the National Marine Fisheries Service, National Oceanic and Atmospheric Administration, Department of Commerce, Interior Building, Washington, D.C. 20235. Any person desiring to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operators already operating in that fishery must submit such evidence in writing to the Director, National Marine Fisheries Service, within 30 days from the date of publication of this notice. If such evidence is received it will be evaluated along with such other evidence as may be available before making a determination that the contemplated operation of the vessel will or will not cause such economic hardship or injury.

ROBERT W. SCHONING,
Acting Director.

[FR Doc.72-7428 Filed 5-16-72;8:45 am]

[Docket No. C-360]

VITO POMILIA AND VICTOR G. POMILIA

Notice of Loan Application

MAY 10, 1972.

Vito Pomilia and Victor G. Pomilia, 83 Wakefield Avenue, Daly City, CA 94015, have applied for a loan from the Fisheries Loan Fund to aid in financing the purchase of a new steel vessel, about 58 feet in length, to engage in the fishery for salmon, albacore, Dungeness crab, and sablefish.

Notice is hereby given, pursuant to the provisions of 16 U.S.C. 742c, Fisheries Loan Fund Procedures (50 CFR Part 250, as revised), and Reorganization Plan No. 4 of 1970, that the above-entitled application is being considered by the National Marine Fisheries Service, National Oceanic and Atmospheric Administration, Department of Commerce, Interior Building, Washington, D.C. 20235. Any person desiring to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operators already operating in that fishery must submit such evidence in writing to the Director, National Marine Fisheries Service, within 30 days from the date of publication of this notice. If such evidence is received it will be evaluated along with such other evidence as may be available before making a determination that the contemplated operation of the vessel will or will not cause such economic hardship or injury.

ROBERT W. SCHONING,
Acting Director.

[FR Doc.72-7430 Filed 5-16-72;8:45 am]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[Docket No. FDC-D-470; NADA 65-099]

UPJOHN CO.

Albaplex; Notice of Opportunity for Hearing

In an announcement in the FEDERAL REGISTER of August 12, 1970 (35 F.R. 12791, DESI 107NV), the Commissioner of Food and Drugs announced the conclusions of the Food and Drug Administration following evaluation of a report received from the National Academy of Sciences-National Research Council, Drug Efficacy Study Group, on Albaplex, NADA (new animal drug application) No. 65-099. The announcement invited the holder of said NADA, The Upjohn Co., Kalamazoo, Mich. 49001, and any other interested persons to submit pertinent data on the drug's effectiveness.

Adequate data were not received in response to the announcement and available information fails to provide substantial evidence that this drug will have the effect it purports to have when administered in accordance with the conditions of use prescribed, recommended, or suggested in its labeling.

Therefore, notice is given to The Upjohn Co., and to any other interested persons who may be adversely affected, that the Commissioner proposes to issue an order under the provisions of section 512 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 360b) withdrawing approval of NADA No. 65-099, including all amendments and supplements thereto.

In accordance with the provisions of section 512 of the act (21 U.S.C. 360b), the Commissioner will give the applicant and any other interested person who would be adversely affected by an order withdrawing such approval, an opportunity for a hearing at which time such persons may produce evidence and arguments to show why approval of NADA No. 65-099 should not be withdrawn. Promulgation of the order will cause any drug similar in composition to the above cited drug product and recommended for similar conditions of use to be a new animal drug for which an approved new animal drug application is not in effect. Any such drug then on the market will be subject to appropriate regulatory action.

Within 30 days after publication hereof in the FEDERAL REGISTER, such persons are required to file with the Hearing Clerk, Department of Health, Education, and Welfare, Office of the General Counsel, Room 6-88, 5600 Fishers Lane, Rockville, Md. 20852, a written appearance electing whether:

1. To avail themselves of the opportunity for a hearing; or
2. Not to avail themselves of the opportunity for a hearing.

If such persons elect not to avail themselves of the opportunity for a hearing, the Commissioner, without further notice, will enter a final order withdrawing approval of the new animal drug application.

Failure of such persons to file a written appearance of election within said 30 days will be construed as an election by such persons not to avail themselves of the opportunity for a hearing.

The hearing contemplated by this notice will be open to the public except that any portion of the hearing that concerns a method or process which the Commissioner finds is entitled to protection as a trade secret will not be open to the public, unless the respondent specifies otherwise in his appearance.

If such persons elect to avail themselves of the opportunity for a hearing, they must file a written appearance requesting the hearing and giving the reasons why approval of the new animal drug application should not be withdrawn together with a well-organized and full-factual analysis of the clinical and other investigational data they are prepared to prove in support of their opposition to the grounds for this notice. A request for a hearing may not rest upon mere allegations or denials, but must set forth specific facts showing that there is a genuine and substantial issue of fact that requires a hearing. When it clearly appears from the data in the application and from the reasons and factual analysis in the request for the hearing that there is no genuine and substantial issue of fact which precludes the withdrawal of approval of the application, the Commissioner will enter an order stating his findings and conclusions on such data. If a hearing is requested and is justified by the response to this notice, the issues will be defined, a hearing examiner will be named, and he shall issue a written notice of the time and place at which the hearing will commence.

Responses to this notice will be available for public inspection in the Office of the Hearing Clerk (address given above), during regular business hours, Monday through Friday.

This notice is issued pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 512, 82 Stat. 343–51; 21 U.S.C. 360b) and under authority delegated to the Commissioner (21 CFR 2.120).

Dated: May 8, 1972.

SAM D. FINE,
Associate Commissioner for Compliance.

[FR Doc.72-7438 Filed 5-16-72;8:46 am]

[Docket No. FDC-D-391; NADA 38-293V]

UPJOHN CO.

Lincocin Forte; Withdrawal of Approval of New Animal Drug Application

A notice of opportunity for a hearing was published in the FEDERAL REGISTER of November 11, 1971 (36 F.R. 21614), proposing to withdraw approval of NADA (new animal drug application) No. 38-293V, with respect to Lincocin Forte, an udder infusion product for the treatment of bovine mastitis. The drug is marketed by The Upjohn Co., Kalamazoo, Mich. 49001. The notice set forth the conclusion of the Commissioner of Food and Drugs that said drug had not been shown to be safe under the conditions of use upon the basis of which the application was approved. Information available, to the Commissioner had established that residues of neomycin exceeding the tolerance of 0.15 part per million (negligible residue provided by 21 CFR 135g.25) were present in milk taken from animals in which the drug had been used as labeled. Persons who would be adversely affected by the proposed order were allowed 30 days to file with the Hearing Clerk, Department of Health, Education, and Welfare, a written appearance electing whether:

1. To avail themselves of the opportunity for a hearing; or

2. Not to avail themselves of the opportunity for a hearing.

No request for a hearing was filed with the Hearing Clerk. However, in response to said notice, The Upjohn Co. submitted to the Food and Drug Administration, Bureau of Veterinary Medicine, results from two additional milk-out trials and a reevaluation of one trial that had been submitted previously. In all three trials, the drug had been administered by three consecutive intramammary infusions to each of the four quarters of each lactating cow. Data derived from the two additional studies, when pooled with that derived from the previously submitted study, failed to establish the absence of residues of neomycin in excess of the established tolerance following the 60-hour withdrawal period originally specified on the labeling. A statistical evaluation of these data by the firm showed that a withdrawal period of at least 96 hours would be required to assure (with a 95 percent degree of confidence) that there would be no residues of neomycin in excess of the established tolerance in milk taken from treated cows under the labeled conditions of use.

When the data from these three trials by The Upjohn Co. were taken together and statistically pooled with that from two trials conducted by the Food and Drug Administration, a 120-hour withdrawal period was indicated to assure (with a 95 percent degree of confidence) that there would be no residues of neomycin in excess of the established tolerance in milk taken from treated cows under the labeled conditions of use.

On the basis of the foregoing, the Commissioner concludes that approval of said new animal drug application should be withdrawn. Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 512, 82 Stat. 343–51; 21 U.S.C. 360b) and under authority delegated to the Commissioner (21 CFR 2.120), approval of NADA No. 38-293V, including all amendments and supplements thereto, is withdrawn effective on the date of publication of this document.

Dated: May 8, 1972.

SAM D. FINE,
Associate Commissioner for Compliance.

[FR Doc.72-7433 Filed 5-16-72;8:46 am]

Office of the Secretary

OFFICE OF MINORITY BUSINESS ASSISTANCE

Statement of Organization, Functions, and Delegations of Authority

Part 1 of the Statement of Organization, Functions, and Delegations of Authority for the Department of Health, Education, and Welfare, Office of the Secretary, is amended to add a new chapter 1U011002, Office of Minority Business Assistance. The new chapter reads as follows:

SECTION 1U011002.00 *Mission.* The Office of Minority Business Assistance, under the general direction of the Assistant Secretary for Administration and Management, has responsibility for management of the Department's Minority Business Assistance Program and has overall Departmental accountability for the success of the program.

SEC. 1U011002.10 *Organization.* The Office of Minority Business Assistance consists of a staff headed by a Director who reports to the Deputy Assistant Secretary for Administration.

SEC. 1U011002.20 *Functions.* The Office of Minority Business Assistance performs an advocate role for all Departmental affairs involving assistance to minority business enterprises. As part of this role, the Office:

A. Plans, establishes and promulgates Departmentwide policy for the Department's Minority Business Assistance programs.

B. Serves as Department monitor for all matters concerning the placement of contracts by Department Contracting Officers with the Small Business Administration under section 8 (a) of the Small Business Act.

C. Seeks to encourage the awarding of contracts to qualified minority businesses both under provisions of section 8(a) of the Small Business Act, and under the provisions of Federal and Departmental Procurement Regulations.

D. Encourages qualified minority nonprofit institutions to apply for applicable DHEW grants and loans.

E. Assists in carrying out the Department's commitment to increase deposits in minority-owned banks of funds which are directly or indirectly under the Department's control or influence.

F. Has overall responsibility for the establishment of minority-owned concessions in DHEW-managed facilities.

G. Evaluates reports and otherwise monitors agency progress toward accomplishment of minority business assistance goals.

H. Maintains continuous communication with the minority business community and facilities interface with DHEW program resources.

I. Represents the Department in Federal, State and locally sponsored conferences, seminars and forums on minority enterprise program matters.

J. Assists and monitors DHEW line authorities with program responsibility for contracts, grants, and similar funding activities which impact on the minority business community.

K. Plans and administers a program for providing current information on all minority business activities of the Department.

Dated: May 10, 1972.

STEVEN D. KOHLERT,
Deputy Assistant Secretary for Management.

[FR Doc.72-7463 Filed 5-16-72;8:49 am]

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 72-86N]

EQUIPMENT, CONSTRUCTION, AND MATERIALS

Approval Notice

1. Certain laws and regulations (46 CFR Ch. I) require that various items of lifesaving, firefighting and miscellaneous equipment, construction, and materials used on board vessels subject to Coast Guard inspection, on certain motorboats and other recreational vessels, and on the artificial islands and fixed structures on the Outer Continental Shelf be of types approved by the Commandant, U.S. Coast Guard. The purpose of this document is to notify all interested persons that certain approvals have been granted as herein described during the period from March 13, 1972, to March 23, 1972 (List

No. 9–72). These actions were taken in accordance with the procedures set forth in 46 CFR 2.75–1 to 2.75–50.

2. The statutory authority for equipment, construction, and material approvals is generally set forth in sections 367, 375, 390b, 416, 481, 489, 526p, and 1333 of title 46, United States Code, section 1333 of title 43, United States Code, and section 198 of title 50, United States Code. The Secretary of Transportation has delegated authority to the Commandant, U.S. Coast Guard with respect to these approvals (49 CFR 1.46(b)). The specifications prescribed by the Commandant, U.S. Coast Guard for certain types of equipment, construction, and materials are set forth in 46 CFR 160 to 164.

3. The approvals listed in this document shall be in effect for a period of 5 years from the date of issuance, unless sooner canceled or suspended by proper authority.

PUMPS, BILGE, LIFEBOAT, FOR MERCHANT VESSELS

Approval No. 160.044/4/1, size No. 2 lifeboat bilge pump, identified by general assembly dwg. No. 222–A dated August 24, 1944, and revised August 27, 1962, manufactured by Allied Marine Equipment Corp., Division Tap-Rite Products Corp., 204 Railroad Avenue, Hackensack, NJ 07601, effective March 16, 1972. (It is an extension of Approval No. 160.044/4/1 dated June 6, 1967.)

BUOYANT VESTS, UNICELLULAR, PLASTIC FOAM

NOTE: For Motorboats of Classes A, 1, or 2 Not Carrying Passengers for Hire.

Approval No. 160.052/350/0, Type II, Model BVA, adult vinyl-dip coated unicellular plastic foam buoyant vest, dwg. No. 1001, Rev. 1 dated December 23, 1966, manufactured by Texas Water Crafters, Post Office Drawer 539, Wichita Falls, TX 76307, for Buddy Schoellkopf Products, Inc., 4100 Platinum Way, Dallas, TX 75237, effective March 22, 1972. (It supersedes Approval No. 160.052/350/0 dated March 3, 1972 to show change of address of manufacturer.)

SPECIAL PURPOSE WATER SAFETY BUOYANT DEVICES FOR DESIGNATED USE ON ALL MOTORBOATS AND FOR GENERAL USE ON MOTORBOATS OF CLASSES A, 1, OR 2 NOT CARRYING PASSENGERS FOR HIRE

Approval No. 160.064/14/0, 18½-inch ring buoy, vinyl coated PVC foam, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–33, manufactured by Tuffy Products, Inc., 540 West Third Street, Bloomsburg, PA 17815, effective March 23, 1972.

Approval No. 160.064/84/0, adult medium, Model 3000, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/99/0, adult small, Model 3000, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/100/0, adult large, Model 3000, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/101/0, adult extra large, Model 3000, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/104/0, adult small, Model 3050, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/105/0, adult medium, Model 3050, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/106/0, adult large, Model 3050, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/109/0, adult extra small, Model 3000, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/134/0, adult extra small, Model 5000, cloth covered PVC foam, sailing vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/135/0, adult small, Model 5000, cloth covered PVC foam, sailing vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/136/0, adult medium, Model 5000, cloth covered PVC foam, sailing vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/137/0, adult large, Model 5000, cloth covered PVC foam, sailing vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/138/0, adult extra large, Model 5000, cloth covered PVC foam, sailing vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/234/0, child medium, Model CDV–4, vinyl dipped PVC foam, water ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–47, Type III Device, manufactured by Cut 'N' Jump Ski Corp., San Diego, Calif. 92121, effective March 22, 1972.

Approval No. 160.064/235/0, adult, Model CDV–5, vinyl dipped PVC foam, water ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–47, Type III Device, manufactured by Cut 'N' Jump Ski Corp., San Diego, Calif. 92121, effective March 22, 1972.

Approval No. 160.064/236/0, adult, Model CDV–6, vinyl dipped PVC foam, water ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–47, Type III Device, manufactured by Cut 'N' Jump Ski Corp., San Diego, Calif. 92121, effective March 22, 1972.

Approval No. 160.064/237/0, adult, Model CDV–7, vinyl dipped PVC foam, water ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–47, Type III Device, manufactured by Cut 'N' Jump Ski Corp., San Diego, Calif. 92121, effective March 22, 1972.

Approval No. 160.064/238/0, adult, Model CDV–8, vinyl dipped PVC foam, water ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–47, Type III Device, manufactured by Cut 'N' Jump Ski Corp., San Diego, Calif. 92121, effective March 22, 1972.

Approval No. 160.064/239/0, adult ladies, Model CLV–5, vinyl dipped PVC foam, water ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–47, Type III Device, manufactured by Cut 'N' Jump Ski Corp., San

Diego, Calif. 92121, effective March 22, 1972.

Approval No. 160.064/290/0, adult large, Model 3010, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, Type III Device, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/291/0, adult small, Model Guardian, cloth covered PVC foam, utility vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–16, Type III Device, manufactured by Gentex Corp., Carbondale, PA 18407, effective March 23, 1972.

Approval No. 160.064/292/0, adult medium, Model Guardian, cloth covered PVC foam, utility vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–16, Type III Device, manufactured by Gentex Corp., Carbondale, PA 18407, effective March 23, 1972.

Approval No. 160.064/293/0, adult large, Model Guardian, cloth covered PVC foam, utility vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–16, Type III Device, manufactured by Gentex Corp., Carbondale, PA 18407, effective March 23, 1972.

Approval No. 160.064/303/0, adult small, Model 3010, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, Type III Device, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/304/0, adult medium, Model 3010, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, Type III Device, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/305/0, adult extra large, Model 3010, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–26, Type III Device, manufactured by the Empress Corp., 1144 South San Julian Street, Los Angeles, CA 90015, effective March 21, 1972.

Approval No. 160.064/306/0, child medium, Model SJM, vinyl dipped PVC foam, ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–33, Type III Device, manufactured by Tuffy Products, Inc., 540 West Third Street, Bloomsburg, PA 17815, effective March 23, 1972.

Approval No. 160.064/307/0, adult large, Model SJL, vinyl dipped PVC foam, ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–33, Type III Device, manufactured by Tuffy Products, Inc., 540 West Third Street, Bloomsburg, PA 17815, effective March 23, 1972.

Approval No. 160.064/308/0, adult small, Model 6260, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–28, Type III Device, manufactured by Buddy Schoellkopf Products, Inc., 4100 Platinum Way, Dallas, TX 75237, effective March 23, 1972.

Approval No. 160.064/309/0, adult medium, Model 6260, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–28, Type III Device, manufactured by Buddy Schoellkopf Products, Inc., 4100 Platinum Way, Dallas, TX 75237, effective March 23, 1972.

Approval No. 160.064/310/0, child medium, Model DV–S, vinyl dipped PVC foam, water ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–114, Type III Device, manufactured by Cut 'N' Jump Ski Corp., San Diego, Calif. 92121, for Burbank Ski Co., Burbank, Calif. 91504, effective March 22, 1972.

Approval No. 160.064/311/0, adult, Model DV-Med., vinyl dipped PVC foam, water ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–114, Type III Device, manufactured by Cut 'N' Jump Cki Corp., San Diego, Calif. 92121, for Burbank Ski Co., Burbank, Calif. 91504, effective March 22, 1972.

Approval No. 160.064/312/0, adult, Model DV-Lg., vinyl dipped PVC foam, water ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–114, Type III Device, manufactured by Cut 'N' Jump Ski Corp., San Diego, Calif. 92121, for Burbank Ski Co., Burbank, Calif. 91504, effective March 22, 1972.

Approval No. 160.064/313/0, adult, Model DV-Xlg., vinyl dipped PVC foam, water ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–114, Type III Device, manufactured by Cut 'N' Jump Ski Corp., San Diego, Calif. 92121, for Burbank Ski Co., Burbank, Calif. 91504, effective March 22, 1972.

Approval No. 160.064/314/0, adult, Model DV-XXLg., vinyl dipped PVC foam, water ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–114, Type III Device, manufactured by Cut 'N' Jump Ski Corp., San Diego, Calif. 92121, for Burbank Ski Co., Burbank, Calif. 91504, effective March 22, 1972.

Approval No. 160.064/315/0, adult ladies, Model DV-Ladies, vinyl dipped PVC foam, water ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–114, Type III Device, manufactured by Cut 'N' Jump Ski Corp., San Diego, Calif., 92121, for Burbank Ski Co., Burbank, Calif. 91504, effective March 22, 1972.

Approval No. 160.064/316/0, adult large, Model 6260, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–28, Type III Device, manufactured by Buddy Schoellkopf Products, Inc., 4100 Platinum Way, Dallas, TX 75237, effective March 23, 1972.

Approval No. 160.064/317/0, adult X-large, Model 6260, cloth covered PVC foam, flotation jacket, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–28, Type III Device, manufactured by Buddy Schoellkopf Products, Inc., 4100 Platinum Way, Dallas, TX 75237, effective March 23, 1972.

Approval No. 160.064/322/0, child medium, Canoe/Kayak vest, model No. SSV-800, cloth covered PVC foam, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–29, Type III Device, manufactured by Stearns Manufacturing Co., Division Street at 30th, St. Cloud, MN 56301, effective March 14, 1972.

Approval No. 160.064/323/0, adult, Canoe/Kayak vest, model No. SSV–900, cloth covered PVC foam, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–29, Type III Device, manufactured by Stearns Manufacturing Co., Division Street at 30th, St. Cloud, MN 56301, effective March 14, 1972.

Approval No. 160.064/326/0, child medium, model VCM, vinyl dipped PVC foam, Sail 'N' Ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–3, Type III Device, manufactured by Texas Recreation Corp., Texas Watercrafters Division, 912 North Beverly Drive, Wichita Falls, TX 76307, effective March 17, 1972.

Approval No. 160.064/327/0, child large, model VCL, vinyl dipped PVC foam, Sail 'N' Ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–3, Type III Device, manufactured by Texas Recreation Corp., Texas Watercrafters Division, 912 North Beverly Drive, Wichita Falls, TX 76307, effective March 17, 1972.

Approval No. 160.064/328/0, adult small, model VAS, vinyl dipped PVC foam, Sail 'N' Ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–3, Type III Device, manufactured by Texas Recreation Corp., Texas Watercrafters Division, 912 North Beverly Drive, Wichita Falls, TX 76307, effective March 17, 1972.

Approval No. 160.064/329/0, adult medium, model VAM, vinyl dipped PVC foam, Sail 'N' Ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ–3, Type III Device, manufactured by Texas Recreation Corp., Texas Watercrafters Division, 912 North Beverly Drive, Wichita Falls, TX 76307, effective March 17, 1972.

Approval No. 160.064/330/0, adult large, model VAL, vinyl dipped PVC foam, Sail 'N' Ski vest, manufactured in accordance with U.S.C.G. Specification Subpart 160.064 and UL/MD report file No. MQ-3, Type III Device, manufactured by Texas Recreation Corp., Texas Watercrafters Division, 912 North Beverly Drive, Wichita Falls, TX 76307, effective March 17, 1972.

FLASHLIGHTS, ELECTRIC, HAND

Approval No. 161.008/5/4, No. 1918 waterproof flashlight, Type I, size 2 (2-cell), identified by assembly dwg. No. 3F-1833-C dated May 4, 1964, and revised October 19, 1971, each flashlight shall be plainly marked with the name of the manufacturer and the above model number, manufactured by Bright Star Industries, 600 Getty Avenue, Clifton, NJ 07011, effective March 22, 1972. (It supersedes Approval No. 161.008/5/3 dated April 4, 1967, to show plan updating.)

Approval No. 161.008/6/4, No. 1925 waterproof flashlight, Type I, size 3 (3-cell), identified by assembly dwg. No. 3F-1833-C dated May 4, 1964, and revised October 19, 1971, each flashlight shall be plainly marked with the name of the manufacturer and the above model number, manufactured by Bright Star Industries, 600 Getty Avenue, Clifton, NJ 07011, effective March 22, 1972. (It supersedes Approval No. 161.008/6/3 dated April 4, 1967, to show plan updating.)

INCOMBUSTIBLE MATERIALS FOR MERCHANT VESSELS

Approval No. 164.009/153/0, Birma Products Corp. "Birma Spiral Duct Insulation—Aluminum faced" identical to that described in Birma Products Corp. letter dated January 31, 1972, manufactured by Birma Products Corp., Jernee Mill Road, Sayreville, N.J. 08872, effective March 13, 1972.

Dated: May 12, 1972.

G. H. READ,
Captain, U.S. Coast Guard, Acting Chief, Office of Merchant Marine Safety.

[FR Doc.72-7459 Filed 5-16-72;8:50 am]

[CGD 72-88N]

EQUIPMENT, CONSTRUCTION, AND MATERIALS

Approval Notice

1. Certain laws and regulations (46 CFR Ch. I) require that various items of lifesaving, firefighting and miscellaneous equipment, construction, and materials used on board vessels subject to Coast Guard inspection, on certain motorboats and other recreational vessels, and on the artificial islands and fixed structures on the Outer Continental Shelf be of types approved by the Commandant, U.S. Coast Guard. The purpose of this document is to notify all interested persons that certain approvals have been granted as herein described during the period from March 24, 1972, to March 29, 1972 (List No. 10-72). These actions were taken in accordance with the procedures set forth in 46 CFR 2.75-1 to 2.75-50.

2. The statutory authority for equipment, construction, and material approvals is generally set forth in sections 367, 375, 390b, 416, 481, 489, 526p, and 1333 of title 46, United States Code, section 1333 of title 43, United States Code, and section 198 of title 50, United States Code. The Secretary of Transportation has delegated authority to the Commandant, U.S. Coast Guard with respect to these approvals (49 CFR 1.46(b)). The specifications prescribed by the Commandant, U.S. Coast Guard for certain types of equipment, construction, and materials are set forth in 46 CFR Parts 160 to 164.

3. The approvals listed in this document shall be in effect for a period of 5 years from the date of issuance, unless sooner canceled or suspended by proper authority.

LIFEBOATS

Approval No. 160.035/178/7, 16.0' x 5.5' x 2.38' steel, oar-propelled lifeboat, 9-person* capacity, identified by construction and arrangement dwg. No. 16-1, Rev. F dated January 27, 1972, for limited service use dwg. No. 16-1C dated January 31, 1947, 46 CFR 160.035-13(c) Marking, Weights: Condition "A"=1,070 pounds; Condition "B"=2,918 pounds, if mechanical disengaging apparatus is fitted, it shall be of an approved type and the installation in this particular lifeboat shall be approved by the Commandant, *approved for 12-person capacity as a replacement in kind for an existing lifeboat requiring 12-person capacity, manufactured by Marine Safety Equipment Corp., Foot of Wycoff Road, Farmingdale, N.J. 07727, effective March 27, 1972. (It supersedes Approval No. 160.-035/178/6 dated March 27, 1967, to show change in construction and address of manufacturer.)

BUOYANT VESTS, KAPOK, OR FIBROUS GLASS

NOTE: For Motorboats of Classes A, 1, or 2 Not Carrying Passengers for Hire

Approval No. 160.047/544/0, Type I, Model AK-1, adult kapok buoyant vest, U.S.C.G. Specification Subpart 160.047 and COMDT(MMT-3) letters, file numbers 5946/160.047/gen and 5946/160.047/544 dated December 15, 1971, and March 24, 1972, to Buddy Schoellkopf Products, Inc., manufactured by Buddy Schoellkopf Products, Inc., 4100 Platinum Way, Dallas, TX 75237, effective March 27, 1972. (It supersedes Approval No. 160.047/544/0 dated December 15, 1971, to show alternate method of construction and address change.)

Approval No. 160.047/545/0, Type I, Model CKM-1, child medium kapok buoyant vest, U.S.C.G. Specification Subpart 160.047 and COMDT(MMT-3) letters, file numbers 5946/160.047/gen and 5946/160.047/544 dated December 15, 1971, and March 24, 1972, to Buddy Schoellkopf Products, Inc., manufactured by Buddy Schoellkopf Products, Inc., 4100 Platinum Way, Dallas, TX 75237, effective March 27, 1972. (It supersedes Approval No. 160.047/545/0 dated December 15, 1971, to show alternate method of construction and address change.)

Approval No. 160.047/546/0, Type I, Model CKS-1, child small kapok buoyant vest, U.S.C.G. Specification Subpart 160.-047 and COMDT(MMT-3) letters, file numbers 5946/160.047/gen and 5946/160.-047/544 dated December 15, 1971, and March 24, 1972, to Buddy Schoellkopf Products, Inc., manufactured by Buddy Schoellkopf Products, Inc., 4100 Platinum Way, Dallas, TX 75237, effective March 27, 1972. (It supersedes Approval No. 160.047/546/0 dated December 15, 1971, to show alternate method of construction and address change.)

BUOYANT VESTS, UNICELLULAR PLASTIC FOAM

NOTE: For Motorboats of Classes A, 1, or 2 Not Carrying Passengers for Hire

Approval No. 160.052/223/0, Type II, Model No. 200, child medium unicellular plastic foam buoyant vest, dwg. No. 200 Rev. 1 and dwg. No. 400 Rev. 1 dated August 19, 1968, Bill of Materials dated May 29, 1968, and dwg. No. BSP-6722 dated July 27, 1971, manufactured by Buddy Schoellkopf Products, Inc., 4100 Platinum Way, Dallas, TX 75237, effective March 24, 1972. (It supersedes Approval No. 160.052/223/0 dated August 20, 1968, to show minor change in construction.)

Approval No. 160.052/224/0, Type II, Model No. 300, child small unicellular plastic foam buoyant vest, dwg. No 300 Rev. 1 and dwg. No. 400 Rev. 1 dated August 19, 1968, Bill of Materials dated May 29, 1968, and dwg. No. BSP-6723 dated July 28, 1971, manufactured by Buddy Schoellkopf Products, Inc., 4100 Platinum Way, Dallas, TX 75237, effective March 24, 1972. (It supersedes Approval No. 160.052/224/0 dated August 20, 1968, to show minor change in construction.)

WORK VESTS, UNICELLULAR PLASTIC FOAM

Approval No. 160.053/8/2, unicellular plastic foam work vest, as per Military Specification MIL-L-17653B and U.S.C.G. Specification Subpart 160.053, and Safegard Corp. dwg. No. LP-17 dated May 16, 1967, manufactured by the Safegard Corp., Box 14037, Post Office Annex, Cincinnati, OH 45214, effective March 24, 1972. (It is an extension of Approval No. 160.053/8/2 dated June 9, 1967.)

BACKFIRE FLAME CONTROL, GASOLINE ENGINES: FLAME ARRESTERS; FOR MERCHANT VESSELS AND MOTORBOATS

Approval No. 162.041/45/3, Bendix Model B175-23 backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/45/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/45/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/46/3, Bendix Model B175-24 backfire flame arrester,

change in flame arrester element approved by Certificate of Approval No. 162.041/46/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/46/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/47/3, Bendix Model B175–25 backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/47/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/47/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/48/3, Bendix Model B175–29 backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/48/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/48/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/49/3, Bendix Model B175–30 backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/49/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/49/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/50/3, Bendix Model B175–31 backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/50/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/50/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/51/3, Bendix Model B175–32 backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/51/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/51/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/52/3, Bendix Model B175–22A backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/52/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/52/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/53/3, Bendix Model B175–23A backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/53/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/53/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/54/3, Bendix Model B175–24A backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/54/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/54/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/55/3, Bendix Model B175–25A backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/55/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/55/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/56/3, Bendix Model B175–26A backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/56/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/56/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/57/3, Bendix Model B175–27A backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/57/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/57/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/58/3, Bendix Model B175–28A backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/58/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/58/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/59/3, Bendix Model B175–29A backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/59/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-401/59/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/60/3, Bendix Model B175–30A backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/60/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/60/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/61/3, Bendix Model B175–31A backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/61/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/61/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/62/3, Bendix Model B175–32A backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/62/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/62/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/63/3, Bendix Model B175–33A backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/63/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/63/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/71/3, Bendix Model B175–34 backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/71/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/71/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/72/3, Bendix Model B175–37 backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/72/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/72/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/73/3, Bendix Model B175–34A backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/73/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.-041/73/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/74/3, Bendix Model B175–36A backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/74/2 was not incorporated by

Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.041/74/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/75/3, Bendix Model B175–37A backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/75/2 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.041/75/2 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/94/2, Bendix Model B175–39 backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/94/1 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.041/94/1 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/95/2, Bendix Model B175–40 backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/95/1 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.041/95/1 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/98/2, Bendix Model B175–42 backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/98/1 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.041/98/1 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/106/2, Bendix Model B175–44 backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/106/1 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.041/106/1 dated April 23, 1970, to show new flame arresting element design.)

Approval No. 162.041/108/2, Bendix Moled B175–49 backfire flame arrester, change in flame arrester element approved by Certificate of Approval No. 162.041/108/1 was not incorporated by Bendix, manufactured by Bendix Corp., Fuel Devices Division, 696 Hart Avenue, Detroit, MI 48214, effective March 29, 1972. (It supersedes Approval No. 162.041/108/1 dated April 23, 1970, to show new flame arresting element design.)

Dated: May 12, 1972.

G. H. READ,
Captain, U.S. Coast Guard, Acting Chief, Office of Merchant Marine Safety.

[FR Doc.72–7460 Filed 5–16–72;8:50 am]

ATOMIC ENERGY COMMISSION

[Docket No. 50–358]

CINCINNATI GAS AND ELECTRIC CO. ET AL.

Designation of Third Member of Atomic Safety and Licensing Appeal Board

In the matter of the Cincinnati Gas and Electric Co., et al. (William H. Zimmer Nuclear Power Station), Docket No. 50–358.

On March 7, 1972, the Commission published in the FEDERAL REGISTER (34 F.R. 4926) a notice of hearing concerning the application for a construction permit for a boiling water nuclear reactor filed by the Cincinnati Gas and Electric Co., Columbus and Southern Ohio Electric Co., and Dayton Power and Light Co. That notice indicated the Commission would designate the third member of the Atomic Safety and Licensing Appeal Board, to which it had delegated its authority and review function which would otherwise be performed by it in this proceeding. Notice is hereby given that the Commission has now designated Dr. Lawrence R. Quarles, Dean of the School of Engineering and Applied Science, the University of Virgina, as the third member of the Atomic Safety and Licensing Appeal Board.

Dated at Germantown, Md., this 10th day of May 1972.

UNITED STATES ATOMIC ENERGY COMMISSION,
W. B. MCCOOL,
Secretary.

[FR Doc.72–7426 Filed 5–16–72;8:45 am]

ELK RIVER REACTOR DISMANTLING, MINNESOTA

Notice of Availability of the General Manager's Final Environmental Statement

Notice is hereby given that a document entitled, "Environmental Statement—Elk River Reactor Dismantling, Elk River, Minnesota," issued pursuant to the Atomic Energy Commission's implementation of section 102(2)(C) of the National Environmental Policy Act of 1969, is being placed in the Commission's Public Document Room, 1717 H Street, NW., Washington, DC 20545. The statement will also be in the Commission's Idaho Operations Office, Post Office Box 2108, Idaho Falls, ID 83401; Oak Ridge Operations Office, Post Office Box E, Oak Ridge, TN 37830; San Francisco Operations Office, 2111 Bancroft Way, Berkeley, CA 94704; Chicago Operations Office, 9800 South Cass Avenue, Argonne, IL 60439 and the New York Public Document Room, 376 Hudson Street, New York, NY 10014.

The final statement will be furnished upon request addressed to the Assistant General Manager for Environment and Safety, U.S. Atomic Energy Commission, Washington, D.C. 20545.

For the Atomic Energy Commission.

Dated at Germantown, Md., this 10th day of May 1972.

W. B. MCCOOL,
Secretary of the Commission.

[FR Doc.72–7427 Filed 5–16–72;8:45 am]

[Docket No. 50–113]

UNIVERSITY OF ARIZONA

Notice of Issuance of Amendment to Construction Permit

The Atomic Energy Commission (the Commission) has issued, effective as of the date of issuance, Amendment No. 1 to Construction Permit No. CPRR–111 dated January 13, 1971. The permit presently authorizes the replacement of the reactor console to be installed in a new location, and replacement of the present control rod drive mechanisms with standard TRIGA drives in the existing reactor. This amendment authorizes the insertion of three fuel-follower control rods for preoperational testing purposes, the installation of a pneumatically operated poison rod to permit pulse mode operation of the reactor, the receipt and possession of 6 kg. of contained uranium 235 and a 5 curie americium-beryllium neutron start-up source.

By letter dated December 20, 1971, The University of Arizona requested authority to modify further the reactor as previously described in a letter dated January 20, 1971, and to receive and possess 6 kg. of U^{235} and a 5 curie americium-beryllium neutron start-up source in connection with the modification of the reactor. By TWX dated April 26, 1972, The University of Arizona requested authorization to install and test three fuel-follower control rods prior to the Division of Compliance's final inspection as to the completion of construction. The amount of uranium 235 in the rods (about 120 grams) is less than 5 percent of the amount required for criticality. All radiation monitoring, alarm and protection systems will be in operation.

The amendment to the license proposed December 24, 1970 (35 F.R. 19586) will be revised before issuance to authorize the use of the additional material and the use of the fuel-follower control rods.

The Commission has found that the application for the amendment complies with the requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's regulations published in 10 CFR Chapter I. The Commission has made the findings (relating to its review of the applications) which

are set forth in the amendment, and has concluded that the issuance of the amendment will not be inimical to the common defense and security or to the health and safety of the public. The Commission also has found that prior public notice of this amendment is not required since the amendment does not present significant hazards considerations different from those previously evaluated.

Within fifteen (15) days from the date of publication of the notice in the FEDERAL REGISTER, the applicant may file a request for a hearing and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with the Commission's rules of practice in 10 CFR Part 2. If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment, see (1) the licensee's application for amendment dated December 20, 1971, letter dated January 20, 1971 and TWX dated April 26, 1972, (2) the amendment to the Construction Permit, and (3) the related safety evaluation prepared by the Division of Reactor Licensing, which are available for public inspection at the Commission's Public Document Room at 1717 H Street NW., Washington, DC. A copy of items 2 and 3 may be obtained upon request sent to the U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Director, Division of Reactor Licensing.

Dated at Bethesda, Md., this 2d day of May, 1972.

For the Atomic Energy Commission.

DONALD J. SKOVHOLT,
Assistant Director for Reactor Operations, Division of Reactor Licensing.

[FR Doc.72-7425 Filed 5-16-72;8:45 am]

[Docket No. 50-358]

CINCINNATI GAS & ELECTRIC CO. ET AL.

Notice of Availability of AEC Draft Environmental Statement

Pursuant to the National Environmental Policy Act of 1969 and the regulations of the Atomic Energy Commission (the Commission) in 10 CFR Part 50 Appendix D, notice is hereby given that a draft environmental statement related to the proposed issuance of a construction permit to the Cincinnati Gas & Electric Co., Columbus & Southern Ohio Electric Co., and the Dayton Power and Light Co. for the William H. Zimmer Nuclear Power Station to be located on the eastern shore of the Ohio River in Washington Township, Clermont County, Ohio, has been prepared and has been made available for public inspection in the Commission's Public Document Room at 1717 H Street NW., Washington, DC, and in the Clermont County Library, Third and Broadway Streets, Batavia, Ohio 45103. The draft environmental statement is also being made available at the Office of the Governor, Planning and Development Clearinghouse, Box 1001 Columbus, OH 43215, and at the Ohio-Kentucky-Indiana (OKI) Regional Planning Authority, 222 East Central Parkway, Cincinnati, OH 45202.

Notices of availability of the applicant's environmental report and supplemental environmental reports (Supplements 1, 2, and 3) were published in the FEDERAL REGISTER on July 24, 1971 (36 F.R. 13805) and on February 17, 1972 (37 F.R. 3556), respectively.

Single copies of the Commission's draft environmental statement may be obtained upon request addressed to the U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Director, Division of Radiological and Environmental Protection.

Pursuant to Appendix D of 10 CFR Part 50, interested persons may, within 30 days from publication of this notice in the FEDERAL REGISTER, submit comments for the Commission's consideration on the draft environmental statement. Federal and State agencies are being provided with copies of the draft environmental statement (local agencies may obtain this document upon request), and when comments thereon of the Federal, State, and local officials are received, they will be made available for public inspection at the above-designated locations. Comments on the draft environmental statement from interested members of the public should be addressed to the U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Director, Division of Radiological and Environmental Protection.

Dated at Bethesda, Md., this 15th day of May, 1972.

For the Atomic Energy Commission.

ROGER S. BOYD,
Assistant Director for Boiling Water Reactors, Directorate of Licensing.

[FR Doc.72-7590 Filed 5-16-72; 10:27 am]

CIVIL AERONAUTICS BOARD

[Docket No. 23333; Order 72-5-42]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Specific Commodity Rates

Issued under delegated authority May 10, 1972.

An agreement has been filed with the Board pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's economic regulations, between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of the Joint Conferences of the International Air Transport Association (IATA) and adopted pursuant to the provisions of Resolution 590 dealing with specific commodity rates.

The agreement, adopted pursuant to unprotested notices to the carriers and promulgated in an IATA letter dated April 27, 1972, names additional specific commodity rates, as set forth in the attachment hereto,[1] which reflect reductions from the general cargo rates.

Pursuant to authority duly delegated by the Board in the Board's regulations, 14 CFR 385.14, it is not found, on a tentative basis, that the subject agreement is adverse to the public interest or in violation of the Act: *Provided*, That eventual approval thereof is conditioned as hereinafter ordered.

Accordingly, it is ordered, That:

Action on Agreement CAB 22821, R-3 and R-4, be and hereby is deferred with a view toward eventual approval: *Provided*, That approval shall not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publication; provided further that tariff filings shall be marked to become effective on not less than 30 days' notice from the date of filing.

Persons entitled to petition the Board for review of this order, pursuant to the Board's regulations, 14 CFR 385.50, may, within 10 days after the date of service of this order, file such petitions in support of or in opposition to our proposed action herein.

This order will be published in the FEDERAL REGISTER.

[SEAL] HARRY J. ZINK,
Secretary.

[FR Doc.72-7472 Filed 5-16-72;8:50 am]

[Docket No. 24467; Order 72-5-48]

WIEN CONSOLIDATED AIRLINES, INC.

Order of Suspension and Investigation Regarding Exception Rating on Insulating Material

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 12th day of May 1972.

By tariff revision bearing the issue date of April 14, and marked to become effective May 14, 1972, Wien Consolidated Airlines, Inc. (Wien), proposes, inter alia, to establish an exception rating on insulating material of 250 percent of the currently effective general commodity rates.

Wien asserts that insulating material has low density, is fragile, has high potential of claims for damage, and restricts mixed loading with higher density commodities, resulting in more specialized loading/unloading and additional handling.

Upon consideration of all relevant factors, the Board finds that the proposed exception rating may be unjust, unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and should be investigated. The Board further concludes that the proposal should be suspended pending investigation.

---

[1] Filed as part of the original document.

Wien makes no factual showing in support of its proposal to rate insulating materials at 250 percent of its general commodity rates. While Wien advanced broad contentions in support of its proposal, it has failed to furnish any factual data on the density of insulating material, fragility, incidence of claims, or handling costs.

Furthermore, with respect to density, the current rates are subject to the rule that provides that charges will be assessed upon dimensional weight or avoirdupois weight, whichever is greater. Wien's dimensional weight for most commodities is determined on the basis of 1 pound for each 250 cubic inches, or 6.9 pounds per cubic foot. This basis of charging gives consideration to the space occupied by commodities of low density.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a) and 1002 thereof:

It is ordered, That:

1. An investigation be instituted to determine whether the exception rating to general commodity rates of 250 percent (of the general commodity rates) applicable for account of "WC" in Item No. 350 on original and first revised pages 1452, and rules, regulations, and practices affecting such exception rating, are or will be unjust, unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful, to determine and prescribe the lawful rate and rules, regulations, or practices affecting such rate;

2. Pending hearing and decision by the Board, the exception rating to general commodity rates of 250 percent (of the general commodity rates) applicable for account of "WC" in Item No. 350 on original and first revised pages 1452 is suspended and its use deferred to and including August 11, 1972, unless otherwise ordered by the Board, and that no change be made therein during the period of suspension except by order or special permission of the Board;

3. The proceeding herein, designated as Docket 24467, is assigned for hearing before an examiner of the Board, at a time and place hereafter to be designated; and

4. Copies of this order shall be filed with the tariff and served upon Wien Consolidated Airlines, Inc., which is hereby made a party to Docket 24467.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HARRY J. ZINK,
Secretary.

[FR Doc.72-7473 Filed 5-16-72;8:50 am]

ENVIRONMENTAL PROTECTION AGENCY

DIMETHOATE

Notice of Extension of Temporary Tolerance

American Cyanamid Co., Post Office Box 400, Princeton, NJ 08540, was granted a temporary tolerance for residues of the insecticide dimethoate (*O,O*-dimethyl *S*-(*N*-methylcarbamoylmethyl) phosphorodithioate) including its oxygen analog *O,O*-dimethyl *S*-(*N*-methylcarbamoylmethyl) phosphorothioate in or on the raw agricultural commodity grapes at 1 part per million on July 19, 1971 (notice was published in the FEDERAL REGISTER of July 24, 1971 (36 F.R. 13808)).

The firm has requested a 1-year extension to obtain additional efficacy and residue data. It is concluded that such extension will protect the public health. A condition under which the temporary tolerance is extended is that the insecticide will be used in accordance with the temporary permit which is being issued concurrently by the Environmental Protection Agency and which provides for distribution under the American Cyanamid Co. name.

As extended this temporary tolerance expires May 11, 1973.

This action is taken pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(j), 68 Stat. 516; 21 U.S.C. 346a(j)), the authority transferred to the Administrator of the Environmental Protection Agency (35 F.R. 15623), and the authority delegated by the Administrator to the Deputy Assistant Administrator for Pesticides Programs (36 F.R. 9038).

Dated: May 11, 1972.

LOWELL E. MILLER,
Acting Deputy Assistant Administrator for Pesticides Programs.

[FR Doc.72-7418 Filed 5-16-72;8:48 am]

E. I. DU PONT DE NEMOURS & CO., INC.

Notice of Filing of Petition Regarding Pesticide Chemical

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a(d)(1)), notice is given that a petition (PP 2F1256) has been filed by E. I. du Pont de Nemours & Co., Inc., Wilmington, Del. 19898, proposing the reduction of established tolerances (40 CFR Part 180) for residues of the fungicide maneb (manganous ethylenebisdithiocarbamate) in or on raw agricultural commodities celery to 5 parts per million and cucumbers, melons, squash (summer and winter), and tomatoes to 4 parts per million.

The analytical method proposed in the petition for determining residues of the fungicide is the method of H. L. Pease, "Journal of the Association of Official Agricultural Chemists," vol. 40, pp. 1113–8 (1957).

Dated: May 11, 1972.

LOWELL E. MILLER,
Acting Deputy Assistant Administrator for Pesticides Programs.

[FR Doc.72-7419 Filed 5-16-72;8:48 am]

O,O-DIETHYL S-(2-CHLORO-1-PHTHALIMIDOETHYL) PHOSPHORODITHIOATE

Notice of Extension and Renewal of Temporary Tolerances

Hercules Inc., Wilmington, Del. 19899, was granted a temporary tolerance for residues of the insecticide *O,O*-diethyl *S*-(2-chloro-1-phthalimidoethyl) phosphorodithioate and its oxygen analog *O,O*-diethyl *S*-(2-chloro-1-phthalimidoethyl) phosphorothioate in or on apples at 3 parts per million on July 1, 1969 (notice was published in the FEDERAL REGISTER of July 9, 1969 (34 F.R. 11326)). The temporary tolerance was later extended to July 1, 1971 (notice was published in the FEDERAL REGISTER of September 30, 1970 (35 F.R. 15254)). The firm also was granted a temporary tolerance for residues of this insecticide and its oxygen analog in or on grapes at 1.5 parts per million on March 15, 1971 (notice was published in the FEDERAL REGISTER of March 18, 1971 (36 F.R. 5254)).

The firm has requested a 1-year extension of the temporary tolerance on grapes at 1.5 parts per million and a 1-year renewal of the temporary tolerance on apples at a new level of 1.5 parts per million to obtain additional experimental data. It is concluded that such extension and renewal will protect the public health. The tolerance on grapes at the present level (1.5 parts per million) is therefore extended, and the tolerance on apples is renewed at the new level (1.5 parts per million). A condition under which the extension and renewal are granted is that the insecticide will be used in accordance with the temporary permits which are being issued concurrently by the Environmental Protection Agency and which provide for distribution under the Hercules Inc. name.

As extended, the temporary tolerance on grapes expires March 15, 1973. As renewed, the temporary tolerance on apples expires March 15, 1973.

This action is taken pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(j), 68 Stat. 516; 21 U.S.C. 346a(j)), the authority transferred to the Administrator of the Environmental Protection Agency (35 F.R. 15623), and the authority delegated by the Administrator to the Deputy Assistant Administrator for Pesticides Programs (36 F.R. 9038).

Dated: May 11, 1972.

LOWELL E. MILLER,
Acting Deputy Assistant Administrator for Pesticides Programs.

[FR Doc.72-7417 Filed 5-16-72;8:48 am]

FEDERAL COMMUNICATIONS COMMISSION

[Dockets Nos. 18899, 18900; FCC 72R-134]

JACKSONVILLE BROADCASTING CO. ET AL.

Memorandum Opinion and Order Enlarging Issues

In regard applications of J. Millard Lecroy, James M. Davis, Will V. Roberson & Thomas J. Roberson, doing business as Jacksonville Broadcasting Co., Jacksonville, Ala., Docket No. 18899, File No. BP-17747; James J. Lessley, George J. Lessley, and James C. Vice, doing business as University Broadcasting Co., Jacksonville, Ala., Docket No. 18900, File No. BP-17756; for construction permits.

1. This proceeding involves the mutually exclusive applications of Jacksonville Broadcasting Co. (Jacksonville), and University Broadcasting Co. (University) for a new standard broadcast station at Jacksonville, Ala. The Commission, by Memorandum Opinion and Order, FCC 70-704, 35 F.R. 11307, published July 15, 1970, designated these applications[1] for consolidated hearing on various issues. Subsequently, in a Memorandum Opinion and Order, FCC 71R-138, 21 RR 2d 931 (1971), the Review Board denied a joint petition for approval of agreement, filed October 15, 1970, by Jacksonville and University, seeking dismissal of the Jacksonville application and approval of reimbursement of Jacksonville's expenses by University in an amount not to exceed $5,000. The Hearing Examiner, in an Initial Decision, FCC 72D-8, released February 8, 1972, recommended denial of the Jacksonville application and grant of the University application. The Examiner also denied the joint request for approval of agreement, which had been refiled before her by the applicants. Thereafter, on March 9, 1972, Jacksonville filed exceptions to the Initial Decision in an attempt to overturn the Examiner's denial of the joint request for approval of agreement. Before the Review Board is the Broadcast Bureau's petition to reopen record and to enlarge issues, filed March 17, 1972.[2]

2. The Broadcast Bureau's petition is predicated on an affidavit from James C. Vice, vice president of University. In his affidavit, Vice avers that on February 28, 1972, James Davis, a Jacksonville principal, contacted him and asked to meet him in Piedmont, Ala.; the meeting allegedly took place at 6 p.m. on that date. Vice states that at this meeting, Davis showed him a bill from his attorney for $7,000, and asked University to pay him $4,000. Moreover, Vice asserts, J. Millard Lecroy, another Jacksonville principal who was also present, stated that he would appeal and "block" University's grant as long as possible unless he received a settlement. Finally, it is asserted by Vice that Lecroy stated that, even if the parties were to negotiate, $4,000 would be the starting price asked by Jacksonville. The Broadcast Bureau contends that if Vice's allegations are true in their entirety, then "it must be concluded that two of Jacksonville's partners have attempted to extort money from University in direct violation of the Initial Decision." The Bureau urges that the seriousness of the charges warrant full disclosure in the hearing process.

3. Jacksonville, in response, filed a petition in support of the Broadcast Bureau's petition, but requests that "the issues be more particularly delineated with respect to the qualifications of University" in view of an attached affidavit of Davis. Jacksonville also requests that, since the charges were initiated by University, the burdens of proceeding and proof be placed on University. In his affidavit, James Davis avers that it was Vice who initiated and promoted various conversations and arranged the meeting on February 28, 1972. Davis states that the substance of these conversations was that University offered to pay a portion of Jacksonville's expenses if there were no appeal. Moreover, Davis contends that at the February 28, 1972, meeting Vice made various proposals of payment to induce Jacksonville not to appeal and, while an interest was shown in a proposal to put $5,000 in escrow pending the appeal, no agreement was reached and no further discussions were held until 5 days after Jacksonville filed its appeal. At that time, Davis states, Vice telephoned to say that if Davis did not withdraw the appeal, Vice would "notify the FCC that you (Davis) tried to extort money from me." On March 20, 1972, Davis states, he received a certified letter from Vice withdrawing all offers of reimbursement to Jacksonville.

4. The Review Board is of the opinion that the allegations contained in the affidavits of Davis and Vice are sufficient to require a reopening of the record in this proceeding. James C. Vice, the vice president of University (the applicant whose application the Hearing Examiner proposes to grant), charges by sworn affidavit that two Jacksonville principals have attempted to extort reimbursement payments in direct violation of the orders of both the Review Board and the Hearing Examiner. James M. Davis, a Jacksonville principal, by his affidavit swears that Vice attempted to influence Jacksonville not to make use of the Commission's appeal process by proposing to proceed with a reimbursement of expenses that had been prohibited, and that when Jacksonville refused, Vice made threats to Davis in an effort to force withdrawal of the appeal. The affidavits of Davis and Vice are clearly contradictory and require a full and complete exploration in the hearing process. A finding of veracity as to Vice's statement would, of course, directly influence the Commission's consideration of Jacksonville's appeal and request for reimbursement. Conversely, a finding in favor of Davis would require a reconsideration of the requisite qualifications of University to be a Commission licensee. Therefore, appropriate issues will be specified to allow full exploration of the matters raised herein.

5. *Accordingly, it is ordered,* That the petition to reopen record, filed on February 4, 1972, by University Broadcasting Co., is granted, and the amendment submitted therewith is accepted; and

6. *It is further ordered,* That the petition to reopen record and to enlarge issues, filed March 17, 1972, by the Broadcast Bureau, is granted; and

7. *It is further ordered,* That the issues in this proceeding are enlarged to include the following issues:

1. To determine all the facts and circumstances surrounding the participation of principals of University Broadcasting Co. in alleged negotiations relating to reimbursement of Jacksonville Broadcasting Co. despite the Hearing Examiner's denial of the parties' proposed joint petition for approval of agreement and, in light of the evidence adduced, whether University Broadcasting Co. has abused the Commission's processes and the impact upon its requisite qualifications to be a licensee; and

2. To determine all the facts and circumstances surrounding the participation of principals of Jacksonville Broadcasting Co. in alleged negotiations relating to reimbursement of Jacksonville Broadcasting Co. despite the Hearing Examiner's denial of the parties' proposed joint petition for approval of agreement and, in light of the evidence adduced, whether Jacksonville Broadcasting Co. has abused the Commission's processes and the impact upon its requisite qualifications to be a licensee; and

8. *It is further ordered,* That the burden of proceeding with the introduction of evidence under issue No. 1 added herein shall be on Jacksonville Broadcasting Co. and the burden of proof under that issue shall be on University Broadcasting Co.; and the burden of proceeding with the introduction of evidence under issue No. 2 added herein shall be on University Broadcasting Co. and the burden of proof under that issue shall be on Jacksonville Broadcasting Co.; and

9. *It is further ordered,* That the record in this proceeding is remanded to the

[1] A third application, filed by Heart of Dixie Broadcasting Co. (Docket No. 18898, File No. BP-17649), was also designated for hearing, but was later dismissed by the Hearing Examiner by Order, FCC 70M-1460, released Oct. 26, 1970.

[2] In response to the Bureau's petition, Jacksonville, on Mar. 29, 1972, filed a petition in support of the Broadcast Bureau's petition and for other relief. Also before the Board is a petition to reopen the record, filed Feb. 4, 1972, by University, seeking to amend its financial proposal. The Board will grant this unopposed petition because the amendment will clarify certain questions raised at the hearing. However, as pointed out by the Broadcast Bureau in its reply to Jacksonville's exceptions, the amendment does not wholly resolve the questions raised by the Bureau since it does not contain assurances from University's principals that they will supply the required collateral.

Examiner for further hearing and preparation of a supplemental initial decision on the above-specified issues.

Adopted: May 9, 1972.

Released: May 11, 1972.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[FR Doc.72-7467 Filed 5-16-72;8:49 am]

FEDERAL HOME LOAN BANK BOARD

[H.C. 126]

GOLDEN WEST FINANCIAL CORP.

Notice of Receipt of Application for Approval of Acquisition of Control of Hanford Savings and Loan Association

MAY 12, 1972.

Notice is hereby given that the Federal Savings and Loan Insurance Corporation has received an application from the Golden West Financial Corp., Oakland, Calif., a savings and loan holding company, for approval of acquisition of control of the Hanford Savings and Loan Association, Hanford, Calif., an insured institution under the provisions of section 408(e) of the National Housing Act, as amended (12 U.S.C. 1730a(e)), and § 584.4 of the regulations for Savings and Loan Holding Companies, said acquisition to be effected by the acquisition of substantially all the assets and properties of Hanford Savings and Loan Association by Golden West Savings and Loan Association, an insured subsidiary of the applicant, in exchange for an assumption by Golden West Savings and Loan Association of substantially all the liabilities and obligations of Hanford Savings and Loan Association and the issuance of shares of Golden West Financial Corp. to Hanford Savings and Loan Association. Following said exchange Hanford Savings and Loan Association will be liquidated and the stock it received in said exchange distributed. Comments on the proposed acquisition should be submitted to the Director, Office of Examinations and Supervision, Federal Home Loan Bank Board, Washington, D.C. 20552, within 30 days of the date this notice appears in the FEDERAL REGISTER.

[SEAL] EUGENE M. HERRIN,
Assistant Secretary,
Federal Home Loan Bank Board.

[FR Doc.72-7465 Filed 5-16-72;8:49 am]

[H.C. 125]

SOUTHWESTERN GROUP INVESTORS, INC.

Notice of Receipt of Application for Permission To Acquire Control of Certain Savings Association

MAY 12, 1972.

Notice is hereby given that the Federal Savings and Loan Insurance Corporation has received an application from the Southwestern Group Investors, Inc., Houston, Tex., for approval of acquisition of control of the Abilene Savings Association, Abilene, Tex., Brownsville Savings and Loan Association, Brownsville, Tex., Exchange Savings and Loan Association, Dallas, Tex., Surety Savings and Loan Association, El Paso, Tex., and United Savings Association, Corpus Christi, Tex., under the provisions of section 408(e) of the National Housing Act, as amended (12 U.S.C. 1730a(e)), and § 584.4 of the regulations for Savings and Loan Holding Companies, said acquisitions to be effected by the exchange of shares of Southwestern Group Investors, Inc., for shares of said associations. Comments on the proposed acquisitions should be submitted to the Director, Office of Examinations and Supervision, Federal Home Loan Bank Board, Washington, D.C. 20552, within 30 days of the date this notice appears in the FEDERAL REGISTER.

[SEAL] EUGENE M. HERRIN,
Assistant Secretary,
Federal Home Loan Bank Board.

[FR Doc.72-7466 Filed 5-16-72;8:49 am]

FEDERAL MARITIME COMMISSION

CERTIFICATES OF FINANCIAL RESPONSIBILITY (OIL POLLUTION)

Notice of Certificates Revoked

Notice of voluntary revocation is hereby given with respect to Certificates of Financial Responsibility (Oil Pollution) which had been issued by the Federal Maritime Commission, covering the below-indicated vessels, pursuant to Part 542 of Title 46 CFR and Section 11(p)(1) of the Federal Water Pollution Control Act, as amended.

Certificate No.	*Owner/operator and vessels*
01017---	Westfal-Larsen & Co. A/S: Evanger.
01027---	Flensburger Befrachtungskontor Uwe C. Hansen & Co.: Vega. Vesta.
01039---	Den Norske Amerikalinje A/S: Vistafjord.
01343---	Hamburg-Sudamerikanische Dampfschifffahrts-Gesellschaft Eggert & Amsinck: Cap Vilano.
01354---	H. E. Hansen-Tangen: Stolt Sagona.
01459---	Palm Line, Ltd.: Africa Palm.
01467---	Lowland Tanker Co. Ltd.: Border Minstrel.
01603---	Asterus Compania Naviera S.A.: Asterus.
01606---	Oil Transport Co., Inc.: OTC 64.
01613---	Reardon Smith Line, Ltd.: Orient City. Devon City.
01716---	Achille Lauro-Napoli: Lavoro.
02199---	Atlantic Richfield Co.: Sinclair Lube Oil. Sinclair Gary. Sinclair Petrochem. Sinclair Birmingham. Sinclair Asphalt. Sinclair Road Oil.
02326---	Skips A/S Fortuna: Folias.
02416---	Boland & Cornelius, Inc.: Peter Reiss.
02430---	The Buckeye Steamship Co.: Buckeye Atlantic.
02595---	Ultramar Armadora S.A.: Nestor.
02690---	Boreas Transport, Inc.: Burgo.
02719---	Berwick Bay Transportation Co., Inc.: CRS 16.
02731---	Halcyon Lijn N.V.: Stad Delft.
03006---	Rederi Ab Wallship: Aida.
03009---	Rederi Ab Wallenco: Otello. Elektra.
03027---	Risdon Maritime Panama S.A.: Delos.
03287---	Dominion Far East Line (Hong Kong), Ltd.: Eastern Cape.
03327---	M/V Kathleen K, Inc.: Ravenswood.
03601---	Etela-Suomen Lavia Dy: Arkadia.
03627---	Igert (a corporation): Tennessee.
03679---	Miami Terminal Transport Co.: Freight Transporter.
03979---	Moran Towing Corp.: Esther Moran.
04489---	Otoshiro Gyogyo K.K.: Otoshiromaru No. 11.
04671---	Gas-Tanker GMBH: Kap Skagen.
05298---	Erich Drescher: Ede Marmstorf.
05743---	Reederei Barthold Richters: Ilri.
06148---	First Omega Shipping, Inc.: Solingen.
06337---	H & S Towing Co., Inc.: H & S No. 2. H & S No. 3.

By the Commission.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.72-7475 Filed 5-16-72;8:49 am]

STEARNS MILWAUKEE MARINE TERMINAL, INC., ET AL.

Notice of Agreement Filed

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1405 I Street NW., Room 1015; or may inspect the agreement at the Field Offices located at New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments on such agreements, including requests for hearing, may be submitted to the Secretary,

Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. Any person desiring a hearing on the proposed agreement shall provide a clear and concise statement of the matters upon which they desire to adduce evidence. An allegation of discrimination or unfairness shall be accompanied by a statement describing the discrimination or unfairness with particularity. If a violation of the Act or detriment to the commerce of the United States is alleged, the statement shall set forth with particularity the acts and circumstances said to constitute such violation or detriment to commerce.

A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the statement should indicate that this has been done.

Stearns Milwaukee Marine Terminal, Inc., City of Milwaukee and Hansen Seaway Service, Ltd.

Notice of agreements filed by:

Mr. J. A. Seefeldt
Municipal Port Director
Board of Harbor Commissioners of the City of Milwaukee
City Hall, Room 606
Milwaukee, Wisconsin 53202

Agreements Nos. T–2637, between the City of Milwaukee (City) and Stearns Milwaukee Marine Terminal, Inc. (Stearns), and T–2638, between the City and Hansen Seaway Service, Ltd. (Hansen), are two identical agreements providing for the furnishing of terminal and stevedoring services over a 2-year term at the City Heavy Lift Dock located at Milwaukee, Wis. Stearns and Hansen, respectively, will each rent office space and crane equipment at the rates set forth for such rentals in the City's tariff. The parties will also individually rent open storage space at 10 cents per square foot per year. All rates, rules, and regulations set forth in the City's tariff will govern the parties activities at the premises.

The combined effect of certain provisions contained in Agreements Nos. T–2637 and T–2638 is to limit the City from entering into similar agreements with stevedores other than Stearns and Hansen. As compensation, the City is to receive $1,200 annually from each party for the privileges extended by the agreements.

Dated: May 12, 1972.

By order of the Federal Maritime Commission.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.72–7476 Filed 5–16–72;8:49 am]

FEDERAL POWER COMMISSION

[Docket No. RP72–118]

MICHIGAN WISCONSIN PIPE LINE CO.

Notice of Proposed Changes in Rates and Charges

MAY 10, 1972.

Take notice that on April 28, 1972, Michigan Wisconsin Pipe Line Co. tendered for filing proposed changes in its FPC Gas Tariff, Second Revised Volume No. 1 [1] and First Revised Volume No. 2,[2] to become effective June 1, 1972. The proposed rate changes would increase charges for jurisdictional sales and services by approximately $30.6 million annually based on sales for the 12 months ended January 31, 1972. The company states the principal reasons for the proposed rate increase are (1) increased costs of capital; (2) increased cost of acquiring gas supplies; (3) increased depreciation, local, State and Federal taxes; (4) costs related to compliance with Department of Transportation safety standards and (5) increased cost of labor, supplies, and other expenses of operation.

Copies of the subject rate increase application were served by the company on its customers and interested State regulatory commissions.

Any person desiring to be heard with reference to Michigan Wisconsin's proposed rate changes in this docket should file a petition to intervene or protest with the Federal Power Commission, Washington, D.C. 20426, in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All such petitions should be filed on or before May 26, 1972. All protests filed with the Commission will be considered by it in determining the appropriate action to be taken, but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to the proceeding must file a petition to intervene in accordance with the Commission's Rules. Michigan Wisconsin's rate increase application is on file with the Commission and available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.72–7442 Filed 5–16–72;8:46 am]

NATIONAL GAS SURVEY TECHNICAL ADVISORY COMMITTEE-SUPPLY

Order Designating Member

MAY 10, 1972.

The Federal Power Commission by order issued April 6, 1971, established the Technical Advisory Committees of the National Gas Survey.

1. Membership. Dr. John D. Glover has resigned his membership in the Technical Advisory Committee-Supply. A new member to the Technical Advisory Committee-Supply, as selected by the Chairman of the Commission with the approval of the Commission, is as follows:

Dr. Howard W. Pifer, Assistant Professor of Business Administration, Harvard University Graduate School of Business Administration.

By the Commission.

[SEAL] KENNETH F. PLUMB,
Secretary.

[FR Doc.72–7440 Filed 5–16–72;8:46 am]

[1] First Revised Sheet No. 27B, Second Revised Sheet No. 27F.

[2] Fourth Revised Sheet Nos. 92, 110, 129 and 130; Third Revised Sheet Nos. 142, 171 and 214; First Revised Sheet Nos. 214 and 215.

[Docket No. G–4101, etc.]

WARREN PETROLEUM CO.

Notice of Petition To Amend

MAY 9, 1972.

Take notice that on April 17, 1972, Warren Petroleum Co., a division of Gulf Oil Corp. (petitioner), Post Office Box 1589, Tulsa, OK 74102, filed in Docket No. G–4101 et al., a petition to amend the orders issuing certificates of public convenience and necessity in said dockets pursuant to section 7(c) of the Natural Gas Act by substituting petitioner in lieu of Warren Petroleum Corp. as certificate holder, all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

Petitioner states that it merged Warren Petroleum Corp., a subsidiary, and that it proposes to continue without change all sales of natural gas in interstate commerce authorized to be made by Warren Petroleum Corp.

Any person desiring to be heard or to make any protest with reference to said petition to amend should, on or before May 30, 1972, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules.

KENNETH F. PLUMB,
Secretary.

[FR Doc.72–7441 Filed 5–16–72;8:46 am]

[Docket No. CI72–722]

TEXACO, INC.

Notice of Application

MAY 15, 1972.

Take notice that on May 10, 1972, Texaco, Inc. (applicant), Post Office Box 60252, New Orleans, LA 70160, filed in Docket No. CI72–722 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale for resale and delivery of natural gas in interstate commerce to Arkansas Louisiana Gas Co. from Calhoun Field, Jackson, Ouachita, and Lincoln Parishes, La., at the rate of 25 cents per Mcf at 15.025 p.s.i.a., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that it has or will commence deliveries of gas within the contemplation of § 157.29 of the regulations under the Natural Gas Act (18 CFR 157.29) and proposes to commence the sale for which a certificate is requested upon the termination of the 60-day emergency period.

It appears reasonable and consistent with the public interest in this case to prescribe a period shorter than 15 days for the filing of protests and petitions to intervene. Therefore, any person desiring to be heard or to make any protest with reference to said application should on or before May 25, 1972, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

[FR Doc.72-7558 Filed 5-16-72;8:52 am]

FEDERAL RESERVE SYSTEM

FIRST EMPIRE STATE CORP.

Order Approving Acquisition of Bank

First Empire State Corp., Buffalo, N.Y., a bank nolding company within the meaning of the Bank Holding Company Act, has applied for the Board's approval under section 3(a)(3) of the Act (12 U.S.C. 1842(a)(3)) to acquire 100 percent of the voting shares of Hambro American Bank & Trust Co., New York, N.Y. (Bank).

Notice of receipt of the application has been given in accordance with section 3(b) of the Act, and the time for filing comments and views has expired. The Board has considered the application and all comments received in the light of the factors set forth in section 3(c) of the Act (12 U.S.C. 1842(c)) and finds that:

Applicant controls one bank with deposits of $885.6 million, representing 0.9 percent of the total commercial deposits in New York.[1] Acquisition of Bank would not increase significantly Applicant's control of commercial bank deposits in the State, and Applicant's rank as the 16th largest banking organization in the State would remain unchanged. Bank, with deposits of $78.4 million, controls approximately 0.1 percent of commercial deposits in the Metropolitan New York banking market and is the 34th largest of 60 banks in that market.

The nearest banking subsidiary of applicant to Bank is the Manufacturer's and Traders Trust Co. (M & T Bank), Buffalo, N.Y., located over 300 miles away from Bank. Since M & T Bank derives 2.1 percent of its deposits from Bank's service area there is a slight amount of existing competition between the two banks. However, Bank is primarily engaged in national and international banking and therefore is competing for different customers than M & T Bank. Considering the distance separating the two institutions and the differing nature of their banking business, consummation of the proposed acquisition would not eliminate significant existing competition.

Although applicant might enter the New York banking market de novo or through acquisition of a smaller bank, such entry seems unlikely. Neither a de novo subsidiary nor a smaller bank would be likely to offer applicant the expertise necessary to compete with the larger New York banks in international banking. Therefore, applicant's acquisition of Bank would have no adverse effect on potential competition and could result in increased competition in the New York City banking market.

The financial and managerial resources and future prospects of applicant and Bank are generally satisfactory and consistent with approval of the application. It is expected also that applicant's acquisition of Bank may add depth and experience to Bank's management. In acquiring Bank, applicant will incur substantial debt in relation to its net worth. Although the Board is concerned with high levels of acquisition debt, it does not appear that such debt will weaken the financial stability of applicant or Bank. Applicant's past earnings indicate that it will be able to service the debt from future earnings without adversely affecting the condition of M & T Bank, or Bank. On the basis of these facts the Board does not consider the level of acquisition debt in this case to be such as to require denial of the application.

Applicant proposes to offer new and improved banking services at both banks if this application is approved. Applicant would add construction financing, commercial mortgages and leasing to the services Bank presently offers. In addition, Bank's expertise in international financing would enable M & T Bank to provide more sophisticated banking service to its customers. Accordingly, considerations relating to the convenience and needs of the community to be served lends weight toward approval. It is the Board's judgment that the proposed transaction is in the public interest and that the application should be approved.

On the basis of the record, the application is approved for the reasons summarized above. The transaction shall not be consummated (a) before the 30th calendar day following the effective date of this order or (b) later than 3 months after the effective date of this order, unless such period is extended for good cause by the Board, or by the Federal Reserve Bank of New York pursuant to delegated authority.

By order of the Board of Governors,[2] effective May 9, 1972.

[SEAL] TYNAN SMITH,
Secretary of the Board.

[FR Doc.72-7454 Filed 5-16-72;8:48 am]

[1] All banking data are as of June 30, 1971, adjusted to reflect holding company formations and acquisition through Feb. 29, 1972.

[2] Voting for this action: Chairman Burns and Governors Robertson, Mitchell, and Sheehan. Absent and not voting: Governors Daane, Maisel, and Brimmer.

MIDWESTERN FINANCIAL CORP.

Proposed Acquisition of Crawshaw Mortgage and Investment Co.

Midwestern Financial Corp., Denver, Colo., has applied, pursuant to section 4(c)(8) of the Bank Holding Company Act (12 U.S.C. 1843(c)(8)) and § 225.4(b)(2) of the Board's Regulation Y, for permission to acquire voting shares of Crawshaw Mortgage and Investment Co., Encino, Calif. Notice of the application was published on March 11, 1972, in the Denver Post, a newspaper circulated in Denver, Colo., and on March 18, 1972, in the Los Angeles Times, a newspaper circulated in Los Angeles, Calif.

Applicant states that the proposed subsidiary would engage in the activities of a mortgage banking business including origination, sale to investors, and servicing of commercial and residential first mortgage real estate loans. Such activities have been specified by the Board in § 225.4(a) of Regulation Y as permissible for bank holding companies, subject to Board approval of individual proposals in accordance with the procedures of § 225.4(b).

Interested persons may express their views on the question whether consummation of the proposal can "reasonably be expected to produce benefits to the public, such as greater convenience, increased competition, or gains in efficiency, that outweigh possible adverse effects such as undue concentration of resources, decreased or unfair competition, conflicts of interests, or unsound banking practices." Any request for a hearing on this question should be accompanied by a statement summarizing the evidence the person requesting the hearing proposes to submit or to elicit at the hearing and a statement of the reasons why this matter should not be resolved without a hearing.

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Kansas City.

Any views or requests for hearing should be submitted in writing and received by the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, not later than June 6, 1972.

Board of Governors of the Federal Reserve System, May 10, 1972.

[SEAL] MICHAEL A. GREENSPAN,
Assistant Secretary.

[FR Doc.72-7455 Filed 5-16-72;8:48 am]

SMALL BUSINESS ADMINISTRATION

[MESBIC License Application 08/08-5030]

COLORADO VENTURE CAPITAL CORP.

Notice of Application for a License as Minority Enterprise Small Business Investment Company

An application for a license to operate as a minority enterprise small business investment company (MESBIC) under the provisions of the Small Business Investment Act of 1958, as amended (15 U.S.C. 661 et seq.), has been filed by Colorado Venture Capital Corp. (applicant) with the Small Business Administration (SBA) pursuant to § 107.102 of the SBA rules and regulations governing small business investment companies (13 CFR 107.102 (1972)).

The officers and directors of the applicant are as follows:

Roy W. Gentry, 3825 East 26th Avenue, Denver, CO 80205, President, General Manager, Director.

James R. Roath, 5315 Scranton Court, Denver, CO 80239, Secretary-Treasurer, Director.

David A. Valdez, 4871 Benton Street, Denver, CO 80212, Director.

The applicant, a Colorado corporation with its principal place of business located at 1711 Pennsylvania Street, Suite 105, Denver, CO 80203, will begin operations with $155,000 of paid-in capital, consisting of 15,500 shares of common stock. Eighty-three percent (83%) of the issued and outstanding stock of the applicant will be owned by Denver Coalition Ventures, Inc., a nonprofit economic development corporation operating as a Model Cities delegate agency, with a place of business located at 1711 Pennsylvania Street, Suite 101, Denver, CO 80203.

Applicant will not concentrate its investments in any particular industry. According to the company's stated investment policy, its investments will be made solely in small business concerns which will contribute to a well-balanced national economy by facilitating ownership in such concerns by persons whose participation in the free enterprise system is hampered because of social or economic disadvantages.

Matters involved in SBA's consideration of the applicant include the general business reputation and character of the proposed owner and management, and the probability of successful operation of the applicant under their management, including adequate profitability and financial soundness, in accordance with the Small Business Investment Act and the SBA rules and regulations.

Any interested person may, not later than 15 days from the date of publication of this notice, submit to SBA, in writing, relevant comments on the proposed MESBIC. Any such communication should be addressed to the Associate Administrator for Operations and Investment, Small Business Administration, 1441 L Street NW., Washington, DC 20416.

A copy of this notice shall be published in a newspaper of general circulation in Denver, Colo.

Dated: May 8, 1972.

CLAUDE ALEXANDER,
Associate Administrator for Operations and Investment.

[FR Doc.72-7443 Filed 5-16-72;8:46 am]

INTERSTATE COMMERCE COMMISSION

ASSIGNMENT OF HEARINGS

MAY 12, 1972.

Cases assigned for hearing, postponement, cancellation, or oral argument appear below and will be published only once. This list contains prospective assignments only and does not include cases previously assigned hearing dates. The hearings will be on the issues as presently reflected in the Official Docket of the Commission. An attempt will be made to publish notices of cancellation of hearings as promptly as possible, but interested parties should take appropriate steps to insure that they are notified of cancellation or postponements of hearings in which they are interested.

MC 95540 Sub 820, Watkins Motor Lines, Inc., assigned June 19, 1972, MC 129645 Sub 40, Basil J. Smeester and Joseph G. Smeester, doing business as Smeester Bros. Trucking, assigned June 21, 1972, MC 129328 Sub 2, Pal Tex Transport Co., assigned June 22, 1972, MC 102567 Sub 145, Earl Gibbon Transport, Inc., assigned June 20, 1972, at New Orleans, La., will be held in Room 1210, U.S. Post Office, 701 Loyola Avenue.

No. 35085, Edward S. Watts, et al. v. Missouri-Kansas-Texas Railroad Co., now assigned June 19, 1972, at Dallas, Tex., will be held in Room 16B3, 110 Commerce Street, Dallas, Tex.

MC 44053 Sub 6, Towne Services, Household Goods Transportation Co., Inc., now assigned June 12, 1972, at Dallas, Tex., hearing will be held in Room 5A15, 1100 Commerce Street, Dallas, Tex.

MC-F-11290, Gordons Transports, Inc.—Control—J. B. Reed Motor Express, Inc., and MC 98913 Sub 3, J. B. Reed Motor Express, Inc., assigned June 19, 1972, at Chicago, Ill., will be at the Conrad Hilton Hotel, 720 South Michigan Avenue.

I&S No. 8707, Refrigeration Provisions, Florida East Coast Railway, now assigned May 16, 1972, at Washington, D.C., hearing postponed to June 12, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC-C-7566, W. T. Mayfield Sons Trucking Co., Inc.—Investigation and Revocation of Certificates—now assigned May 16, 1972, at Atlanta, Ga., postponed indefinitely.

FD 27039, Erie Lackawanna Railway Co., Bonds Modification, now assigned May 16, 1972, at Washington, D.C., hearing postponed to June 28, 1972, will be held at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC 72243 Sub 24, The Aetna Freight Lines, Inc., now assigned May 22, 1972, at Washington, D.C., canceled and application dismissed.

MC-F-11358, Cedar Rapids Steel Transportation, Inc.—Purchase (portion)—Lee Bros., Inc., now assigned May 31, 1972, at Chicago, Ill., hearing postponed indefinitely.

W406 Sub 11, Ohio Barge Line, Inc., now assigned May 26, 1972, at Washington, D.C., hearing postponed to June 8, 1972, will be held in the Offices of the Interstate Commerce Commission, Washington, D.C.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.72-7494 Filed 5-16-72;8:51 am]

FOURTH SECTION APPLICATION FOR RELIEF

MAY 12, 1972.

Protests to the granting of an application must be prepared in accordance with § 1100.40 of the general rules of practice (49 CFR 1100.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 42426—*Beet or cane sugar from points in Montana.* Filed by Chicago, Milwaukee, St. Paul and Pacific Railroad Co., and Burlington Northern, Inc. (No. 4), for interested rail carriers. Rates on sugar, beet or cane, in carloads, as described in the application, from specified points in Montana to St. Paul, Minn., Transfer and McKee Spur, Minn.

Grounds for relief—Market competition, rate relationship, and return movements of commodities.

Tariff—Supplement 37 to R. S. Sandgren, alternate agent, tariff I.C.C. 25. Rates are published to become effective on June 25, 1972.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.72-7493 Filed 5-16-72;8:51 am]

[Notice 14]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

MAY 12, 1972.

The following letter-notices of proposals (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), to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission under the Commission's Revised Deviation Rules—Motor Carriers of Property, 1969 (49 CFR 1042.4(d)(11)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 1042.4(d)(11)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 1042.4(d)(12)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Revised Deviation Rules—Motor Carriers of Property, 1969, will be numbered consecutively for convenience in identification and protests, if any, should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC–42487 (Deviation No. 95), CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, CA 94015, filed May 4, 1972. Carrier's representative: V. R. Oldenburg, Post Office Box 5138, Chicago, IL 60680. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Vincennes, Ind., over U.S. Highway 41 to junction Interstate Highway 70 at or near Terre Haute, Ind., thence over Interstate Highway 70 to Indianapolis, Ind., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Vincennes, Ind., over U.S. Highway 50 to Seymour, Ind., thence over Alternate U.S. Highway 31 via Columbus, Ind., to junction U.S. Highway 31, thence over U.S. Highway 31 to Indianapolis, Ind., and return over the same route.

No. MC–42487 (Deviation No. 96), CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, CA 94015, filed May 4, 1972. Carrier's representative: V. R. Oldenburg, Post Office Box 5138, Chicago, IL 60680. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Cleveland, Ohio, over Ohio Highway 21 to junction Interstate Highway 80 (Gate 11), thence over Interstate Highway 80 to junction U.S. Highway 220 (near Wingate, Pa.), thence over U.S. Highway 220 to junction U.S. Highway 15 (at Williamsport, Pa.), thence over U.S. Highway 15 to junction Pennsylvania Highway 14 (near Trout Run, Pa.), thence over Pennsylvania Highway 14 to the Pennsylvania-New York State line, thence over New York Highway 14 to Elmira, N.Y., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service routes as follows: (1) From Boston, Mass., over Massachusetts Highway 9 to Worcester, Mass., thence over Massachusetts Highway 12 to junction U.S. Highway 20, thence over U.S. Highway 20 to Albany, N.Y., thence over New York Highway 5 to Herkimer, N.Y., thence over New York Highway 28 to Mohawk, N.Y., thence over New York Highway 5S to Utica, N.Y., thence over New York Highway 5 via Syracuse, N.Y., to junction New York Highway 173, thence over New York Highway 173 to Jordan, N.Y., thence over New York Highway 31 to junction New York Highway 47, thence over New York Highway 47 to junction New York Highway 33A, thence over New York Highway 33A to junction New York Highway 33, thence over New York Highway 33 to Buffalo, N.Y., thence over New York Highway 5 to Silver Creek, N.Y., thence over U.S. Highway 20 to Willoughby, Ohio, thence over Lakeland Boulevard and St. Clair Avenue to junction Ohio Highway 254, thence over Ohio Highway 254 to junction Ohio Highway 57, thence over Ohio Highway 57 to Lorain, Ohio, thence over Ohio Highway 2 to Bryan, Ohio, thence over Ohio Highway 2 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction U.S. Highway 41, thence over U.S. Highway 41 to Chicago, Ill., and (2) from Schenectady, N.Y., over New York Highway 7 to Binghamton, N.Y., thence over New York Highway 17 to Elmira, N.Y., thence over New York Highway 17E to Big Flats, N.Y., thence over New York Highway 17 to Westfield, N.Y., and return over the same routes.

No. MC–42487 (Deviation No. 97), CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, CA 94012, filed May 4, 1972. Carrier's representative: V. R. Oldenburg, Post Office Box 5138, Chicago, IL 60680. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Akron, Ohio, over Interstate Highway 80S to junction Interstate Highway 80 (west of Youngstown, Ohio), thence over Interstate Highway 80 to junction Interstate Highway 81 (near Drum, Pa.), thence over Interstate Highway 81 to junction Pennsylvania Highway 61 (near Frackville, Pa.), thence over Pennsylvania Highway 61 to Reading, Pa., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Akron, Ohio, over U.S. Highway 224 to New Castle, Pa., thence over U.S. Highway 422 to Worthington, Pa., thence over unnumbered highway (formerly portion U.S. Highway 422) via Walkchalk, Pa., to Kittanning, Pa., thence over U.S. Highway 422 to Ebensburg, Pa., thence over U.S. Highway 22 to Harrisburg, Pa., thence over U.S. Highway 322 (formerly shown as U.S. Highway 422) to junction U.S. Highway 422 (near Hummelstown, Pa.), thence over U.S. Highway 422 to Reading, Pa., and return over the same route.

No. MC–43421 (Deviation No. 31), DOHRN TRANSFER COMPANY, Post Office Box 1237, Rock Island, IL 61202, filed May 2, 1972. Carrier's representative: Edward G. Bazelon, 39 South La Salle St., Chicago, IL 60603. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Peoria, Ill., over U.S. Highway 24 to junction Interstate Highway 475 (at or near Toledo, Ohio), thence over Interstate Highway 475 to junction Interstate Highway 75, thence over Interstate Highway 75 to junction U.S. Highway 12 at Detroit, Mich., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service routes as follows: (1) From Chicago, Ill., over U.S. Highway 66 to junction Alternate U.S. Highway 66, thence over Alternate U.S. Highway 66 to junction U.S. Highway 66, thence over U.S. Highway 66 to junction Illinois Highway 116, thence over Illinois Highway 116 to Peoria, Ill., and (2) From Chicago, Ill., over U.S. Highway 12 to New Buffalo, Mich., thence over U.S. Highway 12 (formerly U.S. Highway 112) to Detroit, Mich., and return over the same routes.

No. MC–75320 (Deviation No. 34), CAMPBELL SIXTH-SIX EXPRESS, INC., Post Office Box 807, Springfield, MO 65801, filed April 24, 1972. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Tulsa, Okla., over U.S. Highway 75 to junction Interstate Highway 40, at or near Henryetta, Okla., thence over Interstate Highway 40 to Oklahoma City, Okla., thence over the H. E. Bailey Turnpike to junction U.S. Highway 277, thence over U.S. Highway 277 to Wichita Falls, Tex., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service routes as follows: (1) From Wichita Falls, Tex., over Texas Highway 79 via Petrolia, Tex., to the Texas-Oklahoma State line, thence over Oklahoma Highway 79 to junction U.S. Highway 70, about 2 miles west of Waurika, Okla., thence over U.S. Highway 70 via Waurika and Lone Grave, Okla., to Ardmore, Okla., and (2) from Ardmore, Okla., over U.S. Highway 70 to junction U.S. Highway 177, thence over U.S. Highway 177 to junction Oklahoma Highway 18, thence over Oklahoma Highway 18 to junction Interstate Highway 44 (Turner Turnpike), thence over Interstate Highway 44 to Tulsa, Okla., and return over the same routes.

No. MC–75320 (Deviation No. 35), CAMPBELL SIXTY-SIX EXPRESS, INC., Post Office Box 807, Springfield,

MO 65801, filed May 2, 1972. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Atlanta, Ga., over Interstate Highway 85 (U.S. Highway 29 where portions of Interstate Highway 85 are incomplete), to Opalika, Ala., thence over Interstate Highway 85 to Montgomery, Ala., thence over Interstate Highway 65 to junction Alabama Highway 59, thence over Alabama Highway 59 to Bay Minette, Ala., thence over U.S. Highway 31 to junction Interstate Highway 10 (U.S. Highway 90 where portions of Interstate Highway 10 are incomplete), thence over Interstate Highway 10 to New Orleans, La., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service routs as follows: (1) From Birmingham, Ala., over U.S. Highway 78 to Atlanta, Ga., (2) from Birmingham, Ala., over U.S. Highway 11 to Tuscaloosa, Ala., thence over U.S. Highway 82 to Columbus, Miss., (3) from Columbus, Miss., over U.S. Highway 45 via Meridian, Miss., to Mobile, Ala., (4) from Meridian, Miss., over U.S. Highway 11 to Hattiesburg, Miss., thence over U.S. Highway 49 to Gulfport, Miss., and (5) from Hattiesburg, Miss., over U.S. Highway 11 to junction Mississippi Highway 43, thence over Mississippi Highway 43 to junction unnumbered highway, thence over unnumbered highway via Pearlington, Miss., to junction U.S. Highway 90, thence over U.S. Highway 90 to New Orleans, La., and return over the same routes.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.72-7487 Filed 5-16-72;8:50 am]

[Notice 15]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

MAY 12, 1972.

The following letter-notices of proposals (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), to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission under the Commission's Revised Deviation Rules—Motor Carriers of Passengers, 1969 (49 CFR 1042.2(c)(9)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 1042.2(c)(9)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 1042.2(c)(9)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Revised Deviation Rules—Motor Carriers of Property, 1969, will be numbered consecutively for convenience in identification and protests, if any, should refer to such letter-notices by number.

MOTOR CARRIERS OF PASSENGERS

No. MC-67024 (Deviation No. 1), SERVICE COACH LINE, INC., 455 East 10th Avenue, Hialeah, FL 33011, filed May 1, 1972. Carrier's representative: Lawrence E. Lindeman, Suite 1032 Pennsylvania Building, Pennsylvania Avenue and 13th Street NW., Washington, D.C. 20004. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage, and express and newspapers* in the same vehicle with passengers, over a deviation route as follows: From Midway, Ga., over U.S. Highway 17 to junction Interstate Highway 95 at or near South Newport, Ga., thence over Interstate Highway 95 to junction Georgia Highway 251, thence over Georgia Highway 251 to junction U.S. Highway 17, thence over U.S. Highway 17 to junction Interstate Highway 95 at or near Yulee, Fla., thence over Interstate Highway 95 to Jacksonville, Fla., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property, over a pertinent service route as follows: From Midway, Ga., over Georgia Highway 38 to Jessup, Ga., thence over Georgia Highway 23 to Folkston, Ga., thence over U.S. Highway 1 to Jacksonville, Fla., and return over the same route.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.72-7488 Filed 5-16-72;8:51 am]

[Notice 37]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MAY 12, 1972.

The following publications[1] are governed by the new § 1100.247 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which become effective January 1, 1964.

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

[1] Except as otherwise specifically noted, each applicant (on applications filed after Mar. 27, 1972) states that there will be no significant effect on the quality of the human environment resulting from approval of its application.

NOTICES OF FILING OF PETITIONS

No. MC 63041 (Sub-No. 7) (Notice of Fling of Petition to Add Names of Shippers to Present Authority), filed April 25, 1972. Petitioner: BUILDER'S TRANSPORT, INC., York, Pa. Petitioner's representative: Chester A. Zyblut, 1522 K Street NW., Washington, DC 20005. As here pertinent, petitioner holds authority in No. MC-63041 Sub-No. 7, which authorizes the transportation of: *Roofing, siding, sealing, insulating, wall, flooring, and ceiling materials* (except commodities in bulk), from Baltimore, Md., to points in Delaware, points in Adams, Allegheny, Armstrong, Beaver, Bedford, Berks, Blair, Bradford, Bucks, Butler, Cambria, Carbon, Centre, Chester, Clearfield, Clinton, Columbia, Cumberland, Dauphin, Delaware, Fayette, Franklin, Fulton, Greene, Huntingdon, Indiana, Jefferson, Juniata, Lackawanna, Lancaster, Lawrence, Lebanon, Lehigh, Luzerene, Lycoming, Mifflin, Monroe, Montgomery, Montour, Northampton, Northumberland, Perry, Philadelphia, Pike, Schuylkill, Snyder, Somerset, Sullivan, Susquehanna, Tioga, Union, Washington, Wayne, Westmoreland, Wyoming and York Counties, Pa.; and Albermarle, Amelia, Amherst, Appomattox, Augusta, Bath, Bedford, Buckingham, Campbell, Carolina, Charles City, Charlotte, Chesterfield, Culpeper, Cumberland, Dinwiddie, Essex, Fairfax, Fauquier, Fluvanna, Frederick, Gloucester, Goochland, Greene, Halifax, Hanover, Henrico, Highland, James City, King and Queen, King George, King William, Loudoun, Louisa, Lunenburg, Madison, Mathews, Middlesex, Nelson, New Kent, Nottoway, Orange, Page, Pittsylvania, Powhatan, Prince Edward, Prince George, Prince William, Rappahannock, Rockbridge, Rockingham, Shenandoah, Spotsylvania, Stafford, and York Counties, Va. (except Fredericksburg, Norfolk, Richmond, and West Point, Va., and points in Virginia within 10 miles of Washington, D.C.) and Barbour, Boone, Braxton, Clay, Fayette, Grant, Greenbriar, Hampshire, Hardy, Logan, Mineral, Nicholas, Pendleton, Pocohontas, Preston, Raleigh, Randolph, Tucker, Upshur, and Webster Counties, W. Va., under a continuing contract with GAF Corp., Building and Industrial Products Division. By the instant petition, petitioner has requested to add the name of Lloyd A. Fry Roofing Co. and Trumbull Asphalt Company of Delaware to this permit of Builder's Transport. Any interested person desiring to participate may file an original and six copies of his written representations, views, or argument in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 115876 (Sub-No. 15) (Notice of Filing of Petition for Modification of Permit to Add Additional Contracting Shipper), filed April 19, 1972. Applicant: ERWIN HURNER, Moorhead, Minn. Petitioner's representative: Thomas J. Van Osdel, 502 First National Bank Building, Fargo, N. Dak. 58102.

That as is pertinent to the instant petition, petitioner holds a permit in Docket No. 115876 Sub 15 authorizing motor carrier operations as a contract carrier in interstate or foreign commerce over irregular routes transporting: Malt beverages and articles dealt in by wholesale beverage distributors. From: La-Crosse, Wis. To: Moorhead, Minn., and Fargo, N. Dak., under a continuing contract with Leonhardt J. Hansen, Moorhead, Minn. By the instant petition, petitioner requests that his permit be modified so as to authorize him to enter into a continuing contract or contracts with D–S Beverages, Inc., Moorhead, Minn., as an additional contract shipper. Any interested person desiring to participate may file an original and six copies of his written representations, views or argument in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 134114 (Sub-No. 1) (Notice of Filing of Petition to Add Contracting Shipper), filed April 19, 1972. Petitioner: ELMER WILSON, doing business as NEBRASKA BEEF EXPRESS, Ralston, Nebr. Petitioner's representatives: Arlyn Westergren and Donald L. Stern, Suite 530 Univac Building, Omaha, Nebr. 68106. Petitioner is authorized in No. MC 134114 (Sub-No. 1), to transport over irregular routes: *Meats, meat products, and meat byproducts, and articles distributed by meat packinghouses,* as described in sections A and C of Appendix 1 to the report in *Descriptions in Motor Carrier Certificates,* 61 M.C.C. 209 and 766, from Omaha, Nebr., to points in Cook and Du Page Counties, Ill., Cedar Rapids and Waterloo, Iowa, and Milwaukee, Kenosha, Madison, and Green Bay, Wis., with no transportation for compensation on return except as otherwise authorized, limited to a transportation service to be performed under a continuing contract, or contracts, with J. F. O'Neill Packing Company, of Omaha, Nebr. By the instant petition, petitioner seeks to add the name of Union Packing Company of Omaha, Nebr., as an additional contracting shipper. Any interested person desiring to participate may file an original and six copies of his written representations, views or argument in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC–F–10414. (Supplement) (EASTERN EXPRESS, INC.—PURCHASE — KASMAR – ROCHELLE – TRANSIT CO.), published in the March 19, 1969, and amendment published thereto July 24, 1969, issues of the FEDERAL REGISTER. By supplement filed May 8, 1972, Isbrandtsen Co., Inc., 26 Broadway, New York, NY 10004, and in turn by Albert E. Rising, Jr., Post Office Box 123, Bowling Green Station, New York, NY 10004, join in as party applicant in control of the applicants.

No. MC–F–11520. (CARDINAL FREIGHTWAYS—PURCHASE—CITY TRANSFER CO.), published in the April 26, 1972, issue of the FEDERAL REGISTER on page 8421. Application filed May 5, 1972, for temporary authority under section 210a(b).

No. MC–F–11533. Authority sought for purchase by RUSH TRUCKING, INC., 803 Northwest 7th Terrace, Ft. Lauderdale, FL 33311, of the operating rights of Perry C. Byers, doing business as Matthewson's Parcel Delivery Service, Post Office Box 13291, Tampa, FL 33611, and for acquisition by William G. Lancia, 2431 W. Nassau Dr., Miramar, FL 33023, of control of such rights through the purchase. Applicants' attorney: Guy H. Postell, Suite 713, 3384 Peachtree Rd., NE., Atlanta, GA 30325. Operating rights sought to be transferred: (1) *Cosmetics,* (2) *toilet preparations, toilet articles, and related premiums,* and (3) *equipment and supplies* used in connection with the display and sale of the commodities named in (1) and (2) above, as a *contract carrier* over irregular routes, from Tampa, Fla., to points in Pinellas and Hillsborough Counties, Fla., with restriction. Vendee is authorized to operate as a *contract carrier* in Florida. Application has not been filed for temporary authority under section 210a(b).

No. MC–F–11534. Authority sought for control by ASSOCIATED FREIGHT LINES, 841 Folger Avenue, Berkeley, CA 94710, of BEST-WAY TRANSPORTATION, 2343 West Mohave Street, Phoenix, AR 85009, and for acquisition by John A. Pifer, also of Berkeley, CA, of control of Best-Way Transportation, through the acquisition by Associated Freight Lines. Applicants' attorneys: Marvin Handler, 405 Montgomery Street, San Francisco, CA 94104. A. Michael Bernstein, 1327 United Bank Bldg., Phoenix, AR 85012, and Donald E. Cross, 917 Munsey Bldg., Washington, D.C. 20004. Operating rights sought to be controlled: *General commodities,* excepting among others, classes A and B explosives, household goods and commodities in bulk, as a *common carrier* over regular routes, between Phoenix and Maricopa, Ariz., serving all intermediate points within 25 miles of Chandler, between Phoenix and Beardsley, Ariz., serving all intermediate points and the off-route points of Luke Field, Litchfield, Litchfield Park, Avondale, Coldwater, Aqua Friz, Thunderbird Field, and Surprise, Ariz., and off-route points within 25 miles of Chandler, and under a certificate of registration in Docket No. MC–112123 Sub 6, covering the transportation of property, as a common carrier in interstate commerce, within the State of Arizona. Associated Freight Lines is authorized to operate as a *common carrier* in California. Application has been filed for temporary authority under section 210a(b). NOTE: MC–112123 Sub 7, is a matter directly related.

No. MC–F–11535. Authority sought for purchase by TRUCK TRANSPORT, INC., 1931 N. Geyer Rd., St. Louis, MO 63131, of a portion of the operating rights of Daniel Hamm Drayage Co., 121 Tyler St., St. Louis, MO 63102, and for acquisition by Robert B. Schilli, also of St. Louis, Mo. 63131, of control of such rights through the purchase. Applicants' representative: Jerry R. Ferris, 230 St. Clair Ave., East St. Louis, IL 62201. Operating rights sought to be transferred: *Cement,* as a *common carrier* over irregular routes, from the plantsite of Universal Atlas Cement Division of United States Steel Corp. at St. Louis, Mo., to points in Illinois, from the plantsites of River Cement Company, at or near Selma (Jefferson County), Mo., and St. Louis, Mo., to points in Arkansas, Illinois, Indiana, Iowa, Kentucky, and Tennessee, from the plant or distribution terminal sites of Dundee Cement Co., located at or near Clarksville, Mo., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Missouri, Ohio, Oklahoma, and Tennessee, from the plantsite of Missouri Portland Cement Co., at St. Louis, Mo., to points in Illinois, Iowa, Arkansas, and Kentucky; *cement kiln dust,* from the plantsite of the River Cement Co., at or near Selma (Jefferson County), Mo., to points in Arkansas, Illinois, Indiana, Iowa, Kentucky, Tennessee, and Missouri; *cement,* in bulk, from the plant or distribution terminal sites of Dundee Cement Co., located at or near St. Louis, Mo., and Rock Island, Ill., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Missouri, Ohio, Oklahoma, and Tennessee. Vendee is authorized to operate as a *common carrier* in all of the States in the United States. Application has been filed for temporary authority under section 210a(b).

No. MC–F–11536. Authority sought for control by G & H TRANSPORTATION, INC., 1501 Chapin Road, Montebello, CA 90640, of B. W. HODGE TRANSPORTATION, INC., 4339 Fruitland Avenue, Los Angeles, CA, and for acquisition by Jerry Goodwill, also of Montebello, Calif. 90640, of control of B. W. HODGE TRANSPORTATION, INC., through the acquisition by G & H Transportation, Inc. Applicants' attorney: Fred H. Mackensen, 9454 Wilshire Blvd., Suite 400, Beverly Hills, CA 90212. Operating rights sought to be controlled: Under a certificate of registration in Docket No. MC–99936 Sub 1, covering the transportation of general commodities, as a common carrier, in interstate commerce, within the State of California. G & H Transportation, Inc., is authorized to operate as a common carrier in California. Application has not been filed for temporary authority under section 210a(b).

No. MC–F–11537. Authority sought for purchase by ROAD RUNNER TRUCKING, INC., 7728 F St., Omaha, NE 68137,

of the operating rights of VIRGIL M. JENKINS, doing business as JENKINS TRUCK LINE, 19401 E. 40 Highway, Independence, MO 64055, and for acquisition by George Bacon, also of Omaha, NE 68137, of control of such rights through the purchase. Applicants' attorney: Arnold L. Burke, 127 N. Dearborn St., Chicago, IL 60602. Operating rights sought to be transferred: *Frozen fruits, frozen berries, and frozen vegetables,* as a *common carrier,* over irregular routes, from points in California, Washington, and Oregon, to Oklahoma City, Okla., and points in Kansas and Missouri; *frozen vegetables,* from points in Idaho to Kansas City, Mo. Vendee is authorized to operate as a *common carrier* in Iowa, Minnesota, Missouri, Nebraska, Wisconsin, Oregon, Idaho, Kansas, Wyoming, Utah, Montana, Arkansas, Colorado, Nevada, New Mexico, Arizona, South Dakota, California, Washington, and Illinois. Application has been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.72-7489 Filed 5-16-72;8:51 am]

[Notice 60]

MOTOR CARRIER BOARD TRANSFER PROCEEDINGS

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

Each application (except as otherwise specifically noted) filed after March 27, 1972, contains a statement by applicants that there will be no significant effect on the quality of the human environment resulting from approval of the application. As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-71983. By order of May 8, 1972, the Motor Carrier Board approved the transfer to Bond Transportation, Inc., Kansas City, Mo., of the operating rights in certificate No. MC-79619 issued February 20, 1969, to Eagle Express, Inc., Kansas City, Mo., authorizing the transportation of general commodities, with exceptions, between specified points in Kansas and Missouri and livestock from specified points in Missouri to specified points in Illinois, Kansas and Missouri. Tom B. Kretsinger, 450 Professional Building, Kansas City, Mo. 64106, attorney for applicants.

No. MC-FC-73516. By order entered May 10, 1972, the Motor Carrier Board approved the tranfer to Kentucky Western Truck Lines, Inc., Hopkinsville, Ky., of that portion of the operating rights set forth in certificate No. MC-31617, issued by the Commission September 14, 1953, to W. G. Thalmann, doing business as Jones Truck Line, Hopkinsville, Ky., authorizing the transportation of: Agricultural commodities, machinery, building materials, acids, junk, scrap metals, hides, wool, and fertilizer, over irregular routes, between points in that part of Kentucky on and west of U.S. Highway 31W, not including Louisville, Ky., on the one hand, and, on the other, Evansville, Ind., Copperhill, Tenn., and points in Tennessee West of U.S. Highway 27. Richard D. Gleaves, 601 Stahlman Building, Nashville, Tenn. 37201, attorney for applicants.

No. MC-FC-73635. By order of May 8, 1972, the Motor Carrier Board approved the transfer to All States Asphalt, Inc., Sunderland, Mass., of certificate No. MC-69107 issued January 7, 1942 to A. V. Rivest Transportation Co., a corp., East Springfield, Mass., authorizing the transportation of: Petroleum products, from specified points in Connecticut to named counties in Massachusetts. Arthur A. Wentzell, practitioner, Post Office Box 764, Worcester, Mass. 01613.

No. MC-FC-73662. By order of May 9, 1972, the Motor Carrier Board approved the transfer to Robert J. Zucker, doing business as Park East Movers, New York, N.Y., of certificate No. MC-47511 issued December 16, 1959 to Shirley Zucker and Robert J. Zucker, doing business as Park East Movers, New York, N.Y., authorizing the transportation of: Household goods, between New York, N.Y., and points in New York, New Jersey, Connecticut, Maryland, Rhode Island, Pennsylvania, Delaware, Massachusetts, and the District of Columbia, in radial movements. Alvin Altman, attorney, 1776 Broadway, New York, NY 10019.

No. MC-FC-73674. By order of May 8, 1972, the Motor Carrier Board approved the transfer to Amendola Trucking & Rigging, Inc., Hamden, Conn., of that portion of the operating rights in certificate No. MC-62526 issued February 13, 1941, to James E. Gill, Southington, Conn., authorizing the transportation of heavy machinery, between Southington, Conn., and points and places within 10 miles thereof, on the one hand, and, on the other, points and places in that part of New York on and south of U.S. Highway 44 and east of the Hudson River. Thomas W. Murrett, 342 North Main Street, West Hartford, CT 06117, attorney for applicants.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.72-7490 Filed 5-16-72;8:51 am]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

MAY 12, 1972.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority, sought, pursurant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by § 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

Montana Docket No. Unknown, filed April 24, 1972. Applicant: CLARK FORK VALLEY EXPRESS CO., INC., 655 Helena Avenue, Helena, MT 59601. Applicant's representative: David L. Jackson, 20 East Sixth Avenue, Helena, MT 59601. Certificate of public convenience and necessity sought to operate an express service as follows: Transportation of *Persons, baggage and express* between Helena, Mont., and Bozeman, Mont., via U.S. Highway No. 287, U.S. Highway No. 10 and Interstate No. 90, serving all intermediate and offroute points, including East Helena, Winston, Townsend, Toston, Three Forks, Logan, Manhattan, and Belgrade. Limitation: Local traffic is restricted between Three Forks, Mont., and Bozeman, Mont. Both intrastate and interstate authority sought.

HEARING: Date, time, and place unknown. Requests for procedural information including the time for filing protests concerning this application should be addressed to the Montana Public Service Commission, 1227 11th Avenue, Helena, MT 59601, and should not be directed to the Interstate Commerce Commission.

Tennessee Docket No. MC 104 (Sub-No. 1) (Amendment), filed April 17, 1972. Applicant: MURFREESBORO FREIGHT LINE CO., INC., Post Office Box 1113, Murfreesboro, TN 37130. Applicant's representative: Val Sanford, 23d Floor, Life & Casualty Tower, Nashville, Tenn. 37219. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *General commodities,* except household goods, classes A and B explosives, commodities in bulk and those requiring special equipment, between Memphis, Tenn., and Nashville, Tenn., over Interstate Highway 40 and return over the same route serving no intermediate points; to be used in conjunction with applicant's existing authority; but restricted against the transportation of freight originating at, or destined to, or

interchanged at Nashville, the latter point being a point for tacking only. "For operating convenience only, the following alternate route: From Murfreesboro, Tenn., over Tennessee Highway 96 to its junction with Tennessee Highway 100, thence by Tennessee Highway 100 to its junction with U.S. Highway 64, thence over U.S. Highway 64 to Memphis and return over the same route, serving no intermediate points. Authority for both interstate and intrastate commerce is sought by this application."

HEARING: July 6, 1972, at the Commission's Courtroom, C–1 Cordell Hull Building, Nashville, Tenn., at 9:30 a.m. Requests for procedural information including the time for filing protests concerning this application should be addressed to the Tennessee Public Service Commission, Cordell Hull Building, Nashville, Tenn. 37219, and should not be directed to the Interstate Commerce Commission.

California Docket No. 53306, filed April 28, 1972. Applicant: G. I. TRUCKING COMPANY, 14727 Alondra Boulevard, La Mirada, CA 90638. Applicant's representatives: Murchison & Davis, 9454 Wilshire Boulevard, Suite 400, Beverly Hills, CA 90212. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *General commodities* between: Part I (1) All points within the territory more particularly delineated in Part II attached hereto. (2) Points in that territory, on the one hand, and (a) Oceanside and Chula Vista and intermediate points on U.S. Highway No. 101 between said territory and Chula Vista, and San Diego and El Cajon and intermediate points on U.S. Highway No. 80, on the other hand; (b) all points and places located on U.S. Highway No. 101 to Paso Robles, inclusive, on the other hand; (c) all points on California Highway No. 1 between Las Cruces and Pismo Beach, inclusive; (d) all points between Ventura and San Fernando, inclusive, over California Highway No. 126 and California Highway No. 99; (e) all points between Ventura and San Fernando, inclusive, over California Highway No. 118; (f) all points between San Diego, on the other hand, inclusive, over U.S. Highway 395, or Interstate 15, and (g) all points between the junction of Interstate Highway No. 5 and California Highway No. 14 and Mojave, inclusive, over California Highway No. 14. (3) All points within 15 miles of the above. (4) Applicant shall not transport any shipments of: (a) Used household goods and personal effects not packed in accordance with the crated property requirements set forth in paragraph (d) of Item No. 10–C of Minimum Rate Tariff No. 4–A; (b) automobiles, trucks and buses, viz.: new and used, finished or unfinished passenger automobiles (including jeeps), ambulances, hearses and taxis, freight automobiles, automobile chassis, trucks, truck chassis, truck trailers, trucks and trailers combined, buses, bus chassis;

(c) Livestock, viz: Bucks, bulls, calves, cattle, cows, dairy cattle, ewes, goats, hogs, horses, kids, lambs, oxen, pigs, sheep, sheep camp outfits, sows, steers, stags, or swine; (d) commodities requiring the use of special refrigeration or temperature control in specially designed and constructed refrigerated equipment; (3) liquids, compressed gases, commodities in semiplastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semitrailers or a combination of such highway vehicles; (f) commodities when transported in bulk in dump trucks or in hopper-type trucks, and (g) commodities when transported in motor vehicles equipped for mechanical mixing in transit. Part II. Beginning at the point where California Highway No. 118 intersects with California Highway No. 27; easterly and northeasterly along California Highway No. 118 to California Highway No. 7; northerly along California Highway No. 7 to Rinaldi Street; easterly on Rinaldi Street and Workman Street; westerly and northerly along the boundary of the city of San Fernando and its prolongation to the boundary of the Angeles National Forest; easterly and southerly along the boundary of the Angeles National Forest and San Bernardino National Forest to U.S. Highway No. 395; southerly along U.S. Highway No. 395 to U.S. Highway No. 99; easterly along U.S. Highway No. 99 to and including the city of Redlands; southeasterly along an imaginary line to the intersection of U.S. Highways Nos. 60 and 395; southerly on U.S. Highway No. 395 to Cajalco Drive; westerly on Cajalco Drive to Mockingbird Canyon Road; northerly on Mockingbird Canyon Road and Van Buren Street to California Highway No. 18; southerly and westerly along California Highway No. 18 and U.S. Highway No. 91 to California Highway No. 55; southerly along California Highway No. 55 to and including Balboa; westerly and northerly along the shoreline of the Pacific Ocean to a point directly south of the intersection of U.S. Highway No. 101 Alternate and California No. 27; thence northerly along California Highway No. 27 to the point of beginning. Both intrastate and interstate authority sought.

HEARING: Date, time, and place not shown. Requests for procedural information including the time for filing protests concerning this application should be addressed to the Public Utilities Commission, State of California, State Building, Civic Center, 455 Golden Gate Avenue, San Francisco, CA 94102 and should not be directed to the Interstate Commerce Commission.

Kansas Docket No. 93,452 M, filed April 14, 1972. Applicant: JAYHAWK TRUCK LINES, INC., 1400 Vickers—KSB&T Building, Wichita, KS. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities:* To, from and between Wichita, Kans., and Herington, Kans., and a 5-mile radius thereof; and the intermediate points of Lincolnville, Lost Springs, Hope, Elmo, Durham, and Goessel, Kans., and the off-route points of Pilsen, Burdick, Ramona, Delavan, Woodbine, Navarre, Carlton, Gypsum, Roxbury, and Tampa, Kans. From Florence, Kans., on present authority, north on U.S. 77 to Herington, Kans.; thence west on Kansas Highway 4 to Elmo, Kans., thence south on Kansas Highway 15 to Newton, Kans.; thence south on U.S. Interstate 35W to Wichita, Kans., and return over the same route. As an alternate route for operating convenience only, from Elmo, Kans., west on Kansas Highway 4 to the intersection of Kansas Highway 4 and U.S. Interstate 35W, thence south on U.S. Interstate 35W to Wichita, Kans., to return over the same route. Both intrastate and interstate authority sought.

HEARING: Tuesday, June 20, 1972, before the State Corporation, Kuntry Kitchen Meeting Room, 9 West Walnut, Herington, KS. Requests for procedural information including the time for filing protests concerning this application should be addressed to the State Corporation Commission, Fourth Floor, State Office Building, Topeka, Kans. 66612 and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.72–7486 Filed 5–16–72;8:50 am]

[Notice 619]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

MAY 11, 1972.

The following are notices of filing of applications[1] for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC–67 (49 CFR Part 1131) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

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

MOTOR CARRIERS OF PROPERTY

No. MC 3252 (Sub-No. 80 TA), filed May 1, 1972. Applicant: MERRILL TRANSPORT CO., 1037 Forest Avenue,

[1] 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.

Portland, ME 04103. Applicant's representative: Francis E. Barrett, Jr., 10 Industrial Park Road, Hingham, MA 02043. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles (a) from Fort Ann, N.Y., to points in Vermont and New Hampshire and (b) from Burlington, Vt., to points in New Hampshire except those in Coos and Grafton Counties, for 180 days. Supporting shipper: Northern Oil Co., Inc., Post Office Box 819, Burlington, VT 05401. Send protests to: Donald G. Weiler, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 307, 76 Pearl Street, Post Office Box 167, PSS, Portland, ME 04112.

No. MC 103051 (Sub-No. 252 TA), filed April 27, 1972. Applicant: FLEET TRANSPORT CO., INC., Post Office Box 90408, 934 44th Avenue North, Nashville, TN 37209. Applicant's representative: William G. North (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from points in Davidson County, Tenn., to points in Kentucky, for 180 days. Supporting shippers: Marathon Oil Co., Findlay, Ohio 45840; Humble Oil & Refining Co., Memphis, Tenn. 38101. Send protests to: Joe J. Tate, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 803–1808 West End Building, Nashville, Tenn. 37203.

No. MC 103993 (Sub-No. 707 TA) (Correction), filed April 10, 1972, published in the FEDERAL REGISTER issue of April 27, 1972, corrected and republished as corrected this issue. Applicant: MORGAN DRIVE-AWAY, INC., 2800 West Lexington Avenue, Elkhart, IN 46514. Applicant's representative: Paul D. Borghesani (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, *in initial movements*, from points in Granville County, N.C., to points in Minnesota and Louisana and points in the United States east of the Mississippi River, for 180 days. Supporting shipper: C. O. Smith Ind., Oxford, N.C. Send protests to: District Supervisor J. H. Gray, Bureau of Operations, Interstate Commerce Commission, 345 West Wayne Street, Room 204, Fort Wayne, IN 46802. NOTE: The purpose of this republication is to include a portion of the commodity description, which was inadvertently omitted in previous publication.

No. MC 106674 (Sub-No. 91 TA), filed April 27, 1972. Applicant: SCHILLI MOTOR LINES, INC., Post Office Box 122, Delphi, IN 46923. Applicant's representative: Thomas R. Schilli (Same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer*, in bags and in bulk, except in tank vehicles, *and anhydrous ammonia*, from the plantsite of Illinois Nitrogen, Marseilles, Ill., to points in Indiana and Michigan, for 180 days. Supporting shipper: Smith-Douglass, Division of Borden Chemical, Border, Inc., Norfolk, Va. Send protests to: District Supervisor J. H. Gray, Bureau of Operations, Interstate Commerce Commission, Room 204, 345 West Wayne Street, Fort Wayne, IN 46802.

No. MC 119632 (Sub-No. 53 TA) (Amendment), filed April 7, 1972, published in the FEDERAL REGISTER issue of April 29, 1972, amended and republished as amended this issue. Applicant: REED LINES, INC., 634 Ralston Avenue, Defiance, OH 43512. Applicant's representative: John P. McMahon, 100 East Broad Street, Columbus, OH 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Articles* distributed or dealt in by food distributors, or wholesale and retail grocers (except frozen foods and commodities in bulk), from the plantsite and storage facilities of Hunt-Wesson Foods, Inc., at Indianapolis, Ind., to points in Indiana, Ohio, Kentucky and those in Illinois on and south of U.S. Highway No. 24, for 180 days. Supporting shipper: Hunt-Wesson Foods, Inc., 1645 West Valencia Drive, Fullerton, CA 92634. Send protests to: District Supervisor Keith D. Warner, Bureau of Operations, Interstate Commerce Commission, 534 Federal Office Building, 234 Summit Street, Toledo, OH 43604. NOTE: The purpose of this republication is to delete Missouri as a destination State.

No. MC 133276 (Sub-No. 5 TA), filed April 27, 1972. Applicant: BERRY TRANSPORT, INC., 5315 Northwest St. Helens Road, Portland, OR 97210. Applicant's representative: Nick I. Goyak, 404 Oregon National Building, 610 Southwest Alder Street, Portland, OR 97205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals and fertilizers*, in bulk, from Vancouver, Wash., to points in Oregon, for 180 days. Supporting shipper: Pacific Supply Cooperative, 915 Northeast Davis Street, Post Office Box 3588, Portland, OR 97208. Send protests to: District Supervisor W. J. Huetig, Interstate Commerce Commission, Bureau of Operations, 450 Multnomah Building, 319 Southwest Pine Street, Portland, OR 97204.

No. MC 135705 (Sub-No. 2) (Correction), filed March 29, 1972, published in the FEDERAL REGISTER issue of April 18, 1972, corrected and republished in part as corrected this issue. Applicant: LELAND L. MELROSE, doing business as MELROSE TRUCKING CO., 6360 Raderville Route, Casper, Wyo. 82601. Applicant's representative: LeLand L. Melrose (same address as above). NOTE: The purpose of this partial republication is to set forth the correct destination points as Brighton and Commerce City, *Colo.*, in lieu of Brighton and Commerce City, Conn., shown erroneously in previous publication. The rest of the application remains as previously published.

No. MC 136555 (Sub-No. 1 TA) (Correction), filed April 7, 1972, published in the FEDERAL REGISTER issue of April 29, 1972, corrected and republished in part as corrected this issue. Applicant: SCOBEY MOVING & STORAGE CO., 315 North Medina Street, Post Office Box 7307, San Antonio, TX 78207. Applicant's representative: Charles S. Nelson (same address as above).

NOTE: The purpose of this partial republication is to reflect that the destination counties are in Texas, which was inadvertently omitted in previous publication. The rest of the notice remains the same.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.72-7492 Filed 5-16-72;8:51 am]

[Notice 60-A]

MOTOR CARRIER TRANSFER PROCEEDINGS

MAY 12, 1972.

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

No. MC-FC-73732. By application filed May 10, 1972, YOUNG TRANSPORT, INC., 1915 East Broadway, Logansport, IN 46947, seeks temporary authority to lease the operating rights of TANNERS TRANSPORTATION, INC., 400 West 14th Street, New York, NY 10014, under section 210a(b). The transfer to YOUNG TRANSPORT, INC., of the operating rights of TANNERS TRANSPORTATION, INC., is presently pending.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.72-7491 Filed 5-16-72;8:51 am]

[Ex Parte 265]

INCREASED FREIGHT RATES, 1970

Granting of Relief From Filing Requirements

It appearing, That pursuant to the provisions of the report and order of the Commission entered March 4, 1971 (339 ICC 125), the parties to these proceedings listed herein have severally petitioned the Commission for relief from the provisions of the order in Ex Parte No. 265, entered on March 4, 1971 (339 ICC 125 p. 307), requiring the filing with the Commission of quarterly reports on or before July 1, October 1, January 1, and

April 1 of each year, describing their actions to correct service deficiencies set forth in the aforesaid report of the Commission;

It further appearing, That the record in these proceedings and the quarterly reports submitted by these petitioners in response to the order of the Commission disclose that the operations of the carriers listed herein do not have a significant effect on the overall standards of service given to shippers by the railroads as a whole:

The Corinth and Counce Railroad Co.; Dardanelle & Russellville Railroad Co.; Delray Connecting Railroad Co.; Kentucky and Tennessee Railway; Twin Branch Railroad Co.; Warrenton Railroad Co.

It is ordered, That the parties named herein be, and they are hereby, relieved of filing with the Commission quarterly reports of their actions to correct service deficiencies.

Dated at Washington, D.C., this 10th day of May 1972.

By the Commission, Commissioner Walrath.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.72-7484 Filed 5-16-72;8:52 am]

CUMULATIVE LIST OF PARTS AFFECTED—MAY

The following numerical guide is a list of parts of each title of the Code of Federal Regulations affected by documents published to date during May.

3 CFR

	Page
PROCLAMATIONS:	
3044 (see EO 11669)	9013
3279 (amended by Proc. 4133)	9543
4126	8857
4127	8937
4128	9009
4129	9011
4130	9199
4131	9311
4132	9455
4133	9543
4134	9607
4135	9663
EXECUTIVE ORDER:	
11669	9013
PRESIDENTIAL DOCUMENTS OTHER THAN PROCLAMATIONS AND EXECUTIVE ORDERS:	
Memorandum of April 19, 1972	9101

4 CFR

331	9609
351	9609
400	9609
401	9609
402	9609

5 CFR

213	8939, 9015, 9383
733	9609
PROPOSED RULES:	
2411	9138
2470	9141
2471	9141

6 CFR

101	8939, 9457
300	8941, 9120, 9313
PROPOSED RULES:	
401	8951

7 CFR

47	9201
52	9755
54	9458
55	9458
56	9458
68	8859
70	9458
81	9665
220	9609
271	9313

7 CFR—Continued

301	8860
401	9458
409	9458
722	9202
729	8860
811	8861
859	9614
905	9756
907	9015, 9204, 9459, 9616
908	9015, 9459
910	9204, 9314, 9616
911	9617
912	9756
916	8862
917	9205
928	9557
953	9119
1137	9618
1205	9016
1421	8863, 9016, 9558
1488	9383
1804	9618
1890t	9206
PROPOSED RULES:	
52	9128
54	9325
55	9325
56	9325
70	9325
760	9224
910	9042
915	9401
916	9485
917	9327, 9634
918	9564
944	9403
987	8952
1006	9565
1012	9565
1013	9565
1030	9128, 9634
1065	9634
1127	9042
1824	9485

9 CFR

11	9018
71	8864, 9460
76	8864, 9103, 9460, 9757
82	8943
92	9019
97	9384
Ch. III	9460
381	9706
PROPOSED RULES:	
92	9328

10 CFR

30	9207
50	9619, 9779
150	9207
170	8943
PROPOSED RULES:	
2	9331
50	9331
140	9227

12 CFR

225	9022
528	8865
563	9314
PROPOSED RULES:	
207	9243
220	9243
221	9243
225	9044
330	8888
545	9496
721	8952

13 CFR

107	8865
121	9104
PROPOSED RULES:	
107	9349

14 CFR

39	8866, 9209, 9384, 9385, 9620, 9621
63	9758
71	8944, 9022, 9104, 9105, 9210, 9461, 9621, 9622
73	8867, 9462, 9622
75	9022, 9386, 9462
95	8944, 9023
97	9209, 9462
202	9314
208	8947, 9315
214	8948
287	8948
288	9758
374a	9386
PROPOSED RULES:	
17	9044
61	9225
67	9225
71	9138, 9226, 9489–9495, 9637, 9675, 9676
73	9495
77	9405
121	9225
127	9225
183	9225

16 CFR

Page

13 ... 9107–9110
254 ... 9665
423 ... 9210

PROPOSED RULES:

300 ... 9498
301 ... 9498
303 ... 9498

17 CFR

240 ... 9390, 9391, 9668
249 ... 9391

PROPOSED RULES:

249 ... 9045

18 CFR

250 ... 9559

PROPOSED RULES:

2 ... 9347
157 ... 9497

19 CFR

1 ... 9210, 9559
10 ... 8867
12 ... 9560
16 ... 8948, 9316

PROPOSED RULES:

10 ... 9564
153 ... 9125

20 CFR

615 ... 9780
617 ... 9781

PROPOSED RULES:

405 ... 9674

21 CFR

121 ... 9023, 9211, 9316, 9317, 9463, 9669, 9762
125 ... 9763
130 ... 9464
131 ... 9023
135 ... 9391
135b ... 9391
135c ... 9391
135d ... 9764
135e ... 9211, 9669
135g ... 9317
141a ... 9317
146a ... 9317
146c ... 9317
146e ... 9317
149b ... 9392
149d ... 9320
191 ... 9623
308 ... 9545

PROPOSED RULES:

1 ... 9128
2 ... 9128
4 ... 9128
8 ... 9128
121 ... 9128
130 ... 9128
135 ... 9128
146 ... 9128
191 ... 9128

22 CFR

41 ... 9023
1002 ... 9320

23 CFR

Page

204 ... 9212, 9623

PROPOSED RULES:

204 ... 9227

24 CFR

242 ... 9111
275 ... 9902
390 ... 9320
420 ... 9320
490 ... 9320
491 ... 9320
1914 ... 9111, 9625, 9626
1915 ... 9113, 9626, 9627

PROPOSED RULES:

235 ... 9401

25 CFR

251 ... 9628

PROPOSED RULES:

197 ... 9674
231 ... 9038

26 CFR

142 ... 9764

PROPOSED RULES:

1 ... 9030, 9278, 9280, 9287, 9289, 9295, 9325, 9405, 9674
20 ... 9295
25 ... 9295

28 CFR

0 ... 9214, 9628

29 CFR

525 ... 9214
601 ... 8871
613 ... 8872
616 ... 8873
688 ... 8873
690 ... 8873
1601 ... 9214
1602 ... 9214
1912 ... 8873
1926 ... 9024

PROPOSED RULES:

5 ... 9043
1910 ... 9440
1926 ... 9440

30 CFR

75 ... 8949

PROPOSED RULES:

58 ... 9125
271 ... 8994

32 CFR

163 ... 9629
207 ... 9669
211 ... 9457
1606 ... 9114
1608 ... 9114
1670 ... 9117

PROPOSED RULES:

1626 ... 9566
1627 ... 9566
1660 ... 9567
1661 ... 9566
1710 ... 9405

32A CFR

Page

PROPOSED RULES:

Ch. XI ... 9347

33 CFR

117 ... 8950
207 ... 9669

PROPOSED RULES:

117 ... 9404
180 ... 9783

37 CFR

1 ... 9475
2 ... 9475

PROPOSED RULES:

1 ... 9225, 9488
2 ... 9488

38 CFR

17 ... 9773

39 CFR

261 ... 9392

40 CFR

2 ... 9629
164 ... 9476
180 ... 9482, 9483, 9773, 9774

PROPOSED RULES:

180 ... 9228, 9229, 9496

41 CFR

5A–1 ... 9105
5A–2 ... 8874
5A–16 ... 9105
5A–72 ... 8875
5A–73 ... 8875
24–1 ... 9105
51–1 ... 9774
60–7 ... 8950
101–26 ... 8875
101–32 ... 8875, 8879
101–39 ... 9631
101–43 ... 8881, 9775
101–46 ... 8881

PROPOSED RULES:

3–30 ... 9043

42 CFR

91 ... 9188

PROPOSED RULES:

53 ... 9783
57 ... 8885

45 CFR

116 ... 9536
151 ... 9671
234 ... 9025

46 CFR

146 ... 9631

PROPOSED RULES:

30 ... 9404
31 ... 9404
35 ... 9404
151 ... 9404

47 CFR

	Page
0	8950
2	8882, 9560
15	9672
64	9392
73	9117, 9220, 9484, 9775
81	9026
83	9026
87	8884
PROPOSED RULES:	
21	9229
25	9229

49 CFR

1	9321
172	9632
173	9221
571	9222, 9322, 9394
1002	9027
1005	9027
1033	8950, 9028, 9029, 9118, 9119, 9632, 9633, 9777, 9778
1111	9672
1115	9119
1300	9398, 9778
1303	9398, 9778
1304	9398, 9778
1306	9398, 9778
1307	9399, 9778
1308	9399, 9778
1309	9399, 9778
PROPOSED RULES:	
571	9138
577	9783
Ch. X	8952
1048	8952
1115	9405
1124	9044
1241	9785

50 CFR

16	9223
28	9110, 9323
32	8950
33	9110
240	9399
250	9400
PROPOSED RULES:	
260	9328

LIST OF FEDERAL REGISTER PAGES AND DATES—MAY

Pages	Date	Pages	Date	Pages	Date
8853–8929	May 2	9193–9303	May 6	9539–9599	May 12
8931–9002	3	9305–9375	9	9601–9658	13
9003–9093	4	9377–9448	10	9659–9747	16
9095–9191	5	9449–9538	11	9749–9973	17

federal register

WEDNESDAY, MAY 17, 1972
WASHINGTON, D.C.

Volume 37 ■ Number 96

PART II



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Office of Assistant Secretary for Housing Production and Mortgage Credit

■

Low Rent Public Housing Prototype Cost Limits

Title 24—HOUSING AND URBAN DEVELOPMENT

Chapter II—Office of Assistant Secretary for Housing Production and Mortgage Credit-Federal Housing Commissioner [Federal Housing Administration]

[Docket No. R-72-184]

PART 275—LOW RENT PUBLIC HOUSING

Prototype Cost Limits for Public Housing

On Saturday, May 1, 1971, the Department published (36 F.R. 8213) Prototype Per Unit Cost Schedules for low-rent public housing pursuant to section 15(5) of the U.S. Housing Act of 1937. Subsequent to initial publication, the schedules were revised whenever it was found that all or part of the costs for a given area were unworkable.

Section 15(5) of the Act further provides that the prototype costs be determined at least annually and specifies that the costs are not effective until published in the FEDERAL REGISTER. Continuity of contract approvals therefore requires publication of these updated schedules for immediate effectiveness. We believe also that the need for current prototype cost schedules outweighs, in this instance, the advantages of the customary notice of rule making and comment procedure, particularly since the updating of these costs is based not only upon information developed in HUD field offices but upon requests for change submitted by the public as well. Although these schedules will be effective upon publication, timely written comments will nevertheless be considered in preparing revisions to cost limits for individual areas, such revisions to be published in the FEDERAL REGISTER on or before July 1, 1972, and at such time thereafter as the Department finds necessary. Comments with respect to cost limits for a given location may be filed with the appropriate HUD area office.

A LIST OF AREA OFFICES AND THEIR ADDRESSES FOLLOWS

Region I:
- Connecticut, Hartford 06105, 999 Asylum Avenue.
- Massachusetts, Boston 02114, Bulfinch Building, 15 New Chardon Street.
- New Hampshire, Manchester 03101, Davison Building, 1230 Elm Street.

Region II:
- New Jersey, Camden 08103, The Parkade Building, 519 Federal Street.
- New Jersey, Newark 07102, Gateway 1 Building, Raymond Plaza.
- New York, Buffalo 14202, Grant Building, 560 Main Street.
- New York, New York 10007, 120 Church Street.
- Puerto Rico, San Juan 00936, Post Office Box 3869 GPO, 255 Ponce de Leon Avenue, Hato Rey, P.R.

Region III:
- District of Columbia, Washington 20009. Universal North Building, 1875 Connecticut Avenue NW.
- Maryland, Baltimore 21201, 2 Hopkins Plaza, Mercantile Bank and Trust Building.
- Pennsylvania, Philadelphia 19106, Curtis Building, 625 Walnut Street.
- Pennsylvania, Pittsburgh 15222, 1000 Liberty Avenue.
- Virginia, Richmond 23240, 701 East Franklin Street, Post Office Box 10011.

Region IV:
- Alabama, Birmingham 35233, Daniel Building, 15 South 20th Street.
- Florida, Jacksonville 32204, Peninsular Plaza, 661 Riverside Avenue.
- Georgia, Atlanta 30303, Peachtree Center Building, 230 Peachtree Street NW.
- Kentucky, Louisville 40202, Children's Hospital Foundation Building, 601 South Floyd Street.
- Mississippi, Jackson 39213, 101-C Third Floor Jackson Mall, 300 Woodrow Wilson Avenue W.
- North Carolina, Greensboro 27408, 2309 West Cone Boulevard, Northwest Plaza.
- South Carolina, Columbia 29201, 1801 Main Street, Jefferson Square.
- Tennessee, Knoxville 37919, 1 Northshore Building, 1111 Northshore Drive.

Region V:
- Illinois, Chicago 60602, 17 North Dearborn Street.
- Indiana, Indianapolis 46205, Willowbrook 5 Building, 4720 Kingsway Drive.
- Michigan, Detroit 48226, Fifth Floor, First National Building, 660 Woodward Avenue.
- Minnesota, Minneapolis-St. Paul 55104, Griggs-Midway Building, 1821 University Avenue, St. Paul, Minn.
- Ohio, Columbus 43215, 60 East Main Street.
- Wisconsin, Milwaukee 53203, 744 North Fourth Street.

Region VI:
- Arkansas, Little Rock 72201, Union National Bank Building, 1 Union National Plaza.
- Louisiana, New Orleans 70113, Plaza Tower, 1001 Howard Avenue.
- Oklahoma, Oklahoma City 73102, 301 North Hudson Street.
- Texas, Dallas 75202, New Dallas Federal Building, Room 14-A-18, 1100 Commerce Street.
- Texas, San Antonio 78285, Kallison Building, 410 South Main Avenue, Post Office Box 9163.

Region VII:
- Kansas, Kansas City 66117, 1 Gateway Center, Fifth and State Streets, Post Office Box 1339.
- Missouri, St. Louis 63101, 210 North 12th Street.
- Nebraska, Omaha 68106, Univac Building, 7100 West Center Road.

Region IX:
- California, Los Angeles 90057, 2500 Wilshire Boulevard.
- California, San Francisco 94111, 1 Embarcadero Center, Suite 1600.

Region X:
- Oregon, Portland 97204, 520 Southwest Sixth Avenue.
- Washington, Seattle 98101, Arcade Plaza Building, 1321 Second Avenue.

Accordingly, the appendix to Part 275 is revised as follows:

APPENDIX—PROTOTYPE COST LIMITS FOR PUBLIC HOUSING

(Section 209 of the Housing and Urban Development Act of 1970, Public Law 91-609, sec. 15(5) of the U.S. Housing Act of 1937, 50 Stat. 888, 42 U.S.C. 1401 et seq.; sec. 7(d) of the Department of HUD Act, 3535(d); and Secretary's delegation of authority, published at 36 F.R. 5007, March 16, 1971)

A. *Unit prototype cost.* 1. Prototype cost comprises the cost of Dwelling Structures, Account No. 1460, and Dwelling Equipment, Account No. 1465, as described in Low-Rent Housing Accounting Handbook RHA-7510.1, ch. 3, sec. 15, which include their pro rata share of the builders' fee and overhead, insurance, Social Security, sales tax, and bonds.

2. Prototype cost does not include the costs of site acquisition, site improvement, nondwelling structures or spaces (and equipment), planning (architectural-engineering fees, permit fees, inspection and similar costs), relocation, interest or local authority administrative costs, all of which are described in Low-Rent Housing Handbook RHA-7510.1, ch. 3, sec. 15.

3. Prototype cost takes into account compliance with applicable FHA Minimum Property Standards, and Planning and Design Criteria described in Handbook HPMC-FHA 7410.8, ch. 3. Current copies of Handbook RHA-7510.1 are maintained and available for public inspection in the Office of Public Information; Room 1202, Department of Housing and Urban Development, 451 Seventh Street SW., Washington, DC 20411, and in each of the Department's Regional, Area, and FHA Insuring Offices.

4. Prototype cost takes into account the extra durability required for economical maintenance of assisted housing, and the provision of amenities designed to guarantee safe and healthy family life and neighborhood environment.

B. *Project prototype costs.* 1. The Project Prototype cost is the sum of the unit prototype costs for the dwellings of various sizes and types comprising the project. The total cost of dwelling contruction and equipment (Accounts 1460 and 1465), and the related proportionate share of the contingency established by any development cost budget shall not exceed the sum of 105 percent of the project prototype costs for the dwellings to be constructed.

2. A request for approval of a cost which exceeds the 105 percent cost limitation but which is not in excess of the statutory 110 percent may be submitted to the Assistant Secretary for Housing Production and Mortgage Credit through the Area Office Director and the Regional Administrator. Such requests must be supported by a detailed justification with respect to the particular project, taking into account all of the circumstances involved and demonstrating that such approval is necessary and desirable in carrying out the objectives of the Act.

3. If it is found at anytime between annual updates that all or part of the current prototype costs for an Area Office jurisdiction are unworkable, the procedure outlined in Circular HPMC-FHA 7410.6 dated May 21, 1971 will be followed for requesting revisions.

4. Development cost budgets, awards of Main Construction-Contracts, Preliminary Contracts of Sale, and Contracts of Sale for Turnkey projects will not be approved unless an appropriate prototype cost for the area is published in the FEDERAL REGISTER.

Effective date. This rule shall be effective immediately upon publication in the FEDERAL REGISTER (5-17-72).

EUGENE A. GULLEDGE,
Assistant Secretary-Commissioner.

PROTOTYPE PER UNIT COST SCHEDULE

REGION I

Hartford, Conn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,850	11,850	14,600	17,450	21,000	23,400	24,500
Row Dwellings	9,350	11,300	13,950	16,650	20,000	22,300	23,250
Walk-Up	8,050	10,000	12,650	15,000	17,300	19,100	20,050
Elevator-Structure	12,350	14,350	18,200				

Danbury, Conn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,400	11,300	13,950	16,650	20,050	22,350	23,400
Row Dwellings	8,950	10,800	13,350	15,900	19,100	21,300	22,200
Walk-Up	7,700	9,550	12,100	14,300	16,500	18,250	19,150
Elevator-Structure	12,100	14,100	17,850				

New Milford, Conn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,400	11,300	13,950	16,650	20,050	22,350	23,400
Row Dwellings	8,950	10,800	13,350	15,900	19,100	21,300	22,200
Walk-Up	7,700	9,550	12,100	14,300	16,500	18,250	19,150
Elevator-Structure	12,100	14,100	17,850				

New Haven, Conn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,400	11,300	13,900	16,600	20,000	22,300	23,300
Row Dwellings	8,900	10,750	13,300	15,850	19,050	21,250	22,150
Walk-Up	7,650	9,500	12,050	14,250	16,450	18,150	19,050
Elevator-Structure	12,000	13,950	17,650				

Bridgeport, Conn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,000	12,050	14,800	17,700	21,300	23,750	24,850
Row Dwellings	9,500	11,500	14,150	16,900	20,300	22,650	23,600
Walk-Up	8,150	10,150	12,850	15,200	17,550	19,350	20,350
Elevator-Structure	12,400	14,400	18,250				

PROTOTYPE PER UNIT COST SCHEDULE

REGION I

New London, Conn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,650	11,600	14,300	17,100	20,550	22,900	24,000
Row Dwellings	9,150	11,050	13,650	16,300	19,550	21,800	22,750
Walk-Up	7,900	9,800	12,400	14,700	16,950	18,700	19,650
Elevator-Structure	12,000	13,950	17,650				

Windham, Conn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,650	11,600	14,300	17,100	20,550	22,900	24,000
Row Dwellings	9,150	11,050	13,650	16,300	19,550	21,800	22,750
Walk-Up	7,900	9,800	12,400	14,700	16,950	18,700	19,650
Elevator-Structure	12,000	13,950	17,650				

Stamford, Conn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,700	11,650	14,400	17,200	20,700	23,050	24,150
Row Dwellings	9,200	11,100	13,750	16,400	19,700	21,950	22,900
Walk-Up	7,950	9,850	12,450	14,800	17,050	18,850	19,250
Elevator-Structure	12,450	14,450	18,350				

Ridgefield, Conn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,700	11,650	14,400	17,200	20,700	23,050	24,150
Row Dwellings	9,200	11,100	13,750	16,400	19,700	21,950	22,900
Walk-Up	7,950	9,850	12,450	14,800	17,050	18,850	19,250
Elevator-Structure	12,450	14,450	18,350				

Norwich, Conn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,450	11,400	14,050	16,750	20,200	22,500	23,550
Row Dwellings	9,000	10,850	13,400	16,000	19,250	21,450	22,350
Walk-Up	7,750	9,600	12,150	14,400	16,650	18,350	19,300
Elevator-Structure	11,100	12,900	16,350				

PROTOTYPE PER UNIT COST SCHEDULE

REGION I

Augusta, Maine	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,650	13,850	15,350	18,350	22,050	24,550	25,650
Row Dwellings	11,050	13,150	14,650	17,500	21,050	23,400	24,450
Walk-Up	9,400	11,600	13,250	15,650	18,150	19,950	21,000
Elevator-Structure	13,800	16,100	20,350				

Bangor, Maine	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,300	13,450	14,900	17,800	21,400	23,800	24,900
Row Dwellings	10,700	12,750	14,200	16,950	20,400	22,650	23,700
Walk-Up	9,100	11,250	12,850	15,150	17,600	19,300	20,350
Elevator-Structure	13,350	15,550	19,650				

Brunswick, Maine	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,550	13,750	15,200	18,200	21,850	24,300	25,450
Row Dwellings	10,950	13,050	14,500	17,350	20,850	23,150	24,250
Walk-Up	9,300	11,500	13,150	15,500	18,000	19,700	20,800
Elevator-Structure	13,650	15,900	20,050				

Calais, Maine	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,400	14,750	16,300	19,500	23,450	26,100	27,300
Row Dwellings	11,750	14,000	15,600	18,600	22,400	24,850	26,000
Walk-Up	10,000	12,350	14,100	16,650	19,300	21,200	22,350
Elevator-Structure	14,600	17,050	21,500				

Lewiston, Maine	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,550	13,750	15,200	18,200	21,850	24,300	25,450
Row Dwellings	10,950	13,050	14,500	17,350	20,850	23,150	24,250
Walk-Up	9,300	11,500	13,150	15,500	18,000	19,700	20,800
Elevator-Structure	13,650	15,900	20,050				

PROTOTYPE PER UNIT COST SCHEDULE

REGION I

Portland, Maine	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,550	13,750	15,200	18,200	21,850	24,300	25,450
Row Dwellings	10,950	13,050	14,500	17,350	20,850	23,150	24,250
Walk-Up	9,300	11,500	13,150	15,500	18,000	19,700	20,800
Elevator-Structure	13,750	16,000	20,200				

Waterville, Maine	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,150	13,300	14,700	17,600	21,150	23,500	24,600
Row Dwellings	10,600	12,650	14,050	16,800	20,200	22,450	23,450
Walk-Up	9,000	11,150	12,700	15,000	17,400	19,100	20,150
Elevator-Structure	13,200	15,400	19,450				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION I

Boston, Mass.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,350	14,700	16,300	19,500	23,450	26,050	27,300
Row Dwellings	11,750	14,000	15,550	18,550	22,350	24,850	25,950
Walk-Up	11,650	14,350	16,300	19,400	22,400	24,650	25,850
Elevator-Structure	14,350	16,700	21,150				

Cape Cod, Mass.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,800	14,050	15,550	18,600	22,400	24,850	26,050
Row Dwellings	11,200	13,350	14,850	17,700	21,350	23,750	24,800
Walk-Up	11,100	13,700	15,550	18,500	21,400	23,550	24,650
Elevator-Structure	13,700	15,900	20,150				

Pittsfield, Mass.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,700	13,900	15,450	18,450	22,200	24,650	25,850
Row Dwellings	11,100	13,200	14,700	17,500	21,100	23,450	24,500
Walk-Up	11,050	13,600	15,450	18,350	21,200	23,350	24,450
Elevator-Structure	13,550	15,750	19,950				

Springfield, Mass.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,000	14,300	15,850	19,000	22,850	25,350	26,550
Row Dwellings	11,400	13,600	15,100	18,050	21,700	24,150	25,200
Walk-Up	11,350	13,950	15,850	18,900	21,800	24,000	25,150
Elevator-Structure	13,950	16,250	20,550				

Worcester, Mass.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,900	14,150	15,700	18,750	22,600	25,100	26,300
Row Dwellings	11,300	13,500	15,000	17,850	21,550	23,950	25,000
Walk-Up	11,200	13,800	15,700	18,650	21,550	23,750	24,900
Elevator-Structure	13,800	16,100	20,350				

PROTOTYPE PER UNIT COST SCHEDULE

REGION I

Fall River, Mass.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,850	14,100	15,650	18,700	22,500	25,000	26,200
Row Dwellings	11,300	13,450	14,950	17,800	21,450	23,900	24,950
Walk-Up	11,200	13,750	15,650	18,600	21,500	23,650	24,800
Elevator-Structure	14,000	16,300	20,600				

Lowell, Mass.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,100	14,450	16,000	19,150	23,000	25,550	26,800
Row Dwellings	11,550	13,750	15,300	18,250	21,950	24,450	25,500
Walk-Up	11,450	14,100	16,000	19,050	22,000	24,200	25,350
Elevator-Structure	14,050	16,350	20,700				

Salem, Mass.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,750	14,000	15,500	18,550	22,350	24,800	26,000
Row Dwellings	11,200	13,350	14,800	17,650	21,300	23,650	24,700
Walk-Up	11,100	13,700	15,550	18,500	21,400	23,550	24,650
Elevator-Structure	13,800	16,100	20,350				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION I

Concord, N. H.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,950	14,800	16,350	19,550	23,450	26,150	27,400
Row Dwellings	11,700	14,050	15,600	18,550	22,350	24,850	25,950
Walk-Up	10,700	13,300	15,150	17,900	20,700	22,750	23,950
Elevator-Structure	14,800	17,250	21,800				

Dover, N. H.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,750	13,300	14,700	17,600	21,100	23,550	24,700
Row Dwellings	10,600	12,700	14,100	16,750	20,200	22,450	23,450
Walk-Up	9,650	11,950	13,650	16,100	20,150	22,400	23,100
Elevator-Structure	13,350	15,500	19,600				

Keene, N. H.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,400	14,100	15,600	18,700	22,400	24,950	26,200
Row Dwellings	11,200	13,500	14,950	17,800	21,400	23,850	24,900
Walk-Up	10,250	12,700	14,450	17,100	19,800	21,750	22,850
Elevator-Structure	13,650	16,500	20,850				

Manchester, N. H.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,150	13,800	15,250	18,250	21,900	24,400	25,600
Row Dwellings	10,950	13,150	14,600	17,350	20,900	23,250	24,300
Walk-Up	10,000	12,400	14,150	16,700	19,350	21,250	22,350
Elevator-Structure	13,850	16,100	20,350				

Nashua, N. H.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,150	13,800	15,250	18,250	21,900	24,400	25,600
Row Dwellings	10,950	13,150	14,600	17,350	20,900	23,250	24,300
Walk-Up	10,000	12,400	14,150	16,700	19,350	21,250	22,350
Elevator-Structure	13,850	16,100	20,350				

PROTOTYPE PER UNIT COST SCHEDULE

REGION I

Portsmouth, N. H.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,700	14,450	15,950	19,150	22,950	25,550	26,800
Row Dwellings	11,450	13,750	15,300	18,150	21,850	24,350	25,450
Walk-Up	10,450	12,950	14,800	17,450	20,200	22,200	23,350
Elevator-Structure	14,500	16,850	21,300				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION I

Providence, R. I.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,200	13,400	14,900	17,750	21,400	23,750	24,850
Row Dwellings	10,700	12,700	14,150	16,900	20,350	22,600	23,650
Walk-Up	10,600	13,050	14,900	17,600	20,350	22,450	23,550
Elevator-Structure	12,600	14,700	18,500				

Newport, R. I.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,300	13,500	15,000	17,900	21,600	23,950	25,050
Row Dwellings	10,800	12,800	14,300	17,050	20,550	22,800	23,850
Walk-Up	10,700	13,150	15,050	17,750	20,550	22,650	23,750
Elevator-Structure	12,700	14,850	18,700				

Westerly, R. I.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,300	13,500	15,000	17,900	21,600	23,950	25,050
Row Dwellings	10,800	12,800	14,300	17,050	20,550	22,800	23,850
Walk-Up	10,700	13,150	15,050	17,750	20,550	22,650	23,750
Elevator-Structure	12,700	14,850	18,700				

Pawtucket, R. I.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,200	13,400	14,900	17,750	21,400	23,750	24,850
Row Dwellings	10,700	12,700	14,150	16,900	20,350	22,600	23,650
Walk-Up	10,600	13,050	14,900	17,600	20,350	22,450	23,550
Elevator-Structure	12,550	14,650	18,450				

Woonsocket, R. I.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,050	13,250	14,700	17,550	21,150	23,450	24,550
Row Dwellings	10,550	12,550	13,950	16,700	20,100	22,300	23,350
Walk-Up	10,450	12,900	14,700	17,400	20,100	22,200	23,250
Elevator-Structure	12,300	14,350	18,050				

PROTOTYPE PER UNIT COST SCHEDULE

REGION I

Bennington, Vt.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,350	13,550	15,000	17,950	21,550	24,000	25,150
Row Dwellings	10,850	12,900	14,350	17,050	20,450	22,850	23,900
Walk-Up	9,250	11,350	13,000	15,400	17,750	19,600	20,600
Elevator-Structure	12,650	14,700	18,650				

Brattleboro, Vt.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,350	13,550	15,000	17,950	21,550	24,000	25,150
Row Dwellings	10,850	12,900	14,350	17,050	20,450	22,850	23,900
Walk-Up	9,250	11,350	13,000	15,400	17,750	19,600	20,600
Elevator-Structure	12,650	14,700	18,650				

Burlington, Vt.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,350	13,550	15,000	17,950	21,550	24,000	25,150
Row Dwellings	10,850	12,900	14,350	17,050	20,450	22,850	23,900
Walk-Up	9,250	11,350	13,000	15,400	17,750	19,600	20,600
Elevator-Structure	12,650	14,700	18,650				

Montpelier, Vt.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,050	13,200	14,600	17,450	20,950	23,350	24,450
Row Dwellings	10,550	12,550	13,950	16,550	19,850	22,200	23,200
Walk-Up	9,000	11,050	12,650	14,950	17,250	19,050	20,000
Elevator-Structure	12,650	14,700	18,650				

Rutland, Vt.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,200	13,350	14,750	17,700	21,200	23,650	24,750
Row Dwellings	10,700	12,700	14,100	16,800	20,100	22,500	23,500
Walk-Up	9,100	11,150	12,750	15,150	17,450	19,250	20,250
Elevator-Structure	12,550	14,600	18,500				

PROTOTYPE PER UNIT COST SCHEDULE

REGION II

Camden, N.J.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,150	13,350	14,800	17,650	21,300	23,650	24,800
Row Dwellings	10,650	12,750	14,150	16,850	20,200	22,550	23,550
Walk-Up	9,100	11,250	12,800	15,150	17,550	19,300	20,350
Elevator-Structure	14,250	16,550	20,950				

Atlantic City, N.J.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,750	12,850	14,250	17,000	20,500	22,800	23,900
Row Dwellings	10,250	12,250	13,600	16,200	19,400	21,700	22,650
Walk-Up	8,750	10,850	12,350	14,600	16,900	18,600	19,600
Elevator-Structure	13,800	16,050	20,300				

Burlington, N.J.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,200	13,400	14,850	17,700	21,350	23,700	24,850
Row Dwellings	10,700	12,800	14,200	16,900	20,250	22,600	23,600
Walk-Up	9,150	11,300	12,850	15,200	17,600	19,350	20,400
Elevator-Structure	14,300	16,650	21,050				

Gloucester, N.J.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,150	13,350	14,800	17,650	21,300	23,650	24,800
Row Dwellings	10,650	12,750	14,150	16,850	20,220	22,550	23,550
Walk-Up	9,100	11,250	12,800	15,150	17,550	19,300	20,350
Elevator-Structure	14,250	16,550	20,950				

Trenton, N.J.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,350	13,600	15,100	18,000	21,700	24,100	25,300
Row Dwellings	10,850	13,000	14,450	17,200	20,600	23,000	24,050
Walk-Up	9,300	11,450	13,050	15,450	17,900	19,700	20,750
Elevator-Structure	14,550	16,900	21,400				

PROTOTYPE PER UNIT COST SCHEDULE

REGION II

Vineland, N.J.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,500	13,750	15,250	18,200	21,950	24,400	25,550
Row Dwellings	10,950	13,150	14,550	17,350	20,800	23,200	24,250
Walk-Up	9,350	11,600	13,200	15,600	18,050	19,850	20,950
Elevator-Structure	14,700	17,050	21,600				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION II

Newark, N.J.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,400	13,550	15,100	17,950	21,600	24,000	25,150
Row Dwellings	10,900	12,950	14,350	17,050	20,550	22,900	23,950
Walk-Up	10,800	13,400	15,250	18,050	20,950	23,050	24,250
Elevator-Structure	15,350	17,850	22,550				

Asbury Park, N.J.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,400	13,550	15,100	17,950	21,600	24,000	25,150
Row Dwellings	10,900	12,950	14,350	17,050	20,550	22,900	23,950
Walk-Up	10,800	13,400	15,250	18,050	20,950	23,050	24,250
Elevator-Structure	14,700	17,100	21,600				

North Bergen, N.J.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,400	13,550	15,100	17,950	21,600	24,000	25,150
Row Dwellings	10,900	12,950	14,350	17,050	20,550	22,900	23,950
Walk-Up	10,800	13,400	15,250	18,050	20,950	23,050	24,250
Elevator-Structure	15,350	17,850	22,550				

Freehold, N.J.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,400	13,550	15,100	17,950	21,600	24,000	25,150
Row Dwellings	10,900	12,950	14,350	17,050	20,550	22,900	23,950
Walk-Up	10,800	13,400	15,250	18,050	20,950	23,050	24,250
Elevator-Structure	14,700	17,100	21,600				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION II

Albany, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,500	13,750	15,200	18,150	21,900	24,300	25,500
Row Dwellings	11,000	13,100	14,550	17,300	20,800	23,200	24,250
Walk-Up	10,700	13,250	15,050	17,850	20,700	22,700	23,950
Elevator-Structure	15,650	18,100	23,000				

Glen Falls, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,950	13,100	14,500	17,300	20,850	23,150	24,300
Row Dwellings	10,500	12,500	13,850	16,500	19,800	22,100	23,100
Walk-Up	10,200	12,600	14,350	17,000	19,700	21,600	22,800
Elevator-Structure	14,900	17,300	21,900				

Massena, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,050	13,250	14,600	17,450	21,050	23,350	24,550
Row Dwellings	10,600	12,600	14,000	16,650	20,000	22,300	23,350
Walk-Up	10,300	12,750	14,500	17,150	19,900	21,850	23,050
Elevator-Structure	15,050	17,450	22,100				

Plattsburgh, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,950	13,100	14,500	17,300	20,850	23,150	24,300
Row Dwellings	10,500	12,500	13,850	16,500	19,800	22,100	23,100
Walk-Up	10,200	12,600	14,350	17,000	19,700	21,600	22,800
Elevator-Structure	14,900	17,300	21,950				

Syracuse, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,600	13,850	15,300	18,300	22,100	24,500	25,700
Row Dwellings	11,100	13,200	14,650	17,450	20,950	23,400	24,450
Walk-Up	10,800	13,350	15,150	18,000	20,850	22,900	24,150
Elevator-Structure	15,750	18,300	23,200				

PROTOTYPE PER UNIT COST SCHEDULE

REGION II

Poughkeepsie, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,850	14,200	15,700	18,750	22,600	25,100	26,300
Row Dwellings	11,350	13,500	15,000	17,850	21,450	23,950	25,050
Walk-Up	11,050	13,700	15,550	18,450	21,350	23,450	24,700
Elevator-Structure	16,150	18,700	23,700				

Watertown, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,400	13,650	15,100	18,000	21,700	24,100	25,300
Row Dwellings	10,900	13,000	14,450	17,150	20,650	23,000	24,050
Walk-Up	10,600	13,150	14,950	17,700	20,550	22,500	23,750
Elevator-Structure	15,400	17,850	22,650				

Schenectady, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,500	13,750	15,200	18,150	21,900	24,300	25,500
Row Dwellings	11,000	13,100	14,550	17,300	20,800	23,200	24,250
Walk-Up	10,700	13,250	15,050	17,850	20,700	22,700	23,950
Elevator-Structure	15,650	18,150	23,000				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION II

Buffalo, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,800	14,100	15,650	18,700	22,500	25,000	26,200
Row Dwellings	11,800	14,100	15,650	18,600	22,350	24,950	26,050
Walk-Up	8,350	10,400	13,100	15,550	18,000	19,800	20,850
Elevator-Structure	14,800	17,250	21,750				

Rochester, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,500	13,750	15,250	18,200	21,950	24,350	25,550
Row Dwellings	11,500	13,750	15,650	18,150	21,800	24,300	25,400
Walk-Up	8,100	10,100	12,750	15,150	17,500	19,250	20,300
Elevator-Structure	14,500	16,850	21,250				

Binghamton, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,450	13,650	15,150	18,100	21,800	24,200	25,400
Row Dwellings	11,450	13,650	15,150	18,000	21,650	24,150	25,250
Walk-Up	8,100	10,100	12,700	15,050	17,450	19,200	20,200
Elevator-Structure	14,450	16,850	21,200				

Ithaca, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,350	13,550	15,050	17,950	21,600	24,000	25,150
Row Dwellings	11,350	13,550	15,050	17,850	21,450	23,950	25,000
Walk-Up	8,000	9,950	12,550	14,900	17,250	19,000	20,000
Elevator-Structure	14,350	16,700	21,050				

Jamestown, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,450	13,700	15,200	18,150	21,850	24,300	25,450
Row Dwellings	11,450	13,700	15,200	18,050	21,700	24,250	25,300
Walk-Up	8,100	10,100	12,750	15,150	17,500	19,250	20,300
Elevator-Structure	14,350	16,750	21,100				

PROTOTYPE PER UNIT COST SCHEDULE

REGION II

New York City, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	13,750	16,450	18,250	21,800	26,250	29,150	30,550
Row Dwellings	13,200	15,700	17,450	20,750	24,900	27,750	29,050
Walk-Up	14,300	17,750	20,150	23,850	27,650	30,400	32,000
Elevator-Structure	19,650	22,700	25,800	30,950	35,900	38,200	

Nassau County (Hempstead) N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	13,350	16,000	17,750	21,200	25,500	28,300	29,700
Row Dwellings	12,850	15,250	16,950	20,150	24,200	26,950	28,200
Walk-Up	13,900	17,250	19,600	23,150	26,850	29,550	31,100
Elevator-Structure	19,350	22,350	25,400	30,500	35,350	37,650	

Putnam County, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,500	14,950	16,550	19,800	23,850	26,450	27,750
Row Dwellings	12,000	14,250	15,850	18,800	22,600	25,200	26,350
Walk-Up	13,000	16,100	18,300	21,650	25,100	27,600	29,950
Elevator-Structure	18,250	21,050	23,950	28,700	33,300	35,450	

Suffolk County, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	13,250	15,850	17,600	21,050	25,300	28,100	29,450
Row Dwellings	12,750	15,150	16,850	20,000	24,000	26,750	28,000
Walk-Up	13,800	17,100	19,450	23,000	26,650	29,300	30,850
Elevator-Structure	19,350	22,400	25,450	30,500	35,400	37,650	

Westchester County, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,800	15,300	16,950	20,250	24,000	27,100	28,400
Row Dwellings	12,250	14,600	16,200	19,300	23,150	25,800	27,100
Walk-Up	13,300	16,500	18,700	22,150	25,700	28,250	29,750
Elevator-Structure	18,650	21,550	24,500	29,400	34,100	36,300	

PROTOTYPE PER UNIT COST SCHEDULE

REGION II

Orange County, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	13,350	15,950	17,700	21,150	25,450	28,250	29,600
Row Dwellings	12,800	15,200	16,900	20,100	24,150	26,900	28,150
Walk-Up	13,850	17,200	19,550	23,150	26,800	29,500	31,050
Elevator-Structure	19,500	22,500	25,500	30,650	35,600	37,850	

Rockland County, N.Y.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	13,250	15,850	17,550	20,950	25,250	28,050	29,400
Row Dwellings	12,700	15,100	16,800	19,950	23,950	26,700	27,950
Walk-Up	13,750	17,100	19,400	22,950	26,600	29,250	30,800
Elevator-Structure	19,100	22,100	25,100	30,100	34,900	37,150	

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION II

San Juan, Puerto Rico	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,950	11,900	13,200	15,800	19,000	21,100	22,150
Row Dwellings	9,550	11,400	12,650	15,000	18,050	20,100	21,050
Walk-Up	8,500	10,450	11,900	14,100	16,350	18,000	18,950
Elevator-Structure	11,150	13,000	16,450				

Ponce, Puerto Rico	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,000	11,950	13,250	15,850	19,050	21,150	22,200
Row Dwellings	9,600	11,450	12,700	15,050	18,100	20,150	21,100
Walk-Up	8,550	10,500	11,950	14,150	16,400	18,050	19,000
Elevator-Structure	11,200	13,050	16,550				

Mayaguez, Puerto Rico	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,000	11,950	13,250	15,850	19,050	21,150	22,200
Row Dwellings	9,600	11,450	12,700	15,050	18,100	20,150	21,100
Walk-Up	8,550	10,500	11,950	14,150	16,400	18,050	19,000
Elevator-Structure	11,200	13,050	16,550				

Arecibo, Puerto Rico	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,000	11,950	13,250	15,850	19,050	21,150	22,200
Row Dwellings	9,600	11,450	12,700	15,050	18,100	20,150	21,100
Walk-Up	8,550	10,500	11,950	14,150	16,400	18,050	19,000
Elevator-Structure	11,200	13,050	16,550				

St Thomas, V.I.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,800	15,300	16,950	20,300	24,450	27,150	28,500
Row Dwellings	12,300	14,650	16,250	19,300	23,200	25,850	27,050
Walk-Up	10,950	13,450	15,300	18,150	21,050	23,151	24,350
Elevator-Structure	13,900	16,250	20,550				

PROTOTYPE PER UNIT COST SCHEDULE

REGION II

St. Croix, V.I.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,450	14,900	16,550	19,800	23,800	26,450	27,750
Row Dwellings	12,000	14,300	15,900	18,850	22,650	25,250	26,400
Walk-Up	10,650	13,100	14,900	17,650	20,500	22,550	23,750
Elevator-Structure	13,600	15,850	20,050				

Charlotte Amalie V.I.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,900	15,400	17,100	20,450	24,600	27,350	28,700
Row Dwellings	12,350	14,750	16,350	19,400	23,350	26,000	27,250
Walk-Up	11,000	13,500	15,400	18,250	21,150	23,300	24,500
Elevator-Structure	14,050	16,350	20,700				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION III

Washington, D.C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,000	13,200	14,550	17,400	20,950	23,350	24,350
Row Dwellings	10,450	12,550	13,900	16,550	19,950	22,200	23,150
Walk-Up	8,750	10,750	12,350	14,500	16,850	18,600	19,550
Elevator-Structure	13,500	15,650	19,850				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION III

Wilmington, Delaware	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,950	10,900	13,350	15,950	19,200	21,400	22,350
Row Dwellings	8,550	10,350	12,750	15,200	18,300	20,300	21,250
Walk-Up	7,300	9,100	11,550	13,650	15,850	17,450	18,350
Elevator-Structure	13,100	15,200	19,300				

Dover, Delaware	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,000	10,950	13,450	16,050	19,350	21,550	22,500
Row Dwellings	8,600	10,400	12,850	15,300	18,450	20,450	21,400
Walk-Up	7,350	9,150	11,650	13,750	15,950	17,600	18,500
Elevator-Structure	12,300	14,250	18,100				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION III

Baltimore, Maryland	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,500	12,600	13,950	16,650	20,000	22,350	23,300
Row Dwellings	10,050	12,050	13,300	15,900	19,100	21,250	22,250
Walk-Up	8,700	10,750	12,200	14,450	16,750	18,400	19,400
Elevator-Structure	13,850	16,100	20,400				

Aberdeen, Md.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,500	12,600	13,950	16,650	20,000	22,350	23,300
Row Dwellings	10,050	12,050	13,300	15,900	19,100	21,250	22,250
Walk-Up	8,700	10,750	12,200	14,450	16,750	18,400	19,400
Elevator-Structure	13,850	16,100	20,400				

Hagerstown, Md.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,950	13,100	14,500	17,350	20,800	23,250	24,250
Row Dwellings	10,450	12,550	13,850	16,550	19,900	22,100	23,150
Walk-Up	9,050	11,200	12,700	15,050	17,450	19,150	20,200
Elevator-Structure	14,400	16,750	21,200				

Salisbury, Md.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,600	12,750	14,100	16,800	20,200	22,550	23,550
Row Dwellings	10,150	12,150	13,450	16,050	19,300	21,450	22,500
Walk-Up	8,800	10,850	12,300	14,600	16,900	18,600	19,600
Elevator-Structure	14,000	16,250	20,600				

Annapolis, Md.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,100	12,100	13,400	16,000	19,250	21,500	22,400
Row Dwellings	9,650	11,600	12,800	15,300	18,350	20,450	21,400
Walk-Up	8,350	10,350	11,750	13,900	16,100	17,700	18,650
Elevator-Structure	13,300	15,500	19,600				

PROTOTYPE PER UNIT COST SCHEDULE

REGION III

Cambridge, Maryland	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,100	12,150	13,450	16,050	19,300	21,550	22,450
Row Dwellings	9,700	11,600	12,800	15,350	18,400	20,500	21,450
Walk-Up	8,400	10,350	11,750	13,950	16,150	17,750	18,700
Elevator-Structure	13,350	15,500	19,650				

Cumberland, Maryland	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,900	11,900	13,150	15,700	18,850	21,100	22,000
Row Dwellings	9,500	11,350	12,550	15,000	18,000	20,050	21,000
Walk-Up	8,200	10,150	11,500	13,650	15,800	17,350	18,300
Elevator-Structure	13,050	15,200	19,250				

Fredrick, Maryland	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,150	12,200	13,500	16,100	19,350	21,650	22,550
Row Dwellings	9,750	11,650	12,900	15,400	18,500	20,600	21,550
Walk-Up	8,450	10,400	11,800	14,000	16,200	17,800	18,800
Elevator-Structure	13,400	15,600	19,750				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION III

Philadelphia, Pa.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,900	11,950	14,700	17,550	21,100	23,550	24,550
Row Dwellings	9,400	11,400	14,000	16,700	20,100	22,400	23,300
Walk-Up	8,050	10,050	12,700	15,050	17,450	19,200	20,150
Elevator-Structure	13,150	15,250	19,350				

Allentown, Pa..	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,600	11,600	14,250	17,050	20,500	22,850	23,850
Row Dwellings	9,150	11,100	13,600	16,250	19,550	21,800	22,650
Walk-Up	7,850	9,750	12,350	14,650	16,950	18,650	19,600
Elevator-Structure	12,350	14,300	18,150				

Bellefonte, Pa.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,050	12,150	14,950	17,850	21,450	23,950	25,000
Row Dwellings	9,550	11,600	14,250	17,000	20,450	22,800	23,750
Walk-Up	8,200	10,200	12,900	15,300	17,750	19,550	20,500
Elevator-Structure	13,100	15,150	19,250				

Harrisburg, Pa.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,650	11,650	14,350	17,150	20,600	23,000	23,950
Row Dwellings	9,150	11,110	13,650	16,300	19,600	21,850	22,700
Walk-Up	7,850	9,800	12,400	14,700	17,050	18,750	19,650
Elevator-Structure	12,500	14,500	18,400				

Lancaster, Pa.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,400	11,350	13,950	16,650	20,050	22,350	23,300
Row Dwellings	8,950	10,850	13,300	15,850	19,100	21,300	22,150
Walk-Up	7,650	9,550	12,050	14,250	16,550	18,200	19,100
Elevator-Structure	12,350	14,300	18,150				

PROTOTYPE PER UNIT COST SCHEDULE

REGION III

York, Pa.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,400	11,350	13,950	16,650	20,050	22,350	23,300
Row Dwellings	8,950	10,850	13,300	15,850	19,100	21,300	22,150
Walk-Up	7,650	9,550	12,050	14,250	16,550	18,200	19,100
Elevator-Structure	12,350	14,300	18,150				

Pottstown, Pa.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,400	11,350	13,950	16,650	20,050	22,350	23,300
Row Dwellings	8,950	10,850	13,300	15,850	19,100	21,300	22,150
Walk-Up	7,650	9,550	12,050	14,250	16,550	18,200	19,100
Elevator-Structure	12,350	14,300	18,150				

Reading, Pa.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,400	11,350	13,950	16,650	20,050	22,350	23,300
Row Dwellings	8,950	10,850	13,300	15,850	19,100	21,300	22,150
Walk-Up	7,650	9,550	12,050	14,250	16,550	18,200	19,100
Elevator-Structure	12,350	14,300	18,150				

Scranton, Pa.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,500	11,500	14,150	16,900	20,300	22,650	23,600
Row Dwellings	9,000	10,950	13,450	16,050	19,300	21,500	22,350
Walk-Up	7,750	9,650	12,200	14,500	16,800	18,450	19,400
Elevator-Structure	13,450	15,600	19,800				

Bethlehem, Pa.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,050	12,150	14,900	17,800	21,400	23,900	24,900
Row Dwellings	9,550	11,600	14,200	16,950	20,400	22,750	23,650
Walk-Up	8,150	10,200	12,850	15,250	17,700	19,450	20,450
Elevator-Structure	13,600	15,800	20,000				

PROTOTYPE PER UNIT COST SCHEDULE

REGION III

Pittsburgh, Pa.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,050	12,150	14,950	17,800	21,450	23,900	24,950
Row Dwellings	9,550	11,600	14,200	16,950	20,400	22,750	23,750
Walk-Up	8,150	10,200	12,900	15,300	17,700	19,500	20,450
Elevator-Structure	13,050	15,150	19,200				

Altoona, Pa.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,600	11,650	14,300	17,050	20,550	22,900	23,900
Row Dwellings	9,150	11,100	13,600	16,250	19,550	21,800	22,750
Walk-Up	7,800	9,800	12,400	14,700	17,000	18,700	19,650
Elevator-Structure	12,150	14,100	17,850				

Erie, Pa.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,600	11,600	14,250	17,000	20,450	22,800	23,800
Row Dwellings	9,100	11,100	13,550	16,200	19,500	21,750	22,700
Walk-Up	7,750	9,700	12,300	14,600	16,900	18,600	19,500
Elevator-Structure	12,850	14,900	18,850				

Johnstown, Pa.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,600	11,600	14,250	17,000	20,450	22,800	23,800
Row Dwellings	9,100	11,100	13,550	16,200	19,500	21,750	22,700
Walk-Up	7,750	9,700	12,300	14,600	16,900	18,600	19,500
Elevator-Structure	12,300	14,300	18,050				

New Castle, Pa.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,600	11,600	14,250	17,000	20,450	22,800	23,800
Row Dwellings	9,100	11,100	13,550	16,200	19,500	21,750	22,700
Walk-Up	7,750	9,700	12,300	14,600	16,900	18,600	19,500
Elevator-Structure	12,300	14,300	18,050				

PROTOTYPE PER UNIT COST SCHEDULE

REGION III

Sharon, Pa.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,600	11,600	14,250	17,000	20,450	22,800	23,800
Row Dwellings	9,100	11,100	13,550	16,200	19,500	21,750	22,700
Walk-Up	7,750	9,700	12,300	14,600	16,900	18,600	19,500
Elevator-Structure	12,300	14,300	18,050				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION III

Richmond, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,500	10,250	12,600	15,050	18,100	20,150	21,050
Row Dwellings	8,050	9,750	12,000	14,350	17,300	19,200	20,050
Walk-Up	6,950	8,600	10,950	12,900	14,950	16,500	17,300
Elevator-Structure	10,900	12,650	16,000				

Norfolk, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,450	12,800	15,300	18,400	20,500	21,400
Row Dwellings	8,200	9,950	12,200	14,600	17,600	19,550	20,400
Walk-Up	7,100	8,800	11,200	13,150	15,250	16,850	17,650
Elevator-Structure	11,000	12,800	16,150				

Virginia Beach, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,450	12,800	15,300	18,400	20,500	21,400
Row Dwellings	8,200	9,950	12,200	14,600	17,600	19,550	20,400
Walk-Up	7,100	8,800	11,200	13,150	15,250	16,850	17,650
Elevator-Structure	11,000	12,800	16,150				

Portsmouth, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,450	12,800	15,300	18,400	20,500	21,400
Row Dwellings	8,200	9,950	12,200	14,600	17,600	19,550	20,400
Walk-Up	7,100	8,800	11,200	13,150	15,250	16,850	17,600
Elevator-Structure	11,000	12,800	16,150				

Chesapeake, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,450	12,800	15,300	18,400	20,500	21,400
Row Dwellings	8,200	9,950	12,200	14,600	17,600	19,550	20,400
Walk-Up	7,100	8,800	11,200	13,150	15,250	16,850	17,600
Elevator-Structure	11,000	12,800	16,150				

PROTOTYPE PER UNIT COST SCHEDULE

REGION III

Suffolk, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,450	12,800	15,300	18,400	20,500	21,400
Row Dwellings	8,200	9,950	12,200	14,600	17,600	19,550	20,400
Walk-Up	7,100	8,800	11,200	13,150	15,250	16,850	17,600
Elevator-Structure	11,000	12,800	16,150				

Roanoke, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,450	12,800	15,300	18,400	20,500	21,400
Row Dwellings	8,200	9,950	12,200	14,600	17,600	19,550	20,400
Walk-Up	7,100	8,800	11,200	13,150	15,250	16,850	17,600
Elevator-Structure	10,950	12,700	16,050				

Lynchburg, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,450	12,800	15,300	18,400	20,500	21,400
Row Dwellings	8,200	9,950	12,200	14,600	17,600	19,550	20,400
Walk-Up	7,100	8,800	11,200	13,150	15,250	16,850	17,600
Elevator-Structure	10,950	12,700	16,050				

Danville, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,450	12,800	15,300	18,400	20,500	21,400
Row Dwellings	8,200	9,959	12,200	14,600	17,600	19,550	20,400
Walk-Up	7,100	8,800	11,200	13,150	15,250	16,850	17600
Elevator-Structure	10,950	12,700	16,050				

Newport News, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,700	10,500	12,900	15,400	18,550	20,650	21,550
Row Dwellings	8,250	10,000	12,300	14,700	17,750	19,700	20,550
Walk-Up	7,100	8,800	11,200	13,200	15,300	16,900	17,750
Elevator-Structure	11,100	12,900	16,300				

PROTOTYPE PER UNIT COST SCHEDULE

REGION III

Hampton, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,700	10,500	12,900	15,400	18,550	20,650	21,550
Row Dwellings	8,250	10,000	12,300	14,700	17,750	19,700	20,550
Walk-Up	7,100	8,800	11,200	13,200	15,300	16,900	17,750
Elevator-Structure	11,100	12,900	16,300				

Fredricksburg, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,600	13,050	15,600	18,750	20,850	21,800
Row Dwellings	8,300	10,100	12,400	14,850	17,900	19,850	20,700
Walk-Up	7,200	8,900	11,300	13,350	15,450	17,050	17,850
Elevator-Structure	12,000	13,900	17,600				

Warrenton, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,600	13,050	15,600	18,750	20,850	21,800
Row Dwellings	8,300	10,100	12,400	14,850	17,900	19,850	20,700
Walk-Up	7,200	8,900	11,300	13,350	15,450	17,050	17,850
Elevator-Structure	12,000	13,900	17,600				

Harrisonburg, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,700	10,500	12,900	15,400	18,550	20,650	21,550
Row Dwellings	8,250	10,000	12,300	14,700	17,750	19,700	20,550
Walk-Up	7,100	8,800	11,200	13,200	15,300	16,900	17,750
Elevator-Structure	11,100	12,900	16,300				

Bristol, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,000	10,850	13,350	15,950	19,200	21,350	22,300
Row Dwellings	8,550	10,350	12,700	15,200	18,350	20,350	21,250
Walk-Up	7,400	9,150	11,650	13,700	15,900	17,500	18,350
Elevator-Structure	11,750	13,600	17,250				

PROTOTYPE PER UNIT COST SCHEDULE

REGION III

Eastern Shore, Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,700	10,500	12,900	15,400	18,550	20,650	21,550
Row Dwellings	8,250	10,000	12,300	14,700	17,750	19,700	20,550
Walk-Up	7,100	8,800	11,200	13,200	15,300	16,900	17,750
Elevator-Structure	11,100	12,900	16,300				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION III

Charleston, W. Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,250	11,200	13,800	16,450	19,800	22,100	23,050
Row Dwellings	8,850	10,700	13,150	15,700	18,850	21,050	21,950
Walk-Up	7,550	9,400	11,950	14,100	16,350	18,050	18,950
Elevator-Structure	13,000	15,100	19,150				

Beckley, W. Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,000	10,900	13,450	16,050	19,300	21,550	22,450
Row Dwellings	8,650	10,450	12,850	15,350	18,400	20,550	21,450
Walk-Up	7,350	9,150	11,650	13,750	15,900	17,600	18,450
Elevator-Structure	12,700	14,700	18,650				

Bluefield, W. Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,000	10,900	13,450	16,050	19,300	21,550	22,450
Row Dwellings	8,650	10,450	12,850	15,350	18,400	20,550	21,450
Walk-Up	7,350	9,150	11,650	13,750	15,900	17,600	18,450
Elevator-Structure	12,700	14,700	18,650				

Huntington, W. Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,100	11,000	13,600	16,200	19,500	21,750	22,700
Row Dwellings	8,700	10,500	12,950	15,450	18,550	20,700	21,600
Walk-Up	7,450	9,250	11,750	13,900	16,100	17,800	18,650
Elevator-Structure	12,800	14,850	18,850				

Parkersburg, W. Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,100	11,000	13,600	16,200	19,500	21,750	22,700
Row Dwellings	8,700	10,500	12,950	15,450	18,550	20,700	21,600
Walk-Up	7,450	9,250	11,750	13,900	16,100	17,800	18,650
Elevator-Structure	12,800	14,850	18,850				

PROTOTYPE PER UNIT COST SCHEDULE

REGION III

Wheeling, W. Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,000	10,900	13,450	16,050	19,300	21,550	22,450
Row Dwellings	8,650	10,450	12,850	15,350	18,400	20,550	21,450
Walk-Up	7,350	9,150	11,650	13,750	15,900	17,600	18,450
Elevator-Structure	12,700	14,700	18,650				

Martinsburg, W. Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,400	10,200	12,550	14,950	18,000	20,100	20,950
Row Dwellings	8,050	9,750	11,950	14,250	17,150	19,150	19,950
Walk-Up	6,850	8,550	10,900	12,850	14,900	16,450	17,250
Elevator-Structure	12,700	14,700	18,650				

Fairmont, W. Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,750	13,250	15,800	19,050	21,250	22,150
Row Dwellings	8,500	10,300	12,650	15,100	18,150	20,250	21,150
Walk-Up	7,250	9,050	11,500	13,550	15,750	17,350	18,250
Elevator-Structure	12,650	14,700	18,600				

Point Pleasant, W. Va.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,700	10,500	12,950	15,450	18,600	20,750	21,650
Row Dwellings	8,300	10,050	12,350	14,750	17,700	19,750	20,600
Walk-Up	7,100	8,850	11,250	13,250	15,350	16,950	17,800
Elevator-Structure	12,750	14,800	18,800				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Birmingham, Ala.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,800	9,450	11,650	13,950	16,800	18,650	19,550
Row Dwellings	7,500	9,000	11,150	13,250	15,950	17,750	18,600
Walk-Up	6,400	7,950	10,100	11,900	13,850	15,250	16,000
Elevator-Structure	10,700	12,500	15,750				

Dothan, Ala.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,450	9,050	11,150	13,350	16,050	17,800	18,700
Row Dwellings	7,150	8,600	10,650	12,650	15,200	16,900	17,750
Walk-Up	6,100	7,600	9,650	11,400	13,250	14,600	15,300
Elevator-Structure	10,400	12,150	15,300				

Florence, Ala.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,500	9,100	11,200	13,450	16,200	17,950	18,800
Row Dwellings	7,200	8,650	10,700	12,750	15,350	17,050	17,850
Walk-Up	6,150	7,650	9,700	11,450	13,300	14,650	15,350
Elevator-Structure	10,600	12,400	15,600				

Huntsville, Ala.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,350	8,900	11,000	13,150	15,850	17,600	18,450
Row Dwellings	7,100	8,500	10,550	12,550	15,100	16,800	17,600
Walk-Up	6,050	7,500	9,550	11,250	13,050	14,400	15,100
Elevator-Structure	10,400	12,150	15,350				

Mobile, Ala.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,500	10,350	12,750	15,250	18,350	20,400	21,350
Row Dwellings	8,200	9,850	12,200	14,500	17,450	19,400	20,350
Walk-Up	7,000	8,700	11,050	13,050	15,200	16,700	17,550
Elevator-Structure	11,700	13,650	17,200				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Montgomery, Ala.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,400	9,000	11,100	13,300	16,000	17,750	18,600
Row Dwellings	7,150	8,600	10,650	12,650	15,200	16,900	17,750
Walk-Up	6,100	7,550	9,600	11,350	13,200	14,500	15,250
Elevator-Structure	10,500	12,300	15,500				

Tuscaloosa, Ala.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,350	8,900	11,000	13,150	15,850	17,600	18,450
Row Dwellings	7,100	8,500	10,550	12,550	15,100	16,800	17,600
Walk-Up	6,050	7,500	9,550	11,250	13,050	14,400	15,100
Elevator-Structure	10,400	12,150	15,300				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Jacksonville, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,800	9,400	11,600	13,900	16,700	18,500	19,400
Row Dwellings	7,450	9,000	11,100	13,200	15,850	17,700	18,450
Walk-Up	6,350	7,900	10,100	11,850	13,800	15,150	15,900
Elevator-Structure	10,950	12,700	16,100				

Fort Walton Beach, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,750	9,350	11,500	13,800	16,550	18,350	19,250
Row Dwellings	7,400	8,950	11,000	13,100	15,700	17,550	18,300
Walk-Up	6,300	7,850	10,000	11,750	13,700	15,000	15,750
Elevator-Structure	10,850	12,600	15,950				

Gainesville, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,100	9,800	12,100	14,450	17,400	19,250	20,200
Row Dwellings	7,750	9,350	11,550	13,700	16,450	18,400	19,200
Walk-Up	6,600	8,200	10,500	12,300	14,300	15,750	16,550
Elevator-Structure	11,400	13,200	16,800				

Panama City, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,750	9,350	11,500	13,800	16,550	18,350	19,250
Row Dwellings	7,400	8,950	11,000	13,100	15,700	17,550	18,300
Walk-Up	6,300	7,850	10,000	11,750	13,700	15,000	15,750
Elevator-Structure	10,850	12,600	15,950				

Pensacola, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,750	9,350	11,500	13,800	16,550	18,350	19,250
Row Dwellings	7,400	8,950	11,000	13,100	15,700	17,550	18,300
Walk-Up	6,300	7,850	10,000	11,750	13,700	15,000	15,750
Elevator-Structure	10,850	12,600	15,950				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Tallahassee, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,000	9,650	11,900	14,250	17,150	19,000	19,900
Row Dwellings	7,650	9,200	11,350	13,500	16,200	18,100	18,900
Walk-Up	6,500	8,100	10,350	12,150	14,150	15,550	16,300
Elevator-Structure	11,200	13,000	16,500				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Miami, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,650	13,100	15,700	18,900	21,000	22,000
Row Dwellings	8,400	10,150	12,600	14,950	18,000	20,000	21,000
Walk-Up	7,100	8,950	11,400	13,450	15,600	17,150	18,050
Elevator-Structure	12,400	14,450	18,250				

Fort Lauderdale, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,850	9,450	11,600	13,900	16,750	18,600	19,500
Row Dwellings	7,450	9,000	11,150	13,250	15,950	17,700	18,600
Walk-Up	6,300	7,950	10,100	11,900	13,800	15,200	16,000
Elevator-Structure	11,850	13,800	17,400				

Fort Myers, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,700	9,250	11,350	13,650	16,400	18,250	19,750
Row Dwellings	7,300	8,800	10,950	13,000	15,600	17,350	18,250
Walk-Up	6,200	7,750	9,900	11,700	13,600	14,900	15,650
Elevator-Structure	11,600	13,500	17,100				

Key West, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,650	13,100	15,700	18,900	21,000	22,000
Row Dwellings	8,400	10,150	12,600	14,950	18,000	20,000	21,000
Walk-Up	7,100	8,950	11,400	13,450	15,600	17,150	18,050
Elevator-Structure	12,400	14,450	18,250				

West Palm Beach, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,200	9,850	12,150	14,550	17,500	19,450	20,350
Row Dwellings	7,800	9,400	11,650	13,850	16,650	18,500	19,450
Walk-Up	6,550	8,300	10,550	12,450	14,450	15,900	16,700
Elevator-Structure	12,100	14,100	17,800				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Tampa, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,800	9,350	11,600	13,850	16,600	18,500	19,350
Row Dwellings	7,400	8,950	11,100	13,150	15,800	17,650	18,450
Walk-Up	6,350	7,900	10,000	11,850	13,750	15,100	15,850
Elevator-Structure	10,850	12,600	15,900				

Cocoa, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,750	9,300	11,500	13,750	16,500	18,350	19,200
Row Dwellings	7,350	8,900	11,000	13,050	15,700	17,500	18,300
Walk-Up	6,300	7,850	9,900	11,750	13,650	14,950	15,700
Elevator-Structure	10,750	12,500	15,750				

Daytona Beach, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,100	10,950	13,550	16,200	19,400	21,650	22,600
Row Dwellings	8,650	10,450	13,000	15,400	18,500	20,650	21,600
Walk-Up	7,400	9,200	11,650	13,850	16,050	17,650	18,500
Elevator-Structure	12,700	14,750	18,600				

Fort Pierce, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,250	9,900	12,300	14,650	17,600	19,600	20,500
Row Dwellings	7,850	9,450	11,750	13,900	16,700	18,650	19,500
Walk-Up	6,750	8,350	10,600	12,550	14,700	16,000	16,800
Elevator-Structure	11,500	13,350	16,800				

Lakeland, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,850	9,400	11,700	13,950	16,700	18,650	19,500
Row Dwellings	7,450	9,000	11,200	13,250	15,900	17,800	18,600
Walk-Up	6,400	7,950	10,100	11,950	13,850	15,250	16,000
Elevator-Structure	10,950	12,700	16,050				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Orlando, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,650	9,150	11,350	13,550	16,250	18,100	18,900
Row Dwellings	7,250	8,750	10,850	12,850	15,450	17,250	18,000
Walk-Up	6,200	7,750	9,800	11,600	13,450	14,800	15,500
Elevator-Structure	10,600	12,300	15,550				

Sarasota, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,000	9,600	11,900	14,200	17,050	19,000	19,850
Row Dwellings	7,600	9,200	11,400	13,500	16,250	18,150	18,950
Walk-Up	6,500	8,100	10,250	12,150	14,100	15,500	16,300
Elevator-Structure	11,100	12,900	16,300				

St. Petersburg, Fla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,650	9,150	11,350	13,550	16,250	18,100	18,900
Row Dwellings	7,250	8,750	10,850	12,850	15,450	17,250	18,000
Walk-Up	6,200	7,750	9,800	11,600	13,450	14,800	15,500
Elevator-Structure	10,650	12,350	15,550				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Atlanta, Ga.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,150	9,800	12,100	14,450	17,400	19,300	20,200
Row Dwellings	7,750	9,350	11,550	13,750	16,550	18,400	19,250
Walk-Up	6,650	8,250	10,500	12,350	14,350	15,800	16,600
Elevator-Structure	11,500	13,350	16,900				

Albany, Ga.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,100	9,750	12,000	14,350	17,250	19,150	20,050
Row Dwellings	7,700	9,300	11,450	13,650	16,400	18,250	19,100
Walk-Up	6,600	8,200	10,400	12,250	14,250	15,650	16,450
Elevator-Structure	11,400	13,250	16,750				

Augusta, Ga.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,000	9,600	11,900	14,200	17,100	18,950	19,850
Row Dwellings	7,650	9,200	11,350	13,550	16,300	18,100	18,950
Walk-Up	6,550	8,100	10,300	12,150	14,100	15,550	16,300
Elevator-Structure	11,300	13,150	16,650				

Brunswick, Ga.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,100	9,750	12,000	14,350	17,250	19,150	20,050
Row Dwellings	7,700	9,300	11,450	13,650	16,400	18,250	19,100
Walk-Up	6,600	8,200	10,400	12,250	14,250	15,650	16,450
Elevator-Structure	11,400	13,250	16,750				

Columbus, Ga.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,000	9,600	11,900	14,200	17,100	18,950	19,850
Row Dwellings	7,650	9,200	11,350	13,550	16,300	18,100	18,950
Walk-Up	6,550	8,100	10,300	12,150	14,100	15,550	16,300
Elevator-Structure	11,300	13,150	16,650				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Macon, Ga.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,000	9,600	11,900	14,200	17,100	18,950	19,850
Row Dwellings	7,650	9,200	11,350	13,550	16,300	18,100	18,950
Walk-Up	6,550	8,100	10,300	12,150	14,100	15,550	16,300
Elevator-Structure	11,300	13,150	16,650				

Rome, Ga.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,950	9,550	11,800	14,100	16,950	18,800	19,700
Row Dwellings	7,550	9,100	11,250	13,400	16,100	17,900	18,750
Walk-Up	6,500	8,050	10,250	12,050	14,000	15,400	16,150
Elevator-Structure	11,200	13,000	16,450				

Savannah, Ga.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,100	9,750	12,000	14,350	17,250	19,150	20,050
Row Dwellings	7,700	9,300	11,450	13,650	16,400	18,250	19,100
Walk-Up	6,600	8,200	10,400	12,250	14,250	15,650	16,450
Elevator-Structure	11,400	13,250	16,750				

Valdosta, Ga.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,950	9,600	11,850	14,150	17,000	18,850	19,750
Row Dwellings	7,550	9,150	11,300	13,450	16,150	17,950	18,800
Walk-Up	6,500	8,050	10,250	12,100	14,050	15,450	16,250
Elevator-Structure	11,400	13,250	16,750				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Louisville, Ky.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,400	12,800	15,350	18,500	20,500	21,500
Row Dwellings	8,250	9,950	12,300	14,600	17,600	19,550	20,450
Walk-Up	7,050	8,750	11,100	13,150	15,250	16,800	17,650
Elevator-Structure	12,900	15,050	19,000				

Ashland, Ky.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,950	10,750	13,250	15,900	19,150	21,200	22,250
Row Dwellings	8,500	10,250	12,700	15,100	18,150	20,200	21,100
Walk-Up	7,300	9,050	11,450	13,550	15,750	17,350	18,200
Elevator-Structure	13,300	15,600	19,650				

Bowling Green, Ky.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,350	10,050	12,350	14,800	17,850	19,800	20,750
Row Dwellings	8,000	9,650	11,900	14,100	17,050	18,900	19,800
Walk-Up	6,800	8,450	10,750	12,750	14,750	16,250	17,100
Elevator-Structure	12,500	14,500	18,350				

Corbin, Ky.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,400	12,800	15,350	18,500	20,500	21,500
Row Dwellings	8,250	9,950	12,300	14,600	17,600	19,550	20,450
Walk-Up	7,050	8,750	11,100	13,150	15,250	16,800	17,650
Elevator-Structure	12,900	15,050	19,000				

Covington, Ky.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,300	11,150	13,750	16,450	19,850	22,000	23,050
Row Dwellings	8,850	10,650	13,200	15,650	18,900	20,950	21,950
Walk-Up	7,550	9,400	11,900	14,100	16,350	18,000	18,950
Elevator-Structure	13,600	15,900	20,050				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Frankfort, Ky.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,100	9,700	11,950	14,350	17,300	19,150	20,100
Row Dwellings	7,700	9,300	11,500	13,650	16,450	18,250	19,100
Walk-Up	6,600	8,200	10,400	12,300	14,250	15,700	16,500
Elevator-Structure	11,900	13,900	17,500				

Hopkinsville, Ky.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,200	9,850	12,150	14,550	17,550	19,450	20,400
Row Dwellings	7,850	9,450	11,700	13,850	16,700	18,550	19,400
Walk-Up	6,700	8,350	10,550	12,500	14,500	16,000	16,800
Elevator-Structure	12,250	14,300	18,050				

Lexington, Ky.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,400	12,800	15,350	18,500	20,500	21,500
Row Dwellings	8,250	9,950	12,300	14,600	17,600	19,550	20,450
Walk-Up	7,050	8,750	11,100	13,150	15,250	16,800	17,650
Elevator-Structure	12,900	15,050	19,000				

Middlesboro, Ky.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,400	12,800	15,350	18,500	20,500	21,500
Row Dwellings	8,250	9,950	12,300	14,600	17,600	19,550	20,450
Walk-Up	7,050	8,750	11,100	13,150	15,250	16,800	17,650
Elevator-Structure	12,900	15,050	19,000				

Murray, Ky.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,200	9,850	12,150	14,550	17,550	19,450	20,400
Row Dwellings	7,850	9,450	11,700	13,850	16,700	18,550	19,400
Walk-Up	6,700	8,350	10,550	12,500	14,500	16,000	16,800
Elevator-Structure	12,250	14,300	18,050				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Newport, Ky.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,600	13,050	15,650	18,900	20,900	21,950
Row Dwellings	8,450	10,150	12,550	14,900	18,000	19,950	20,900
Walk-Up	7,200	8,950	11,300	13,400	15,550	17,150	18,000
Elevator-Structure	13,000	15,200	19,200				

Owensboro, Ky.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,600	13,050	15,650	18,900	20,900	21,950
Row Dwellings	8,450	10,150	12,550	14,900	18,000	19,950	20,900
Walk-Up	7,200	8,950	11,300	13,400	15,550	17,150	18,000
Elevator-Structure	13,000	15,200	19,200				

Paducah, Ky.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,100	9,700	11,950	14,350	17,300	19,150	20,100
Row Dwellings	7,700	9,300	11,500	13,650	16,450	18,300	19,100
Walk-Up	6,600	8,200	10,400	12,300	14,250	15,700	16,500
Elevator-Structure	12,250	14,300	18,050				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Jackson, Miss.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,700	9,250	11,450	13,650	16,450	18,250	19,150
Row Dwellings	7,350	8,850	10,900	13,000	15,600	17,350	18,200
Walk-Up	6,250	7,800	9,950	11,700	13,550	14,950	15,650
Elevator-Structure	10,950	12,750	16,150				

Biloxi, Miss.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,800	9,350	11,600	13,800	16,650	18,450	19,350
Row Dwellings	7,400	8,900	11,000	13,100	15,700	17,500	18,350
Walk-Up	6,300	7,850	10,050	11,800	13,650	15,100	15,800
Elevator-Structure	11,250	13,100	16,600				

Greenville, Miss.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,700	9,250	11,450	13,650	16,450	18,250	19,150
Row Dwellings	7,350	8,850	10,900	13,000	15,600	17,350	18,200
Walk-Up	6,250	7,800	9,950	11,700	13,550	14,950	15,650
Elevator-Structure	10,900	12,650	16,050				

Greenwood, Miss.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,700	9,250	11,450	13,650	16,450	18,250	19,150
Row Dwellings	7,350	8,850	10,900	13,000	15,600	17,350	18,200
Walk-Up	6,250	7,800	9,950	11,700	13,550	14,950	15,650
Elevator-Structure	10,950	12,650	16,050				

Gulfport, Miss.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,750	9,300	11,500	13,700	16,500	18,300	19,200
Row Dwellings	7,400	8,900	10,950	13,050	15,650	17,400	18,250
Walk-Up	6,300	7,850	10,000	11,750	13,600	15,000	15,700
Elevator-Structure	11,050	12,900	16,300				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Hattiesburg, Miss.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,700	9,250	11,450	13,650	16,450	18,250	19,150
Row Dwellings	7,350	8,850	10,900	13,000	15,600	17,350	18,200
Walk-Up	6,250	7,800	9,950	11,700	13,550	14,950	15,650
Elevator-Structure	10,950	12,750	16,150				

Southaven, Miss.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,550	9,100	11,250	13,400	16,150	17,900	18,800
Row Dwellings	7,250	8,700	10,750	12,800	15,350	17,100	17,900
Walk-Up	6,150	7,650	9,750	11,500	13,300	14,700	15,350
Elevator-Structure	10,750	12,550	15,900				

Tupelo, Miss.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,700	9,250	11,450	13,650	16,450	18,250	19,150
Row Dwellings	7,350	8,850	10,900	13,000	15,600	17,350	18,200
Walk-Up	6,250	7,800	9,950	11,700	13,550	14,950	15,650
Elevator-Structure	10,950	12,750	16,150				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Greensboro, N. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,800	9,400	11,600	13,900	16,700	18,550	19,400
Row Dwellings	7,500	9,000	11,100	13,200	15,900	17,700	18,500
Walk-Up	6,350	7,900	10,100	11,900	13,800	15,150	15,950
Elevator-Structure	11,400	13,250	16,750				

Asheville, N. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,000	9,650	11,900	14,250	17,150	19,050	19,900
Row Dwellings	8,200	9,200	11,350	13,500	16,300	18,150	18,950
Walk-Up	6,500	8,100	10,350	12,200	14,150	15,550	16,400
Elevator-Structure	11,700	13,600	17,150				

Charlotte, N. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,800	9,400	11,600	13,900	16,700	18,550	19,400
Row Dwellings	7,500	9,000	11,100	13,200	15,900	17,700	18,500
Walk-Up	6,350	7,900	10,100	11,900	13,800	15,150	15,950
Elevator-Structure	11,400	13,250	16,750				

Durham, N. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,750	9,350	11,550	13,850	16,650	18,500	19,350
Row Dwellings	7,450	8,950	11,050	13,150	15,850	17,650	18,450
Walk-Up	6,300	7,850	10,050	11,850	13,750	15,100	15,900
Elevator-Structure	11,350	13,200	16,650				

Greenville, N. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,550	9,100	11,200	13,400	16,150	17,900	18,750
Row Dwellings	7,250	8,700	10,700	12,700	15,350	17,050	17,850
Walk-Up	6,100	7,600	9,750	11,500	13,300	14,600	15,400
Elevator-Structure	11,050	12,750	16,150				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Raleigh, N. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,700	9,300	11,450	13,750	16,500	18,350	19,200
Row Dwellings	7,450	8,950	11,000	13,100	15,750	17,550	18,350
Walk-Up	6,300	7,850	10,000	11,800	13,700	15,000	15,800
Elevator-Structure	11,350	13,200	16,700				

Wilmington, N. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,700	9,250	11,400	13,700	16,450	18,250	19,100
Row Dwellings	7,400	8,900	10,950	13,050	15,700	17,500	18,300
Walk-Up	6,250	7,800	9,950	11,700	13,600	14,900	15,700
Elevator-Structure	11,300	13,100	16,600				

Winston-Salem, N. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,800	9,400	11,600	13,900	16,700	18,550	19,400
Row Dwellings	7,500	9,000	11,100	13,200	15,900	17,700	18,500
Walk-Up	6,350	7,900	10,100	11,900	13,800	15,150	15,950
Elevator-Structure	11,350	13,200	16,700				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Columbia, S. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,250	8,750	10,750	12,900	15,500	17,200	18,050
Row Dwellings	6,950	8,350	10,300	12,250	14,750	16,400	17,150
Walk-Up	5,900	7,350	9,350	11,000	12,750	14,050	14,800
Elevator-Structure	9,950	11,550	14,600				

Aiken, S. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,350	8,900	10,900	13,100	15,750	17,500	18,350
Row Dwellings	7,050	8,500	10,450	12,450	15,000	16,650	17,450
Walk-Up	6,000	7,500	9,500	11,200	13,000	14,300	15,100
Elevator-Structure	10,100	11,750	14,850				

Anderson, S. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,300	8,800	10,850	13,000	15,600	17,350	18,200
Row Dwellings	7,000	8,400	10,400	12,350	14,850	16,550	17,300
Walk-Up	5,950	7,400	9,450	11,100	12,850	14,200	14,950
Elevator-Structure	10,050	11,650	14,700				

Beaufort, S. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,400	8,950	11,000	13,200	15,850	17,600	18,500
Row Dwellings	7,150	8,650	10,550	12,550	15,100	16,800	17,600
Walk-Up	6,050	7,500	9,550	11,250	13,050	14,400	15,150
Elevator-Structure	10,200	11,850	14,950				

Charleston, S. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,700	9,300	11,450	13,750	16,500	18,300	19,200
Row Dwellings	7,400	9,250	11,000	13,100	15,750	17,500	18,300
Walk-Up	6,300	7,850	9,950	11,700	13,600	14,950	15,750
Elevator-Structure	10,400	12,100	15,300				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Florence, S. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,350	8,900	10,900	13,100	15,750	17,500	18,350
Row Dwellings	7,050	8,500	10,450	12,450	15,000	16,650	17,450
Walk-Up	6,000	7,500	9,500	11,200	13,000	14,300	15,100
Elevator-Structure	10,100	11,750	14,850				

Greenville, S. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,450	9,000	11,050	13,250	15,950	17,700	18,550
Row Dwellings	7,150	8,600	10,600	12,600	15,200	16,900	17,650
Walk-Up	6,050	7,550	9,600	11,300	13,100	14,450	15,200
Elevator-Structure	10,100	11,750	14,950				

Greenwood, S. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,300	8,800	10,850	13,000	15,600	17,350	18,200
Row Dwellings	7,000	8,400	10,400	12,350	14,850	16,550	17,300
Walk-Up	5,950	7,400	9,450	11,100	12,850	14,200	14,950
Elevator-Structure	10,050	11,650	14,700				

Myrtle Beach, S. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,400	8,950	11,000	13,200	15,850	17,600	18,500
Row Dwellings	7,150	8,650	10,550	12,550	15,100	16,800	17,600
Walk-Up	6,050	7,500	9,550	11,250	13,050	14,400	15,150
Elevator-Structure	10,200	11,850	14,950				

North Augusta, S. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,700	9,300	11,400	13,700	16,450	18,250	19,150
Row Dwellings	7,350	8,850	10,900	12,950	15,750	17,350	18,150
Walk-Up	6,250	7,800	9,900	11,650	13,550	14,900	15,700
Elevator-Structure	10,550	12,250	15,500				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Orangeburg, S. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,250	8,750	10,750	12,900	15,500	17,200	18,050
Row Dwellings	6,950	8,350	10,300	12,250	14,750	16,400	17,150
Walk-Up	5,900	7,350	9,350	11,000	12,750	14,050	14,800
Elevator-Structure	9,950	11,550	14,600				

Rockhill, S. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,350	8,900	10,900	13,100	15,750	17,500	18,350
Row Dwellings	7,050	8,500	10,450	12,450	15,000	16,650	17,450
Walk-Up	6,000	7,500	9,500	11,200	13,000	14,300	15,100
Elevator-Structure	10,100	11,750	14,850				

Spartanburg, S. C.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,450	9,000	11,050	13,250	15,950	17,700	18,550
Row Dwellings	7,150	8,600	10,600	12,600	15,200	16,900	17,650
Walk-Up	6,050	7,550	9,600	11,300	13,100	14,450	15,200
Elevator-Structure	10,100	11,750	14,950				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Knoxville, Tenn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,950	9,550	11,800	14,100	17,000	18,850	19,750
Row Dwellings	7,600	9,150	11,300	13,450	16,150	17,950	18,800
Walk-Up	6,450	8,050	10,200	12,050	14,000	15,400	16,200
Elevator-Structure	10,650	12,350	15,600				

Chattanooga, Tenn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,900	9,500	11,700	14,000	16,900	18,700	19,600
Row Dwellings	7,550	9,100	11,250	13,400	16,100	17,900	18,750
Walk-Up	6,400	8,000	10,150	12,000	13,950	15,350	16,150
Elevator-Structure	10,600	12,300	15,500				

Johnson City, Tenn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,950	9,550	11,800	14,100	17,000	18,850	19,750
Row Dwellings	7,600	9,150	11,300	13,450	16,150	17,950	18,800
Walk-Up	6,450	8,050	10,200	12,050	14,000	15,400	16,200
Elevator-Structure	10,650	12,350	15,600				

Kingsport, Tenn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,950	9,550	11,800	14,100	17,000	18,850	19,750
Row Dwellings	7,600	9,150	11,300	13,450	16,150	17,950	18,800
Walk-Up	6,450	8,050	10,200	12,050	14,000	15,400	16,200
Elevator-Structure	10,650	12,350	15,600				

Oak Ridge, Tenn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,950	9,550	11,800	14,100	17,000	18,850	19,750
Row Dwellings	7,600	9,150	11,300	13,450	16,150	17,950	18,800
Walk-Up	6,450	8,050	10,200	12,050	14,000	15,400	16,200
Elevator-Structure	10,650	12,350	15,600				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Memphis, Tenn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,000	9,650	11,900	14,200	17,150	19,050	19,900
Row Dwellings	7,600	9,200	11,400	13,550	16,300	18,150	19,000
Walk-Up	6,550	8,100	10,350	12,200	14,150	15,550	16,350
Elevator-Structure	11,400	13,250	16,700				

Jackson, Tenn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,450	12,850	15,350	18,550	20,600	21,500
Row Dwellings	8,200	9,950	12,300	14,650	17,600	19,600	20,550
Walk-Up	7,100	8,750	11,200	13,200	15,300	16,800	17,650
Elevator-Structure	12,350	14,300	18,000				

Union City, Tenn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,700	10,500	12,950	15,450	18,650	20,750	21,650
Row Dwellings	8,250	10,000	12,400	14,750	17,750	19,750	20,700
Walk-Up	7,150	8,800	11,250	13,300	15,400	16,950	17,800
Elevator-Structure	12,450	14,450	18,200				

Corinth, Miss.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,050	9,700	12,000	14,300	17,300	19,200	20,050
Row Dwellings	7,650	9,250	11,500	13,650	16,450	18,300	19,150
Walk-Up	6,600	8,150	10,450	12,300	14,300	15,700	16,500
Elevator-Structure	11,500	13,350	16,800				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IV

Nashville, Tenn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,150	9,850	12,150	14,500	17,500	19,450	20,300
Row Dwellings	7,800	9,450	11,600	13,850	16,650	18,500	19,400
Walk-Up	6,650	8,250	10,550	12,400	14,400	15,900	16,700
Elevator-Structure	10,750	12,550	15,850				

Clarksville, Tenn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,900	9,500	11,750	14,000	16,900	18,800	19,650
Row Dwellings	7,550	9,100	11,200	13,350	16,050	17,850	18,750
Walk-Up	6,100	7,600	9,700	11,400	13,250	14,600	15,350
Elevator-Structure	11,250	13,100	16,500				

Columbia, Tenn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,200	9,900	12,200	14,550	17,550	19,500	20,400
Row Dwellings	7,850	9,500	11,650	13,900	16,700	18,550	19,450
Walk-Up	6,700	8,300	10,650	12,500	14,500	16,050	16,850
Elevator-Structure	11,550	13,600	17,200				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

Chicago, Ill.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,700	11,750	14,450	17,250	20,750	23,100	24,150
Row Dwellings	9,250	11,150	13,750	16,400	19,700	21,950	23,000
Walk-Up	7,950	9,850	12,500	14,800	15,950	18,850	19,750
Elevator-Structure	13,850	16,100	20,400				

Moline, Ill.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,150	11,100	13,650	16,300	19,600	21,800	22,800
Row Dwellings	8,750	10,550	13,000	15,500	18,650	20,750	21,750
Walk-Up	7,500	9,300	11,800	13,950	15,050	17,800	18,650
Elevator-Structure	13,000	15,150	19,150				

Rockford, Ill.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,800	13,250	15,850	19,050	21,200	22,200
Row Dwellings	8,550	10,300	12,700	15,100	18,150	20,250	21,200
Walk-Up	7,350	9,100	11,550	13,650	14,700	17,400	18,200
Elevator-Structure	12,750	14,750	18,700				

Rock Island, Ill.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,150	11,100	13,650	16,300	19,600	21,800	22,800
Row Dwellings	8,750	10,550	13,000	15,500	18,650	20,750	21,750
Walk-Up	7,500	9,300	11,800	13,950	15,050	17,800	18,650
Elevator-Structure	13,000	15,150	19,150				

Sterling, Ill.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,100	11,000	13,550	16,150	19,450	21,650	22,650
Row Dwellings	8,650	10,450	13,000	15,400	18,450	20,600	21,550
Walk-Up	7,450	9,250	11,750	13,900	15,000	17,700	18,550
Elevator-Structure	12,950	15,050	19,000				

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

Springfield, Ill.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,700	13,250	15,800	18,950	21,100	22,100
Row Dwellings	8,500	10,200	12,600	15,000	18,050	20,100	21,000
Walk-Up	7,250	9,000	11,400	13,500	15,600	17,250	18,100
Elevator-Structure	12,400	14,400	18,200				

Belleville, Ill.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,200	11,150	13,800	16,450	19,700	21,950	23,000
Row Dwellings	8,850	10,650	13,150	15,650	18,800	20,950	21,900
Walk-Up	7,550	9,350	11,850	14,050	16,250	17,950	18,850
Elevator-Structure	12,500	14,500	18,350				

Carbondale, Ill.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,700	13,250	15,800	18,950	21,100	22,100
Row Dwellings	8,500	10,200	12,600	15,000	18,050	20,100	21,000
Walk-Up	7,250	9,000	11,400	13,500	15,600	17,250	18,100
Elevator-Structure	12,400	14,400	18,250				

Champaign, Ill.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,500	10,250	12,700	15,150	18,200	20,250	21,200
Row Dwellings	8,200	9,800	12,100	14,450	17,350	19,350	20,200
Walk-Up	7,000	8,650	11,000	13,000	15,000	16,600	17,450
Elevator-Structure	11,950	13,800	17,450				

Danville, Ill.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,800	13,350	15,900	19,100	21,250	22,250
Row Dwellings	8,550	10,300	12,700	15,100	18,200	20,250	21,150
Walk-Up	7,300	9,100	11,500	13,600	15,750	17,400	18,250
Elevator-Structure	12,500	14,500	18,350				

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

East St. Louis, Ill.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,300	11,250	13,950	16,600	19,950	22,200	23,250
Row Dwellings	8,950	10,700	13,250	15,750	18,950	21,100	22,050
Walk-Up	7,600	9,450	12,000	14,200	16,400	18,150	19,000
Elevator-Structure	13,500	15,650	19,850				

LaSalle, Ill.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,150	11,050	13,650	16,300	19,550	21,750	22,800
Row Dwellings	8,800	10,550	13,000	15,500	18,650	20,750	21,700
Walk-Up	7,500	9,300	11,750	13,950	16,100	17,800	18,700
Elevator-Structure	12,750	14,850	18,800				

Peoria, Ill.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,000	10,850	13,450	16,050	19,250	21,450	22,450
Row Dwellings	8,650	10,350	12,800	15,250	18,350	20,450	21,350
Walk-Up	7,400	9,150	11,600	13,750	15,900	17,550	18,450
Elevator-Structure	12,700	14,750	18,600				

Quincy, Ill.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,450	10,200	12,600	15,050	18,050	20,100	21,050
Row Dwellings	8,100	9,750	12,000	14,300	17,200	19,150	20,050
Walk-Up	6,900	8,600	10,850	12,850	14,900	16,450	17,250
Elevator-Structure	11,800	13,700	17,350				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

Indianapolis, Ind.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,350	10,100	12,450	14,850	17,800	19,850	20,750
Row Dwellings	7,950	9,600	11,850	14,100	16,950	18,900	19,750
Walk-Up	6,800	8,500	10,750	12,700	14,700	16,200	17,000
Elevator-Structure	12,000	13,950	17,700				

Bloomington, Ind.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,500	10,250	12,650	15,100	18,100	20,150	21,100
Row Dwellings	8,050	9,750	12,050	14,300	17,200	19,200	20,050
Walk-Up	6,900	8,650	10,900	12,900	14,950	16,450	17,250
Elevator-Structure	12,200	14,150	18,000				

Evansville, Ind.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,750	10,600	13,050	15,550	18,650	20,000	21,750
Row Dwellings	8,350	10,050	12,400	14,750	17,750	19,800	20,700
Walk-Up	7,100	8,900	11,250	13,300	15,400	16,950	17,800
Elevator-Structure	11,800	13,750	17,450				

Fort Wayne, Ind.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,600	10,400	12,850	15,300	18,350	20,500	21,400
Row Dwellings	8,200	9,900	12,200	14,550	17,500	19,500	20,350
Walk-Up	7,000	8,750	11,100	13,100	15,150	16,700	17,550
Elevator-Structure	11,950	13,850	17,600				

Gary, Ind.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,050	10,950	13,550	16,150	19,350	21,550	22,550
Row Dwellings	8,650	10,450	12,900	15,300	18,400	20,550	21,450
Walk-Up	7,400	9,250	11,700	13,800	15,950	17,600	18,450
Elevator-Structure	12,950	15,050	19,100				

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

Hammond, Ind.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,800	13,300	15,850	19,000	21,200	22,150
Row Dwellings	8,500	10,250	12,650	15,050	18,100	20,200	21,100
Walk-Up	7,250	9,100	11,500	13,550	15,700	17,300	18,150
Elevator-Structure	12,700	14,750	18,700				

Lafayette, Ind.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,550	10,350	12,750	15,200	18,200	20,300	21,250
Row Dwellings	8,150	9,850	12,150	14,450	17,350	19,350	20,200
Walk-Up	6,950	8,700	11,000	13,000	15,050	16,600	17,400
Elevator-Structure	12,300	14,300	18,100				

South Bend, Ind.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,450	12,850	15,350	18,400	20,500	21,450
Row Dwellings	8,200	9,950	12,250	14,500	17,500	19,550	20,400
Walk-Up	7,050	8,800	11,100	13,150	15,200	16,750	17,600
Elevator-Structure	12,400	14,400	18,300				

Terre Haute, Ind.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,700	13,200	15,750	18,900	21,050	22,000
Row Dwellings	8,450	10,200	12,550	14,950	17,950	20,050	20,950
Walk-Up	7,200	9,000	11,400	13,450	15,600	17,200	18,050
Elevator-Structure	12,600	14,650	18,600				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

Detroit, Mich.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,250	12,450	15,300	18,250	21,950	24,450	25,600
Row Dwellings	9,800	11,800	14,600	17,350	20,900	23,250	24,350
Walk-Up	8,400	10,450	13,200	15,650	18,100	19,950	20,950
Elevator-Structure	13,850	16,100	20,400				

Ann Arbor, Mich.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,250	12,450	15,300	18,250	21,950	24,450	25,600
Row Dwellings	9,800	11,800	14,600	17,350	20,900	23,250	24,350
Walk-Up	8,400	10,450	13,200	15,650	18,100	19,950	20,950
Elevator-Structure	13,850	16,100	20,400				

Flint, Mich.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,750	11,950	14,700	17,500	21,050	23,450	24,600
Row Dwellings	9,400	11,350	14,000	16,650	20,050	22,300	23,400
Walk-Up	8,050	10,050	12,650	15,000	17,400	19,150	20,100
Elevator-Structure	13,300	15,450	19,600				

Saginaw, Mich.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,750	11,950	14,700	17,500	21,050	23,450	24,600
Row Dwellings	9,400	11,350	14,000	16,650	20,050	22,300	23,400
Walk-Up	8,050	10,050	12,650	15,000	17,400	19,150	20,100
Elevator-Structure	13,300	15,450	19,600				

Ypsilanti, Mich.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,150	12,350	15,150	18,050	21,750	24,200	25,350
Row Dwellings	9,700	11,700	14,450	17,200	20,700	23,000	24,100
Walk-Up	8,300	10,350	13,050	15,500	17,900	19,750	20,750
Elevator-Structure	13,700	15,950	20,200				

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

Grand Rapids, Mich.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,100	11,000	13,550	16,150	19,450	21,700	22,650
Row Dwellings	8,700	10,450	12,950	15,400	18,500	20,600	21,600
Walk-Up	7,400	9,250	11,700	13,850	16,000	17,700	18,550
Elevator-Structure	12,700	14,800	18,650				

Battle Creek, Mich.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,300	11,250	13,850	16,500	19,900	22,200	23,150
Row Dwellings	8,900	10,700	13,250	15,750	18,950	21,100	22,100
Walk-Up	7,550	9,450	11,950	14,150	16,350	18,100	18,950
Elevator-Structure	13,000	15,150	19,050				

Benton Harbor, Mich.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,800	11,850	14,550	17,350	20,900	23,350	24,350
Row Dwellings	9,350	11,250	13,900	16,550	19,900	22,150	23,200
Walk-Up	7,950	9,950	12,550	14,900	17,200	19,000	19,950
Elevator-Structure	13,650	15,950	20,100				

Jackson, Mich.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,700	11,750	14,450	17,250	20,750	23,150	24,200
Row Dwellings	9,300	11,150	13,800	16,450	19,750	22,000	23,050
Walk-Up	7,900	9,900	12,500	14,800	17,100	18,950	19,850
Elevator-Structure	13,550	15,800	19,950				

Kalamazoo, Mich.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,150	11,100	13,650	16,250	19,600	21,850	22,800
Row Dwellings	8,750	10,550	13,050	15,500	18,650	20,750	21,750
Walk-Up	7,450	9,350	11,800	13,950	16,150	17,850	18,700
Elevator-Structure	12,800	14,900	18,800				

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

Lansing, Mich.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,900	12,000	14,800	17,600	21,200	23,650	24,700
Row Dwellings	9,500	13,400	14,150	16,800	20,200	22,450	23,550
Walk-Up	8,100	10,100	12,750	15,100	17,450	19,300	20,250
Elevator-Structure	13,250	15,450	19,500				

Marquette, Mich.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,650	13,100	15,600	18,800	20,950	21,900
Row Dwellings	8,400	10,100	12,500	14,850	17,850	19,850	20,850
Walk-Up	7,150	8,950	11,300	13,350	15,450	17,100	17,900
Elevator-Structure	12,050	14,050	17,700				

Muskegon, Mich.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,100	11,000	13,550	16,150	19,450	21,700	22,650
Row Dwellings	8,700	10,450	12,950	15,400	18,500	20,600	21,600
Walk-Up	7,400	9,250	11,700	13,850	16,000	17,700	18,550
Elevator-Structure	12,700	14,800	18,650				

Traverse City, Mich.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,000	12,100	14,900	17,750	21,350	23,850	24,850
Row Dwellings	9,550	11,500	14,250	16,900	20,350	22,650	23,750
Walk-Up	8,150	10,200	12,850	15,250	17,600	19,500	20,400
Elevator-Structure	13,950	16,250	20,500				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

Minneapolis, Minn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,500	11,500	14,200	16,950	20,350	22,650	23,700
Row Dwellings	9,100	10,950	13,500	16,100	19,350	21,550	22,550
Walk-Up	7,800	9,800	12,250	14,500	16,750	18,500	19,400
Elevator-Structure	12,450	14,450	18,300				

Duluth, Minn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,650	11,650	14,400	17,200	20,650	23,000	24,050
Row Dwellings	9,250	11,100	13,700	16,350	19,650	21,900	22,900
Walk-Up	7,900	9,800	12,450	14,700	17,000	18,800	19,700
Elevator-Structure	12,650	14,650	18,550				

Mankato, Minn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,050	11,000	13,550	16,200	19,450	21,650	22,650
Row Dwellings	8,700	10,450	12,900	15,350	18,500	20,600	21,550
Walk-Up	7,450	9,200	11,700	13,850	16,000	17,650	18,550
Elevator-Structure	11,900	13,800	17,450				

Rochester, Minn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,300	11,250	13,900	16,550	19,900	22,150	23,150
Row Dwellings	8,900	10,700	13,200	15,750	18,900	21,050	22,050
Walk-Up	7,600	9,450	11,950	14,150	16,350	18,100	18,950
Elevator-Structure	12,150	14,100	17,900				

St. Cloud, Minn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,650	13,150	15,700	18,800	20,950	21,900
Row Dwellings	8,400	10,150	12,500	14,900	17,900	19,950	20,850
Walk-Up	7,200	8,900	11,350	13,400	15,500	17,100	17,950
Elevator-Structure	11,500	13,350	16,900				

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

St. Paul, Minn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,500	11,500	14,200	16,950	20,350	22,650	23,700
Row Dwellings	9,100	10,950	13,500	16,100	19,350	21,550	22,550
Walk-Up	7,800	9,650	12,250	14,500	16,750	18,500	19,400
Elevator-Structure	12,350	14,350	18,150				

Worthington, Minn.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,700	10,550	13,050	15,550	18,650	20,800	21,750
Row Dwellings	8,350	10,050	12,400	14,750	17,750	19,750	20,700
Walk-Up	7,150	8,850	11,250	13,300	15,350	16,950	17,800
Elevator-Structure	11,400	13,250	16,800				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

Cincinnati, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,150	11,000	13,550	16,250	19,450	21,700	22,700
Row Dwellings	8,700	10,500	12,950	15,400	18,500	20,600	21,600
Walk-Up	7,450	9,250	11,750	13,900	16,050	17,700	18,600
Elevator-Structure	13,100	15,250	19,250				

Dayton, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,150	11,000	13,550	16,250	19,450	21,700	22,700
Row Dwellings	8,700	10,500	12,950	15,400	18,500	20,600	21,600
Walk-Up	7,450	9,250	11,750	13,900	16,050	17,700	18,600
Elevator-Structure	13,100	15,250	19,250				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

Cleveland, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,750	11,850	14,600	17,400	20,900	23,250	24,350
Row Dwellings	9,350	11,200	13,850	16,50[illegible]	19,850	22,150	23,150
Walk-Up	8,000	9,900	12,550	14,900	17,250	19,000	19,950
Elevator-Structure	13,800	16,100	20,350				

Akron, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,400	11,450	14,100	16,800	20,150	22,400	23,500
Row Dwellings	9,000	10,800	13,350	15,900	19,100	21,300	22,300
Walk-Up	7,700	9,550	12,100	14,350	16,600	18,300	19,200
Elevator-Structure	13,150	15,300	19,350				

Findlay, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,700	13,200	15,750	18,900	21,000	22,000
Row Dwellings	8,450	10,150	12,550	14,950	18,000	20,050	21,000
Walk-Up	7,250	8,950	11,350	13,500	15,600	17,200	18,050
Elevator-Structure	12,500	14,550	18,450				

Lorain, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,300	11,300	13,900	16,600	19,950	22,150	23,200
Row Dwellings	8,950	10,700	13,250	15,750	18,950	21,150	22,100
Walk-Up	7,650	9,450	12,000	14,200	16,450	18,150	19,050
Elevator-Structure	13,200	15,350	19,400				

Mansfield, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,050	11,000	13,600	16,150	19,400	21,600	22,600
Row Dwellings	8,700	10,400	12,850	15,350	18,450	20,550	21,500
Walk-Up	7,450	9,200	11,650	13,850	16,050	17,650	18,550
Elevator-Structure	12,800	14,950	18,900				

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

Toledo, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,600	11,650	14,350	17,100	20,550	22,850	23,900
Row Dwellings	9,200	11,050	13,650	16,250	19,550	21,800	22,800
Walk-Up	7,850	9,750	12,350	14,650	16,950	18,700	19,600
Elevator-Structure	13,500	15,750	19,900				

Youngstown, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,050	11,000	13,600	16,150	19,400	21,600	22,600
Row Dwellings	8,700	10,400	12,850	15,350	18,450	20,550	21,500
Walk-Up	7,450	9,200	11,650	13,850	16,050	17,650	18,550
Elevator-Structure	12,850	15,000	18,950				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

Columbus, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,250	11,200	13,800	16,450	19,800	22,150	23,050
Row Dwellings	8,850	10,650	13,150	15,650	18,800	20,950	21,950
Walk-Up	7,550	9,400	11,900	14,150	16,300	18,000	18,900
Elevator-Structure	13,050	15,150	19,150				

Athens, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,400	11,350	14,000	16,700	20,100	22,500	23,400
Row Dwellings	9,000	10,800	13,350	15,900	19,100	21,300	22,300
Walk-Up	7,700	9,550	12,100	14,400	16,600	18,300	19,250
Elevator-Structure	13,200	15,400	19,450				

Lima, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,250	11,200	13,800	16,450	19,800	22,150	23,050
Row Dwellings	8,850	10,650	13,150	15,650	18,800	20,950	21,950
Walk-Up	7,550	9,400	11,900	14,150	16,300	18,000	18,900
Elevator-Structure	13,050	15,150	19,150				

Marietta, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,400	11,350	14,000	16,700	20,100	22,500	23,400
Row Dwellings	9,000	10,800	13,350	15,900	19,100	21,300	22,300
Walk-Up	7,700	9,550	12,100	14,400	16,600	18,300	19,250
Elevator-Structure	13,200	15,400	19,450				

Newark, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,050	10,950	13,500	16,050	19,350	21,650	22,500
Row Dwellings	8,650	10,400	12,850	15,250	18,350	20,450	21,400
Walk-Up	7,400	9,200	11,650	13,850	15,950	17,600	18,500
Elevator-Structure	12,750	14,800	18,700				

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

Springfield, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,250	11,200	13,800	16,450	19,800	22,150	23,050
Row Dwellings	8,850	10,650	13,150	15,650	18,800	20,950	21,950
Walk-Up	7,550	9,400	11,900	14,150	16,300	18,000	18,900
Elevator-Structure	13,050	15,150	19,150				

Troy, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,100	11,050	13,600	16,200	19,500	21,800	22,700
Row Dwellings	8,700	10,500	12,950	15,400	18,500	20,600	21,600
Walk-Up	7,400	9,250	11,700	13,900	16,000	17,700	18,550
Elevator-Structure	12,850	14,900	18,850				

Zanesville, Ohio	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,400	11,350	14,000	16,700	20,100	22,500	23,400
Row Dwellings	9,000	10,800	13,350	15,900	19,100	21,300	22,300
Walk-Up	7,700	9,550	12,100	14,400	16,600	18,300	19,250
Elevator-Structure	13,200	15,400	19,450				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

Milwaukee, Wis.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,100	11,050	13,600	16,250	19,500	21,800	22,800
Row Dwellings	8,750	10,500	12,950	15,450	18,550	20,650	21,650
Walk-Up	7,500	9,300	11,750	13,900	16,100	17,750	18,600
Elevator-Structure	13,300	15,450	19,550				

Eau Claire, Wis.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,800	13,300	15,850	19,050	21,300	22,250
Row Dwellings	8,550	10,250	12,650	15,050	18,100	20,150	21,100
Walk-Up	7,350	9,100	11,500	13,600	15,750	17,350	18,200
Elevator-Structure	13,000	15,100	19,050				

Green Bay, Wis.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,500	10,300	12,700	15,200	18,200	20,350	21,300
Row Dwellings	8,150	9,750	12,050	14,400	17,250	19,200	20,150
Walk-Up	7,000	8,650	10,950	12,950	15,000	16,550	17,350
Elevator-Structure	12,400	14,400	18,250				

Madison, Wis.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,050	10,950	13,500	16,100	19,350	21,650	22,600
Row Dwellings	8,700	10,400	12,850	15,300	18,400	20,500	21,450
Walk-Up	7,450	9,200	11,650	13,750	15,950	17,600	18,450
Elevator-Structure	13,200	15,350	19,400				

Reedsville, Wis.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,700	10,550	12,950	15,500	18,600	20,800	21,750
Row Dwellings	8,350	10,050	12,350	14,750	17,700	19,700	20,700
Walk-Up	7,150	8,900	11,200	13,300	15,400	16,950	17,750
Elevator-Structure	12,700	14,750	18,650				

PROTOTYPE PER UNIT COST SCHEDULE

REGION V

Superior, Wis.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,250	11,200	13,800	16,500	19,800	22,150	23,150
Row Dwellings	8,900	10,650	13,150	15,700	18,850	21,000	22,000
Walk-Up	7,600	9,400	11,900	14,100	16,300	18,000	18,850
Elevator-Structure	13,500	15,700	19,850				

Wausau, Wis.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,700	10,550	12,950	15,500	18,600	20,800	21,750
Row Dwellings	8,300	10,000	12,300	14,700	17,650	19,650	20,600
Walk-Up	7,150	8,850	11,150	13,200	15,300	16,850	17,700
Elevator-Structure	12,650	14,700	18,600				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

Little Rock Ark.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,000	9,650	11,950	14,200	17,100	19,050	19,850
Row Dwellings	7,600	9,250	11,400	13,550	16,300	18,150	18,950
Walk-Up	6,550	8,150	10,300	12,200	14,150	15,600	16,350
Elevator-Structure	10,450	12,100	15,350				

Fayetteville, Ark.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,950	9,600	11,850	14,100	17,000	18,900	19,700
Row Dwellings	7,550	9,200	11,300	13,450	16,200	18,000	18,800
Walk-Up	6,500	8,100	10,200	12,100	14,050	15,450	16,200
Elevator-Structure	10,350	12,000	15,150				

Fort Smith, Ark.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,100	9,750	12,100	14,350	17,300	19,250	20,050
Row Dwellings	7,700	9,350	11,550	13,700	16,500	18,350	19,150
Walk-Up	6,650	8,250	10,450	12,350	14,300	15,800	16,550
Elevator-Structure	10,550	12,250	15,500				

Jonesboro, Ark.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,900	9,500	11,800	14,000	14,850	18,800	19,550
Row Dwellings	7,500	9,100	11,250	13,350	16,050	18,000	18,650
Walk-Up	6,450	8,000	10,150	12,000	13,900	15,350	16,100
Elevator-Structure	10,200	11,850	15,000				

Texarkana, Ark.& Tex:	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,950	9,600	11,850	14,100	17,000	18,900	19,700
Row Dwellings	7,550	9,200	11,300	13,450	16,200	18,000	18,800
Walk-Up	6,500	8,100	10,200	12,100	14,050	15,450	16,200
Elevator-Structure	10,350	12,000	15,150				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

New Orleans, La.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,650	9,250	11,400	13,550	16,350	18,200	18,950
Row Dwellings	7,250	8,750	10,900	12,950	15,550	17,300	18,100
Walk-Up	6,250	7,800	9,850	11,650	13,500	14,900	15,600
Elevator-Structure	11,950	13,850	17,600				

Baton Rouge, La.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,700	9,300	11,450	13,600	16,400	18,250	19,000
Row Dwellings	7,300	8,800	10,950	13,000	15,600	17,350	18,150
Walk-Up	6,300	7,850	9,900	11,700	13,550	14,950	15,650
Elevator-Structure	11,850	13,750	17,450				

Buras, La.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,800	9,400	11,600	13,800	16,650	18,550	19,300
Row Dwellings	7,400	8,900	11,100	13,200	15,850	17,650	18,450
Walk-Up	6,350	7,950	10,000	11,850	13,750	15,150	15,850
Elevator-Structure	12,150	14,100	17,900				

Houma, La.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,600	9,200	11,300	13,450	16,250	18,050	18,800
Row Dwellings	7,200	8,700	10,800	12,850	15,450	17,150	17,950
Walk-Up	6,200	7,750	9,750	11,550	13,400	14,750	15,450
Elevator-Structure	11,850	13,750	17,450				

Lafayette, La.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,600	9,200	11,300	13,450	16,250	18,050	18,800
Row Dwellings	7,200	8,700	10,800	12,850	15,450	17,150	17,950
Walk-Up	6,200	7,750	9,750	11,550	13,400	14,750	15,450
Elevator-Structure	11,850	13,750	17,450				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

Lake Charles, La.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,650	9,250	11,400	13,550	16,350	18,200	18,950
Row Dwellings	7,250	8,750	10,900	12,950	15,550	17,300	18,100
Walk-Up	6,250	7,800	9,850	11,650	13,500	14,900	15,600
Elevator-Structure	11,950	13,850	17,600				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

Shreveport, La.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,900	9,500	11,800	14,000	16,850	18,850	19,600
Row Dwellings	7,500	9,100	11,200	13,400	16,100	17,900	18,700
Walk-Up	6,450	8,050	10,150	12,050	13,950	15,400	16,150
Elevator-Structure	12,100	14,050	17,800				

Alexandria, La.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,650	9,200	11,450	13,550	16,300	18,250	19,000
Row Dwellings	7,250	8,800	10,850	12,950	15,550	17,300	18,100
Walk-Up	6,250	7,800	9,850	11,650	13,500	14,900	15,650
Elevator-Structure	11,750	13,650	17,200				

Marshall, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,350	8,800	10,950	13,000	15,650	17,500	18,200
Row Dwellings	6,950	8,450	10,400	12,450	14,950	16,650	17,400
Walk-Up	6,000	7,450	9,400	11,150	12,950	14,300	14,950
Elevator-Structure	11,250	13,050	16,550				

Monroe, La.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,600	9,100	11,300	13,450	16,150	18,100	18,800
Row Dwellings	7,200	8,750	10,800	12,900	15,500	17,200	18,000
Walk-Up	6,200	7,700	9,750	11,550	13,350	14,750	15,500
Elevator-Structure	12,000	13,900	17,700				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

Albuquerque, N. Mex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,700	10,450	11,650	13,850	16,700	18,650	19,400
Row Dwellings	8,350	10,000	11,150	13,300	15,900	17,700	18,550
Walk-Up	7,150	8,900	10,050	11,900	13,800	15,200	15,950
Elevator-Structure	13,450	15,650	19,800				

Alamogordo, N.Mex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,550	11,450	12,800	15,200	18,300	20,450	21,300
Row Dwellings	9,150	10,950	12,200	14,550	17,400	19,350	20,300
Walk-Up	7,850	9,750	11,000	13,050	15,100	16,650	17,500
Elevator-Structure	13,250	15,400	19,500				

Artesia, N.Mex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,300	11,150	12,450	14,800	17,850	19,900	20,700
Row Dwellings	8,900	10,650	11,900	14,200	16,950	18,900	19,800
Walk-Up	7,650	9,500	10,750	12,750	14,750	16,250	17,050
Elevator-Structure	13,100	15,250	19,300				

Carlsbad, N Mex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,450	11,350	12,650	15,050	18,150	20,250	21,050
Row Dwellings	9,050	10,850	12,100	14,450	17,250	19,200	20,150
Walk-Up	7,750	9,700	10,950	12,950	15,000	16,550	17,350
Elevator-Structure	13,100	15,250	19,300				

Clovis, N.Mex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,300	11,150	12,450	14,800	17,850	19,900	20,700
Row Dwellings	8,900	10,650	11,900	14,200	16,950	18,900	19,800
Walk-Up	7,650	9,500	10,750	12,750	14,750	16,250	17,050
Elevator-Structure	12,900	15,000	18,950				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

Fort Sumner, N.Mex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,950	12,000	13,350	15,850	19,150	21,350	22,250
Row Dwellings	9,550	11,450	12,750	15,200	18,200	20,250	21,250
Walk-Up	8,200	10,200	11,500	13,600	15,800	17,400	18,250
Elevator-Structure	13,850	16,150	20,400				

Gallup, N.Mex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,850	11,850	13,200	15,700	18,950	21,150	22,000
Row Dwellings	9,450	11,350	12,650	15,050	18,000	20,050	21,000
Walk-Up	8,100	10,100	11,400	13,500	15,650	17,250	18,100
Elevator-Structure	13,700	15,950	20,150				

Hobbs, N.Mex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,300	11,150	12,450	14,800	17,850	19,900	20,700
Row Dwellings	8,900	10,650	11,900	14,200	16,950	18,900	19,800
Walk-Up	7,650	9,500	10,750	12,750	14,750	16,250	17,050
Elevator-Structure	12,900	15,000	18,950				

Las Cruces, N.Mex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,300	11,150	12,450	14,800	17,850	19,900	20,700
Row Dwellings	8,900	10,650	11,900	14,200	16,950	18,900	19,800
Walk-Up	7,650	9,500	10,750	12,750	14,750	16,250	17,050
Elevator-Structure	12,900	15,000	18,950				

Las Vegas, N.Mex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,700	11,650	13,000	15,450	18,650	20,800	21,650
Row Dwellings	9,350	11,150	12,450	14,850	17,750	19,750	20,700
Walk-Up	7,950	9,900	11,200	13,250	15,350	16,950	17,750
Elevator-Structure	13,450	15,650	19,800				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

Los Alamos, N.Mex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,950	11,950	13,300	15,800	19,100	21,300	22,150
Row Dwellings	9,550	11,450	12,750	15,200	18,200	20,250	21,250
Walk-Up	8,200	10,200	11,500	13,600	15,800	17,400	18,250
Elevator-Structure	13,800	16,050	20,300				

Raton, N.Mex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,700	11,650	13,000	15,450	18,650	20,800	21,650
Row Dwellings	9,350	11,150	12,450	14,850	17,750	19,750	20,700
Walk-Up	7,950	9,900	11,200	13,250	13,350	16,950	17,750
Elevator-Structure	13,450	15,650	19,800				

Santa Fe, N.Mex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,700	11,650	13,000	15,450	18,650	20,800	21,650
Row Dwellings	9,350	11,150	12,450	14,850	17,750	19,750	20,700
Walk-Up	7,950	9,900	11,200	13,250	15,350	16,950	17,750
Elevator-Structure	13,450	15,650	19,800				

Silver City, N.Mex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,950	12,000	13,350	15,850	19,150	21,350	22,250
Row Dwellings	9,550	11,450	12,750	15,200	18,200	20,250	21,250
Walk-Up	8,200	10,200	11,500	13,600	15,800	17,400	18,250
Elevator-Structure	13,850	16,150	20,400				

Truth or Consequences N.Mex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,300	11,150	12,450	14,800	17,850	19,900	20,700
Row Dwellings	8,900	10,650	11,900	14,200	16,950	18,900	19,800
Walk-Up	7,650	9,500	10,750	12,750	14,750	16,250	17,050
Elevator-Structure	12,900	15,000	18,950				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

Oklahoma City, Okla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,400	10,100	12,550	14,950	17,950	20,050	20,900
Row Dwellings	8,050	9,700	11,950	14,250	17,100	19,050	19,900
Walk-Up	6,850	8,550	10,800	12,800	14,900	16,400	17,200
Elevator-Structure	10,850	12,550	15,900				

Ada, Okla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,550	13,150	15,650	18,800	21,000	21,850
Row Dwellings	8,400	10,150	12,500	14,900	17,850	19,900	20,800
Walk-Up	7,150	8,950	11,300	13,400	15,600	17,150	18,000
Elevator-Structure	11,050	12,750	16,150				

Ardmore, Okla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,000	10,800	13,450	16,000	19,250	21,500	22,400
Row Dwellings	8,600	10,400	12,800	15,250	18,300	20,400	21,300
Walk-Up	7,350	9,150	11,550	13,700	15,950	17,550	18,400
Elevator-Structure	11,550	13,350	16,900				

Enid, Okla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,700	13,300	15,850	19,050	21,250	22,150
Row Dwellings	8,550	10,300	12,650	15,100	18,100	20,200	21,100
Walk-Up	7,300	9,100	11,450	13,600	15,850	17,400	18,250
Elevator-Structure	11,450	13,200	16,750				

Guymon, Okla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,050	10,900	13,550	16,100	19,350	21,600	22,550
Row Dwellings	8,700	10,450	12,900	15,350	18,450	20,550	21,450
Walk-Up	7,400	9,200	11,650	13,800	16,050	17,700	18,550
Elevator-Structure	11,600	13,450	17,000				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

Lawton, Okla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,550	10,300	12,750	15,200	18,250	20,400	21,250
Row Dwellings	8,200	9,900	12,150	14,500	17,400	19,400	20,250
Walk-Up	6,950	8,700	11,000	13,000	15,150	16,650	17,500
Elevator-Structure	10,700	12,400	15,700				

Shawnee, Okla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,550	13,150	15,650	18,800	21,000	21,850
Row Dwellings	8,400	10,150	12,500	14,900	17,850	19,900	20,800
Walk-Up	7,150	8,950	11,300	13,400	15,600	17,150	18,000
Elevator-Structure	11,050	12,750	16,150				

Stillwater, Okla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,550	13,150	15,650	18,800	21,000	21,850
Row Dwellings	8,400	10,150	12,500	14,900	17,850	19,900	20,800
Walk-Up	7,150	8,950	11,300	13,400	15,600	17,150	18,000
Elevator-Structure	11,050	12,750	16,150				

Woodward, Okla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,700	13,300	15,850	19,050	21,250	22,150
Row Dwellings	8,550	10,300	12,650	15,100	18,100	20,200	21,100
Walk-Up	7,300	9,100	11,450	13,600	15,850	17,400	18,250
Elevator-Structure	11,450	13,200	16,750				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

Tulsa, Oklahoma	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,950	9,550	11,850	14,100	16,950	18,900	19,700
Row Dwellings	7,550	9,150	11,300	13,450	16,150	18,000	18,800
Walk-Up	6,500	8,100	10,200	12,100	14,050	15,450	16,200
Elevator-Structure	10,550	12,250	15,500				

Bartlesville, Okla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,950	9,550	11,850	14,100	16,950	18,900	19,700
Row Dwellings	7,550	9,150	11,300	13,450	16,150	18,000	18,800
Walk-Up	6,500	8,100	10,200	12,100	14,050	15,450	16,200
Elevator-Structure	10,550	12,250	15,500				

McAlester, Okla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,750	9,300	11,550	13,750	16,500	18,400	19,200
Row Dwellings	7,350	8,900	11,000	13,100	15,750	17,550	18,300
Walk-Up	6,350	7,900	9,950	11,800	13,700	15,050	15,800
Elevator-Structure	10,300	11,950	15,100				

Muskogee, Okla.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,250	9,900	12,250	14,600	17,550	19,550	20,400
Row Dwellings	7,800	9,450	11,700	13,900	16,700	18,650	19,450
Walk-Up	6,750	8,400	10,550	12,500	14,550	16,000	16,750
Elevator-Structure	10,900	12,650	16,050				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

Dallas, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,350	8,850	10,950	13,050	15,700	17,500	18,250
Row Dwellings	7,000	8,400	10,450	12,450	14,950	16,650	17,400
Walk-Up	6,000	7,500	9,450	11,200	13,000	14,250	15,000
Elevator-Structure	11,250	13,050	16,550				

Sherman, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,450	9,000	11,100	13,250	15,950	17,750	18,550
Row Dwellings	7,100	8,550	10,600	12,650	15,200	16,900	17,700
Walk-Up	6,100	7,650	9,600	11,400	13,250	14,500	15,250
Elevator-Structure	11,450	13,300	16,850				

Tyler, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,600	9,150	11,350	13,500	16,250	18,100	18,900
Row Dwellings	7,250	8,700	10,850	12,900	15,500	17,250	18,050
Walk-Up	6,200	7,750	9,800	11,600	13,450	14,750	15,550
Elevator-Structure	11,650	13,550	17,150				

Waco, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,450	9,000	11,100	13,250	15,950	17,750	18,550
Row Dwellings	7,100	8,550	10,600	12,650	15,200	16,900	17,700
Walk-Up	6,100	7,650	9,600	11,400	13,250	14,500	15,250
Elevator-Structure	11,800	13,300	16,850				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

Fort Worth, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,400	8,900	11,050	13,150	15,800	17,650	18,400
Row Dwellings	7,050	8,500	10,550	12,550	15,050	16,800	17,550
Walk-Up	6,050	7,550	9,500	11,300	13,100	14,400	15,100
Elevator-Structure	11,250	13,050	16,550				

Abilene, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,650	9,200	11,450	13,600	16,350	18,250	19,050
Row Dwellings	7,300	8,750	10,900	12,950	15,550	17,350	18,100
Walk-Up	6,250	7,800	9,800	11,650	13,500	14,850	15,550
Elevator-Structure	11,650	13,500	17,100				

San Angelo, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,700	9,250	11,500	13,700	16,450	18,400	19,150
Row Dwellings	7,350	8,850	10,950	13,050	15,650	17,450	18,250
Walk-Up	6,300	7,850	9,900	11,750	13,650	15,000	15,700
Elevator-Structure	11,750	13,600	17,250				

Wichita Falls, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,700	9,250	11,500	13,700	16,450	18,400	19,150
Row Dwellings	7,350	8,850	10,950	13,050	15,650	17,450	18,250
Walk-Up	6,300	7,850	9,900	11,750	13,650	15,000	15,700
Elevator-Structure	11,750	13,600	17,250				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

Houston, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,800	9,400	11,600	13,800	16,650	18,550	19,350
Row Dwellings	7,400	9,000	11,100	13,200	15,850	17,650	18,450
Walk-Up	6,350	7,950	10,050	11,900	13,750	15,200	15,950
Elevator-Structure	11,950	13,900	17,550				

Beaumont, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,000	9,650	11,900	14,150	17,100	19,050	19,850
Row Dwellings	7,600	9,200	11,350	13,500	16,250	18,050	18,900
Walk-Up	6,500	8,150	10,300	12,200	14,100	15,600	16,350
Elevator-Structure	12,250	14,250	18,000				

Bryan, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,700	9,250	11,400	13,600	16,400	18,250	19,050
Row Dwellings	7,300	8,850	10,900	13,000	15,600	17,350	18,150
Walk-Up	6,250	7,800	9,850	11,700	13,500	14,950	15,650
Elevator-Structure	11,750	13,650	17,250				

El, Campo, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,750	9,350	11,500	13,700	16,500	18,400	19,200
Row Dwellings	7,350	8,950	11,000	13,100	15,700	17,500	18,300
Walk-Up	6,300	7,900	9,950	11,800	13,650	15,050	15,800
Elevator-Structure	11,850	13,750	17,400				

Lufkin, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,800	9,400	11,600	13,800	16,650	18,550	19,350
Row Dwellings	7,400	9,000	11,100	13,200	15,850	17,650	18,450
Walk-Up	6,350	7,950	10,050	11,900	13,750	15,200	15,950
Elevator-Structure	11,950	13,900	17,550				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

Texas City, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,800	9,400	11,600	13,800	16,650	18,550	19,350
Row Dwellings	7,400	9,000	11,100	13,200	15,850	17,650	18,450
Walk-Up	6,350	7,950	10,050	11,900	13,750	15,200	15,950
Elevator-Structure	11,950	13,900	17,550				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

Lubbock, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,400	8,900	11,050	13,150	15,850	17,650	18,400
Row Dwellings	7,050	8,500	10,550	12,550	15,050	16,800	17,550
Walk-Up	6,050	7,550	9,550	11,300	13,100	14,400	15,100
Elevator-Structure	10,850	12,600	15,950				

Amarillo, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,000	9,650	11,950	14,250	17,200	19,150	19,950
Row Dwellings	7,650	9,200	11,450	13,600	16,300	18,200	19,000
Walk-Up	6,550	8,200	10,350	12,250	14,200	15,600	16,350
Elevator-Structure	11,450	13,300	16,850				

El Paso, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,550	9,050	11,250	13,400	16,150	18,000	18,750
Row Dwellings	7,200	8,650	10,750	12,800	15,350	17,150	17,900
Walk-Up	6,200	7,700	9,750	11,500	13,350	14,700	15,400
Elevator-Structure	10,750	12,500	15,800				

Midland, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,400	8,900	11,050	13,150	15,850	17,650	18,400
Row Dwellings	7,050	8,500	10,550	12,550	15,050	16,800	17,550
Walk-Up	6,050	7,550	9,550	11,300	13,100	14,400	15,100
Elevator-Structure	10,850	12,600	15,950				

Odessa, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,400	8,900	11,050	13,150	15,850	17,650	18,400
Row Dwellings	7,050	8,500	10,550	12,550	15,050	16,800	17,550
Walk-Up	6,050	7,550	9,550	11,300	13,100	14,400	15,100
Elevator-Structure	10,850	12,600	15,950				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

San Antonio, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,650	9,200	11,400	13,600	16,350	18,200	18,950
Row Dwellings	7,250	8,800	10,850	12,950	15,550	17,350	18,050
Walk-Up	6,200	7,800	9,800	11,650	13,550	14,850	15,600
Elevator-Structure	11,150	12,950	16,450				

Austin, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,600	9,150	11,300	13,500	16,200	18,050	18,800
Row Dwellings	7,200	8,750	10,750	12,850	15,400	17,200	17,900
Walk-Up	6,150	7,750	9,700	11,550	13,450	14,700	15,450
Elevator-Structure	11,050	12,850	16,300				

Corpus Christi, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	7,700	9,250	11,500	13,700	16,500	18,350	19,100
Row Dwellings	7,300	8,850	10,950	13,050	15,700	17,500	18,200
Walk-Up	6,250	7,850	9,900	11,650	13,550	14,850	15,600
Elevator-Structure	11,250	13,050	16,600				

Del Rio, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,000	9,600	11,900	14,200	17,050	19,000	19,750
Row Dwellings	7,550	9,150	11,300	13,500	16,200	18,050	18,800
Walk-Up	6,450	8,100	10,200	12,100	14,100	15,450	16,250
Elevator-Structure	11,600	13,500	17,150				

Eagle Pass, Tex.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,200	9,850	12,200	14,550	17,500	19,450	20,250
Row Dwellings	7,750	9,400	11,600	13,850	16,600	18,550	19,300
Walk-Up	6,600	8,350	10,450	12,450	14,450	15,850	16,650
Elevator-Structure	11,900	13,850	17,550				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VI

Harlingen, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,050	9,650	11,950	14,300	17,150	19,100	19,900
Row Dwellings	7,600	9,250	11,400	13,600	16,300	18,200	18,950
Walk-Up	6,500	8,200	10,300	12,250	14,200	15,600	16,400
Elevator-Structure	11,750	13,600	17,300				

Junction, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,300	10,000	12,350	14,750	17,750	19,750	20,550
Row Dwellings	7,850	9,550	11,800	14,050	16,900	18,850	19,600
Walk-Up	6,750	8,450	10,650	12,650	14,700	16,150	16,950
Elevator-Structure	12,100	14,050	17,800				

Laredo, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,000	9,600	11,900	14,200	17,050	19,000	19,750
Row Dwellings	7,550	9,150	11,300	13,500	16,200	18,050	18,800
Walk-Up	6,450	8,100	10,200	12,100	14,100	15,450	16,250
Elevator-Structure	11,600	13,500	17,150				

Victoria, Texas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,250	9,900	12,300	14,650	17,600	19,600	20,400
Row Dwellings	7,800	9,500	11,700	13,950	16,750	18,700	19,450
Walk-Up	6,700	8,400	10,550	12,550	14,600	16,000	16,800
Elevator-Structure	12,000	13,950	17,700				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION VII

Des Moines, Iowa	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,750	13,250	15,800	19,050	21,150	22,150
Row Dwellings	8,500	10,250	12,600	15,050	18,100	20,150	21,050
Walk-Up	7,250	9,050	11,450	13,550	15,700	17,250	18,150
Elevator-Structure	12,100	14,050	17,800				

Bettendorf, Iowa	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,300	11,200	13,800	16,450	19,850	22,050	23,100
Row Dwellings	8,850	10,650	13,100	15,650	18,850	21,000	21,900
Walk-Up	7,550	9,450	11,950	14,100	16,350	17,950	18,900
Elevator-Structure	12,500	14,500	18,350				

Cedar Rapids, Iowa	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,200	11,100	13,700	16,300	19,650	21,850	22,850
Row Dwellings	8,800	10,600	13,050	15,550	18,700	20,850	21,750
Walk-Up	7,500	9,350	11,850	14,600	16,900	17,850	18,750
Elevator-Structure	12,400	14,400	18,250				

Council Bluffs, Iowa	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,550	10,350	12,750	15,200	18,300	20,300	21,300
Row Dwellings	8,200	9,850	12,100	14,500	17,400	19,400	20,250
Walk-Up	6,950	8,700	11,000	13,050	15,100	16,600	17,450
Elevator-Structure	11,550	13,450	16,950				

Davenport, Iowa	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,200	11,100	13,700	16,300	19,650	21,850	22,850
Row Dwellings	8,800	10,600	13,050	15,550	18,700	20,850	21,750
Walk-Up	7,500	9,350	11,850	14,600	16,900	17,850	18,750
Elevator-Structure	12,500	14,500	18,350				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VII

Dubuque, Iowa	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,200	11,100	13,700	16,300	19,650	21,850	22,850
Row Dwellings	8,800	10,600	13,050	15,550	18,700	20,850	21,750
Walk-Up	7,500	9,350	11,850	14,600	16,900	17,850	18,750
Elevator-Structure	12,300	14,300	18,100				

Mason City, Iowa	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,200	11,100	13,700	16,300	19,650	21,850	22,850
Row Dwellings	8,800	10,600	13,050	15,550	18,700	20,850	21,750
Walk-Up	7,500	9,350	11,850	14,600	16,900	17,850	18,750
Elevator-Structure	12,300	14,300	18,100				

Sioux City, Iowa	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,200	11,100	13,700	16,300	19,650	21,850	22,850
Row Dwellings	8,800	10,600	13,050	15,550	18,700	20,850	21,750
Walk-Up	7,500	9,350	11,850	14,600	16,900	17,850	18,750
Elevator-Structure	12,300	14,300	18,100				

Waterloo, Iowa	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,200	11,100	13,700	16,300	19,650	21,850	22,850
Row Dwellings	8,800	10,600	13,050	15,550	18,700	20,850	21,750
Walk-Up	7,500	9,350	11,850	14,600	16,900	17,850	18,750
Elevator-Structure	12,300	14,300	18,100				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION VII

Kansas City, Kansas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,350	11,300	13,950	16,600	20,000	22,250	23,300
Row Dwellings	8,950	10,750	13,300	15,800	19,050	21,200	22,150
Walk-Up	7,650	9,500	12,050	14,250	16,500	18,200	19,100
Elevator-Structure	13,650	15,850	20,050				

Kansas City, Mo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,350	11,300	13,950	16,600	20,000	22,250	23,300
Row Dwellings	8,950	10,750	13,300	15,800	19,050	21,200	22,150
Walk-Up	7,650	9,500	12,050	14,250	16,500	18,200	19,100
Elevator-Structure	13,650	15,850	20,050				

Joplin, Mo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,700	10,550	13,000	15,450	18,650	20,750	21,700
Row Dwellings	8,350	10,000	12,400	14,750	17,750	19,750	20,650
Walk-Up	7,150	8,850	11,250	13,300	15,400	16,950	17,800
Elevator-Structure	12,750	14,800	18,700				

St. Joseph, Mo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,000	10,850	13,400	15,950	19,200	21,400	22,400
Row Dwellings	8,600	10,300	12,750	15,150	18,250	20,350	21,250
Walk-Up	7,350	9,150	11,600	13,700	15,900	17,500	18,400
Elevator-Structure	13,100	15,200	19,250				

Sedalia, Mo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,000	10,850	13,400	15,950	19,200	21,400	22,400
Row Dwellings	8,600	10,300	12,750	15,150	18,250	20,350	21,250
Walk-Up	7,350	9,150	11,600	13,700	15,900	17,500	18,400
Elevator-Structure	13,100	15,200	19,250				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VII

Springfield, Mo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,050	10,950	13,500	16,050	19,350	21,550	22,550
Row Dwellings	8,650	10,400	12,850	15,250	18,400	20,500	21,400
Walk-Up	7,400	9,200	11,650	13,750	15,950	17,600	18,450
Elevator-Structure	13,000	15,100	19,100				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION VII

Topeka, Kansas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,050	10,900	13,500	16,050	19,350	21,500	22,500
Row Dwellings	8,650	10,350	12,850	15,250	18,400	20,500	21,400
Walk-Up	7,350	9,200	11,650	13,750	15,950	17,600	18,450
Elevator-Structure	12,850	14,900	18,800				

Garden City, Kansas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,700	13,250	15,800	19,000	21,150	22,100
Row Dwellings	8,500	10,150	12,600	15,000	18,050	20,150	21,000
Walk-Up	7,250	9,050	11,450	13,550	15,700	17,300	18,150
Elevator-Structure	12,650	14,650	18,500				

Pittsburg, Kansas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,750	10,550	13,050	15,500	18,700	20,800	21,750
Row Dwellings	8,350	10,000	12,400	14,700	17,750	19,800	20,650
Walk-Up	7,100	8,900	11,250	13,250	15,400	17,000	17,800
Elevator-Structure	12,400	14,350	18,150				

Salina, Kansas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,350	10,050	12,450	14,800	17,850	19,850	20,750
Row Dwellings	8,000	9,550	11,850	14,050	16,950	18,900	19,750
Walk-Up	6,800	8,500	10,750	12,650	14,700	16,200	17,000
Elevator-Structure	11,900	13,750	17,350				

Wichita, Kansas	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,200	11,100	13,750	16,300	19,650	21,850	22,900
Row Dwellings	8,750	10,500	13,050	15,450	18,650	20,800	21,700
Walk-Up	7,450	9,350	11,850	13,950	16,200	17,850	18,750
Elevator-Structure	12,400	14,350	18,150				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VII

St. Louis, Mo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,350	11,250	13,900	16,600	19,950	22,200	23,250
Row Dwellings	8,950	10,700	13,250	15,800	18,950	21,150	22,100
Walk-Up	7,600	9,500	12,000	14,200	16,500	18,100	19,000
Elevator-Structure	13,550	15,750	19,900				

Cape Girardeau, Mo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,700	13,250	15,800	19,000	21,150	22,150
Row Dwellings	8,550	10,200	12,650	15,050	18,050	20,150	21,050
Walk-Up	7,250	9,050	11,400	13,500	15,700	17,200	18,100
Elevator-Structure	12,900	15,000	18,950				

Columbia, Mo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,200	11,050	13,700	16,350	19,650	21,850	22,900
Row Dwellings	8,800	10,500	13,050	15,550	18,650	20,800	21,750
Walk-Up	7,500	9,350	11,800	14,000	16,250	17,850	18,700
Elevator-Structure	13,350	15,500	19,600				

Kirksville, Mo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,200	11,050	13,700	16,350	19,650	21,850	22,900
Row Dwellings	8,800	10,500	13,050	15,550	18,650	20,800	21,750
Walk-Up	7,500	9,350	11,800	14,000	16,250	17,850	18,700
Elevator-Structure	13,350	15,500	19,600				

Rolla, Mo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,350	10,050	12,450	14,850	17,850	19,850	20,800
Row Dwellings	8,000	9,600	11,900	14,150	17,000	18,950	19,800
Walk-Up	6,800	8,500	10,750	12,700	14,800	16,200	17,000
Elevator-Structure	12,151	14,100	17,800				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VII

Omaha, Nebraska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,500	10,250	12,600	15,050	18,100	20,150	21,100
Row Dwellings	8,100	9,750	12,050	14,350	17,250	19,200	20,050
Walk-Up	6,900	8,600	10,900	12,900	14,950	16,500	17,300
Elevator-Structure	12,100	14,050	17,750				

Grand Island, Nebr.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,650	13,100	15,650	18,850	20,950	21,950
Row Dwellings	8,450	10,150	12,550	14,950	18,000	20,000	20,900
Walk-Up	7,200	8,950	11,400	13,450	15,600	17,200	18,050
Elevator-Structure	12,500	14,500	18,300				

Lincoln, Nebr.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,450	10,200	12,500	14,950	18,000	20,000	20,950
Row Dwellings	8,050	9,700	11,950	14,250	17,150	19,050	19,900
Walk-Up	6,850	8,550	10,800	12,800	14,850	16,350	17,150
Elevator-Structure	11,900	13,850	17,450				

Norfolk, Nebr:	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,400	12,800	15,300	18,400	20,500	21,450
Row Dwellings	8,250	9,900	12,250	14,600	17,550	19,550	20,400
Walk-Up	7,050	8,750	11,100	13,150	15,250	16,850	17,650
Elevator-Structure	12,200	14,150	17,900				

North Platte, Nebr.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,400	12,800	15,300	18,400	20,500	21,450
Row Dwellings	8,250	9,900	12,250	14,600	17,550	19,550	20,400
Walk-Up	7,050	8,750	11,100	13,150	15,250	16,850	17,650
Elevator-Structure	12,200	14,150	17,900				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VII

O'Neill, Nebr.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,600	10,350	12,750	15,200	18,300	20,350	21,300
Row Dwellings	8,200	9,850	12,200	14,500	17,450	19,400	20,250
Walk-Up	6,950	8,650	11,000	13,000	15,050	16,650	17,450
Elevator-Structure	12,100	14,050	17,750				

Scottsbluff, Nebr.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,750	10,550	12,950	15,450	18,600	20,700	21,650
Row Dwellings	8,300	10,000	12,350	14,700	17,700	19,700	20,550
Walk-Up	7,100	8,850	11,200	13,250	15,350	16,950	17,800
Elevator-Structure	12,300	14,250	18,050				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION VIII

Denver, Colorado	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,650	13,150	15,650	18,850	21,000	21,950
Row Dwellings	8,450	10,150	12,500	14,900	17,950	19,950	20,900
Walk-Up	7,200	9,000	11,400	13,450	15,550	17,150	18,000
Elevator-Structure	12,600	14,700	18,550				

Colorado Springs, Colo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,650	13,150	15,650	18,850	21,000	21,950
Row Dwellings	8,450	10,150	12,500	14,900	17,950	19,950	20,900
Walk-Up	7,200	9,000	11,400	13,450	15,550	17,150	18,000
Elevator-Structure	12,600	14,700	18,550				

Durango, Colo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,350	11,300	13,950	16,550	19,950	22,250	23,250
Row Dwellings	8,850	10,650	13,100	15,650	18,850	20,950	21,950
Walk-Up	7,550	9,450	11,950	14,100	16,350	18,000	18,900
Elevator-Structure	13,200	15,400	19,500				

Grand Junction, Colo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,250	11,100	13,700	16,350	19,650	21,900	22,900
Row Dwellings	8,800	10,550	13,000	15,500	18,700	20,750	21,750
Walk-Up	7,500	9,350	11,850	14,000	16,200	17,850	18,750
Elevator-Structure	13,100	15,300	19,300				

Greeley, Colo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,250	11,150	13,750	16,400	19,750	22,000	23,000
Row Dwellings	8,850	10,650	13,100	15,650	18,850	20,950	21,950
Walk-Up	7,550	9,450	11,950	14,100	16,350	18,000	18,900
Elevator-Structure	12,000	14,100	17,750				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VIII

Pueblo, Colo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,400	12,850	15,300	18,400	20,500	21,450
Row Dwellings	8,250	9,900	12,200	14,550	17,500	19,450	20,400
Walk-Up	7,000	8,750	11,100	13,100	15,100	16,700	17,500
Elevator-Structure	12,300	14,350	16,250				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION VIII

Helena, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,400	12,850	15,300	18,400	20,500	21,450
Row Dwellings	8,250	9,850	12,200	14,550	17,550	19,450	20,400
Walk-Up	7,350	9,300	11,750	13,850	16,000	17,700	18,500
Elevator-Structure	12,950	15,000	19,050				

Anaconda, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,950	10,800	13,300	15,850	19,050	21,250	22,250
Row Dwellings	8,550	10,200	12,600	15,050	18,150	20,100	21,100
Walk-Up	7,600	9,650	12,150	14,350	16,550	18,350	19,150
Elevator-Structure	13,400	15,500	19,750				

Billings, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,400	10,100	12,500	14,850	17,900	19,900	20,850
Row Dwellings	8,000	9,550	11,850	14,100	17,000	18,850	19,800
Walk-Up	7,100	9,000	11,400	13,400	15,500	17,150	17,900
Elevator-Structure	12,600	14,550	18,450				

Bozeman, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,550	13,050	15,550	18,700	20,850	21,800
Row Dwellings	8,400	10,000	12,400	14,800	17,850	19,800	20,750
Walk-Up	7,500	9,450	11,950	14,100	16,300	18,000	18,850
Elevator-Structure	13,150	15,250	19,350				

Butte, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,950	10,800	13,300	15,850	19,050	21,250	22,250
Row Dwellings	8,550	10,200	12,600	15,050	18,150	20,100	21,100
Walk-Up	7,600	9,650	12,150	14,350	16,550	18,350	19,150
Elevator-Structure	13,400	15,500	19,750				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VIII

Dillon, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,950	10,800	13,300	15,850	19,050	21,250	22,250
Row Dwellings	8,550	10,200	12,600	15,050	18,150	20,100	21,100
Walk-Up	7,600	9,650	12,150	14,350	16,550	18,350	19,150
Elevator-Structure	13,400	15,500	19,750				

Glasgow, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,550	13,050	15,550	18,700	20,850	21,800
Row Dwellings	8,400	10,000	12,400	14,800	17,850	19,800	20,750
Walk-Up	7,500	9,450	11,950	14,100	16,300	18,000	18,850
Elevator-Structure	13,150	15,250	19,350				

Glendive, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,550	13,050	15,550	18,700	20,850	21,800
Row Dwellings	8,400	10,000	12,400	14,800	17,850	19,800	20,750
Walk-Up	7,500	9,450	11,950	14,100	16,300	18,000	18,850
Elevator-Structure	13,150	15,250	19,350				

Great Falls, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,050	10,850	13,400	16,000	19,200	21,400	22,400
Row Dwellings	8,650	10,300	12,750	15,250	18,350	20,350	22,400
Walk-Up	7,700	9,700	12,250	14,450	16,700	18,500	19,300
Elevator-Structure	13,550	15,700	19,950				

Havre, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,550	13,050	15,550	18,700	20,850	21,800
Row Dwellings	8,400	10,000	12,400	14,800	17,850	19,800	20,750
Walk-Up	7,500	9,450	11,950	14,100	16,300	18,000	18,850
Elevator-Structure	13,150	15,250	19,350				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VIII

Kalispell, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,450	10,200	12,600	15,000	18,000	20,100	21,000
Row Dwellings	8,050	9,650	11,950	14,250	17,150	19,050	19,950
Walk-Up	7,200	9,150	11,550	13,600	15,700	17,400	18,150
Elevator-Structure	12,700	14,700	18,700				

Laurel, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,600	10,300	12,750	15,150	18,250	20,350	21,250
Row Dwellings	8,200	9,750	12,100	14,400	17,400	19,300	20,200
Walk-Up	7,300	9,200	11,650	13,750	15,850	17,550	18,350
Elevator-Structure	12,800	14,850	18,900				

Libby, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,450	10,200	12,600	15,000	18,000	20,100	21,000
Row Dwellings	8,050	9,650	11,950	14,250	17,150	19,050	19,950
Walk-Up	7,200	9,150	11,550	13,600	15,700	17,400	18,150
Elevator-Structure	12,700	14,700	18,700				

Miles City, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,550	13,050	15,550	18,700	20,850	21,800
Row Dwellings	8,400	10,000	12,400	14,800	17,850	19,800	20,750
Walk-Up	7,500	9,450	11,950	14,100	16,300	18,000	18,850
Elevator-Structure	13,150	15,250	19,350				

Missoula, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,400	10,100	12,500	14,850	17,900	19,900	20,850
Row Dwellings	8,000	9,550	11,850	14,100	17,000	18,850	19,800
Walk-Up	7,100	9,000	11,400	13,400	15,500	17,150	17,900
Elevator-Structure	12,600	14,550	18,450				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VIII

Superior, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,400	10,100	12,500	14,850	17,900	19,900	20,850
Row Dwellings	8,000	9,550	11,850	14,100	17,000	18,850	19,800
Walk-Up	7,100	9,000	11,400	13,400	15,500	17,150	17,900
Elevator-Structure	12,600	14,550	18,450				

Browning, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,600	11,550	14,250	17,000	20,400	22,750	23,800
Row Dwellings	9,150	10,950	13,550	16,150	19,500	21,600	22,650
Walk-Up	8,150	10,350	13,050	15,400	17,800	19,650	20,550
Elevator-Structure	14,350	16,600	21,150				

Harlem, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,600	11,550	14,250	17,000	20,400	22,750	23,800
Row Dwellings	9,150	10,950	13,550	16,150	19,500	21,600	22,650
Walk-Up	8,150	10,350	13,050	15,400	17,800	19,650	20,550
Elevator-Structure	14,350	16,600	21,150				

Wolf Point, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,600	11,550	14,250	17,000	20,400	22,750	23,800
Row Dwellings	9,150	10,950	13,550	16,150	19,500	21,600	22,650
Walk-Up	8,150	10,350	13,050	15,400	17,800	19,650	20,550
Elevator-Structure	14,350	16,600	21,150				

Lodge Grass, Mont.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,600	11,550	14,250	17,000	20,400	22,750	23,800
Row Dwellings	9,150	10,950	13,550	16,150	19,500	21,600	22,650
Walk-Up	8,150	10,350	13,050	15,400	17,800	19,650	20,550
Elevator-Structure	14,350	16,600	21,150				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VIII

Fargo, N. Dak.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,600	10,300	12,700	15,250	18,350	20,350	21,350
Row Dwellings	8,150	9,850	12,150	14,450	17,450	19,350	20,250
Walk-Up	7,400	9,250	11,650	13,850	16,050	17,650	18,550
Elevator-Structure	11,300	13,150	16,600				

Bismark, N Dak.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,550	13,000	15,600	18,800	20,850	21,850
Row Dwellings	8,350	10,100	12,450	14,800	17,900	19,850	20,750
Walk-Up	7,600	9,500	11,950	14,200	16,500	18,100	19,050
Elevator-Structure	11,550	13,450	17,000				

Dickinson, N.Dak.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,450	10,150	12,500	15,000	18,050	20,000	21,000
Row Dwellings	8,000	9,700	11,950	14,200	17,150	19,000	19,900
Walk-Up	7,250	9,100	11,450	13,600	15,750	17,350	18,200
Elevator-Structure	11,100	12,950	16,350				

Grand Forks, N.Dak.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,450	10,150	12,500	15,000	18,050	20,000	21,000
Row Dwellings	8,000	9,700	11,950	14,200	17,150	19,000	19,900
Walk-Up	7,250	9,100	11,450	13,600	15,750	17,350	18,200
Elevator-Structure	11,100	12,950	16,350				

Minot, N. Dak.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,400	10,050	12,400	14,850	17,900	19,850	20,800
Row Dwellings	7,950	9,600	11,850	14,100	17,000	18,850	19,750
Walk-Up	7,200	9,000	11,350	13,500	15,600	17,200	18,050
Elevator-Structure	11,050	12,850	16,200				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VIII

Sioux Falls, S.Dak.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,300	10,000	12,350	14,650	17,650	19,700	20,550
Row Dwellings	7,850	9,500	11,750	14,000	16,850	18,650	19,600
Walk-Up	6,900	8,650	10,950	12,950	15,000	16,500	17,400
Elevator-Structure	11,350	13,200	16,700				

Aberdeen, S.Dak.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,350	10,050	12,400	14,700	17,700	19,800	20,650
Row Dwellings	7,900	9,550	11,800	14,050	16,900	18,750	19,700
Walk-Up	6,950	8,700	11,000	13,000	15,050	16,600	17,500
Elevator-Structure	11,400	13,250	16,800				

Black Hills, S.Dak.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,300	10,000	12,350	14,650	17,650	19,700	20,550
Row Dwellings	7,850	9,500	11,750	14,000	16,850	18,650	19,600
Walk-Up	6,900	8,650	10,950	12,950	15,000	16,500	17,400
Elevator-Structure	11,350	13,200	16,700				

Mitchell, S. Dak.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,300	10,000	12,350	14,650	17,650	19,700	20,550
Row Dwellings	7,850	9,500	11,750	14,000	16,850	18,650	19,600
Walk-Up	6,900	8,650	10,950	12,950	15,000	16,500	17,400
Elevator-Structure	11,350	13,200	16,700				

Pierre, S. Dak.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,600	13,100	15,500	18,700	20,850	21,750
Row Dwellings	8,350	10,100	12,450	14,850	17,900	19,800	20,800
Walk-Up	7,150	8,950	11,300	13,400	15,500	17,050	18,000
Elevator-Structure	12,300	14,300	16,100				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VIII

Rapid City, S. Dak.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,400	10,150	12,500	14,850	17,850	19,950	20,800
Row Dwellings	7,950	9,650	11,900	14,200	17,050	18,900	19,850
Walk-Up	6,950	8,700	11,000	13,000	15,050	16,600	17,500
Elevator-Structure	11,400	13,250	16,750				

Pine Ridge, S. Dak.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,800	11,800	14,600	17,300	20,850	23,250	24,250
Row Dwellings	9,250	11,200	13,850	16,550	19,900	22,000	23,150
Walk-Up	8,150	10,200	12,900	15,300	17,700	19,450	20,550
Elevator-Structure	13,350	15,600	19,700				

Winner, S. Dak.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,800	11,800	14,600	17,300	20,850	23,250	24,250
Row Dwellings	9,250	11,200	13,850	16,550	19,900	22,000	23,150
Walk-Up	8,150	10,200	12,900	15,300	17,700	19,450	20,550
Elevator-Structure	13,350	15,600	19,700				

Stephan, S. Dak.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,800	11,800	14,600	17,300	20,850	23,250	24,250
Row Dwellings	9,250	11,200	13,850	16,550	19,900	22,000	23,150
Walk-Up	8,150	10,200	12,900	15,300	17,700	19,450	20,550
Elevator-Structure	13,350	15,600	19,700				

Isabel, S. Dak.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,800	11,800	14,600	17,300	20,850	23,250	24,250
Row Dwellings	9,250	11,200	13,850	16,550	19,900	22,000	23,150
Walk-Up	8,150	10,200	12,900	15,300	17,700	19,450	20,550
Elevator-Structure	13,350	15,600	19,700				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VIII

Salt Lake City, Utah	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,550	10,300	12,700	15,150	18,250	20,300	21,250
Row Dwellings	8,150	9,800	12,100	14,450	17,350	19,300	20,200
Walk-Up	7,550	9,450	12,050	14,150	16,450	18,100	19,050
Elevator-Structure	12,650	14,750	18,650				

Cedar City, Utah	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,600	13,050	15,600	18,750	20,900	21,850
Row Dwellings	8,400	10,100	12,450	14,900	17,850	19,900	20,800
Walk-Up	7,750	9,700	12,400	14,550	16,900	18,600	19,600
Elevator-Structure	13,050	15,200	19,250				

Logan, Utah	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,700	10,450	12,900	15,400	18,550	20,650	21,600
Row Dwellings	8,300	9,950	12,300	14,700	17,650	19,650	20,550
Walk-Up	7,700	9,600	12,250	14,400	16,750	18,400	19,400
Elevator-Structure	12,850	15,000	18,950				

Moab, Utah	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,700	13,150	15,700	18,900	21,050	22,050
Row Dwellings	8,450	10,150	12,500	14,950	17,950	19,950	20,900
Walk-Up	7,800	9,750	12,450	14,650	17,000	18,700	19,700
Elevator-Structure	13,100	15,250	19,300				

Provo, Utah	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,550	10,300	12,700	15,150	18,250	20,300	21,250
Row Dwellings	8,150	9,800	12,100	14,450	17,350	19,300	20,200
Walk-Up	7,550	9,450	12,050	14,150	16,450	18,100	19,050
Elevator-Structure	12,650	14,750	18,650				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VIII

Vernal, Utah	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,650	13,100	15,650	18,850	20,950	21,950
Row Dwellings	8,450	10,150	12,500	14,950	17,950	19,950	20,900
Walk-Up	7,800	9,750	12,450	14,650	17,000	18,700	19,700
Elevator-Structure	13,050	15,200	19,250				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION VIII

Casper, Wyoming	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,550	10,350	12,750	15,200	18,300	20,350	21,350
Row Dwellings	8,200	9,800	12,200	14,500	17,400	19,400	20,250
Walk-Up	7,650	9,600	12,200	14,350	16,650	18,350	19,200
Elevator-Structure	12,750	14,850	18,800				

Cheyenne, Wyo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,100	9,800	12,050	14,350	17,300	19,250	20,200
Row Dwellings	7,750	9,300	11,550	13,750	16,500	18,350	19,150
Walk-Up	7,250	9,100	11,550	13,600	15,750	17,400	18,200
Elevator-Structure	12,050	14,050	17,800				

Cody, Wyo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,250	10,000	12,300	14,700	17,700	19,650	20,650
Row Dwellings	7,900	9,450	11,750	14,000	16,800	18,700	19,550
Walk-Up	7,400	9,250	11,750	13,850	16,050	17,700	18,500
Elevator-Structure	12,300	14,300	18,150				

Gillette, Wyo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,700	13,200	15,700	18,900	21,050	22,050
Row Dwellings	8,500	10,150	12,650	15,000	18,000	20,100	20,950
Walk-Up	7,900	9,950	12,550	14,850	17,250	19,000	19,900
Elevator-Structure	13,200	15,250	19,450				

Jackson, Wyo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,500	10,250	12,650	15,050	18,150	20,200	21,150
Row Dwellings	8,150	9,700	12,100	14,350	17,250	19,250	20,050
Walk-Up	7,600	9,500	12,100	14,200	16,500	18,200	19,050
Elevator-Structure	12,650	14,750	18,650				

PROTOTYPE PER UNIT COST SCHEDULE

REGION VIII

Laramie, Wyo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,200	9,900	12,200	14,550	17,550	19,500	20,450
Row Dwellings	7,850	9,400	11,700	13,900	16,700	18,650	19,450
Walk-Up	7,350	9,200	11,700	13,800	16,000	17,600	18,450
Elevator-Structure	12,200	14,200	18,000				

Powell, Wyo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,250	10,000	12,300	14,700	17,700	19,650	20,650
Row Dwellings	7,900	9,450	11,750	14,000	16,800	18,700	19,550
Walk-Up	7,400	9,250	11,750	13,850	16,050	17,700	18,500
Elevator-Structure	12,300	14,300	18,150				

Riverton, Wyo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,700	13,200	15,700	18,900	21,050	22,050
Row Dwellings	8,500	10,150	12,650	15,000	18,000	20,100	20,950
Walk-Up	7,900	9,950	12,650	14,850	17,250	19,000	19,900
Elevator-Structure	13,200	15,250	19,450				

Rock Springs, Wyo.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,250	10,000	12,300	14,700	17,700	19,650	20,650
Row Dwellings	7,900	9,450	11,750	14,000	16,800	18,700	19,550
Walk-Up	7,400	9,250	11,750	13,850	16,050	17,700	18,500
Elevator-Structure	12,300	14,300	18,150				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IX

Phoenix, Ariz.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,100	10,950	13,550	16,100	19,400	21,600	22,650
Row Dwellings	8,650	10,450	12,900	15,350	18,450	20,600	21,500
Walk-Up	7,400	9,250	11,700	13,850	16,000	17,650	18,500
Elevator-Structure	13,450	15,600	19,750				

Casa Grande, Ariz.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,450	11,400	14,100	16,750	20,200	22,450	23,550
Row Dwellings	9,000	10,450	13,400	15,950	19,150	21,400	22,300
Walk-Up	7,700	9,650	12,200	14,450	16,650	18,400	19,250
Elevator-Structure	13,700	15,850	20,150				

Douglas, Ariz.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,400	11,300	14,000	16,600	20,000	22,300	23,400
Row Dwellings	8,900	10,750	13,300	15,800	19,000	21,200	22,150
Walk-Up	7,650	9,550	12,100	14,300	16,500	18,200	19,100
Elevator-Structure	13,600	15,750	19,950				

Flagstaff, Ariz.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,350	11,250	13,950	16,550	19,450	22,200	23,300
Row Dwellings	8,900	10,750	13,300	15,800	19,000	21,200	22,150
Walk-Up	7,600	9,500	12,050	14,250	16,450	18,150	19,000
Elevator-Structure	14,400	16,650	21,050				

Kingman, Ariz.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,450	11,400	14,100	16,750	20,200	22,450	23,550
Row Dwellings	9,000	10,450	13,400	15,950	19,150	21,400	22,300
Walk-Up	7,700	9,650	12,200	14,450	16,650	18,400	19,250
Elevator-Structure	13,700	15,850	20,150				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IX

Safford, Ariz.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,600	11,500	14,250	16,950	20,400	22,750	23,850
Row Dwellings	9,100	11,000	13,600	16,200	19,450	21,750	22,700
Walk-Up	7,800	9,750	12,350	14,600	16,900	18,650	19,550
Elevator-Structure	13,800	16,000	20,250				

Tucson, Ariz.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,650	11,600	14,350	17,050	20,550	22,900	24,000
Row Dwellings	9,150	11,050	13,650	16,250	19,550	21,800	22,750
Walk-Up	7,850	9,800	12,400	14,700	16,950	18,700	19,600
Elevator-Structure	12,950	15,050	19,050				

Yuma, Ariz.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,650	11,600	14,350	17,050	20,550	22,900	24,000
Row Dwellings	9,150	11,050	13,650	16,250	19,550	21,800	22,750
Walk-Up	7,850	9,800	12,400	14,700	16,950	18,700	19,600
Elevator-Structure	13,700	15,950	20,150				

Window Rock, Ariz.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,200	12,250	15,200	18,050	21,750	24,200	25,350
Row Dwellings	9,700	11,700	14,450	17,200	20,650	23,050	24,050
Walk-Up	8,300	10,350	13,100	15,500	17,900	19,750	20,700
Elevator-Structure	14,400	16,650	21,100				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IX

Los Angeles, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,350	12,850	15,300	18,400	20,550	21,500
Row Dwellings	8,200	9,950	12,250	14,600	17,550	19,550	20,400
Walk-Up	7,050	8,800	11,100	13,150	15,200	16,750	17,600
Elevator-Structure	12,750	14,850	18,750				

Bakersfield, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,350	12,850	15,300	18,400	20,550	21,500
Row Dwellings	8,200	9,950	12,250	14,600	17,550	19,550	20,400
Walk-Up	7,050	8,800	11,100	13,150	15,200	16,750	17,600
Elevator-Structure	12,750	14,850	18,800				

Bishop, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,000	10,750	13,350	15,900	19,150	21,350	22,350
Row Dwellings	8,500	10,350	12,700	15,150	18,200	20,300	21,150
Walk-Up	7,350	9,150	11,550	13,700	15,850	17,450	18,350
Elevator-Structure	13,250	15,400	19,500				

Inyokern, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,950	10,700	13,300	15,850	19,050	21,300	22,300
Row Dwellings	8,500	10,300	12,650	15,100	18,150	20,200	21,100
Walk-Up	7,300	9,150	11,500	13,650	15,750	17,350	18,250
Elevator-Structure	13,200	15,350	19,400				

Lancaster, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,700	10,450	12,950	15,400	18,550	20,700	21,650
Row Dwellings	8,250	10,050	12,350	14,700	17,700	19,700	20,550
Walk-Up	7,100	8,900	11,200	13,250	15,350	16,900	17,750
Elevator-Structure	12,850	15,000	18,950				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IX

Majave, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,650	13,200	15,750	18,900	21,150	22,100
Row Dwellings	8,450	10,250	12,600	15,050	18,050	20,150	21,000
Walk-Up	7,250	9,050	11,400	13,500	15,600	17,200	18,100
Elevator-Structure	13,100	15,300	19,300				

Ojai, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,250	9,900	12,300	14,600	17,600	19,650	20,550
Row Dwellings	7,800	9,500	11,700	13,900	16,750	18,650	19,450
Walk-Up	6,700	8,400	10,600	12,550	14,500	15,950	16,800
Elevator-Structure	12,200	14,200	17,850				

Oxnard, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,350	12,850	15,300	18,400	20,550	21,500
Row Dwellings	8,200	9,950	12,250	14,600	17,550	19,550	20,400
Walk-Up	7,050	8,800	11,100	13,150	15,200	16,750	17,600
Elevator-Structure	12,750	14,850	18,750				

Paso Robles, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,650	13,200	15,750	18,900	21,150	22,100
Row Dwellings	8,450	10,250	12,600	15,050	18,050	20,150	21,000
Walk-Up	7,250	9,050	11,400	13,500	15,600	17,200	18,100
Elevator-Structure	13,100	15,300	19,300				

Piru, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,250	9,900	12,300	14,600	17,600	19,650	20,550
Row Dwellings	7,800	9,500	11,700	13,900	16,750	18,650	19,450
Walk-Up	6,700	8,400	10,600	12,550	14,500	15,950	16,800
Elevator-Structure	12,200	14,200	17,850				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IX

Ridgecrest, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,950	10,700	13,300	15,850	19,050	21,300	22,300
Row Dwellings	8,500	10,300	12,650	15,100	18,150	20,200	21,100
Walk-Up	7,300	9,150	11,500	13,650	15,750	17,350	18,250
Elevator-Structure	13,200	15,350	19,400				

San Bernardino, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,350	12,850	15,300	18,400	20,550	21,500
Row Dwellings	8,200	9,950	12,250	14,600	17,550	19,550	20,400
Walk-Up	7,050	8,800	11,100	13,150	15,200	16,750	17,600
Elevator-Structure	12,750	14,850	18,750				

Santa Barbara, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,700	10,450	12,950	15,400	18,550	20,700	21,650
Row Dwellings	8,250	10,050	12,350	14,700	17,700	19,700	20,550
Walk-Up	7,100	8,900	11,200	13,250	15,350	16,900	17,750
Elevator-Structure	12,850	15,000	18,950				

Santa Maria, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,650	13,200	15,750	18,900	21,150	22,100
Row Dwellings	8,450	10,250	12,600	15,050	18,050	20,150	21,000
Walk-Up	7,250	9,050	11,400	13,500	15,600	17,200	18,100
Elevator-Structure	13,100	15,300	19,300				

Tehachapi, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,650	13,200	15,750	18,900	21,150	22,100
Row Dwellings	8,450	10,250	12,600	15,050	18,050	20,150	21,000
Walk-Up	7,250	9,050	11,400	13,500	15,600	17,200	18,100
Elevator-Structure	13,100	15,300	19,300				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IX

Ventura, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,350	12,850	15,300	18,400	20,550	21,500
Row Dwellings	8,200	9,950	12,250	14,600	17,550	19,550	20,400
Walk-Up	7,050	8,800	11,100	13,150	15,200	16,750	17,600
Elevator-Structure	12,750	14,850	18,750				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IX

Sacramento, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,100	10,950	13,550	16,100	19,400	21,600	22,550
Row Dwellings	8,650	10,450	12,900	15,350	18,450	20,550	21,500
Walk-Up	7,400	9,250	11,750	13,800	16,000	17,650	18,500
Elevator-Structure	13,350	15,500	19,600				

Chico, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,200	11,050	13,700	16,300	19,600	21,850	22,800
Row Dwellings	8,750	10,550	13,050	15,500	18,650	20,750	21,750
Walk-Up	7,500	9,350	11,850	13,950	16,150	17,850	18,700
Elevator-Structure	13,500	15,650	19,800				

Davis, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,250	11,150	13,800	16,400	19,750	22,000	22,950
Row Dwellings	8,800	10,650	13,150	15,600	18,750	20,900	21,900
Walk-Up	7,550	9,400	11,900	14,050	16,300	17,950	18,800
Elevator-Structure	13,600	15,750	19,950				

Placerville, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,350	11,250	13,950	16,550	19,950	22,200	23,200
Row Dwellings	8,900	10,750	13,250	15,800	18,950	21,150	22,100
Walk-Up	7,600	9,500	12,050	14,200	16,450	18,150	19,000
Elevator-Structure	13,700	15,950	20,150				

Redding, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,350	11,250	13,950	16,550	19,950	22,200	23,200
Row Dwellings	8,900	10,750	13,250	15,800	18,950	21,150	22,100
Walk-Up	7,600	9,500	12,050	14,200	16,450	18,150	19,000
Elevator-Structure	13,700	15,950	20,150				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IX

Stockton, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,100	10,950	13,550	16,100	19,400	21,600	22,550
Row Dwellings	8,650	10,450	12,900	15,350	18,450	20,550	21,500
Walk-Up	7,400	9,250	11,700	13,800	16,000	17,650	18,500
Elevator-Structure	13,350	15,500	19,600				

Yreka, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,400	11,350	14,000	16,650	20,100	22,350	23,350
Row Dwellings	8,950	10,800	13,350	15,900	19,100	21,250	22,250
Walk-Up	7,650	9,550	12,100	14,300	16,550	18,250	19,150
Elevator-Structure	13,800	16,050	20,300				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IX

San Francisco, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,700	11,700	14,450	17,200	20,700	23,050	24,100
Row Dwellings	9,250	11,150	13,750	16,400	19,700	21,950	22,950
Walk-Up	7,950	9,850	12,500	14,750	17,100	18,850	19,750
Elevator-Structure	14,250	16,550	20,900				

Fresno, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,400	11,300	14,000	16,650	20,050	22,300	23,300
Row Dwellings	8,950	10,800	13,350	15,900	19,100	21,300	22,250
Walk-Up	7,700	9,500	12,100	14,250	16,550	18,200	19,100
Elevator-Structure	13,450	15,650	19,800				

Modesto, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,350	11,300	13,950	16,600	19,950	22,200	23,250
Row Dwellings	8,900	10,750	13,250	15,800	18,950	21,100	22,100
Walk-Up	7,650	9,500	12,050	14,200	16,450	18,150	19,000
Elevator-Structure	13,350	15,500	19,600				

San Jose, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,700	11,700	14,450	17,200	20,700	23,050	24,100
Row Dwellings	9,250	11,150	13,750	16,400	19,700	21,950	22,950
Walk-Up	7,950	9,850	12,500	14,750	17,100	18,850	19,750
Elevator-Structure	14,250	16,550	20,900				

San Rafael, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,950	12,000	14,800	17,650	21,200	23,650	24,700
Row Dwellings	9,500	11,450	14,100	16,850	20,200	22,550	23,550
Walk-Up	8,150	10,100	12,800	15,100	17,550	19,300	20,250
Elevator-Structure	14,600	16,950	21,400				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IX

San Diego, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,550	10,250	12,750	15,150	18,200	20,300	21,200
Row Dwellings	8,150	9,800	12,150	14,450	17,350	19,350	20,250
Walk-Up	6,950	8,650	11,050	13,000	15,050	16,550	17,400
Elevator-Structure	12,750	14,800	18,750				

El Cajon, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,550	10,250	12,750	15,150	18,200	20,300	21,200
Row Dwellings	8,150	9,800	12,150	14,450	17,350	19,350	20,250
Walk-Up	6,950	8,650	11,050	13,000	15,050	16,550	17,400
Elevator-Structure	12,750	14,800	18,750				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IX

Santa Ana, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,700	13,250	15,800	19,000	21,150	22,150
Row Dwellings	8,500	10,250	12,600	15,050	18,100	20,150	21,050
Walk-Up	7,300	9,050	11,450	13,550	15,700	17,250	18,150
Elevator-Structure	13,350	15,500	19,650				

Arrowhead, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,300	11,200	13,850	16,550	19,900	22,150	23,200
Row Dwellings	8,900	10,750	13,200	15,800	19,000	21,150	22,100
Walk-Up	7,650	9,500	12,000	14,200	16,500	18,100	19,050
Elevator-Structure	13,750	16,200	20,600				

Barstow, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,150	11,000	13,600	16,250	19,500	21,750	22,750
Row Dwellings	8,750	10,550	12,950	15,500	18,600	20,750	21,650
Walk-Up	7,500	9,300	11,750	13,900	16,100	17,700	18,650
Elevator-Structure	13,700	15,900	20,200				

Big Bear, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,300	11,200	13,850	16,550	19,900	22,150	23,200
Row Dwellings	8,900	10,750	13,200	15,800	19,000	21,150	22,100
Walk-Up	7,650	9,500	12,000	14,200	16,500	18,100	19,050
Elevator-Structure	13,950	16,200	20,600				

Desert Center, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,050	10,900	13,500	16,100	19,350	21,550	22,600
Row Dwellings	8,650	10,450	12,850	15,350	18,450	20,550	21,500
Walk-Up	7,450	9,200	11,650	13,800	16,000	17,550	18,500
Elevator-Structure	13,600	15,900	20,000				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IX

Needles, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,150	11,000	13,600	16,250	19,500	21,750	22,750
Row Dwellings	8,750	10,550	12,950	15,500	18,600	20,750	21,650
Walk-Up	7,500	9,300	11,750	13,900	16,100	17,700	18,650
Elevator-Structure	13,700	15,900	20,200				

Victorville, Calif.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,150	11,000	13,600	16,250	19,500	21,750	22,750
Row Dwellings	8,750	10,550	12,950	15,500	18,600	20,750	21,650
Walk-Up	7,500	9,300	11,750	13,900	16,100	17,700	18,650
Elevator-Structure	13,700	15,900	20,200				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IX

Honolulu, Hawaii	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,700	12,950	15,950	19,000	22,900	25,450	26,650
Row Dwellings	10,200	12,300	15,200	18,050	21,750	24,250	25,350
Walk-Up	8,750	10,900	13,800	16,300	18,900	20,800	21,850
Elevator-Structure	13,800	16,050	20,300				

Guam	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,800	11,850	14,600	17,400	21,000	23,300	24,400
Row Dwellings	9,350	11,250	13,900	16,500	20,000	22,200	23,200
Walk-Up	8,000	9,950	12,600	14,900	17,250	19,000	19,950
Elevator-Structure	12,600	14,700	18,600				

Hilo	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,800	14,250	17,550	20,900	25,200	28,000	29,350
Row Dwellings	11,200	13,500	16,700	19,850	23,900	26,650	27,850
Walk-Up	9,650	12,000	15,200	17,950	20,800	22,900	24,050
Elevator-Structure	15,200	17,350	22,300				

Kauai	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,000	14,550	17,900	21,350	25,750	28,600	29,950
Row Dwellings	11,450	13,800	17,050	20,250	24,400	27,250	28,450
Walk-Up	9,850	12,250	15,500	18,300	21,250	23,400	24,550
Elevator-Structure	15,500	18,000	22,800				

Kono	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,000	14,550	17,900	21,350	25,750	28,600	29,950
Row Dwellings	11,450	13,800	17,050	20,250	24,400	27,250	28,450
Walk-Up	9,850	12,250	15,500	18,300	21,250	23,400	24,550
Elevator-Structure	15,500	18,000	22,800				

PROTOTYPE PER UNIT COST SCHEDULE

REGION IX

Maui	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,700	14,150	17,400	20,750	25,000	27,800	29,100
Row Dwellings	11,150	13,450	16,600	19,700	23,750	26,500	27,700
Walk-Up	9,600	11,900	15,100	17,850	20,650	22,750	23,900
Elevator-Structure	15,100	17,550	22,150				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION IX

Reno, Nevada	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,250	9,900	12,300	14,650	17,600	19,650	20,500
Row Dwellings	7,850	9,500	11,700	13,900	16,750	18,700	19,500
Walk-Up	6,750	8,350	10,650	12,550	14,550	16,050	16,800
Elevator-Structure	13,250	15,400	19,450				

Las Vegas, Nevada	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,400	10,100	12,550	14,950	17,950	20,050	20,950
Row Dwellings	8,000	9,650	11,900	14,150	17,050	19,050	19,850
Walk-Up	6,900	8,500	10,850	12,800	14,850	16,350	17,100
Elevator-Structure	13,400	15,550	19,650				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION X

Anchorage, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	11,650	14,100	17,350	20,750	24,900	27,700	29,050
Row Dwellings	11,100	13,400	16,550	19,650	23,750	26,400	27,600
Walk-Up	9,500	11,850	15,000	17,750	20,550	22,650	23,800
Elevator-Structure	15,900	18,500	23,400				

Fairbanks, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,400	15,000	18,500	22,100	26,550	29,500	30,950
Row Dwellings	11,850	14,300	17,650	20,950	25,300	28,150	29,400
Walk-Up	10,100	12,600	16,000	18,900	21,900	24,150	25,350
Elevator-Structure	16,850	19,600	24,750				

Juneau, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,350	14,950	18,350	21,950	26,350	29,350	30,750
Row Dwellings	11,750	14,200	17,500	20,800	25,150	27,950	29,200
Walk-Up	10,050	12,550	15,900	18,800	21,750	24,000	25,200
Elevator-Structure	16,300	18,950	23,950				

Ketchikan, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,400	15,000	18,450	22,050	26,450	29,450	30,850
Row Dwellings	11,800	14,250	17,600	20,900	25,250	28,050	29,350
Walk-Up	10,100	12,600	15,950	18,850	21,850	24,050	25,300
Elevator-Structure	16,450	19,150	24,200				

Kadiak, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,400	15,000	18,450	22,050	26,500	29,450	30,900
Row Dwellings	11,800	14,250	17,600	20,900	25,250	28,050	29,350
Walk-Up	10,100	12,600	15,950	18,900	21,850	24,050	25,300
Elevator-Structure	16,550	19,250	24,350				

PROTOTYPE PER UNIT COST SCHEDULE

REGION X

Sitka, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,500	15,150	18,650	22,300	26,750	29,750	31,200
Row Dwellings	11,950	14,400	17,800	21,100	25,500	28,350	29,650
Walk-Up	10,200	12,750	16,100	19,150	22,100	24,350	25,550
Elevator-Structure	16,950	19,750	24,950				

Dillingham, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	13,050	15,800	19,450	23,250	27,900	31,050	32,550
Row Dwellings							
Walk-Up							
Elevator-Structure							

Fort Yukon, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	14,700	17,750	21,850	26,150	31,400	34,900	36,600
Row Dwellings							
Walk-Up							
Elevator-Structure							

Galena, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	15,750	19,050	23,450	28,050	33,650	37,450	39,250
Row Dwellings							
Walk-Up							
Elevator-Structure							

Kenai, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	12,000	14,550	17,900	21,400	25,700	28,550	29,950
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION X

Kotzebue, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	14,100	17,100	21,050	25,150	30,200	33,550	35,200
Row Dwellings							
Walk-Up							
Elevator-Structure							

Noorvik, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	14,100	17,100	21,050	25,150	30,200	33,550	35,200
Row Lwellings							
Walk-Up							
Elevator-Structure							

Point Barrow, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	19,550	23,650	29,100	34,800	41,750	46,450	48,700
Row Dwellings							
Walk-Up							
Elevator-Structure							

Teller, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	13,050	15,800	19,450	23,250	27,900	31,050	32,550
Row Dwellings							
Walk-Up							
Elevator-Structure							

Yakutat, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,400	12,550	15,450	18,500	22,200	24,700	25,900
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION X

Coastal Area North of Aleutians, Alaska	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	19,200	23,250	28,600	34,200	41,050	45,950	47,900
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION X

Boise, Idaho	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,250	10,000	12,300	14,700	17,700	19,650	20,600
Row Dwellings	7,850	9,500	11,700	13,950	16,800	18,700	19,600
Walk-Up	6,750	8,400	10,650	12,600	14,550	16,100	16,850
Elevator-Structure	10,700	12,450	15,750				

Idaho Falls, Idaho	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,550	10,400	12,750	15,250	18,350	20,400	21,350
Row Dwellings	8,150	9,850	12,150	14,500	17,450	19,450	20,750
Walk-Up	7,000	8,700	11,050	13,100	15,100	16,700	17,500
Elevator-Structure	11,100	12,900	16,350				

McCall, Idaho	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,450	12,850	15,400	18,500	20,550	21,550
Row Dwellings	8,250	9,950	12,250	14,600	17,600	19,600	20,550
Walk-Up	7,100	8,800	11,150	13,200	15,250	16,900	17,650
Elevator-Structure	11,200	13,000	16,500				

Pocatello, Idaho	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,100	11,050	13,600	16,250	19,550	21,700	22,750
Row Dwellings	8,700	10,500	12,950	15,400	18,550	20,650	21,650
Walk-Up	7,450	9,300	11,800	13,950	16,100	17,800	18,650
Elevator-Structure	11,850	13,750	17,400				

Twin Falls, Idaho	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,050	10,950	13,500	16,100	19,400	21,550	22,600
Row Dwellings	8,600	10,400	12,850	13,950	18,400	20,500	21,500
Walk-Up	7,400	9,200	11,700	13,800	15,950	17,650	18,500
Elevator-Structure	11,750	13,650	17,250				

PROTOTYPE PER UNIT COST SCHEDULE

REGION X

Ontario, Oregon	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,450	12,850	15,400	18,500	20,550	21,550
Row Dwellings	8,250	9,950	12,250	14,600	17,600	19,600	20,550
Walk-Up	7,100	8,800	11,150	13,200	15,250	16,900	17,650
Elevator-Structure	11,200	13,000	16,500				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION X

Portland, Oregon	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,700	13,150	15,800	18,950	21,050	22,050
Row Dwellings	8,400	10,200	12,650	14,950	18,050	20,050	20,950
Walk-Up	7,200	9,000	11,400	13,450	15,650	17,200	18,100
Elevator-Structure	11,600	13,450	17,000				

Bend, Oregon	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,700	13,150	15,800	18,950	21,050	22,050
Row Dwellings	8,400	10,200	12,650	14,950	18,050	20,050	20,950
Walk-Up	7,200	9,000	11,400	13,450	15,650	17,200	18,100
Elevator-Structure	11,600	13,450	17,000				

Coos Bay, Oregon	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,100	11,000	13,500	16,250	19,500	21,650	22,650
Row Dwellings	8,600	10,450	12,950	15,300	18,500	20,550	21,450
Walk-Up	7,400	9,250	11,700	13,800	16,100	17,650	18,600
Elevator-Structure	11,900	13,800	17,400				

Eugene, Oregon	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,650	10,500	12,900	15,500	18,550	20,650	21,600
Row Dwellings	8,200	10,000	12,400	14,650	17,650	19,650	20,500
Walk-Up	7,050	8,350	11,200	13,200	15,350	16,900	17,750
Elevator-Structure	11,400	13,200	16,700				

Medford, Oregon	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,800	10,600	13,050	15,650	17,800	20,900	21,850
Row Dwellings	8,350	10,100	12,550	14,800	17,900	19,900	20,750
Walk-Up	7,150	8,900	11,300	13,300	15,500	17,050	17,950
Elevator-Structure	11,500	13,300	16,850				

PROTOTYPE PER UNIT COST SCHEDULE

REGION X

West Salem, Oregon	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,900	10,800	13,250	15,950	19,100	21,200	22,250
Row Dwellings	8,450	10,300	12,750	15,050	18,200	20,200	21,100
Walk-Up	7,250	9,050	11,450	13,500	15,700	17,300	18,200
Elevator-Structure	11,650	13,550	17,100				

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

PROTOTYPE PER UNIT COST SCHEDULE

REGION X

Seattle, Wash.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,750	10,600	13,050	15,600	18,750	20,850	21,850
Row Dwellings	8,350	10,100	12,450	14,800	17,850	19,850	20,750
Walk-Up	7,150	8,900	11,300	13,350	15,450	17,050	17,900
Elevator-Structure	11,600	13,500	17,050				

Galallam, Wash.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,000	10,850	13,400	16,000	19,250	21,400	22,400
Row Dwellings	8,550	10,350	12,750	15,200	18,300	20,350	21,300
Walk-Up	7,350	9,150	11,600	13,700	15,850	17,500	18,350
Elevator-Structure	11,900	13,850	17,500				

Ellensburg, Wash.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,200	11,150	13,700	16,400	19,700	21,950	23,000
Row Dwellings	8,900	10,600	13,100	15,550	18,750	20,900	21,800
Walk-Up	7,500	9,350	11,900	14,050	16,250	17,950	18,850
Elevator-Structure	12,200	14,200	17,950				

Kelso, Wash.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,050	10,950	13,500	16,150	19,400	21,550	22,600
Row Dwellings	8,650	10,450	12,900	15,300	18,450	20,550	21,450
Walk-Up	7,400	9,200	11,700	13,800	16,000	17,650	18,500
Elevator-Structure	12,000	13,950	17,650				

Kitsap, Wash.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,000	10,850	13,400	16,000	19,250	21,400	22,400
Row Dwellings	8,550	10,350	12,750	15,200	18,300	20,350	21,300
Walk-Up	7,350	9,150	11,600	13,700	15,850	17,500	18,350
Elevator-Structure	11,900	13,850	17,500				

PROTOTYPE PER UNIT COST SCHEDULE

REGION X

Longview, Wash.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,050	10,950	13,500	16,150	19,400	21,550	22,600
Row Dwellings	8,650	10,450	12,900	15,300	18,450	20,550	21,450
Walk-Up	7,400	9,200	11,700	13,800	16,000	17,650	18,500
Elevator-Structure	12,000	13,950	17,650				

Mason, Wash.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,700	13,150	15,750	19,000	21,050	22,050
Row Dwellings	8,400	10,200	12,550	14,950	18,000	20,000	20,950
Walk-Up	7,200	9,000	11,400	13,450	15,600	17,200	18,050
Elevator-Structure	11,700	13,600	17,200				

Skagit, Island, Wash.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,700	13,150	15,750	19,000	21,050	22,050
Row Dwellings	8,400	10,200	12,550	14,950	18,000	20,000	20,950
Walk-Up	7,200	9,000	11,400	13,450	15,600	17,200	18,050
Elevator-Structure	11,700	13,600	17,200				

Thurston, Wash.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	8,850	10,700	13,150	15,750	19,000	21,050	22,050
Row Dwellings	8,400	10,200	12,550	14,950	18,000	20,000	20,950
Walk-Up	7,200	9,000	11,400	13,450	15,600	17,200	18,050
Elevator-Structure	11,700	13,600	17,200				

Yakima, Wash.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,200	11,150	13,700	16,400	19,700	21,950	23,000
Row Dwellings	8,900	10,600	13,100	15,550	18,750	20,900	21,800
Walk-Up	7,500	9,350	11,900	14,050	16,250	17,950	18,850
Elevator-Structure	12,200	14,200	17,950				

PROTOTYPE PER UNIT COST SCHEDULE

REGION X

Spokane, Wash.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,100	11,000	13,550	16,150	19,450	21,650	22,650
Row Dwellings	8,650	10,450	12,900	15,350	18,500	20,550	21,500
Walk-Up	7,450	9,250	11,750	13,850	16,050	17,700	18,550
Elevator-Structure	11,850	13,800	17,450				

Cheney, Wash.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,200	11,150	13,750	16,350	19,700	21,950	22,950
Row Dwellings	8,750	10,600	13,100	15,550	18,750	20,850	21,800
Walk-Up	7,550	9,400	11,950	14,050	16,300	17,950	18,850
Elevator-Structure	12,000	14,000	17,650				

Coeur d'Alene, Idaho	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,150	11,050	13,650	16,250	19,600	21,800	22,800
Row Dwellings	8,700	10,500	13,000	15,450	18,650	20,700	21,650
Walk-Up	7,500	9,300	11,850	13,950	16,150	17,850	18,700
Elevator-Structure	11,950	13,900	17,550				

Kennewick, Wash.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,900	12,000	14,750	17,600	21,200	23,550	24,650
Row Dwellings	9,450	11,400	14,050	16,750	20,150	22,400	23,450
Walk-Up	8,100	10,050	12,800	15,050	17,450	19,250	20,200
Elevator-Structure	12,900	15,000	19,000				

Pullman, Wash.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	10,050	12,100	14,950	17,800	21,450	23,850	24,950
Row Dwellings	9,550	11,550	14,250	16,950	20,400	22,700	23,750
Walk-Up	8,200	10,200	12,950	15,300	17,700	19,550	20,450
Elevator-Structure	13,050	15,250	19,250				

PROTOTYPE PER UNIT COST SCHEDULE

REGION X

Lewiston, Wash.	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.	9,200	11,150	13,750	16,350	19,700	21,950	22,950
Row Dwellings	8,750	10,600	13,100	15,550	18,750	20,850	21,800
Walk-Up	7,550	9,400	11,950	14,050	16,300	17,950	18,850
Elevator-Structure	12,000	14,000	17,650				

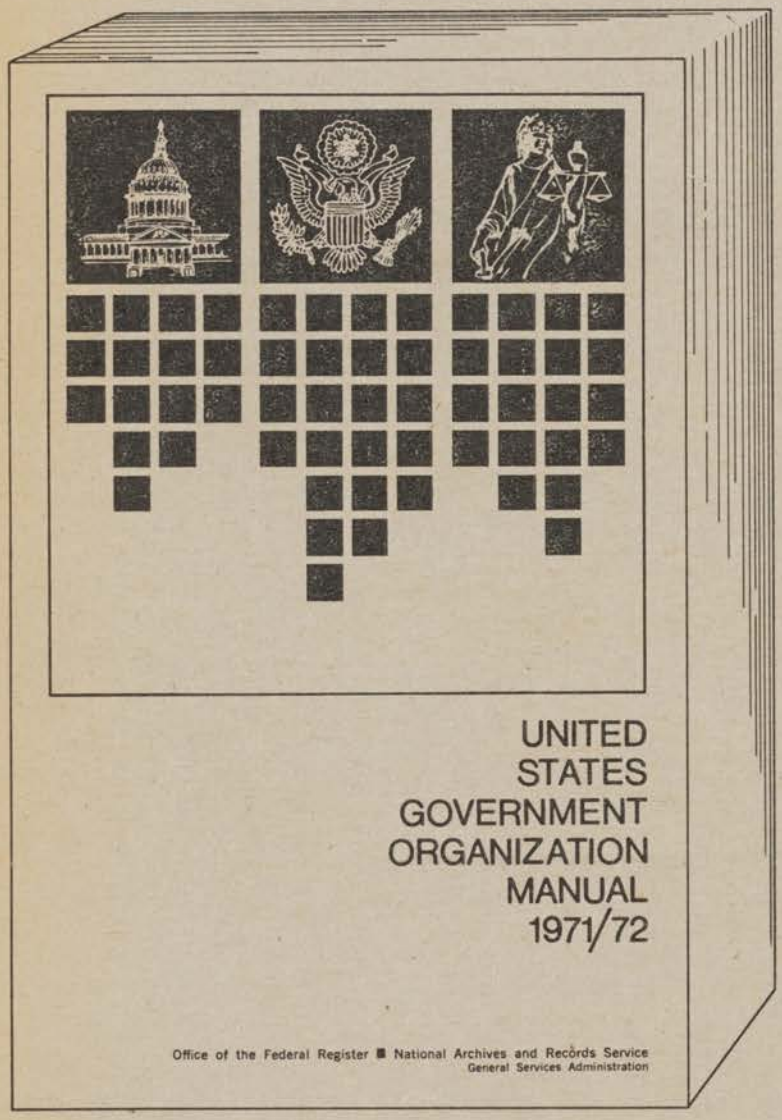
	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR
Det. & Semi-Det.							
Row Dwellings							
Walk-Up							
Elevator-Structure							

Know your Government...



The Manual describes the creation and authority, organization, and functions of the agencies in the legislative, judicial, and executive branches.

Most agency statements include new "Sources of Information" listings which tell you what offices to contact for information on such matters as:

- Consumer activities
- Environmental programs
- Government contracts
- Employment
- Services to small businesses
- Availability of speakers and films for educational and civic groups

This handbook is an indispensable reference tool for teachers, students, librarians, researchers, businessmen, and lawyers who need current official information about the U.S. Government.

Order from
SUPERINTENDENT OF DOCUMENTS
U.S. GOVERNMENT PRINTING OFFICE
WASHINGTON, D.C. 20402

$3.00 per copy.
Paperbound, with charts