federal register

WEDNESDAY, OCTOBER 25, 1972

WASHINGTON, D.C.

Volume 37 ■ Number 206

Pages 22787–22836

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.

(Continued inside)

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.

NEST RUN GRADE FOR SHELL EGGS—USDA adopts regulations on washing, sizing and grading; effective 11–1–72 22791

LARGE AND TURBINE-POWERED MULTIENGINE AIRPLANES—FAA proposes clarification of certain operational charges; comments by 11–26–72 22798

Contents

(*Continued on next page*)

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. In the last issue of the month the cumulative list will appear at the end of the issue.

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

56---------- 22791
PROPOSED RULES:
909---------- 22798
1701---------- 22798

10 CFR

1---------- 22791
2---------- 22791

14 CFR

93---------- 22793
PROPOSED RULES:
91---------- 22798

17 CFR

231---------- 22796
241---------- 22796

39 CFR

PROPOSED RULES:
124---------- 22812

41 CFR

4–1---------- 22794
101–26---------- 22795
101–35---------- 22795

43 CFR

5400---------- 22797
5490---------- 22797

49 CFR

1300---------- 22797
1303---------- 22797
1304---------- 22797
1306---------- 22797
1307---------- 22797
1808---------- 22797
1309---------- 22797
PROPOSED RULES:
567---------- 22800
568---------- 22800
571---------- 22801

Rules and Regulations

Title 7—AGRICULTURE

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

PART 56—VOLUNTARY GRADING OF SHELL EGGS AND U.S. STANDARDS, GRADES, AND WEIGHT CLASSES FOR SHELL EGGS

Miscellaneous Amendments

Under authority contained in the Agricultural Marketing Act of 1946, as amended (7 U.S.C. 1621–1627) the U.S. Department of Agriculture hereby amends the regulations Governing the Grading of Shell Eggs and U.S. Standards, Grades, and Weight Classes for Shell Eggs (7 CFR Part 56).

Statement of considerations. On September 19, 1972, a rule making proposal was published in the FEDERAL REGISTER (37 F.R. 19145) which would establish standards for nest run eggs prior to washing, sizing, and grading. The purpose of the standards is to expedite trading by anticipating the grade yield of such eggs prior to processing.

Five persons commented on the proposal to the Hearing Clerk. All but one favored promulgation of the standards.

Prior to the proposal the Department sent a draft of the nest run standards to 110 people for informal comment. Seventy-nine replies were received, the great majority of which strongly favored promulgation of the standards. Included among those approached for comment were all of the State Commissioners of Agriculture, industry people such as producers and packers, and trade organizations.

In view of the widespread support and desirability of the standards, the Department has decided to promulgate them as proposed with the exception of a minor change in the description of the weight classes suggested in two of the comments to the Hearing Clerk.

The amendments are as follows:

1. Section 56.1 is amended by adding a new definition after the definition of "applicant" to read:

§ 56.1 Meaning of words and terms defined.

* * * * *

"Cage mark" means any stain-type mark caused by an egg coming in contact with a material that imparts a rusty or blackish appearance to the shell.

* * * * *

2. Following § 56.228, a new center heading is added to read:

U.S. NEST-RUN GRADE AND WEIGHT CLASSES FOR SHELL EGGS

3. A new § 56.230 is added to read:

§ 56.230 Grade.

"U.S. Nest Run ____ percent AA Quality" shall consist of eggs of current production of which at least 20 percent are AA quality; and the actual percentage of AA quality eggs shall be stated in the grade name. Within the maximum of 15 percent which may be below A quality, not more than 10 percent may be B quality and C quality combined for shell texture, shape, interior quality (including blood and meat spots), or due to rusty or blackish appearing cage marks or bloodstains, not more than 2 percent may have adhering dirt or foreign material on the shell ½ inch or larger in diameter, not more than 6 percent may be checks and not more than 3 percent may be loss. Marks which are slightly gray in appearance and adhering dirt or foreign material on the shell less than ½ inch in diameter are not considered quality factors. The eggs shall be officially graded for all other quality factors.

4. A new § 56.231 is added to read:

§ 56.231 Summary of grade.

A summary of the U.S. Nest-Run Grade for Shell Eggs follows in Table I of this section:

TABLE I—SUMMARY OF U.S. NEST RUN GRADE FOR SHELL EGGS

Nest Run grade description[2]	Minimum percentage of quality required (lot average)[1]		Maximum percentage tolerance permitted (15% lot average)[1]			
	AA Quality[3]	A Quality or better	B and C Quality for shell texture or shape, interior quality (including blood and meat spots), or cage marks[4] and blood stains	Checks	Loss	Adhering dirt or foreign material ½ inch or larger in diameter
U.S. Nest Run ....% AA Quality.[5]	20	85	10	6	3	2

[1] Substitution of eggs of higher qualities for lower specified qualities is permitted.
[2] Stains (other than rusty or blackish appearing cage marks or blood stains), and adhering dirt and foreign material on the shell less than ¼ inch in diameter shall not be considered as quality factors in determining the grade designation.
[3] No case may contain less than 10 percent AA quality.
[4] Cage marks which are rusty or blackish in appearance shall be considered as quality factors. Marks which are slightly gray in appearance are not considered as quality factors.
[5] The actual total percentage must be stated in the grade name.

5. A new § 56.232 is added to read:

§ 56.232 Weight classes.

The weight classes for the U.S. Nest-Run Grade for Shell Eggs shall be as indicated in Table I of this section and shall apply to Nest-Run Grade.

TABLE I.—WEIGHT CLASSES FOR U.S. NEST RUN GRADE FOR SHELL EGGS

Weight classes	*Minimum average net weight on lot basis 30-dozen cases (Pounds)*
Class XL	51
Class 1	48
Class 2	45
Class 3	42
Class 4	39

No individual sample case may vary more than 2 pounds (plus or minus) from the lot average.

Since the nest-run standards will expedite trading, it is in the public interest to make them effective as soon as possible. Accordingly, under the administrative procedure provisions in 5 U.S.C., 553, good cause is found for making the amendments effective less than 30 days after publication in the FEDERAL REGISTER.

Issued at Washington, D.C., this 18th day of October 1972, to become effective November 1, 1972.

JOHN C. BLUM,
Acting Administrator.

[FR Doc.72-18121 Filed 10-24-72;8:46 am]

Title 10—ATOMIC ENERGY

Chapter I—Atomic Energy Commission

PART 1—STATEMENT OF ORGANIZATION AND GENERAL INFORMATION

PART 2—RULES OF PRACTICE

Delegation of Authority to Atomic Safety and Licensing Appeal Panel; Assignment and Change in Composition of Atomic Safety and Licensing Appeal Boards

Under the Atomic Energy Commission's rules of practice, the Atomic Safety and Licensing Appeal Board has been directed to exercise the authority and perform the review functions which would otherwise have been exercised and performed by the Commission in such licensing proceedings as the Commission may specify, as well as in specified categories of proceedings arising under Parts 115 and 50. Since establishment of the

Appeal Board, the Commission has delegated its authority to the Appeal Board in every proceeding arising under Part 50. After considering its experience under this system, the Commission has modified its rules to delegate authority to the Appeal Board in all proceedings under Part 50. The Commission will retain the review authority provided in 10 CFR 2.786.

Under the rules of practice, the Appeal Board is currently composed of the Chairman of the Appeal Board, the Vice Chairman of the Appeal Board, and a third member designated by the Commission for each proceeding; except that in proceedings involving antitrust considerations it is composed of the Chairman and two members designated by the Commission possessing qualifications appropriate to the issues to be decided. Heretofore, the Appeal Board in other than antitrust proceedings has included two technical members—the Vice Chairman and a member designated by the Commission.

Because of the increasing caseload of the Appeal Board, and the resulting burden in requiring the Chairman to sit on every case, and the Vice Chairman to sit on all except antitrust cases, the Commission has provided an expanded organizational framework for the Appeal Board, by establishing an Atomic Safety and Licensing Appeal Panel, from which will be selected members to sit on particular cases. The composition of the Appeal Board for a particular proceeding has been modified so that it will include three members possessing qualifications deemed appropriate to the issues to be decided. The Chairman of the Appeal Board for a particular proceeding shall be qualified in the conduct of administrative proceedings.

The activities of the Appeal Panel will be supervised by a permanent Chairman and, in his absence, by a permanent Vice Chairman. Members of the Panel will be designated by the Commission, but the members of the Appeal Board for a particular proceeding will be assigned by the permanent Chairman or, in his absence, by the permanent Vice Chairman.

To reflect the above-mentioned increasing caseload, the Commission has also amended 10 CFR 2.786 to expand the the time within which the Commission may exercise its review authority under that section from 15 days to 20 days.

The amendments incorporate various technical changes to accommodate the above-described organizational changes.

Because the amendments relate to agency management, and are procedural rather than substantive, notice of proposed rule making and public procedure thereon are not required by section 553 of title 5 of the United States Code.

Pursuant to the Atomic Energy Act of 1954, as amended, and sections 552 and 553 of title 5 of the United States Code, the following amendments to Title 10, Chapter I, Code of Federal Regulations, Parts 1 and 2, are published as a document subject to codification, to be effective upon publication in the FEDERAL REGISTER (10–25–72).

1. Section 1.21 is amended to read as follows:

§ 1.21 Atomic Safety and Licensing Appeal Panel and Atomic Safety and Licensing Appeal Boards.

An Atomic Safety and Licensing Appeal Board is a three-member tribunal which reviews initial decisions of presiding officers, including atomic safety and licensing boards, and performs other appellate functions in (a) proceedings on applications for licenses under Part 50 of this chapter, (b) proceedings on applications for authorizations under Part 115 of this chapter, and (c) such other licensing proceedings as may be referred to it by the Commission. In addition, the Appeal Board performs such other regulatory functions as may be delegated to it by the Commission. Members of an Appeal Board for a particular proceeding are assigned from the Atomic Safety and Licensing Appeal Panel, the members of which are designated by the Commission. The Appeal Panel's activities are supervised by a permanent Chairman and, in his absence, by a permanent Vice Chairman. Assignment of Panel members to serve in particular proceedings is the responsibility of the permanent Chairman or, in his absence, the permanent Vice Chairman.

2. Section 2.785 (a) and (d) are amended to read as follows:

§ 2.785 Functions of Atomic Safety and Licensing Appeal Boards.

(a) The Commission has authorized Atomic Safety and Licensing Appeal Boards to exercise the authority and perform the review functions which would otherwise have been exercised and performed by the Commission, including, but not limited to, those under §§ 2.760–2.771, 2.912, and 2.913 in (1) proceedings on applications for licenses under Part 50 of this chapter, (2) proceedings on applications for authorizations under Part 115 of this chapter, and (3) such other licensing proceedings under the regulations in this chapter as the Commission may specify.

* * * * *

(d) (1) In the proceedings described in paragraphs (a) (1) and (3) of this section, and except as provided in subparagraph (2) of this paragraph, an Atomic Safety and Licensing Appeal Board may, either in its discretion or on direction of the Commission, certify to the Commission for its determination major or novel questions of policy, law or procedure.

(2) The provisions of subparagraph (1) of this paragraph, and of paragraph (a) of § 2.786, shall not be applicable to proceedings on applications for licenses under Part 50 of this chapter for facilities as to which the Commission has made an arrangement for financial assistance under section 31 of the Act, or has waived charges for use of special nuclear material or source material under section 53c(4) or 63c of the Act.

3. In § 2.786, paragraph (a) is amended to read as follows:

§ 2.786 Review of decisions and actions of an Atomic Safety and Licensing Appeal Board.

(a) Within 20 days after the date of a decision or action by an Atomic Safety and Licensing Appeal Board under § 2.785, or within 20 days after the date of a decision or action pursuant to § 2.787(b), the Commission, in the proceedings described in § 2.785 (a) (1) and (a) (3), and except as provided in § 2.785(d) (2), may on its own motion direct that the record of the proceeding be certified to it for review on the ground that the decision or action of the Atomic Safety and Licensing Appeal Board (1) is, with respect to an important matter, in conflict with statute, regulation, case precedent, or established Commission policy, and (2) (i) could significantly and adversely affect the public health and safety or the common defense and security, or (ii) involves an important question of public policy. The effect of the Atomic Safety and Licensing Appeal Board's decision or action is then stayed until the Commission's review of the proceeding has been completed.

* * * * * *

4. Section 2.787 is amended to read as follows:

§ 2.787 Composition of Atomic Safety and Licensing Appeal Boards.

(a) An Atomic Safety and Licensing Appeal Board is composed of three members, possessing qualifications deemed appropriate to the issues to be decided, assigned for each proceeding from the Atomic Safety and Licensing Appeal Panel. Members shall be assigned by the permanent Chairman of the Panel or, in his absence, by the permanent Vice-Chairman. The Chairman of an Appeal Board for a particular proceeding shall be qualified in the conduct of administrative proceedings. An alternate may be assigned to serve as a member of an Atomic Safety and Licensing Appeal Board for a particular proceeding in the event that a member assigned to such proceeding becomes unavailable.

(b) In the absence of a quorum, the following individuals are authorized to act for an Appeal Board on procedural matters, including requests for stays of orders by presiding officers:

(1) The Chairman of the Appeal Board assigned for a particular proceeding;

(2) The permanent Chairman of the Atomic Safety and Licensing Appeal Panel, in the event that the Chairman for a particular proceeding is not available to act upon the matter in question, or has not been assigned;

(3) The permanent Vice-Chairman of the Appeal Panel, in the event that the individuals listed above are not available to act upon the matter in question, or in the event that a Chairman for a particu-

lar proceeding has not been assigned, or in the event that the position of permanent Chairman of the Appeal Panel is vacant.

Except with respect to requests for stays of orders of presiding officers, action by a designated individual under the authority of this paragraph shall be reviewable by the Appeal Board for the particular proceeding, upon its own motion or upon a motion filed within three (3) days of the date of the particular action in accordance with § 2.730. Action under this authority with respect to requests for stays of orders of presiding officers shall be reviewable by the Commission, upon its own motion or upon a motion filed within three (3) days of the date of the particular action in accordance with § 2.730.

5. In Appendix A to Part 2, paragraphs (a) and (c) of Part IX are amended to read as follows:

IX. LICENSING PROCEEDINGS SUBJECT TO APPELLATE JURISDICTION OF ATOMIC SAFETY AND LICENSING APPEAL BOARD

(a) An Atomic Safety and Licensing Appeal Board, composed of three members assigned from the Atomic Safety and Licensing Appeal Panel, designated by the Commission, reviews initial decisions of presiding officers in (1) proceedings on applications under Part 50 for facility licenses or construction permits, (2) proceedings on applications for authorizations under Part 115, and (3) such other licensing proceedings as the Commission specifies. In such proceedings, an Atomic Safety and Licensing Appeal Board performs the functions and exercises the authority of the Commission described in sections I(e), V(f)(4), and VI(f), except as their context may require otherwise. The Atomic Safety and Licensing Appeal Board is required to decide each matter before it in accordance with the rules and regulations, case precedent, and established policies of the Commission. It has no responsibility or authority for issuing rules or regulations. The Appeal Board for a particular proceeding is composed of three members assigned from the Atomic Safety and Licensing Appeal Panel and possessing qualifications deemed appropriate to the issues to be decided. The Chairman of the Appeal Board for a particular proceeding shall be qualified in the conduct of administrative proceedings.

* * * * *

(c) Consultation between members of the Atomic Safety and Licensing Appeal Board for a particular proceeding and the staff, in initial licensing proceedings other than contested proceedings, is permitted on the conditions specified for the Commissioners under 10 CFR 2.780. However, members of atomic safety and licensing boards for particular proceedings shall not consult, on any fact in issue in those proceedings—whether contested or uncontested—with members of the Appeal Board Panel.

(Sec. 161, 68 Stat. 948, 42 U.S.C. 2201; sec. 191, 80 Stat. 386, 42 U.S.C. 2241)

Dated at Germantown, Md., this 17th day of October 1972.

For the Atomic Energy Commission.
PAUL C. BENDER,
Secretary of the Commission.

[FR Doc.72-18133 Filed 10-24-72;8:47 am]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 9974; Amdt. 93-25]

PART 93—SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS

High Density Traffic Airports

The purpose of this amendment to Part 93 of the Federal Aviation Regulations is to extend for one year the special air traffic rule for High Density Traffic Airports which would otherwise expire on October 25, 1972, and to delete the flight plan and transponder provisions of that rule. This amendment was proposed in Notice No. 72-24, issued on September 12, 1972 (37 F.R. 18744).

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. Due consideration was given to all relevant matter presented. At the close of the comment period on October 11, 1972, 18 comments had been received in response to the proposals contained in Notice No. 72-24. Five comments were received from trade associations, two from citizens' associations, 10 from individuals and one from the New York Port Authority.

Eight of the comments from individuals indicated that the rule is no longer needed and that it should be terminated. The AOPA and General Aviation Manufacturers Association (GAMA) also opposed continuation of the rule on the basis that the rule erodes flexibility in the use of general aviation aircraft at the affected airports. Their contention appears to be that there have been system improvements and substantially fewer delays since the issuance of the rule and that since delays are now reduced to those attributable to weather, the quota system should be dropped. According to GAMA, the FAA should depend upon flow control to maintain a balance between traffic demand and prevailing weather conditions.

If the quota rule expires, incentives would be created to move a considerable number of schedules back to the primary airports and reschedule many flights into prime time hours. It is argued that if that kind of situation did develop, flow control procedures can be used to preclude a repetition of the massive delays of 1968-1969. The FAA disagrees with this argument. Metering traffic by flow control merely causes delays to occur at some point prior to destination, whereas the quota restrictions have been successful in leveling off peak traffic loads. Although it is a problem for the airlines, they have been successful in managing their collective scheduling to stay within the quotas and they believe, for the present time, the system is necessary and the rule should be extended for another year.

The arguments against further extension of the rule were repetitions of those given in response to previous proposals concerning this rule. To a large degree they did not adequately recognize the pressure for IFR slots at these airports during controlled hours. As stated in the NPRM, there is a strong likelihood that without these restraints the improvements in the delay problem would evaporate.

Operational data show that utilization of air carrier slots is near 100 percent from 7 a.m. to 10 p.m. at both La Guardia and National Airports. The same is true at O'Hare during the controlled hours, 3 p.m. to 8 p.m. In order to stay within the quota limitations the airlines are forced to schedule a great many flights in off-peak hours which were lightly used prior to this rule. They are also scheduling to airports which are second choice, i.e., Newark, Midway, and Dulles.

Continuation of the rule for another year was supported by the Air Transport Association, the National Air Carrier Association, the Airline Pilots Association, and the Port Authority of New York and New Jersey. The Port Authority stated that the conditions which required adoption of the rule and subsequent extensions still exist in such a magnitude, that its continued effectiveness is required. The NACA comment is similar. The ATA noted that increased capacity of airports and total system capacity has not materialized to the degree where current demand can be accommodated without restraint, and that, therefore, unacceptable congestion at the High Density Traffic Airports cannot be avoided unless the limitations and quotas are continued.

The ATA and NACA recommended a change in the JFK quota during the 3-hour period between 5 p.m. and 8 p.m. daily. They proposed that the 80 air carrier operations per hour permitted now between 7 p.m. and 8 p.m. daily be shifted to the 4 p.m. to 5 p.m. time period, and the 70 operations permitted between 4 p.m. and 5 p.m. be shifted to 7 p.m. to 8 p.m. They state that the peak demand for service has shifted during the last 4 years so that the daily peak (at JFK) now should be from 4 p.m. to 7 p.m. rather than from 5 p.m. to 8 p.m. FAA believes that this requested change, if appropriate, should be the subject matter of a separate rule making action.

Two other changes to the rule were proposed in Notice 72-24. The first one would eliminate a duplication in the rules by deleting the transponder requirement which is adequately covered in the Terminal Control Area rules for the airports concerned. The other proposed change would delete the flight plan requirement from the quota rule, since VFR flight plans have been found to be unnecessary and the IFR flight plan requirement is covered elsewhere in the rules. There was no objection to these proposals. This amendment therefore deletes § 93.127 and the flight plan requirement of § 93.125.

The notice also proposed to delete the provisions for issuance of letters of agreement in § 93.129(c), both because the elimination of § 93.127 removes the need for any relief from transponder requirements within Part 93, and because the letter of agreement provisions are rarely used and could be accomplished by issuance of certificates of waiver under § 91.63 of Part 91 under appropriate conditions. No public comment was received on these proposals. Section 93.129(c) is therefore deleted.

Since the present High Density Traffic Airport rule terminates on October 25, 1972, to provide continued and uninterrupted effectivity good cause exists for making this amendment effective on less than 30-days notice.

In consideration of the foregoing, Part 93 of the Federal Aviation Regulations is amended, effective upon publication in the FEDERAL REGISTER as hereinafter set forth:

1. Section 93.125 is amended to read as follows:

§ 93.125 Arrival or departure reservation.

Except between 12 Midnight and 6 a.m. local time, no person may operate an aircraft to or from an airport designated as a high density traffic airport unless he has received, for that operation, an arrival or departure reservation from ATC.

§ 93.127 [Deleted]

2. Section 93.127 is deleted.

§ 93.129 [Amended]

3. Section 93.129 is amended by deleting paragraph (c) thereof.

4. Section 93.131 is amended to read as follows:

§ 93.131 Termination date.

The provisions of §§ 93.121–93.131 and 93.133 terminate October 25, 1973.

(Secs. 103, 307, 313(a), and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1303, 1348, 1354(a) and 1421); section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c); and section 1.4(c) of Part 1 of the Regulations of the Office of the Secretary (49 CFR 1.4(c))

Issued in Washington, D.C., on October 20, 1972.

J. H. SCHAFFER,
Administrator.

[FR Doc.72-18227 Filed 10-24-72;8:49 am]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 4—Department of Agriculture

PART 4–1—GENERAL

Procurement; Correction

These miscellaneous amendments and corrections involve matters relating to agency management which are not subject to the notice and public procedure requirements for rule making under 5 U.S.C. 553 or Secretary's Statement of Policy (36 F.R. 13804).

1. Section 4–1.401(b) is revised to read as follows:

§ 4–1.401 Responsibility of the head of the procuring activity.

* * * * *

(b) *Information Systems.* Under the provision of 1 AR 245, the Director of Information Systems is responsible for the general management and coordination of procurement activities of the several agencies of the Department, subject to the Federal and Agriculture Procurement Regulations, in the areas of automatic data processing and data transmissions. These grants of responsibility shall be construed to include the authority (1) to establish such procurement systems and policies and (2) to delegate such contracting authorities as in the opinion of the Director of Information Systems will facilitate the orderly and economical contracting and procurement of administrative and operating supplies, equipment, and services relating to automatic data processing (ADP) and data transmission needs of the Department in carrying on its programs.

2. Section 4–1.403 is revised to read as follows:

§ 4–1.403 Requirements to be met before entering into contracts.

Procurement contracting shall conform with all laws and regulations applicable to the Department, with the policies and procedures set forth in AGPR and with any applicable policies and procedures otherwise announced or prescribed by either the Director of Plant and Operations, the Director of Information Systems or other responsible official. A continuing review of agency operations hereunder will be made by the respective office.

3. Section 4–1.453 is revised to read as follows:

§ 4–1.453 Delegation of authority for automatic data processing equipment, services, and related supplies.

(a) Those agencies delegated procurement contracting authority by the Office of Plant and Operations under § 4–1.404–1 are hereby delegated procurement contracting authority for procurement of automatic data processing equipment, services, and related supplies in the following circumstances:

(1) ADP equipment (for definition see FPMR 101–32.402–1).

(i) Such card punching, verifying, and manipulating equipment as is described as electronic accounting machines (EAM) or punch card accounting machines (PCAM) where the total dollar cost does not exceed $50,000 for purchase or annual rental.

(ii) Any other items of ADP equipment where the total dollar cost does not exceed $25,000 for purchase or annual rental: *Provided,* That no existing computer system is augmented under this delegation such that the purchase cost (cost to purchase if leased) of all the components of that system are made to exceed $200,000.

(iii) If for renewal of equipment previously authorized or procured by OIS and the terms of the original procurement have not significantly changed and the changes in costs do not exceed 10 percent of those originally approved.

(iv) None of the above-stated circumstances apply to the intergovernmental transfer (IGT) of owned or leased equipment. All IGT of equipment must be approved by OIS prior to acquisition.

(2) ADP equipment maintenance (for definition see FPMR 101–32.402–3).

(i) The services are available from a Federal supply schedule contract under the terms of the contract; or

(ii) The procurement does not exceed $25,000 annually.

(3) ADP Software (for definition see FPMR 101–32.402–2).

(i) The procurement will occur by placing a purchase/delivery order against an applicable Federal supply contract under the terms of the contract; or

(ii) The total procurement for the specific software package does not exceed $7,500 annual lease cost, excluding maintenance, or $10,000 purchase cost.

(4) ADP services obtained from other than Federal agencies (for definition of service see 5 AR 865).

(i) The cost of the ADP services involved does not exceed $25,000.

(5) ADP supplies (for definition see FPMR 101–32.402–4).

(i) The cost of the supplies does not exceed $2,500; or

(ii) The procurement will be made under a specific purchase program established by GSA. These programs include electronic data processing (EDP) tapes, tabulating machine cards, and marginally punched continuous forms. Instructions for acquisition of these supplies are set forth in FPMR 101–26.508, 101–26.509, and 101–26.604, respectively.

(b) All procurements which are not within the authorities set forth in paragraph (a) of this section must be submitted to the Director of Information Systems. The Office of Information Systems will either conduct the procurement or delegate the agency authority to conduct the procurement.

(c) Agencies shall report all ADP services or products acquired within the authorities delegated under paragraphs (a) and (b) of this section. Form AD–566 (2/72), Contracts for ADP Services or Products, shall be completed and submitted to the Office of Information Systems upon the execution of an applicable contract or purchase order. Form AD–566 is available from Central Supply Section, Service Operations Division, Office of Plant and Operations.

(d) Any agreement entered into by any agency, service, or staff office of the U.S. Department of Agriculture with other Government Departments, Agencies, Corporations, or other independent entities or organizations of the Federal Government, State or local governments as well as nonprofit corporations, universities, and other organizations for Au-

tomatic Data Processing services, equipment, training, facilities, or other ADP resources or materials directly or indirectly (as a part of an agreement whose primary purpose is other than Automatic Data Processing) must have the written approval of Director of Information Systems of the U.S. Department of Agriculture.

This notice is effective upon publication in the FEDERAL REGISTER (10–25–72).

Done at Washington, D.C., this 18th day of October 1972.

FRANK B. ELLIOTT,
Assistant Secretary for Administration.

[FR Doc.72–18122 Filed 10–24–72;8:46 am]

Chapter 101—Federal Property Management Regulations

SUBCHAPTER E—SUPPLY AND PROCUREMENT

PART 101–26—PROCUREMENT SOURCES AND PROGRAMS

Subpart 101–26.4—Purchase of Items From Federal Supply Schedule Contracts

PURCHASE OF ITEMS FROM MULTIPLE-AWARD SCHEDULES

This amendment exempts purchases not exceeding $250 per line item from the requirement that agencies justify purchases at other than the lowest price available under multiple-award schedules.

Section 101–26.408–2 is revised to read as follows:

§ 101–26.408–2 Procurement at lowest price.

Each purchase of more than $250 per line item made from a multiple-award Schedule by agencies required to use such Schedules shall be made at the lowest delivered price available under the Schedule unless the agency fully justifies the purchase of a higher priced item. Purchases that cost $250 or less per line item should also be made at the lowest delivered price under the Schedule; however, justification for the purchase of higher priced items is not required. Agencies using schedules but which are not required to use such schedules are apprised of the advisability of fully justifying purchases costing more than $250 per line item when such items are not the lowest priced available on the Schedule.

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

Effective date. This regulation is effective upon publication in the FEDERAL REGISTER (10–25–72).

Dated: October 17, 1972.

ARTHUR F. SAMPSON,
Acting Administrator of General Services.

[FR Doc.72–18143 Filed 10–24–72;8:47 am]

SUBCHAPTER F—TELECOMMUNICATIONS AND PUBLIC UTILITIES

PART 101–35—TELECOMMUNICATIONS

Access to FTS Intercity Voice Network and Use of Agency Identification Symbols

This regulation prescribes the information required by GSA to evaluate agency requests for the provision of Federal Telecommunications System (FTS) intercity telephone service to new locations and specifies the conditions under which such service will be provided. It also codifies the existing requirement for the use of agency identification symbols in placing long-distance calls to and from commercial telephones over the FTS intercity voice network.

The table of contents for Part 101–35 is amended to provide the following new and revised entries:

Sec.

101–35.204	Request for FTS intercity voice network service.
101–35.204–1	General.
101–35.204–2	Information required from agencies.
101–35.205	Agency notification of cost.
101–35.206	[Reserved]
101–35.207	[Reserved]
101–35.208	[Reserved]
101–35.209	[Reserved]
101–35.210	Submission of information.
101–35.309	FTS intercity voice network agency identification symbols.
101–35.309–1	General.
101–35.309–2	Agency responsibility.

Subpart 101–35.2—Major Changes and New Installations

Section 101–35.204 is revised and §§ 101–35.205 through 101–35.210 are added as follows:

§ 101–35.204 Request for FTS intercity voice network service.

§ 101–35.204–1 General.

Intercity telephone service is provided to agencies by GSA through the intercity voice network of the Federal Telecommunications System (FTS). Each subscriber agency is informed in advance of the charges that will be allocated to it for normal FTS intercity telephone service for the ensuing fiscal year. During the course of the fiscal year new locations may be provided access to the network as a result of an agency request. Prior to providing service GSA will make an analysis to determine the method of access and required facilities and evaluate the economic feasibility to the Government. Requests for intercity network service will be considered in relation to current and future requirements for local telephone service. Whenever possible GSA will endeavor to provide both local and intercity telephone service under a single coordinated service arrangement.

§ 101–35.204–2 Information required from agencies.

Requests for FTS intercity voice network service shall include the following information:

(a) Street address or building number where access to the network is required;

(b) Name, address, and telephone number of an agency contact for installation coordination;

(c) Toll bills for three recent consecutive months (If the request is for a new location or is based on an anticipated traffic increase, an estimate of the daily number of intercity calls by destination should be submitted.);

(d) The number and length of calls placed over private line services; e.g., FX, WATS, and private line networks;

(e) Seasonal traffic variations, if any;

(f) A description of present service arrangements, including the number and cost of business lines and extensions, or if for a PBX, the number and cost of main and extension stations, type of equipment, type and quantity of attendant positions, number of central office trunks, FX, WATS, and tielines; and

(g) If a change in present service is contemplated, a description of the proposed service arrangement is required in addition to the information requested in (f), above. This description must include the proposed number and cost of main and extension stations, number and type of attendant positions, quantity of central office trunks or business lines, FX, WATS, and tielines.

§ 101–35.205 Agency notification of cost.

GSA will approve or disapprove the request as promptly as possible and will inform the agency of it determination. For those locations where intercity telephone service is approved, agencies shall assume any additional cost of providing the service beyond that previously provided for the remainder of the current fiscal year and the ensuing fiscal year. For those locations where FTS service is disapproved as not economically feasible on the basis of the information submitted, the agency may formally request that the location be provided service as an essential operational necessity. In such instances all facility cost associated with the installation shall be borne by the requesting agency for the current and subsequent years.

§§ 101–35.206—101–35.209 [Reserved]

§ 101–35.210 Submission of information.

Requests for changes and the required justifications submitted in accordance with this Subpart 101–35.2 shall be addressed to the General Services Administration (CP), Washington, D.C. 20405.

Subpart 101–35.3—Utilization and Ordering of Telecommunications Services

Subpart 101–35.3 is amended by the addition of a new § 101–35.309 as follows:

§ 101–35.309 FTS intercity voice network identification symbols.

§ 101–35.309–1 General.

Each Federal agency authorized to use the network will be assigned FTS identification symbols by the Automated Data and Telecommunications Service in the GSA Central Office or appropriate regional office. Use of FTS identification symbols enables GSA to obtain traffic information, allows FTS operators to efficiently control network usage, and insures completion of official long-distance telephone calls with minimum delay. At the beginning of each fiscal year GSA will revise these symbols to assist agencies in insuring that only authorized personnel are in possession of them. GSA also will cancel and revise specific agency symbols at other times upon request to avoid possible misuse. No calls to or from commercial telephones will be accepted unless the caller furnishes his name, proper FTS identification symbols, and 10-digit telephone number to the FTS operator. GSA may revise the symbols during the year.

§ 101–35.309–2 Agency responsibility.

(a) Each Federal agency shall determine which of its personnel and personnel of non-Federal activities performing official functions in connection with an agency program are authorized to place long-distance telephone calls.

(b) Each agency shall inform the General Services Administration (CP), Washington, D.C. 20405, of those non-Federal activities authorized to use FTS intercity voice network prior to any assignment of identification symbols.

(c) Each agency shall issue internal instructions requiring authorized callers (including non-Federal personnel) to tell the FTS operator their last name, their identification symbol, and the 10-digit telephone number being called when placing calls. Such instructions should be distributed only to those persons authorized to place long-distance calls. Restricted issuance is essential since use of this symbol is considered certification that such calls are official.

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

Effective date. This regulation is effective upon publication in the FEDERAL REGISTER (10–25–72).

Dated: October 16, 1972.

ARTHUR F. SAMPSON,
Acting Administrator of General Services.

[FR Doc.72–18144 Filed 10–24–72;8:47 am]

Title 17—COMMODITY AND SECURITIES EXCHANGES

Chapter II—Securities and Exchange Commission

[Release Nos. 33–5323, 34–9824]

PART 231—INTERPRETATIVE RELEASE RELATING TO THE SECURITIES ACT OF 1933 AND GENERAL RULES AND REGULATIONS THEREUNDER

PART 241—INTERPRETATIVE RELEASE RELATING TO THE SECURITIES EXCHANGE ACT OF 1934 AND GENERAL RULES AND REGULATIONS THEREUNDER

Short-Selling Practices

The Commission's staff today made known its concern that certain trading practices surrounding registered offerings of securities in which there is an existing trading market may be in violation of the Federal securities laws, including the antifraud and antimanipulative provisions of the Securities Exchange Act of 1934 and the antifraud and registration provisions of the Securities Act of 1933. The staff believes that it is appropriate to comment on such activity. Although the following fact patterns are by no means exclusive, they are examples of the kinds of practices which may be violative of the Federal securities laws.

It has come to the attention of the staff that, prior to the effective date of a registered offering of securities, certain investors sell short the securities that are the subject of the registered offering and cover their short positions on the effective date of the offering or shortly thereafter with securities obtained in the offering or in the open market. In a number of instances involving registered offerings, it appears that such short selling prior to the offering date has had a substantial adverse impact on the market price of the securities and in some instances has caused the offerings to be postponed temporarily, to be abandoned completely, or to be made at prices lower than originally intended—prices which do not reflect the market value of the securities, undistorted by artificial factors. It is apparent that such a practice is disruptive of fair and orderly markets in such securities.

It has also been brought to the staff's attention that underwriters employ certain distribution techniques (particularly in firm commitment underwritings) [1] when they are confronted with a "sticky" or "cold" issue.[2] It appears that certain investors and broker-dealers have been utilized by underwriters and have acted in concert with the underwriters in an undisclosed manner in an effort to facilitate the distribution. Such investors and broker-dealers, desiring to participate in so-called "hot" issue offerings, agree to accommodate the underwriters and therefore participate in the so-called "cold" issue. Such persons reportedly then attempt to protect themselves against losses by selling the securities short prior to the distribution, intending to cover their short position with the securities being offered. It is the opinion of the staff that the above described activities involve possible violations of the antifraud and antimanipulative provisions of the Federal securities laws, specifically sections 9(a)(2) (or 15(c)(1)) and 10(b) of the Securities Exchange Act and Rule 10b–5 (17 CFR 240.10b–5) thereunder, section 17(a) of the Securities Act and the registration and prospectus delivery requirements of section 5 of the Securities Act.

Frequently, the short selling which occurs prior to the effective date of the offering is done with the intent of depressing the market price of the security so that the short position can be covered at a lower price. Such activity would be violative of sections 9(a)(2) (or 15(c)(1)) and 10(b) of the Exchange Act. The antimanipulative rules are designed to assure investors of a free and open market in which prices are fairly determined by supply and demand, unencumbered by artificial forces.

In addition, when investors and broker-dealers agree to purchase securities from an underwriter in order to facilitate a difficult offering under circumstances where such investors have previously sold the security short, such activity operates as a fraud and deceit in connection with the purchase and sale of such security. Such activity also raises questions as to whether there has been appropriate and adequate disclosure of the method and terms of the distribution and whether there has been full disclosure of the identity of all persons who may be acting in the capacity of an underwriter by their participation in the distribution.

By the Commission.

[SEAL] RONALD F. HUNT,
Secretary.

OCTOBER 16, 1972.

[FR Doc.72–18134 Filed 10–24–72;8:47 am]

[1] A firm commitment underwriting arises when an underwriter purchases offered securities for its own account at a discount from the offering price from an issuer or other seller and attempts to resell them to the public at the offering price. This is to be distinguished from a best efforts underwriting in which the underwriter acts as agent for the seller and is compensated by a commission on each sale.

[2] A "cold" issue is one which the underwriter is having difficulty selling to the public.

Title 43—PUBLIC LANDS: INTERIOR

Chapter II—Bureau of Land Management, Department of the Interior

SUBCHAPTER E—FOREST MANAGEMENT (5000)

[Circular No. 2336]

PART 5400—SALES OF FOREST PRODUCTS; GENERAL

PART 5490—ACTS SPECIFIC TO ALASKA

Sale of Timber on Public Lands

On page 14725 of the FEDERAL REGISTER of July 22, 1972, there was published a notice and text of a proposed amendment to Parts 5400 and 5490 of Title 43, Code of Federal Regulations. The purpose of the amendment is to eliminate those regulations contained in Subpart 5490 which relate only to sales in Alaska and to provide for such sales under Subpart 5400. This will establish uniform policy and procedures for the sale of timber on all public lands.

Interested parties were given until August 25, 1972, within which to submit comments, suggestions, or objections to the proposed amendment. No comments were received.

The proposed amendment is hereby adopted, with editorial changes to conform to the basic structure used in the Code of Federal Regulations, and is set forth below. This amendment shall become effective November 17, 1972.

HARRISON LOESCH,
Assistant Secretary of the Interior.

OCTOBER 17, 1972.

Part 5400 of Chapter II of Title 43 of the Code of Federal Regulations is amended as follows:

1. Section 5400.0–3 is revised to read as follows:

§ 5400.0–3 Authority.

(a) The Act of August 28, 1937 (43 U.S.C. 1181a) authorizes the sale of timber from the Revested Oregon and California Railroad and Reconveyed Coos Bay Wagon Road Grant Lands and directs that such lands shall be managed for permanent forest production and the timber thereon sold, cut and removed in conformity with the principle of sustained yield for the purpose of providing a permanent source of timber supply, protecting watersheds, regulating streamflow and contributing to the economic stability of local communities and industries, and providing recreational facilities.

(b) The Act of July 31, 1947, as amended (30 U.S.C. 601 et seq.) authorizes the disposal of timber and other vegetative resources on public lands of the United States including lands embraced within an unpatented mining claim located after July 23, 1955, if the disposal of such resources is not otherwise expressly authorized by law including, but not limited to, the Act of June 28, 1934, as amended (43 U.S.C. 315–315o–1) and the U.S. mining laws; is not expressly prohibited by laws of the United States; and would not be detrimental to the public interest.

(1) The act also authorizes the United States, its permittees, and licensees to use so much of the surface of any unpatented mining claim located under the mining law of the United States after July 23, 1955, as may be necessary for access to adjacent land for the purposes of such permittees or licensees. Any authorized use of the surface of any such mining claim shall be such as not to endanger or materially interfere with prospecting, mining, or processing operations or uses reasonably incident thereto.

(2) Where the lands have been withdrawn in aid of a function of a Federal department or agency other than the Department of the Interior, or of a State county, municipality, water district, or other local governmental subdivision or agency, the Secretary of the Interior may make disposals under the regulations in this subpart only with the consent of such other Federal department or agency or of such State, or local governmental unit. The act provides, however, that the Secretary of Agriculture shall dispose of materials if such materials are on lands administered by the Secretary of Agriculture for national forest purposes or for purposes of Title III of the Bankhead-Jones Farm Tenant Act or where withdrawn for the purpose of any other function of the Department of Agriculture.

(3) The provisions of the act in disposal of vegetative or mineral materials do not apply to lands in any national park, or national monument or to any Indian lands or lands set aside or held for the use or benefit of Indians including lands over which jurisdiction has been transferred to the Department of the Interior by Executive order for the use of Indians.

(c) The Act of April 12, 1926, as amended (16 U.S.C. 617), limits the amount of unprocessed timber which may be sold for export from the United States from Federal lands located west of the 100th meridian to not more than 350 million board feet for each calendar year 1969 through 1973 inclusive. The act also provides that specific quantities and species of unprocessed timber surplus to the needs of domestic users may be designated as available for export in addition to the quantity stated above after public hearing and a finding to this effect by the appropriate Secretary of the Department administering Federal lands. Authority to issue rules and regulations to carry out the purpose of the act including the prevention of substitution of timber restricted from export for exported non-Federal timber is contained in section 2(c) of the act as amended. Authority to issue rules and regulations providing for the exclusion of the limitations imposed by the act for sales having an appraised value of less than $2,000 is contained in section 2(d) of the act as amended.

(1) The Secretary of the Interior and the Secretary of Agriculture shall determine annually the distribution among the Federal lands of the 350 million board feet of unprocessed timber which may be sold for export from Federal lands west of the 100th meridian.

(2) The rules and regulations issued to carry out the purposes of this act do not apply to Federal timber sold prior to January 1, 1969.

(3) The Director shall coordinate actions by other departmental agencies which are subject to this paragraph.

(d) Authority for small sales of timber for use in Alaska is contained in the Act of May 14, 1898, as amended (16 U.S.C. 615a).

2. Part 5490 is deleted in its entirety.

[FR Doc.72–18102 Filed 10–24–72;8:45 am]

Title 49—TRANSPORTATION

Chapter X—Interstate Commerce Commission

SUBCHAPTER D—TARIFFS AND SCHEDULES

[Docket No. 35613]

PART 1300—FREIGHT SCHEDULES; RAILROADS

PART 1303—PASSENGER SERVICE SCHEDULES; RAIL AND WATER CARRIERS

PART 1304—EXPRESS COMPANIES SCHEDULES AND CLASSIFICATIONS

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

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

PART 1308—FREIGHT TARIFFS AND SCHEDULES OF WATER CARRIERS

PART 1309—TARIFFS AND CLASSIFICATIONS OF FREIGHT FORWARDERS

Transmission of Tariffs and Schedules to Subscribers and Other Interested Parties; Stay of Order

OCTOBER 17, 1972.

In regard order of August 28, 1972. The outstanding order in the above-entitled proceeding not yet having become effective, and appropriate petitions for reconsideration of such order having been timely filed, such order is, pursuant to section 17(8) of the Interstate Commerce Act, stayed pending disposition of the petitions. (See pages 18550–18555 of FEDERAL REGISTER dated September 13, 1972, Volume 37, No. 178.)

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.72–18244 Filed 10–24–72;8:49 am]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service
Rural Electrification Administration

[7 CFR Part 909]

GRAPEFRUIT GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Proposed Limitation of Handling, Expenses and Rate of Assessment and Carryover of Unexpended Funds

Consideration is being given to the following proposals submitted by the Administrative Committee, established under marketing Order No. 909, as amended (7 CFR Part 909), regulating the handling of grapefruit grown in Arizona and designated part of California, effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), as the agency to administer the terms and provisions thereof:

(1) Expenses that are reasonable and likely to be incurred by the Administrative Committee during the period September 1, 1972, through August 31, 1973, will amount to $37,875.

(2) That the rate of assessment for such period, payable by each handler in accordance with § 909.41, be fixed at three-fourths of a cent ($0.0075) per carton, or equivalent quantity of grapefruit; and

(3) That unexpended assessment funds, in excess of expenses incurred during such period, shall be carried over as a reserve in accordance with the applicable provisions of § 909.42.

All persons who desire to submit written data, views, or arguments in connection with the aforesaid proposals should file the same, in quadruplicate, with the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C. 20250, not later than the 10th day after the publication of this notice in the FEDERAL REGISTER. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Dated: October 19, 1972.

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

[FR Doc.72-18154 Filed 10-24-72;8:45 am]

Rural Electrification Administration

[7 CFR Part 1701]

SPECIFICATIONS FOR RURAL TELEPHONE FACILITIES

Proposed New REA Specification for Filled Telephone Cables

Notice is hereby given that, pursuant to the Rural Electrification Act, as amended (7 USC 901 et seq.), REA proposes to issue REA Bulletin 345–67 to announce a new REA Specification PE–39 for filled telephone cables. On issuance of REA Bulletin 345–67, Appendix A to Part 1701 will be modified accordingly.

Persons interested in the new specification may submit written data, views, or comments to the Director, Telephone Operations and Standards Division, Rural Electrification Administration, Room 1355, South Building, U.S. Department of Agriculture, Washington, D.C. 20250, not later than 30 days from the publication of this notice in the FEDERAL REGISTER. All written submissions made pursuant to this notice will be made available for public inspection at the Office of the Director, Telephone Operations and Standards Division during regular business hours.

A copy of the proposed new REA Specification PE–39 may be secured in person or by written request from the Director, Telephone Operations and Standards Division.

The text of REA Bulletin 345–67 announcing the issuance of the proposed new specification is as follows:

REA BULLETIN 345–67

SUBJECT: REA SPECIFICATION FOR FILLED TELEPHONE CABLES

I. *Purpose:* To announce a new REA Specification PE–39 for filled telephone cables.

II. *General:* This specification covers requirements for filled telephone cables intended for direct burial, aerial, and duct applications.

This specification becomes effective May 1, 1973. All filled cable furnished for REA projects bid or on orders placed by REA borrowers after that date shall comply in all respects with the new REA Specification PE–39. This does not preclude the adoption of the revised specification by manufacturers prior to the effective date.

III. *Availability of Specification:* Copies of the new PE–39 will be furnished by REA upon request.

Dated: October 18, 1972.

E. F. RENSHAW,
Assistant Administrator—Telephone.

[FR Doc.72-18155 Filed 10-24-72;8:48 am]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 91]

[Docket No. 12326; Notice 72-28]

LARGE AND TURBINE-POWERED MULTIENGINE AIRPLANES

Charges for Certain Operations

The Federal Aviation Administration is considering amending Subpart D of Part 91 of the Federal Aviation Regulations to clarify and more specifically prescribe those items that may be charged under § 91.181.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to: Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, AGC–24, 800 Independence Avenue S.W., Washington, DC 20591. All communications received on or before November 26, 1972, will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments in the rules docket, for examination by interested persons.

Subpart D, Large and Turbine-Powered Multiengine Airplanes, of Part 91 was adopted July 17, 1972 (37 F.R. 14758), and will become effective October 23, 1972, except for §§ 91.213, 91.217, and 91.219, which become effective January 22, 1973. Section 91.181, Applicability, provides, in part, that operations that may be conducted under the rules in Subpart D of Part 91 instead of those in Parts 121, 123, 129, 135, and 137, when common carriage is not involved, include certain operations for which a charge may be made to recover expenses incurred in operating a flight. It was not intended that those operations be conducted for the purpose of making a profit. In issuing the rule, the FAA believed that it was accomplishing this intent by expressly providing therein that no charge may be made in excess of the "normal operating expenses for the flight, including fuel, oil, hangar and landing fees, and salary of the flight crew." However, since the publication of the final rule, the FAA has received many inquiries as to whether certain expense items constitute normal operating expenses within the meaning of the regulation, and how or whether certain yearly or periodic expenses, such as flight crew salaries, maintenance reserves and costs, insurance, and depreciation, could be charged as an expense of a particular flight on a pro rata basis. In this connection both the National Business Aircraft Association (NBAA) and the National Air Transportation Conferences, Inc. (NATC), have advised the FAA that it appears that certain changes in the rule are necessary to clarify what expenses were intended for the flights specified in § 91.181.

After further study of § 91.181 in the light of the inquiries received, the FAA believes that the term "normal operating expenses," as used in those provisions, is so broad as to allow significant abuse of the intent of the rule. It appears that

cluded in that term, and that this may induce certain persons to conduct operations without an appropriate operating certificate in the hope of concealing a profit under the guise of normal operating expenses.

In order to meet this problem and to more closely conform the rule to the original intent, it is proposed to make the following changes in § 91.181.

1. The term "normal operating expenses" would be deleted wherever it appears.

2. A new paragraph (d) would be added at the end of § 91.181 to list those expenses of a specific flight that may be charged in the operations described in paragraphs (b)(3) and (7) of that section.

3. Paragraph (b)(4) would provide that no charge, assessment, or fee may be made for flights conducted by the operator of an airplane for his personal transportation or the transportation of his guests. The provision in the current rule that allows a charge for the transportation of guests was a change from the notice of proposed rule making that was inadvertently added during the drafting of the rule. The FAA did not intend to change its policy that such "share-the-cost" transportation requires an air travel club operating certificate under Part 123.

4. Paragraphs (b)(5) and (c)(2) would state that for the operations specified in those paragraphs no charge may be made in excess of the cost of owning, operating, and maintaining the airplane. The FAA does not believe that there would be a profit motive in connection with dealings within a corporate family or among parties to an interchange agreement.

5. Paragraph (b)(5) would also be changed to make it clear that a "company" includes a parent or subsidiary of that company and that no charge may be made for the carriage of guests unless it is incidental to the business of the company (other than transportation by air). In addition, the carriage of property would be allowed since the FAA believes that the same rational permitting the carriage of officials, employees, and guests of the company applies to its own property.

6. The phrase "by air" would be added after the phrase "other than transportation" wherever it appears in paragraph (b) to make it clear that the operations specified may be conducted in furtherance of a transportation business that does not involve transportation by air.

7. Paragraph (c)(1) would specify that only those expenses of a specific flight listed in new paragraph (d) may be charged under a time-sharing agreement.

8. Paragraph (c)(3) would put no restriction on the charges that may be made among parties to a joint ownership agreement, other than to provide that they must be specified in the agreement. Here also it appears that there would be no profit motive in connection with those operations.

The list of expense items in proposed § 91.181(d) is limited to expenses that are incurred as a direct result of a flight, i.e., expenses that would not have been incurred if the flight had not been made. There may be other expenses in addition to those listed that should be specifically included, such as the cost of hiring additional crewmembers because of flight time limitations and unscheduled maintenance costs that are incurred during the flight. In addition, certain expenses could be attributable to a flight although they are not incurred as a direct result of the flight in that they are incurred irrespective of whether or not a particular flight is conducted. Among such expenses are: (1) Salaries of flight crews employed by the aircraft operator, (2) aircraft depreciation, (3) insurance premiums (hull and liability), (4) crew training costs, and (5) maintenance costs. It may be that an allowance of some part of these expenses would not result in a profit and should be permitted under the regulations involved. With respect to flight crew salaries, inquiries have been received concerning what flight crew salaries may be charged, what is included in those salaries, and how the amount of the charge for a particular flight is to be determined. For example, should expenses for crewmember services employed by the operator be determined by computing a pro rata share of the yearly salaries of the company's flight crews, or by using the actual flight pay rate for each crewmember for the particular flight. Similar questions have been raised concerning depreciation, maintenance reserves and costs, insurance, and other expenses which might be attributed to a particular flight. The FAA invites specific comments in these areas.

It is clear from the inquiries the FAA has received that except for the items specified in proposed § 91.181(d), determining the amount that may be charged within the intent of the rule is a difficult problem, since it appears that the method used by an operator to compute flight crew salaries, maintenance, depreciation, and other expenses not set forth in proposed § 91.181(d) could result in a profit for the operator. In order to allow for the resolution of this and other problems discussed in this notice, the proposed paragraph (d) provides that other expenses of the flight that are authorized by the Administrator may be charged. Although this is intended to avoid specificity with regard to the computation of expenses such as flight crew salaries, maintenance, and depreciation, interested persons are urged to come forth with their specific recommendations as to formulae for these expenses that they believe will meet the intent of the rule.

Recognizing the difficulty of determining the amount of flight crew salary, maintenance expenses, and depreciation that should be charged for a specific flight, it has been suggested that a charge equal to 100 percent of the cost of the fuel for the flight be allowed instead of a specific computation of those expenses. Based on information available to the FAA it appears that this suggestion may be a reasonable method of approximating those expenses, and provide the additional benefit of relieving the FAA of the administrative burden of verifying in detail the various methods used by operators to compute those expenses, in order to insure that a profit is not being made. Comments are specifically invited on this suggestion.

In consideration of the foregoing, it is proposed to amend § 91.181 of Part 91 of the Federal Aviation Regulations as follows:

1. By amending subparagraphs (3) through (5), and subparagraph (7) of paragraph (b) to read as set forth below.

2. By adding the phrase "by air" after the word "transportation" in paragraph (b)(9).

3. By amending paragraph (c) of § 91.181 to read as set forth below.

4. By adding a new paragraph (d) to § 91.181 to read as set forth below.

§ 91.181 Applicability.

* * * * *

(b) * * *

(3) Flights for the demonstration of an airplane to prospective customers when no charge is made except for those specified in paragraph (d) of this section;

(4) Flights conducted by the operator of an airplane for his personal transportation, or the transportation of his guests when no charge, assessment, or fee is made for the transportation;

(5) The carriage of officials, employees, guests, and property of a company on an airplane operated by that company, or the parent or a subsidiary of that company or a subsidiary of the parent, when the carriage is within the scope of, and incidental to, the business of the company (other than transportation by air) and no charge, assessment, or fee is made for the carriage in excess of the cost of owning, operating, and maintaining the airplane, except that no charge of any kind may be made for the carriage of a guest of a company, when the carriage is not within the scope of, and incidental to, the business of that company.

* * * * *

(7) The carriage of property (other than mail) on an airplane operated by a person in the furtherance of a business or employment (other than transportation by air) when the carriage is within the scope of, and incidental to, that business or employment and no charge, assessment, or fee is made for the carriage other than those specified in paragraph (d) of this section;

* * * * *

(c) As used in this section:

(1) A "time sharing agreement" means an arrangement whereby a person leases his airplane with flight crew to another person, and no charge is made for the flights conducted under that arrangement other than those specified in paragraph (d) of this section;

(2) An "interchange agreement" means an arrangement whereby a person leases his airplane to another per-

son in exchange for equal time, when needed, on the other person's airplane, except that a charge may be made not to exceed the difference between the cost of owning, operating, and maintaining the two airplanes;

(3) A "joint ownership agreement" means an arrangement whereby one of the joint owners of an airplane employs and furnishes the flight crew for that airplane and each of the joint owners pays a share of the charges specified in the agreement.

(d) The following expenses of a specific flight may be charged for transportation as authorized by paragraphs (b) (3) and (7) and (c) (1) of this section:

(1) Fuel, oil, lubricants, and other additives.

(2) Travel expenses of the crew, including food, lodging, and ground transportation.

(3) Hangar and tie-down costs away from the aircraft's base of operations.

(4) Insurance obtained for the specific flight.

(5) Landing fees, airport taxes, and similar assessments.

(6) Customs, foreign permit, and similar fees directly related to the flight.

(7) In flight food and beverages.

(8) Passenger ground transportation.

(9) Flight planning and weather contract services.

(10) Any other expense of the flight that is authorized by the Administrator.

These amendments are proposed under sections 313(a) and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a) and 1421), and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on October 20, 1972.

C. R. MELUGIN, Jr.,
Acting Director,
Flight Standards Service.

[FR Doc.72-18276 Filed 10-24-72;8:49 am]

National Highway Traffic Safety Administration

[49 CFR Parts 567, 568]

[Docket No. 72-27; Notice 1]

CERTIFICATION OF ALTERED VEHICLES

Proposed Labeling Requirements

The purpose of this notice is to propose amendments to the regulations on Certification and Vehicles Manufactured in Two or More Stages (49 CFR Parts 567, 568) that will specify labeling requirements for persons who alter completed, certified vehicles.

The regulations do not presently specify labeling procedures for persons (other than distributors) who alter vehicles that have been certified, but have not been sold to a purchaser for a purpose other than resale. This practice is becoming increasingly popular, occurring primarily in the manufacture of trucks and recreational vehicles. The NHTSA believes these persons should be subject to labeling requirements, as the alterations are part of the manufacturing process, and under the National Traffic and Motor Vehicle Safety Act the vehicle must still conform when the alterations are completed. A person who alters a vehicle may destroy its conformity to the motor vehicle safety standards, and otherwise affect its general performance capability.

The NHTSA has taken the position that a person who alters a certified vehicle in a manner that significantly affects either the vehicle's configuration or purpose is a "manufacturer" under the Act. He is therefore required to independently certify the vehicle as of the date he completes its alteration. The person performing the alteration has been allowed to base his certification, at least with respect to those areas not affected by his alteration, on that of the previous manufacturer.

The NHTSA has tentatively decided to modify this approach because it tends to discriminate against persons making alterations when compared to persons completing incomplete vehicles (final-stage manufacturers). While the manufacturing operations of each are similar, under the present regulations persons completing previously incomplete vehicles may choose any date between the dates of manufacture of the incomplete and complete vehicle in ascertaining conformity to applicable standards, while persons altering vehicles that have already been completed must use the date on which the altered vehicle is newly completed. This distinction may be of crucial importance, for if a standard becomes effective between the date on which the original vehicle is completed, and the date of completion of the altered vehicle, the altered vehicle may no longer conform.

The amendment proposed by this notice would, in effect, place final-stage manufacturers and alterers of completed vehicles on the same basis. It would require persons altering completed vehicles to certify by affixing a new additional label, containing the name of the person performing the alteration, any changes in the vehicle's weight ratings from those provided in the original certification, and the type classification of the vehicle under the safety standards, if that classification differs from that of the original vehicle. The alterer, similar to present final-stage manufacturers, would, in ascertaining conformity, choose a date between the date of manufacture of the original vehicle and the date on which the altered vehicle is completed. "Persons who alter completed vehicles," the category of persons who must affix the label, would include all persons who add, substitute, or remove any component, except those that are readily attachable. It would not include persons whose alterations concern only readily attachable components or who perform minor finishing operations. The criteria are the same as those presently used to identify final-stage manufacturers from other persons who work on incomplete vehicles.

Section 567.6 relates to the statutory requirements (section 114) for certification by distributors. The present regulation states that a distributor who does not alter a vehicle so as to "affect compliance with applicable standards" may fulfill his responsibility by allowing the manufacturer's certification to remain affixed to the vehicle. In the proposed version, this provision would be substantially retained, except that the category of nonalteration would be described as not altering the vehicle "other than by addition, substitution, or removal of readily attachable components * * * or minor finishing operations." Distributors who otherwise alter a vehicle would be treated as "persons who alter," under the requirements of § 567.7.

In light of the above, it is proposed that 49 CFR Part 567, "Certification," and 49 CFR Part 568, "Vehicles Manufactured in Two or More Stages," be amended as follows:

1. Section 567.6 would be amended, and a new § 567.7 would be added, to read:

§ 567.6 Requirements for distributors of motor vehicles.

A distributor of a motor vehicle who does not alter the vehicle other than by addition, substitution, or removal of readily attachable components such as mirrors or tire and rim assemblies, or minor finishing operations such as painting, shall satisfy the certification requirements of the Act by allowing a manufacturer's label that conforms to the requirements of this part to remain affixed to the vehicle.

§ 567.7 Requirements for persons who alter completed vehicles.

A person who alters a vehicle that has previously been certified in accordance with § 567.4 or § 567.5, other than by addition, substitution, or removal of readily attachable components such as mirrors or tire and rim assemblies, or minor finishing operations such as painting, before the first purchase of the vehicle in good faith for purposes other than resale, shall allow the original certification label to remain on the vehicle, and shall affix to the vehicle an additional label, of the type and in the manner and form described in § 567.4, containing the following information:

(a) The statement: "This vehicle was altered by (individual or corporate name) in (month and year in which alterations were completed) and as altered it conforms to all applicable Federal Motor Vehicle Safety Standards in effect in (month, year)." The second date

shall be no earlier than the manufacturing date of the original vehicle, and no later than the date alterations were completed.

(b) If the gross vehicle weight rating or any of the gross axle weight ratings of the vehicle as altered are different from those shown on the original certification label, the modified values shall be provided in the form specified in § 567.4(g)(3) and (4).

(c) If the vehicle as altered has a different type classification from that shown on the original certification labal, the type as modified shall be provided.

2. A new § 568.8 would be added to read:

§ 568.8 Requirements for persons who alter completed vehicles.

A person who alters a vehicle that has been previously certified in accordance with § 567.4 or § 567.5, other than by addition, substitution, or removal of readily attachable components such as mirrors or tire and rim assemblies, or minor finishing operations such as painting, before the first purchase of the vehicle in good faith for purposes other than resale, shall ascertain that the vehicle as altered conforms to the standards in effect on the original date of manufacture of the vehicle, the date of final completion, or a date between those two dates. That person shall certify that the vehicle conforms to all applicable standards in accordance with § 567.7 of this chapter.

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 December 11, 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 rulemaking 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 rulemaking. 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: July 1, 1973.

(Secs. 103, 112, 114, 119, National Traffic and Motor Vehicle Safety Act, 15 U.S.C. 1392, 1401, 1403, 1407; delegations of authority 49 CFR 1.51, 49 CFR 501.8)

Issued on October 17, 1972.

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

[FR Doc.72-18104 Filed 10-24-72;8:45 am]

[49 CFR Part 571]

[Docket No. 69-19; Notice 3]

LAMPS, REFLECTIVE DEVICES, AND ASSOCIATED EQUIPMENT

Proposed Motor Vehicle Safety Standard

The purpose of this notice is to propose an amendment of 49 CFR 571.108, Motor Vehicle Safety Standard No. 108, *Lamps Reflective Devices, and Associated Equipment*, that would, among other things, establish new requirements for motor vehicle headlighting systems, require separation of stop lamps from other rear lamps and installation of side turn signal lamps, and provide that lighting equipment conform to requirements rather than be "designed to conform."

Docket No. 69-19 was established by an advance notice of proposed rule making published on December 31, 1969 (34 F.R. 20436). Comments were requested in four general areas of motor vehicle lighting systems and equipment: Rear lighting and signaling systems, forward illumination systems, lamp bulbs and lamp assemblies, and marking and identification of lighting equipment. The proposals in this notice do not cover all aspects of lighting performance outlined in the advance notice; for example, the requirements for marking and identification of lighting equipment have been proposed under a separate rule making action (Docket No. 69-19; Notice 2, 37 F.R. 17493). Proposals on dual intensity signals, more restrictive light intensities, effect of voltage changes on light intensity, deceleration coding signals, lamp failure indicators, automatic beam aiming, and certain other items referenced in Notice 1 have been deferred pending further study, to a future rule making action. However, in the judgment of the NHTSA the proposals published in this notice represent the most significant upgrading of the vehicle lighting requirements that can be achieved by the proposed effective dates of September 1, 1974 or September 1, 1977, as specified herein.

I. *Signaling and rear lighting systems.* With a view toward separation of various signaling functions to provide clear and unambiguous signals, the advance notice requested comments on separation of lamp function, including interlamp spacing and location with recommended tolerances for each. Comments from interested persons and the results of research conducted for this agency suggested that to improve detection of signal function, stoplamps on or after September 1, 1977, should be physically separated from turn signal or taillamps (S9.1(b)). For the same reason stoplamps and rear turn signal lamps on or after September 1, 1977, should be at least 5 inches apart, measured from the edge of the illuminated surface of one lamp to the other, and stoplamps should not be mounted outboard of and lower than taillamps and turn signal lamps (S8.10).

Available information also indicates that to provide a more consistent distance estimation cue and to improve the detectability and proper interpretation of signals, the optical centers of taillamps, parking lamps, turn signal lamps, and rear reflex reflectors should be "as close to the edge of the vehicle as practicable" with a minimum lateral spacing distance of 48 inches proposed for September 1, 1977 (S8.2).

In response to the request for comments on color coding, substantial opposition was raised to changing the color of rear lamps because of lack of research on this issue under actual operating conditions. There was general agreement, however, that a single color should be required for rear turn signal lamps. Recommendations were generally divided between domestic vehicle manufacturers who prefer red and those of imported vehicles who prefer yellow (amber). Currently Standard No. 108 permits either. The Administration proposes that only one color be permitted and that this color be red. Comments are also requested on the desirability of requiring yellow only for rear turn signals on motorcycles, if red were adopted for all other motor vehicles.

The requirement of a single color for a single type of lamp would be extended to parking lamps, currently permitted to be either yellow or white. Beginning with the 1963 model year, the parking lamps on most vehicles manufactured in the United States have been yellow, which on a combined parking and turn signal lamp has the safety advantage of providing better conspicuity when its light is contrasted with that emitted by a white headlamp. Accordingly it is proposed that yellow be the sole color for parking lamps.

The adoption of standardized color coordinates for white, red, yellow, green, and blue, and adoption of the international term "yellow" in lieu of "amber" are also proposed (S7.5).

II. *Forward illumination systems.* The advance notice called for comments as to how forward illumination systems might be improved, with specific emphasis on headlamps, photometrics, beam pattern distribution and beam selection control. Many comments concerning photometrics, size, shape, and number of forward lighting devices were received. While there was no unanimity on the point, research conducted for this agency and a number of comments indicate that a three-beam, four-headlamp system is for many cars the best system available for the period under consideration. Such a system is proposed as an option for all motor vehicles equipped with headlamps, except motorcycles. In addition to high and low beams, the proposed forward lighting system would incorporate a middle beam to provide effective illumination on rural and di-

vided highways. The middle beam would be provided by a single-filament headlamp located to the left of the vehicle centerline, as viewed from the driver's seat. The high beam would be provided by a single-filament headlamp located to the right of the vehicle centerline, while two outboard dual-filament lamps would provide the low beam and part of the high beam. Photometrics for the low beam would be slightly increased over current values, while the middle beam would provide illumination almost equal to the current high beam, with much less glare. The high beam would allow total vehicle photometric values more than twice those of current systems. The improved forward visibility provided by this increased illumination should substantially reduce the safety hazard resulting from speeds that overdrive headlamp ability.

In addition to the three-beam, four-headlamp system, a three-beam, two-lamp system would be allowed, in which the left lamp produces a low or mid beam and the right lamp produces a low or high beam. Finally, an improved two-beam, two-lamp headlamp system would be permitted.

One of the three headlamp options described above would be required on each vehicle manufactured on or after September 1, 1977 (S6.1(a)). Between September 1, 1974 and September 1, 1977, motor vehicle manufacturers could choose from five permissible systems, the three headlamp options described above, and the two systems currently specified by Standard No. 108.

The three-beam headlamp system concept has undergone research to determine the safety improvements that may be obtainable from it, and several actual systems have been tested and evaluated. Each of these systems has certain advantages and disadvantages, and none is clearly superior in its safety benefits. The three-beam proposals of this notice, particularly with respect to the photometric requirements, represent a combination of the more beneficial features of the systems tested or otherwise investigated. The proposed photometrics are based upon analysis of safety problems and data derived from tests.

Specific comments are requested on the production costs associated with the proposed headlamp systems, the adequacy of the third-beam concept, photometric requirements, methods of switching, and system and vehicle tooling costs.

Present information indicates that headlighting for motorcycles is inadequate. Five different motorcycle headlamp systems are proposed, effective September 1, 1974, using one or two headlamps (S6.1(b)). On or after September 1, 1977, the options would be reduced to three systems.

The proposal incorporates some suggested requirements to facilitate mechanical aiming (S6.7, S6.8) that were submitted as comments on physical stability and corrosion resistance of the headlamp housing.

To provide for more meaningful visual cues and mechanical aiming capability, a minimum edge-to-edge distance of 24 inches between high- and middle-beam lamps, and 43 inches between low-beam lamps is proposed, effective September 1, 1977. Low-beam headlamps would be mounted at the same height. This height would be equal to or greater than the height of other headlamps (S8.13, S8.14).

An issue of controversy is whether headlamps should be permitted to flash automatically for signaling purposes. Numerous comments were filed in response to the Administration's request for information on headlamp flashing devices recommending the prohibition of flashing headlamps because of the potential for ambiguity and corresponding degrading of highway safety. It is noted that several States already prohibit flashing headlamps for signaling. Accordingly, this agency is proposing that headlamps be steady burning when in use (S10.9).

Standard No. 108 currently prohibits headlamp covers, headlamp cleaners, grilles, and other styling features over a headlamp in use. The notice proposes performance requirements for headlamp covers and headlamp cleaners if a manufacturer chooses to provide these features (S7.9, S7.10).

III. *Lamp bulbs, lamp assemblies, etc.* The Administration has given advance notice that it is considering requirements which will provide improvements in the safety effectiveness of lamp bulbs, sealed units, lenses, housings, lamp assemblies, reflex reflectors, and flashers and switches associated with lighting equipment. Comments were requested on luminance and life relative to voltage and current limits, degree of performance degradation relative to laboratory life, minimum burn-in or aging period, and limits on the ratio of initial inrush current to rated current. The NHSTA hereby proposes several provisions in these areas.

The proposed standard would eliminate the phrase, "designed to conform", from Standard 108. The "designed to conform" language currently in effect originated as a result of comments on the initial safety proposals for motor vehicle lighting 5 years ago, alleging that at that time 100 percent compliance with the requirements was economically impracticable. This provision is, however, considered to be basically inappropriate for a motor vehicle safety standard. A safety standard, defined in part as a "minimum standard for motor vehicle performance," should be worded so as to leave no doubt as to whether a particular product, when tested, is in conformity. The question whether a particular manufacturer is in violation of the Act, on the other hand, must be considered separately. This agency recognizes that in mass production of small items all of which cannot practically be subjected to individual testing, occasional failures of conformity are sometimes unavoidable. Such failures do not mean that manufacturers have fallen below the statutory standard of due care, where they can show that they have exercised reasonable judgment in their designs and in their testing, quality control and production procedures.

Minimum electrical performance and mechanical requirements are proposed for the headlamp switch and dimmer switch (S6.13).

IV. *Miscellaneous changes.* Additional rulemaking is proposed on lighting matters which have come to the attention of this agency through comments to the docket, through petitions for amendments of the standard, or through research.

Side turn signal lamps would be required on passenger cars, multipurpose passenger vehicles, trucks, and buses, which comply with SAE Recommended Practice J914, "Side Turn Signal Lamps," October 1968. These lamps would be installed at a height no less than 32 inches from the road surface, or atop the vehicle fender if fender height is less than 32 inches (S8.8).

Turn signal lamps would be required to flash from high intensity to "off," even when combined with a normally steady-burning lamp. Turn signal lamps are much more difficult to detect when combined with a normally steady-burning lamp, when the steady-burning lamp is on, and when the ratio of the high intensity to low intensity light is near the current minimum of 5 to 1. Only a minor wiring change may be required to meet the proposal (S10.8).

The use of supplemental headlamps, in conjunction with one of the required headlamp systems, would be permitted (S7.12).

The use of steerable high-beam headlamps would be permitted (S7.11).

Motorcycles would be required to meet the system voltage requirements specified in SAE Recommended Practice J392, "Motorcycle and Motor Driven Cycle Electrical System (Maintenance of Design Voltage)," December 1969 (S7.8).

The proposed minimum spacing between front turn signal lamps and low-beam headlamps would not apply if the minimum candlepower values of the turn signal lamps were 2½ times those specified for yellow turn signal lamps (S8.12).

Modified lighting requirements would apply to trailers that are less than 30 inches in overall width, or less than 6 feet in overall length. In addition, the double-faced clearance lamp presently allowed on boat trailers would be permitted on other trailers that are less than 12 feet in overall length (S5.6, S5.7, S5.8).

Current revisions to certain SAE standards and recommended practices would be incorporated.

In consideration of the foregoing, it is proposed that 49 CFR Part 571 be amended by addition of Standard No. 108 (49 CFR 571.108), as set forth below.

Proposed effective date. September 1, 1974, with additional requirements (as specified in S6, S8, and S9) effective September 1, 1977. Vehicles would be allowed to comply with these and other proposed requirements prior to September 1, 1974, by means of a conforming amendment to Standard No. 108.

Interested persons are invited to submit data, views, and arguments on the

proposed amendments. Comments are particularly invited on the leadtime and costs directly related to compliance with the proposed standard. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5219, 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 April 18, 1973, will be considered, and will be available in the docket for examination both before and after the closing date. To the extent possible, comments filed after the closing date will also be considered. 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 will be treated as suggestions for future rule making. Relevant material will continue to be filed 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 material.

This notice of proposed rule making is issued under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1392, 1407) and the delegations of authority of 49 CFR 1.51 and 49 CFR 501.8.

Issued on October 16, 1972.

DOUGLAS W. TOMS,
Administrator.

MOTOR VEHICLE SAFETY STANDARD No. 108

LAMPS, REFLECTIVE DEVICES, AND ASSOCIATED EQUIPMENT

S1. *Scope.* This standard specifies requirements for lamps, reflective devices, and associated equipment, for use as original and replacement equipment on motor vehicles.

S2. *Purpose.* The purpose of this standard is to reduce deaths and injuries involving motor vehicles which may occur as a result of ambiguous signaling, or inadequate illumination during darkness and other conditions of reduced visibility.

S3. *Application.* This standard applies to passenger cars, multipurpose passenger vehicles, trucks, buses, trailers (except pole trailers and trailer converter dollies), and motorcycles, and to lamps, reflective devices, and associated equipment manufactured for use on, or replacement of like equipment on, those types of vehicles.

S4. *Definition.* "Flash" means a cycle of activation and deactivation of a lamp by automatic means continuing until stopped either automatically or manually.

S5. *Required lighting equipment—marking and signaling.* Except as provided in S5.1 through S5.13, each vehicle shall be equipped with at least the number of lamps, reflective devices, and associated equipment specified in Schedules I, II, or III, as applicable, and required equipment shall conform to the SAE standards or recommended practices referenced in those schedules. Schedule I applies to passenger cars, multipurpose passenger vehicles, trucks, and buses. Schedule II applies to trailers. Schedule III applies to motorcycles.

S5.1 A truck tractor need not be equipped either with turn signal lamps mounted on the rear or with side turn signal lamps, and a truck need not be equipped with side turn signal lamps, if it is equipped with double-faced turn signal lamps at or near the front that meet the requirements for double-faced turn signal lamps specified in SAE Standard J588e, "Turn Signal Lamps," September 1970.

S5.2 A truck tractor need not be equipped with rear side marker devices, rear clearance lamps, or rear identification lamps.

S5.3 Reflective material conforming to Federal Specification L–S–300A, "Sheeting and Tape, Reflective; Nonexposed Lens, Adhesive Backing," January 7, 1970, may be used for side reflex reflectors if this material, as used on the vehicle, meets the performance standards in Table I of SAE Standard J594e, "Reflex Reflectors," March 1970.

S5.4 Except on motorcycles, and on trucks and buses 80 or more inches in overall width, each turn signal switch shall be both self-canceling by steering wheel rotation and capable of cancellation by a manually operated control.

S5.5 The photometric minimum candlepower requirements for side marker lamps specified in SAE Standard J592d, "Clearance, Side Marker, and Identification Lamps," December 1970, may be met for all inboard test points at a distance of 15 feet from the vehicle on which it is mounted and on a vertical plane perpendicular to the longitudinal axis of the vehicle and located midway between the front and rear side marker lamps.

S5.6 A trailer that is less than 30 inches in overall width may be equipped with only one of each of the following lamps and reflective devices, located at or near its vertical centerline: Tail lamp, stop lamp, and rear reflex reflector.

S5.7 A trailer that is less than 6 feet in overall length, inclusive of the trailer tongue, need not be equipped with front side marker lamps and front side reflex reflectors.

S5.8 A boat trailer, or a trailer less than 12 feet in overall length, inclusive of the trailer tongue, need not be equipped with both front and rear clearance lamps, if a combination yellow (to front) and red (to rear) clearance lamp is mounted at or near its widest point, at the highest point practicable.

S5.9 Multiple license plate lamps and back-up lamps may be used to fulfill the requirements of SAE standards applicable to such lamps, referenced in Schedules I, II, and III.

S5.10 In addition to the equipment required by Schedule I or Schedule III, each passenger car, multipurpose passenger vehicle, truck, and bus shall be equipped with a turn signal flasher and a hazard warning signal flasher, and each motorcycle shall be equipped with a turn signal flasher, that meets the requirements of paragraph S11 of this standard.

S5.11 A taillamp, parking lamp, stop lamp, or turn signal lamp is not required to meet the minimum photometric values at each test point specified in the referenced SAE standards if the sum of the candlepower measured at the test points within the groups listed in Figure 1 is not less than the sum of the candlepower values for such test points specified in the referenced SAE standards.

Groups	Test points degree	Parking lamps	Group Totals, Candlepower								
			Taillamps			Red stop and turn signal lamps			Yellow turn signal lamps		
			1	2	3	1	2	3	1	2	3
1	20L–5U, 20L–H, 20L–5D, 10L–10U, 10L–10D	2.8	1.6	2.7	3.8	55	66	80	135	165	190
2	10U–V, 5U–10L, 5U–10R	2.4	2.1	3.6	5.5	85	100	115	210	251	290
3	10L–H, 5L–5U, 5L–5D	4.2	3.4	5.3	8.0	140	167	195	350	420	490
4	5U–V, H–5L, H–V, H–5R, 5D–V	16.8	9.6	16.5	24.0	380	449	520	950	1,130	1,295
5	5R–5U, 5R–5D, 10R–H	4.2	3.4	5.3	8.0	140	167	195	350	420	490
6	5D–10L, 5D–10R, 10D–V	2.4	2.1	3.6	5.5	85	100	115	210	251	290
7	10R–10U, 10R–10D, 20R–5U, 20R–H, 20R–5D	2.8	1.6	2.7	3.8	55	66	80	135	165	190
Maximum rear lamps only			15	20	25	300	360	420			

FIGURE 1.—Grouped photometric minimum candlepower requirements for devices using 1, 2, or 3 separately lighted compartments, or for 1, 2, or 3 lamps used in a single design location to perform a single function.

S5.12 A lamp designed to use either a type of bulb that has not been assigned a mean spherical candlepower rating by its manufacturer and is not listed in SAE Standard J573d, "Lamp Bulbs and Sealed Units," December 1968, or that is sealed within the lamp, shall meet the applicable requirements of this standard when used with any bulb of that type, with its filament positioned in accordance with S5.13 operated at the bulb's design voltage.

S5.13 A lamp shall meet the applicable requirements of this standard when tested with a bulb whose filament is positioned within 0.010 inch of the nominal design position specified in SAE Standard J573d, "Lamp Bulbs and Sealed Units," December 1968, or by the bulb manufacturer.

S5.14 [Reserved for deletion of front clearance lamps from trailers with a GVWR greater than 10,000 pounds, Docket No. 72–19; Notice 1]

S5.15 [Reserved for amended mobile home lighting requirements, Docket No. 72–22; Notice 1]

S6. *Required lighting equipment—headlighting.*

S6.1 (a) Each passenger car, multipurpose passenger vehicle, truck, and bus manufactured from September 1, 1974 to September 1, 1977, shall be equipped with a headlamp system comprised of the number and types of headlamps specified in Table I for Headlamp Systems A, B, C, D, or E. Each passenger car, multipurpose passenger vehicle, truck, and bus manufactured on or after September 1, 1977, shall be equipped with Headlamp System C, D, or E.

(b) Each motorcycle manufactured from September 1, 1974 to September 1, 1977, shall be equipped with a headlamp system comprised of the number and types of headlamps specified in Table I for Headlamp Systems F, G, H, I, or J, or a headlamp system that conforms to the requirements for motorcycle headlighting specified in SAE Recommended Practice J584a, "Motorcycle and Motor Driven Cycle Headlamps," May 1970. Each motorcycle manufactured on or after September 1, 1977, shall be equipped with Headlamp System F, H, or J.

TABLE I—HEADLAMP SYSTEMS

REQUIRED TYPES, SIZES, AND NUMBER OF HEADLAMPS

Headlamp systems	Headlamp type								
	1	2	2	3	4	5	6	7	8	9
	Headlamp diameter, inches									
	5¾	5¾	7	5¾	5¾	5¾	7	7	7	4½
A			2							
B	2	2								
C				2	1	1				
D							2			
E								1	1	
F										2
G			1							
H							1			
I				1		1				
J									1	

S6.2 Headlamp systems shall provide the following beam modes using the specified lamps:

(a) Headlamp System A shall provide a low-beam mode and a high-beam mode using two Type 2 headlamps for each beam mode.

(b) Headlamp System B shall provide a low-beam mode using two Type 2 headlamps, and a high-beam mode using two Type 2 headlamps and two Type 1 headlamps.

(c) Headlamp System C shall provide a low-beam mode using two Type 3 headlamps on low beam; a middle-beam mode using two Type 3 headlamps on low beam and a Type 4 headlamp on middle beam; and a high-beam mode using the two Type 3 headlamps and a Type 5 headlamp all on high beam and the Type 4 headlamp on middle beam.

(d) Headlamp System D shall provide a low-beam mode and a high-beam mode using two Type 6 headlamps for each beam mode.

(e) Headlamp System E shall provide a low-beam mode using one Type 7 and one Type 8 headlamp both on low beam; a middle-beam mode using the Type 7 headlamp on middle beam and the Type 8 headlamp on low beam; and a high-beam mode using the Type 7 headlamp on middle beam and the Type 8 headlamp on high beam.

(f) Headlamp Systems F through J shall provide a low-beam mode and a high-beam mode.

S6.2.1 Headlamp Systems A through D shall deactivate all low beams when the system is in high-beam mode. Such deactivation is optional for Headlamp Systems E through J.

S6.3 Each headlamp shall have a nominal rated voltage of 6, 12, or 24 volts. The beams provided by, and maximum wattage at test voltage of, each lamp type shall be as specified in Table II.

TABLE II

Headlamp type	Beam maximum wattage		
	High	Middle	Low
1	40		
2—5¾ inches	40		50
2—7 inches	55		45
3	50		50
4		60	
5	75		
6	65		50
7		60	50
8	80		50
9	30		30

S6.4 Each Type 1 headlamp and each Type 2 headlamp shall conform to SAE Standard J579a, "Sealed Beam Headlamp Units for Motor Vehicles," August 1965, except as specified herein. Each Type 3 through Type 9 headlamp shall conform to the requirements contained herein.

S6.5 The lens of each headlamp shall be embossed with the applicable type designation for the headlamp. The numeral shall be at least three-sixteenths of an inch in height, and shall be located on the vertical centerline of the lens as installed, above the horizontal centerline.

S6.6 To the extent necessary to permit installation, without attachment or removal of headlamp adapters or brackets, in a housing that conforms to S6.7, each headlamp except Type 9 shall conform to the dimensional requirements specified in SAE Standard J571b, "Dimensional Specifications for Sealed Beam Headlamp Units," April 1965, for headlamps with a diameter of 5¾ inches or 7 inches as applicable, except that the angles of the locating lugs shown in Figure 2 shall be those specified in Table III. Each Type 9 headlamp shall meet the dimensional specifications shown in Figure 2 of SAE Recommended Practice J760, "Dimensional Specifications for General Service Sealed Lighting Units," March 1961, except that (a) the angles of the locating lugs shown in Figure 2 of this standard shall be those specified in Table III, and (b) the electrical terminals and the size of the locating lugs shall be those specified for a Type 3 headlamp. The mechanical aiming plane of a Type 9 headlamp shall be capable of use with an adapter-equipped aiming device conforming to SAE Standard J602a, "Headlamp Aiming Device for Mechanically Aimable Sealed Beam Headlamp Units," July 1970.

FIGURE 2

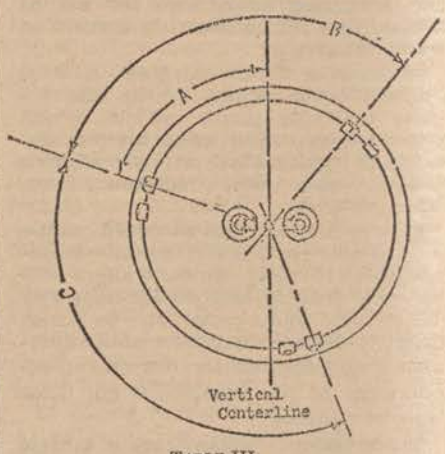


TABLE III

Type of headlamp	Diameter (inches)	Locating lug angles		
		A	B	C
1	5¾	70°±1°	110°±0°30′	130°±0°30′
2	5¾	70°±1°	100°±0°30′	130°±0°30′
2	7	70°±1°	100°±0°30′	130°±0°30′
3	5¾	70°±1°	100°±0°30′	120°±0°30′
4	5¾	70°±1°	120°±0°30′	130°±0°30′
5	5¾	70°±1°	110°±0°30′	110°±0°30′
6	7	70°±1°	110°±0°30′	130°±0°30′
7	7	70°±1°	120°±0°30′	130°±0°30′
8	7	70°±1°	130°±0°30′	130°±0°30′
9	4½	70°±1°	110°±0°30′	130°±0°30′

S6.7 Each headlamp housing shall be capable of:

(a) Retaining, seating, and permitting the aim and electrical connection of only one type of the Type 1 through Type 8 headlamps conforming, except for the angles of the locating lugs, to SAE Standard J571b, "Dimensional Specifications for Sealed Beam Headlamp Units," April 1965, while precluding the installation of any other type;

(b) Providing an independent aim adjustment of not less than ±4° in both the horizontal and vertical directions by a self-locking screw-thread method;

(c) Withstanding, for 30 seconds, a force of 50 pounds applied rearward, perpendicular to the aiming plane of an installed headlamp, through the geometric center of the headlamp, without permanent displacement at the headlamp in excess of 0.020 inch;

(d) Withstanding, for 30 seconds, a force applied vertically downward on an axis perpendicular to the aiming plane and through the geometric center of an installed headlamp that generates a torque of 24 pounds-inches (with respect to the headlamp aiming plane), without temporary or permanent change in the headlamp aim in excess of 0.20°; and

(e) (This requirement does not apply to Headlamp Systems F through J.) Withstanding, for 30 seconds, a force applied laterally inward on an axis perpendicular to the aiming plane and through the geometric center of an installed headlamp that generates a torque of 12 pounds-inches (with respect to the headlamp aiming plane), without temporary or permanent change in the headlamp aim in excess of 0.50°.

S6.8 Each headlamp housing shall conform to section E "Vibration," and section H "Corrosion," of SAE Standard J575e, "Tests for Motor Vehicle Lighting Devices and Components," August 1970 as installed on a vehicle and with a headlamp in place.

S6.9 Each headlamp shall have a mechanical aiming plane. When installed on a vehicle, each headlamp shall be capable of being mechanically aimed using a device conforming to SAE Recommended Practice J602a, "Headlamp Aiming Device for Mechanically Aimable Sealed Beam Headlamp Units," July 1970, without removal of ornamental trim rings or other parts, except that a headlamp cover or headlamp washer may be removed (see S7.9.1 and S7.10.3).

S6.9.1 An aimable pair of headlamps shall consist of pairs of headlamp types that provide (a) low beams, (b) high beams, or (c) a middle beam and a high beam.

S6.9.2 Each headlamp on a vehicle shall be aimed so that a line perpendicular to the lamp's aiming plane and passing through the geometric center of the lamp intersects a screen 25 feet forward of the aiming plane not more than 4 inches from a horizontal plane through the geometric center of the lamp, and not more than 4 inches from a vertical longitudinal plane through the geometric center of the lamp.

S6.10 Each headlamp shall be hermetically sealed and shall have a glass lens whose area is not less than 18 square inches, except that a Type 9 headlamp shall have a glass lens whose area is not less than 11 square inches.

S6.11 When headlamps are activated, a vehicle shall not have in front of the headlamp lens any glazing, or other material or item of equipment, except a headlamp cover or headlamp cleaning system conforming to S7.9 or S7.10 respectively.

S6.12 When tested according to S6.12.1, each headlamp shall provide, in the color white, the applicable photometric values specified below.

(a) Each Type 1 and Type 2 headlamp shall conform to the photometric values specified in SAE Standard J579a, "Sealed Beam Headlamp Units for Motor Vehicles," August 1965.

(b) Each Type 3, Type 4, and Type 5 headlamp shall provide the photometric values specified in Figures 4 through 11, as appropriate, when a line perpendicular to the lamp aiming plane and passing through the geometric center of the lamp intersects the intersection of the H and V axes on a screen 25 feet forward of the aiming plane.

(c) Each Type 6 through Type 9 headlamp shall provide the percentage of the photometric values specified in Figures 4 and 5 and 8 through 11, as appropriate, referenced in Table IV, when the headlamp is aimed as in (b) above.

TABLE IV

PERCENTAGE OF PHOTOMETRIC VALUES SPECIFIED IN FIGURES 4 AND 5 AND 8 THROUGH 11

Headlamp type	BEAM					
	Low		Middle		High	
	Figures					
	4	5	8	9	10	11
6	100	100			100	115
7	80	100	80	100		
8	100	100			100	100
9	70	100			70	100

S6.12.1 (a) Use the following direct current voltages as test voltages: 6.4 volts when the nominal rated voltage is 6 volts, 12.8 volts when the nominal rated voltage is 12 volts, and 25.6 volts when the nominal rated voltage is 24 volts.

(b) Season the headlamp for 1 hour at test voltage. Then operate the headlamp at test voltage at a distance of 60 feet from the photometer to determine the photometric output. The intersection of the H and V axes shall be on a line perpendicular to the mechanical aiming plane and passing through the geometric center of the lamp. The maximum angle increment between photometric test points for determination of isocandle curves shall be 0.55°.

S6.13 Each vehicle shall be equipped with either a manually operated or a combination manually and automatically operated switch to control the headlamps and all lamps required by S10.1, S10.5 (a), S10.6, and S10.7 to be activated when the headlamps are activated.

S6.13.1 Each such switch shall, when tested under the following conditions, be capable of completing 50,000 cycles, with an electrical load on each circuit that is not less than the total load imposed on the circuit by the headlighting system and other required lighting equipment controlled by the switch. The voltage drop from the switch input terminal of each circuit to the switch output terminal of each circuit shall not exceed 300 millivolts before or after the endurance test.

(a) Ambient temperature is 75° F.

(b) A cycle begins with the switch in an off position, continues through all switch positions except instrument lighting, and ends with the return to the off position. The cycle rate is not less than 12 and not more than 20 cycles per minute with a traveltime from one switch position to the next position of not less than 0.1 second and not more than 0.5 second. The dwell time in each position is not less than 0.4 second and not more than 0.5 second.

(c) The power supply conforms to the requirements of paragraph 5.3 of SAE Recommended Practice J564c, "Headlamp Beam Switching," June 1971.

S6.14 Headlamp beam switches shall meet the following requirements.

S6.14.1 Each beam switch with which the vehicle is provided shall conform to paragraphs 2 through 6 of SAE Recommended Practice J564c, "Headlamp Beam Switching," June 1971.

S6.14.2 Each passenger car, multipurpose passenger vehicle, truck, and bus manufactured between September 1, 1974 and September 1, 1977, that is equipped with Headlamp System C or E shall have either a beam switch that conforms to S6.14.3, or two beam switches that function as follows:

(a) The primary beam switch changes the headlamp beam mode from low to either middle or high, depending on the position of the auxiliary beam switch, and back to low.

(b) The auxiliary beam switch has two positions: "Middle" and "high." When the auxiliary beam switch is in the "middle" position, the primary beam switch changes the beam from low to middle to low, etc. When the auxiliary switch is in the "high" position, the primary beam switch changes the beam from low to high to low, etc.

S6.14.3 Each vehicle, manufactured on or after September 1, 1977, that is equipped with Headlamp System C or Headlamp System E shall have a headlamp beam switch that is manually operable, mounted upon the steering column, and provided with detented positions for activation of the three-beam modes. There shall be no detented positions other than the three-beam modes. The three-beam mode positions shall be low, middle, and high, in that order, as the switch is moved progressively in a single direction either upward, to the right, or toward the driver. If the switch activating the headlamps incorporates the headlamp beam switch, the movement required to deactivate the headlamps shall be in a differnt direction from the movement required to change the headlamp beam mode.

S6.14.4 If the headlamp beam switch is combined with the turn signal switch, the turn signal shall be operable in the left or right turn mode without causing any change in headlamp beam mode, when a force sufficient to activate the turn signal is applied in a direction that forms a 45° upward or downward angle with the plane of the direction of movement of the turn signal lever 1 inch from the outermost end of the turn signal lever.

S6.15 Each vehicle required to have headlighting shall be equipped with an indicator light, with an illuminated lens area of at least 0.025 square inch, that emits blue light only when the headlamps are in the high-beam mode. Each vehicle equipped with Headlamp System C or E shall also be equipped with an indicator light, with an illuminated lens area of at least 0.025 square inch, that emits yellow light only when the headlamps are in the middle-beam mode. The middle beam indicator light shall be located within 2 inches of or combined with the high beam indicator light. The indicator lights shall be visible to drivers under driving conditions when use of headlamps is required.

S6.16 *Motorcycle headlighting exceptions.* Sections S6.3, S6.5, S6.9, S6.10, and S6.12 do not apply to a headlighting system that conforms to the requirements for motorcycle headlighting specified in SAE Recommended Practice J584a, "Motorcycle and Motor Driven Cycle Headlamps," May 1970.

S7 *General requirements.*

S7.1 (a) Each lamp, reflective device, and item of associated equipment manufactured to replace any lamp, reflective device, and item of associated equipment on any vehicle to which this standard applies shall also conform to this standard.

(b) [Reserved for equipment marking and certification requirements, Docket No. 69–19; Notice 2]

S7.2 Plastic materials used for optical parts such as lenses and reflectors shall meet the requirements of SAE Recommended Practice J576c, "Plastic Materials for Use in Optical Parts, such as Lenses and Reflectors, of Motor Vehicle Lighting Devices," May 1970, except that plastic materials used as inner lenses or those covered by another material and not exposed directly to sunlight need not meet the requirements of paragraphs 3, 4, and 4.2 of SAE J576c.

S7.3 No additional lamp, reflective device, or other motor vehicle equipment shall be installed that impairs the effectiveness of lighting equipment required by this standard.

S7.4 Each school bus shall be equipped with a system of either:

(a) Four red signal lamps conforming to SAE Standard J887, "School Bus Red Signal Lamps," July 1964, and installed in accordance with that standard; or

(b) Four red signal lamps conforming to SAE Standard J887, "School Bus Red Signal Lamps," July 1964, and four yellow signal lamps conforming to that standard, except for their color, and except that their candlepower shall be at least 2½ times that specified for red signal lamps. The system of red and yellow lamps shall be installed in accordance with SAE Standard J887, except that;

(1) Each yellow signal lamp shall be located near each red signal lamp, at the same level, but closer to the vertical centerline of the bus; and

(2) The system shall be wired so that the yellow signal lamps are activated only by manual or foot operation and, if activated, are automatically deactivated and the red signal lamps automatically activated when the bus entrance door is opened.

S7.5 The color of the light emitted by a lamp when operated at test voltage shall lie within the applicable color coordinates below. Colors are expressed in terms of chromaticity coordinates according to the CIE (1931) standard colorimetric system. A tungsten lamp at 2854° Kelvin color temperature is used as standard source A. Color coordinates are as follows:

(a) White—

$X=0.310.$
$X=0.500.$
$Y=0.150+0.640X.$
$Y=0.440.$
$Y=0.50+0.750X.$
$Y=0.382.$

(b) Red—

$Y=0.335.$
$Y=0.992-X.$

(c) Yellow—

$Y=0.400.$
$X=0.570.$
$Y=0.990-X.$

The term "amber" used in any referenced or subreferenced SAE standard or recommended practice means the color "yellow."

(d) Blue—

$Y=0.065+0.805X.$
$Y=0.400-X.$
$X=0.133+0.600Y.$

(e) Green—

$X=0.360-0.080Y$
$X=0.650Y$
$Y=0.390-0.171X$

S7.6 SAE standards and recommended practices referred to in the SAE standards and recommended practices that are incorporated as requirements of this standard shall be included in these requirements in the form in which they appear in the 1972 edition of the SAE handbook.

S7.7 Phrases such as "it is recommended that," "recommendations" or "should be," appearing in any SAE standard or recommended practice referenced or subreferenced in this standard shall be read as setting forth mandatory requirements, except that the aiming pads on the lens face and the black area surrounding the signal lamps, recommended in SAE Standard J887, "School Bus Red Signal Lamps," July 1964, are not required.

S7.8 The electrical system on each motorcycle shall provide voltage at the headlamp and taillamp within the limits specified in SAE Recommended Practice J392, "Motorcycle and Motor Driven Cycle Electrical System (Maintenance of Design Voltage)," December 1969, except that on and after September 1, 1977, the headlamp electrical test load shall be a minimum of 60 watts.

S7.9 If a transparent headlamp cover is provided, it shall be manufactured of safety glazing in accordance with specifications AS1 or AS2 of American National Standard Z26.1–1966, with supplement Z26.1a–1969, titled, "Safety Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways," and shall in addition conform to the following requirements:

S7.9.1 The headlamp cover shall, by automatic or manual means not requiring any tools, provide access for application of a mechanical headlamp aimer which is in accordance with SAE Standard J602a, "Headlamp Aiming Device for Mechanically Aimable Sealed Beam Headlamp Units," July 1970.

S7.9.2 The headlighting system shall conform to all photometric requirements of this standard with the headlamp cover in place.

S7.9.3 Means shall be provided for removal of condensation from the interior surface of the headlamp cover at all points, with respect to the headlamp over which it is installed, for which headlamp photometric requirements are specified by this standard. Such means shall operate with or without activation of the headlamps, and shall be automatic or operate in conjunction with the windshield defrost/defog system.

S7.10 If a headlamp cleaning system is used, it shall as a minimum be installed for each headlamp providing a low beam and shall for each installed headlamp cleaner meet the following requirements.

S7.10.1 The cleaning system shall be operable by a vehicle operator seated in the driver's seat, utilizing a single control.

S7.10.2 The cleaning system shall provide a cleaning function at any vehicle speed between zero and 80 m.p.h. or maximum vehicle speed whichever is less.

S7.10.3 Each headlamp equipped with a cleaning system shall be mechanically aimable with a device conforming to SAE Standard J602a, "Headlamp Aiming Device for Mechanically Aimable Sealed Beam Headlamp Units," July 1970, with displacement or removal of cleaner components without the use of tools.

S7.10.4 Cleaner fluid containers shall have a capacity for not less than 25 cleaning cycles of all cleaner-equipped headlamps.

S7.10.5 When tested according to S7.10.6, the sum of the candlepower at test points H–V, 1½ D–2R, 1½ D–2L, H–5L, and H–5R of a headlamp equipped with a cleaning system shall be not less than:

(a) 95 percent of the sum of the measured candlepower at such test points, when a system is not in operation and when any exterior components of the cleaning system in front of a headlamp lens are placed in a horizontal position. In addition, under this condition the sum of the candlepower at test points H–5L,

H–V, and H–5R shall be not less than 40 percent of the sum of the measured candlepower at such test points.

(b) 50 percent of the sum of the measured candlepower at such test points, during operation of the system.

(c) 80 percent of the sum of the measured candlepower at such test points, after operation of the system.

S7.10.6 (a) Measure candlepower at test points H–V, 1½D–2R, 1½D–2L, H–5L, and H–5R. The sum of the candlepower is the reference base of 100 percent from which conformity is judged.

(b) If the cleaning system has exterior components, place them in front of the headlamp as close as possible to a horizontal position, and measure photometric output to determine compliance with S7.10.5(a).

(c) Activate cleaning system and determine compliance with S7.10.5(b).

(d) Formulate a mixture of the following ingredients and proportions: 9 parts silica sand (particle size 0–100 UM), 1 part vegetable carbon dust (particle size 0–100 UM), 0.2 part NACMC (sodium salt of carboxmethyl cellulose with a viscosity of 200 to 300 CP for a 2 percent solution at 20° C. and a degree of substitution of 0.6 to 0.7) and distilled water.

(e) Apply mixture to the headlamp until the sum of the candlepower at test points H–V, 1½D–2R, 1½D–2L, H–5L, and H–5R is 30 percent of the sum of the candlepower originally measured at such test points.

(f) Operate headlamp at test voltage for 1 hour to insure drying the mixture. Then, with the headlamp activated, operate the cleaning system for 30 seconds. If the system is manually operated, operate it 10 times within the 30-second period.

(g) Activate headlamp for 1 hour, then measure candlepower to determine compliance with S7.10.5(c).

(h) Follow the vehicle manufacturer's recommended procedures and recommendations in operating the system throughout the procedure.

S7.11 Headlamps shall be fixed, except for Type 1 and Type 5 headlamps, providing only a high beam, which may be steerable. The operation of steerable headlamps must conform to the following requirements.

(a) The steering angle of the headlamp shall have a ratio to the steering angle of the wheels that is accurate to within ±1.0° in any 5.0° headlamp steering increment.

(b) The maximum vertical deviation of the steerable headlamp beam shall be ±0.5° between maximum vehicle load and a load of only a 150-pound driver, when the headlamp beam is parallel to the longitudinal axis of the vehicle.

(c) Upon failure of any component that acts to steer a headlamp, the headlamp shall automatically move to the straight-ahead position.

(d) For purposes of headlamp aiming, a means shall be provided for positioning the steerable headlamps in a straight-ahead direction, independently of the steering mechanism of the vehicle.

S7.12 Supplemental headlamps used in conjunction with a required headlamp system must conform to the following requirements.

(a) High beam supplemental headlamps shall have a maximum design candlepower output such that, when all supplemental and required headlamps are activated, the sum of their maximum candlepowers shall not exceed 200,000. High beam supplemental headlamps shall be capable of activation only when the required high-beam system is activated.

(b) A vehicle shall not be equipped with supplemental headlamps providing a middle beam.

(c) A vehicle equipped with Headlamp System A, B, or D shall not be equipped with more than one supplemental headlamp providing a low beam. A vehicle equipped with any other headlamp system shall not be equipped with a low beam supplemental headlamp. Each supplemental headlamp providing a low beam shall conform to the requirements of a Type 4 headlamp for photometrics, mounting position, and mechanical aim capability.

S7.13 [Reserved for deletion of warpage test for plastic lenses used on lamps, Docket No. 69–18; Notice 10]

S8 *Location of required equipment.* Except as provided in S8.1 through S8.14, each lamp reflective device, and item of associated equipment shall be securely mounted on a rigid part of the vehicle, other than glazing, that is not designed to be removed except for repair, in accordance with the requirements and location specifications of Schedule I, II, or III as applicable.

S8.1 Each lamp and reflective device shall be located so that it meets the visibility requirements of this standard. Except as provided below, no part of the vehicle shall prevent any lamp or reflective device from meeting the photometric output requirements of this standard at any test point. If work-performing motor vehicle equipment such as a snowplow, wrecker boom, backhoe, or winch prevents any required lamp or reflective device from compliance with this paragraph, an auxiliary lamp or device meeting the requirements of this paragraph shall be provided.

S8.2 On each passenger car, multipurpose passenger vehicle, truck, bus, and trailer with an overall width in excess of 56 inches, manufactured on or after September 1, 1977, the horizontal distance between the optical axes of the outermost parking lamps, taillamps, and turn signal lamps, and the optical centers of rear reflex reflectors, located on the left and right sides of the vehicle respectively, shall be not less than 48 inches.

S8.3 On a truck tractor, the red rear reflex reflectors may be mounted on the back of the cab, but not less than 4 inches above the height of the rear tires.

S8.4 On a truck with a cab, the clearance lamps may be mounted on the cab to indicate the overall width of the cab, rather than located on the body to indicate the overall width of the vehicle.

S8.5 On a trailer, the yellow front side reflex reflectors and yellow front side marker lamps may be located as far forward as practicable exclusive of the trailer tongue.

S8.6 When the rear identification lamps are mounted at the extreme height of a vehicle, rear clearance lamps need not be located as close as practicable to the top of the vehicle.

S8.7 The center of the lens referred to in the installation requirements for backup lamps in SAE Standard J593d, "Backup Lamps," January 1971, is the optical center.

S8.8 On a vehicle with a front fender height less than 32 inches, the side turn signal lamps shall be mounted on the top surface of the fender.

S8.9 On each passenger car, multipurpose passenger vehicle, truck, bus, and trailer manufactured on or after September 1, 1977, a rear turn signal lamp shall be mounted so that its optical axis is on or outboard of a vertical longitudinal plane passing through the optical axis of the taillamp.

S8.10 On each passenger car, multipurpose passenger vehicle, truck, bus, and trailer manufactured on or after September 1, 1977, a stoplamp shall be mounted so that its optical axis is on or inboard of a vertical longitudinal plane passing through the optical axis of the taillamp and so that its optical axis is on or above a horizontal plane passing through the optical axis of either the taillamp or turn signal lamp, whichever is higher. The distance between the edge of the illuminated surface of the stoplamp and that of the turn signal lamp shall be not less than 5 inches, when measured as a projection on a vertical plane perpendicular to the longitudinal axis of the vehicle.

S8.11 Pairs of lamps or reflective devices shall be mounted symmetrically on each side of the vertical centerline of the vehicle.

S8.12 The 4-inch minimum spacing between a front turn signal lamp and the low-beam headlamp specified in SAE Standard J588e, "Turn Signal Lamps," September 1970, shall not apply to a motor vehicle on which the minimum candlepower values of the turn signal lamp are 2½ times those specified for yellow turn signal lamps in Table I of SAE Standard J588e.

S8.13 Headlamps shall be mounted at the front of the vehicle. Each pair of Type 1, 2, 3, and 6 headlamps and each pair combining Type 7 and 8 headlamps shall be mounted at the same height from the road surface. The mounting height of Type 2 or Type 3 headlamps shall not be less than the mounting height of any other headlamps on the vehicle. A Type 4 headlamp shall be mounted at the same height as a Type 5 headlamp.

S8.14 The geometric centers of Type 2 headlamps or Type 3 headlamps shall be vertically in line with or outboard of the geometric centers of any other headlamps. On each vehicle manufactured between September 1, 1974, and September 1, 1977, headlamps mounted in pairs

shall be mounted with their geometric centers as far apart as practicable. On or after September 1, 1977, Type 3 and Type 6 headlamps, and a combination system of Type 7 and Type 8 headlamps, shall be mounted with their geometric centers not less than 43 inches horizontally apart. Each Type 5 or Type 8 headlamp shall be mounted with its geometric center not less than 12 inches to the right of the vehicle longitudinal centerline, as viewed from the driver's seat. Each Type 4 or Type 7 headlamp shall be mounted the same distance left of the vehicle longitudinal centerline as the Type 5 headlamp is mounted to the right of the vehicle longitudinal centerline. This paragraph does not apply to motorcycles.

S9. *Equipment combinations.*

S9.1 Two or more lamps, reflective devices, or items of associated equipment may be combined if the requirements for each lamp, reflective device, and item of associated equipment are met, except that—

(a) A clearance lamp shall not be optically combined with a taillamp or identification lamp;

(b) A stoplamp shall not be optically combined with another lamp on any vehicle manufactured on or after September 1, 1977; and

(c) Combinations of headlamp types other than specified herein are not permitted.

S10. *Special wiring requirements.*

S10.1 The taillamps on each vehicle shall be activated when the headlamps are activated.

S10.2 The stoplamps on each vehicle shall be activated upon application of the service brakes.

S10.3 The hazard warning signal switch on each vehicle shall operate independently of the ignition or equivalent switch, and when activated, shall cause to flash simultaneously the side turn signal lamps and sufficient front and rear turn signal lamps on each side of the vertical centerline to meet the front and rear turn signal lamp photometric requirements of this standard.

S10.4 Each vehicle equipped with a turn signal switch shall also have an illuminated pilot indicator. Except for trucks, buses, or multipurpose passenger vehicles 80 or more inches in overall width, and for vehicles equipped to tow trailers, failure of one or more front or rear turn signal lamps to operate shall be indicated in accordance with SAE Standard J588e, "Turn Signal Lamps," September 1970.

S10.5 On motorcycles:

(a) When the headlamp is activated, the license plate lamp shall also be activated;

(b) Type 9 headlamp pairs (Headlamp System F) shall activate simultaneously in the same beam modes.

S10.6 On all passenger cars, and on multipurpose passenger vehicles, trucks, and buses less than 80 inches in overall width, when the parking lamps are activated, the taillamps, license plate lamps, and side marker lamps shall also be activated. When the headlamps are activated, all the foregoing lamp systems shall remain activated.

S10.7 On multipurpose passenger vehicles, trucks (except truck-tractors), and buses 80 or more inches in overall width, when the headlamps are activated the license plate lamps and side marker lamps shall also be activated.

S10.8 A steady burning lamp combined with a turn signal lamp shall be deactivated when the turn signal is flashing.

S10.9 When activated, turn signal lamps, hazard warning signal lamps, and schoolbus warning lamps shall flash, and all other lamps shall be steady-burning, except that side marker lamps may flash simultaneously with the turn signal lamps.

S10.10 Headlamp switching shall be so arranged that the sum of the maximum design candlepower of all headlamps, including supplemental headlamps, activated in any beam mode, does not exceed 200,000 candelpower.

S11 *Turn signal flashers; hazard warning signal flashers.* Each turn signal flasher and hazard warning signal flasher shall meet the following performance and durability requirements when tested in accordance with SAE Standard J823b, "Flasher Test Equipment," April 1968. The design load used in testing each flasher used as original motor vehicle equipment shall be the design current of the motor vehicle on which the flasher is installed. The design load used in testing each fixed-load flasher used as replacement motor vehicle equipment shall be stated by the flasher manufacturer as a single design load. The design load used in testing each variable-load flasher used as replacement motor vehicle equipment shall be stated by the flasher manufacturer as minimum and maximum design loads. The maximum design load shall be used to determine voltage drop (S11.1.2) and conformance to durability requirements (S11.2). The minimum and maximum design loads shall both be used to determine starting time (S11.1.1) and percent current "on" time (S11.1.3).

S11.1 *Performance requirements.*

S11.1.1 *Starting time.* When tested under the following conditions, the time required for closed contacts to open (on a flasher with normally closed contacts) or for open contacts to close and open again (on a flasher with normally open contacts) shall not exceed 2 seconds for a turn signal flasher, and 3 seconds for a hazard warning signal flasher.

(a) Ambient temperature is 75° F.

(b) Measurement of time starts when the voltage is initially applied.

(c) The design load is connected in the standard test circuit with the power source adjusted as specified in SAE Standard J823b.

(d) The test is run three times, each of which is separated by a cooling interval of 5 minutes, and the results are averaged to determine starting time.

S11.1.2 *Voltage drop.* When tested under the following conditions, the lowest voltage drop across a flasher shall not exceed 0.8 volt.

(a) Ambient temperature is 75° F.

(b) The design load is connected in the standard test circuit with the power source adjusted as specified in SAE Standard J823b.

(c) The voltage drop is measured between the input and the load terminals at the flasher and during the "on" period after the flasher has completed at least five consecutive cycles.

S11.1.3 *Flash rate and percent current "on" time.* The flash rate and the percent current "on" time of normally closed type flashers shall be within the unshaded portion of Figure 3 and those for normally open type flashers shall be within the entire rectangle of Figure 3, including the shaded areas.

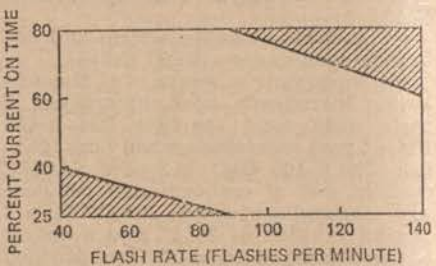


FIGURE 3

Each flasher shall meet these requirements under the following conditions:

(a) The flash rate and percent current "on" time are measured after the flasher has been operating for five consecutive cycles, and is calculated upon an average of not less than three consecutive cycles.

(b) For turn signal flashers, the operating tolerances apply over the combinations of bulb voltages and temperatures listed below as applicable:

(i) 12.8 or 6.4 volts; 75° F.

(ii) 12.0 or 6.0 volts; 0° F.

(iii) 15.0 or 7.5 volts; 0° F.

(iv) 11.0 or 5.5 volts; 125° F.

(v) 14.0 or 7.0 volts; 125° F.

(c) For hazard warning signal flashers, the operating tolerances apply over the combinations of bulb voltages and ambient temperatures listed below as applicable:

(i) 12.8 or 6.4 volts; 75° F.

(ii) 11.0 or 5.5 volts; 0° F.

(iii) 13.0 or 6.5 volts; 0° F.

(iv) 11.0 or 5.5 volts; 125° F.

(v) 13.0 or 6.5 volts; 125° F.

S11.2 *Durability requirements.*

S11.2.1 *Turn signal flashers.* Each turn signal flasher shall operate continuously for not less than 25 hours with the design load connected in the standard test circuit with the power source adjusted to apply 14 volts or 7.0 volts to the input terminals of the circuit. Each flasher shall then meet the requirements of paragraphs S11.1.1, S11.1.2, and S11.1.3 under the conditions of S11.1.3 (a) and (b)(i). The ambient temperature for the durability test is 75° F.

S11.2.2 *Hazard warning signal flashers.* Each hazard warning signal flasher shall operate continuously for not less than 12 hours with the design load con-

nected in the standard test circuit with the power source adjusted to apply 13 volts or 6.5 volts to the input terminals of the circuit. Each flasher shall then meet the requirements of paragraphs S11.1.1, S11.1.2, and S11.1.3 under the conditions of S11.1.3 (a) and (c) (i). The ambient temperature for the durability test is 75° F.

S11.3 *Combination flashers.* Each combination turn signal and hazard warning signal flasher shall meet the requirements of paragraphs S11.1 and S11.2 when tested in the following sequence:

(a) For performance as a turn signal flasher pursuant to paragraph S11.1;

(b) For performance as a hazard warning signal flasher pursuant to paragraph S11.1;

(c) For durability as a turn signal flasher pursuant to paragraph S11.2.1; and

(d) For durability as a hazard warning signal flasher pursuant to paragraph S11.2.2.

SCHEDULE I—LIGHTING EQUIPMENT REQUIREMENTS

PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS AND BUSES

Item	Number and color	Applicable SAE standard or recommended practice	Location	Height above road surface [1]
Taillamps	2 red	J585d, August 1970	On the rear—1 on each side of the vertical centerline, at the same height, and as close to the edge of the vehicle as practicable.	Not less than 15 inches, nor more than 72 inches.
Stoplamps	do	J586c, August 1970	do	Do.
License plate lamp	1 white	J587d, March 1969	At rear license plate	No requirement.
Reflex reflectors	4 red; 2 yellow.	J594e, March 1970	On the rear—1 red on each side of the vertical centerline, at the same height, and as close to the edge of the vehicle as practicable. On each side—1 red as far to the rear as practicable, and 1 yellow as far to the front as practicable.	Not less than 15 inches, nor more than 60 inches.
Backup lamp	1 white	J593d, January 1971	On the rear	No requirement.
Turn signal lamps	2 red; 2 yellow.	J588e, September 1970.	At or near the front—1 yellow on each side of the vertical centerline at the same height and as close to the edge of the vehicle as practicable. On the rear—1 red on each side of the vertical centerline, at the same height, and as close to the edge of the vehicle as practicable.	Not less than 15 inches, nor more than 83 inches.
Side turn signal lamps	2 yellow	J914, October 1968	On each side—1 yellow within 3 feet of the extreme front edge of the vehicle.	Not less than 32 inches, nor more than 72 inches.
Side marker lamps	2 red; 2 yellow.	J592d, December 1970.	On each side—1 red as far to the rear as practicable, and 1 yellow as far to the front as practicable.	Not less than 15 inches.
Turn signal operating switch [2].	1 Class A	J589b, June 1971		
Vehicular hazard warning signal switch.	1	J910b, June 1971		
Intermediate side marker lamps [3]	2 yellow	J592d, December 1970.	On each side—1 yellow located at or near the midpoint between the front and rear marker lamps.	Do.
Intermediate side reflex reflectors [3]	do	J594e, March 1970	On each side—1 yellow located at or near the midpoint between the front and rear side reflex reflectors.	Not lees than 15 inches, nor more than 60 inches.
Parking lamps [4]	do	J222, December 1970	On the front—1 on each side of the vertical centerline, at the same height, and as close to the edge of the vehicle as practicable.	Do.
Identification lamps [5]	3 yellow; 3 red.	J592d, December 1970.	On the front and rear—3 lamps, yellow in front, red in rear, as close as practicable to the top of the vehicle, at the same height, as close as practicable to the vertical centerline with lamp centers spaced not less than 6 inches or more than 12 inches apart.	On the front only—No part of the lamps or mountings shall extend below the top of the vehicle's windshield.

See footnotes at end of table.

SCHEDULE I—LIGHTING EQUIPMENT REQUIREMENTS—Continued

Item	Number and color	Applicable SAE standard or recommended practice	Location	Height above road surface [1]
Clearance lamps [5]	2 yellow; 2 red.	do	On the front and rear—2 yellow lamps on front, 2 red lamps on rear, to indicate the overall width of the vehicle, one on each side of the vertical centerline, at the same height, and as near the top thereof as practicable.	No requirement.

[1] Measured from center of item on vehicle at curb weight.
[2] Class B switches may be used on passenger cars, and on multipurpose passenger vehicles, trucks and buses less than 80 inches in overall width.
[3] Required only on vehicles 30 feet or greater in overall length.
[4] Required only on passenger cars, and on multipurpose passenger vehicles, trucks, and buses less than 80 inches in overall width.
[5] Required only on multipurpose passenger vehicles, trucks, and buses 80 or more inches in overall width.

SCHEDULE II—LIGHTING EQUIPMENT REQUIREMENTS

TRAILERS

Item	Number and color	Applicable SAE standard or recommended practice	Location	Height above road surface [1]
Taillamps	2 red	J585d, August 1970	On the rear, 1 on each side of the vertical certerline, at the same height, and as close to the edge of the vehicle as practicable.	Not less than 15 inches, nor more than 72 inches.
Stop lamps	do	J586c, August 1970	do	Do.
License plate lamp	1 white	J587d, March 1969	At rear license plate	No requirement.
Turn signal lamps	2 red	J588e, September 1970.	On the rear—1 red on each side of the vertical centerline, at the same height, and as close to the edge of the vehicle as practicable.	Not less than 15 inches, nor more than 83 inches.
Side marker lamps	2 red; 2 yellow.	J592d, December 1970.	On each side—1 red as far to the rear as practicable, and 1 yellow as far to the front as practicable.	Not less than 15 inches.
Intermediate side marker lamps. [2]	2 yellow	do	On each side—1 yellow located at or near the midpoint between the front and rear marker lamps.	Do.
Intermediate side reflex reflectors. [2]	do	J594e, December 1970.	On each side—1 yellow located at or near the midpoint between the front and rear side marker reflectors.	Not less than 15 inches, nor more than 60 inches.
Identification lamps. [3]	3 red	J592d, December 1970.	On the rear—3 red lamps as close as practicable to the top of the vehicle, at the same height, as close as practicable to the vertical centerline, with lamp centers spaced not less than 6 inches or more than 12 inches apart.	No requirement.
Clearance lamps [3]	2 yellow; 2 red.	do	On the front and rear—2 yellow lamps on front, 2 red lamps on rear, to indicate the overall width of the vehicle, one on each side of the vertical centerline, at the same height, and as near the top thereof as practicable.	Do.
Reflex reflectors	4 red; 2 yellow.	J594e, March 1970	On the rear—1 red on each side of the vertical centerline, at the same height, and as close to the edge of the vehicle as practicable. On each side—1 red as far to the rear as practicable, and 1 yellow as far to the front as practicable.	Not less than 15 inches, nor more than 60 inches. Do.

[1] Measured from center of item on vehicle at curb weight.
[2] Required only on trailers 30 feet or greater in overall length.
[3] Required only on trailers 80 or more inches in overall width.

SCHEDULE III—LIGHTING EQUIPMENT REQUIREMENTS

MOTORCYCLES

Item	Number and color	Applicable SAE standard or recommended practice	Location	Height above road surface [1]
Taillamp	1 red	J585d, August 1970.	On the rear—on the vertical centerline except that if 2 are used, they shall be symmetrically disposed about the vertical centerline.	Not less than 15 inches, nor more than 72 inches.
Stoplamp	1 red	J586c, August 1970.	----do----	Do.
License plate lamp.	1 white	J587d, March 1969	At rear license plate	No requirement.
Reflex reflectors	3 red; 2 yellow	J594e, March 1970	On the rear—1 red on the vertical centerline except that, if 2 are used on the rear, they shall be symmetrically disposed about the vertical centerline. On each side—1 red as far to the rear as practicable, and 1 yellow as far to the front as practicable.	Not less than 15 inches, nor more than 60 inches.
Turn signal lamps.	2 red; 2 yellow Alternate proposal: 4 yellow (if red is adopted as the sole color for rear turn signals on other motor vehicles).	J588e, September 1970.	At or near the front—1 yellow on each side of the vertical centerline at the same height, and having a minimum horizontal separation distance (centerline to centerline of lamps) of 16 inches. Minimum edge to edge separation distance between lamp and headlamps is 4 inches. At or near the rear—1 red on each side of the vertical centerline, at the same height and having a minimum horizontal separation distance (centerline to centerline of lamps) of 9 inches. Minimum edge to edge separation distance between lamp and tail or stop lamp is 4 inches.	Not less than 15 inches, nor more than 83 inches.
Turn signal switch.	1 Class B	J589b, June 1971		

[1] Measured from center of item on vehicle at curb weight.

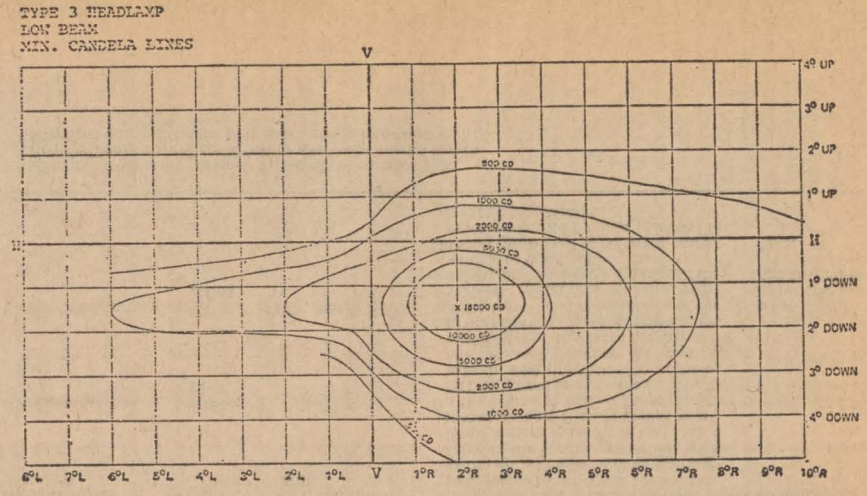


FIGURE 4

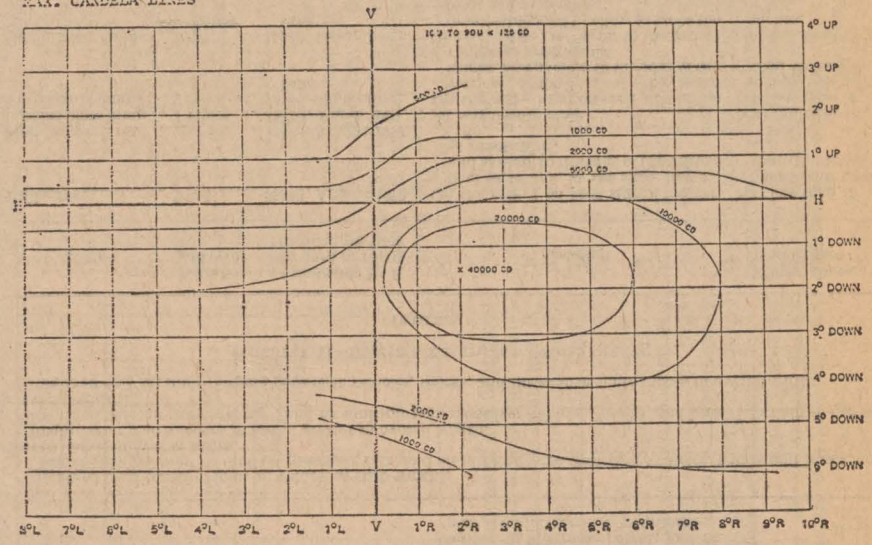


FIGURE 5

TYPE 3 HEADLAMP
HIGH BEAM
MIN. CANDELA LINES

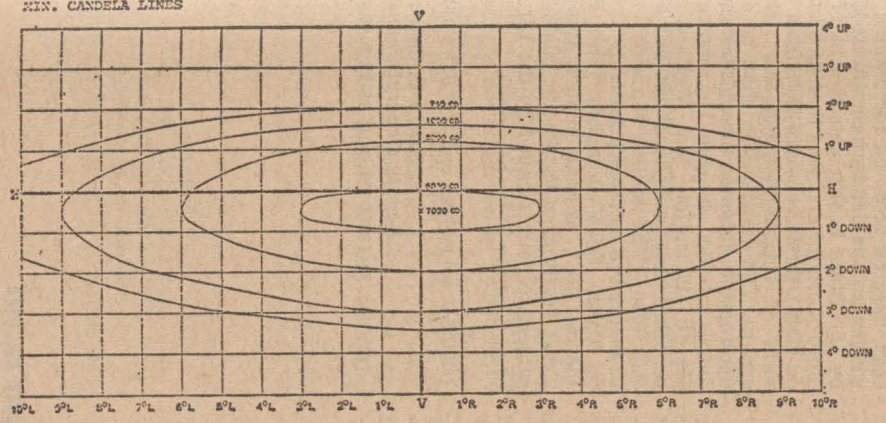


FIGURE 6

TYPE 3 HEADLAMP
HIGH BEAM
MAX. CANDELA LINES

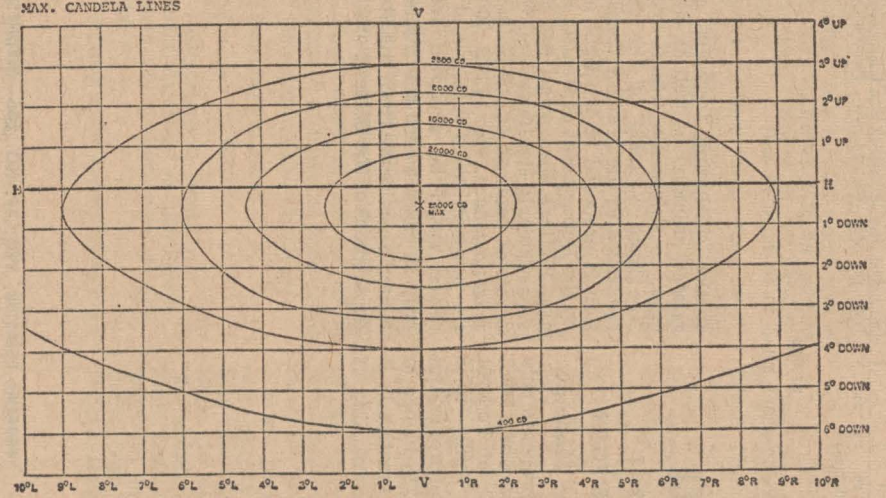


FIGURE 7

TYPE 4 HEADLAMP
MIDDLE BEAM
MIN. CANDELA LINES

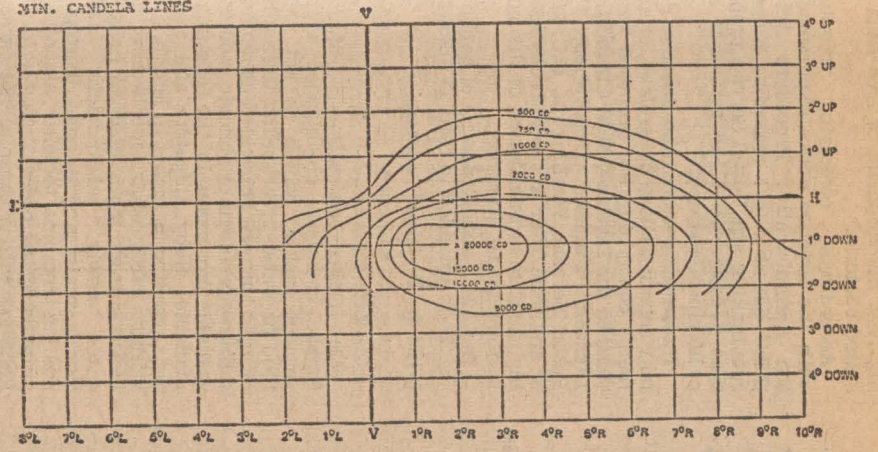


FIGURE 8

TYPE 4 HEADLAMP
MIDDLE BEAM
MAX. CANDELA LINES

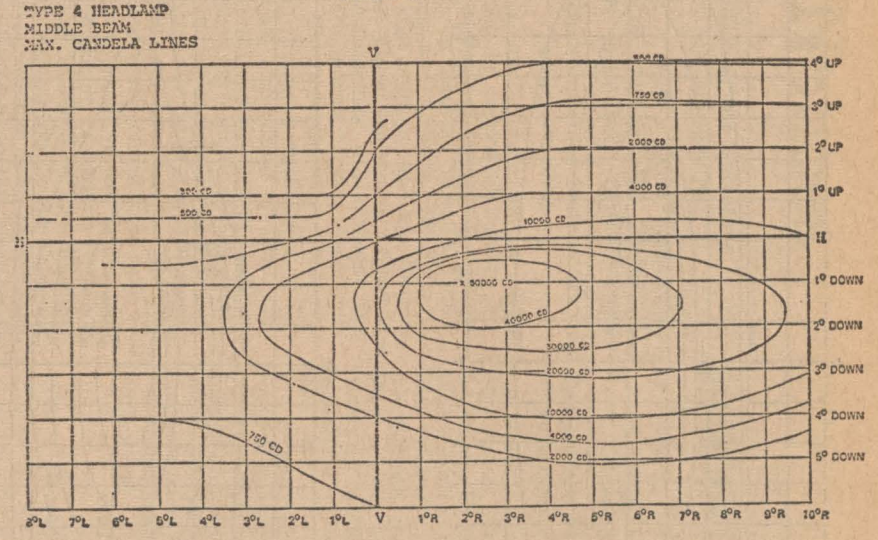


FIGURE 9

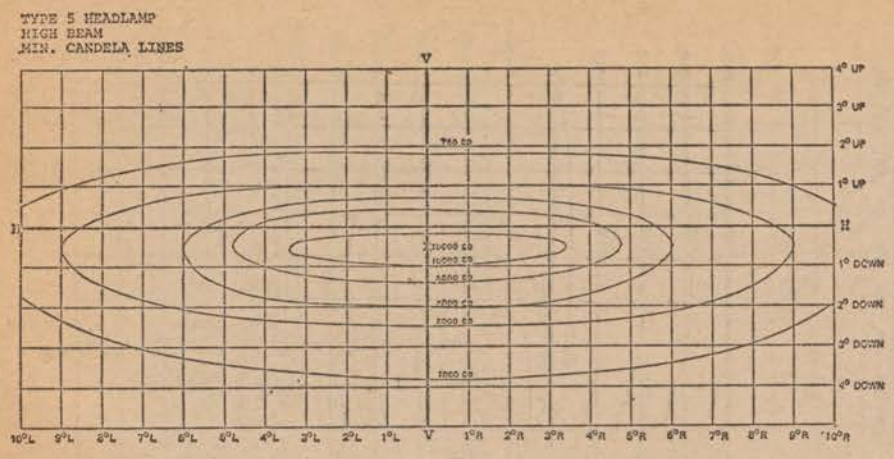


FIGURE 10

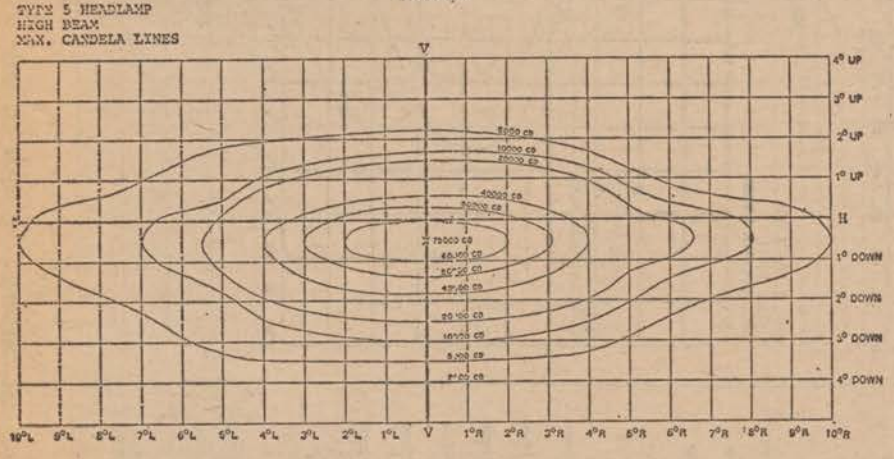


FIGURE 11

[FR Doc.72-18011 Filed 10-18-72;10:13 am]

POSTAL SERVICE

[39 CFR Part 124]

TURTLES AND TURTLE EGGS

Proposed Restrictions on Mailings

Notice is hereby given of proposed rule making consisting of a revision of § 124.3 (c) (2) (i) of Title 39, Code of Federal Regulations. Among other things it is there provided that baby terrapins and baby turtles not exceeding 2½ inches in length constitute mailable matter. It is now proposed to restrict the mailing of turtles (including terrapins and other related animals) as well as viable turtle eggs, to shipments which are certified free from bacteria of the genus *Salmonella* and the genus *Arizona*. This action is proposed in the light of findings by the Department of Health, Education, and Welfare that small pet turtles are a particularly significant source and reservoir of bacteria of the *Salmonella* and *Arizona* genera. (See 37 F.R. 7005.) Under the proposal small turtles and their relatives would be accepted for mailing only in cases where the mailer has obtained a certificate from the State health department of the State of origin certifying that his shipment is free from the stated bacteria.

Accordingly, complying voluntarily with the advance notice requirement of the Administrative Procedure Act (5 U.S.C. 553 (b), (c)) regarding proposed rule making, the Postal Service proposes that § 124.3(c) (2) (i) be revised to read as hereinafter stated.

Interested persons who desire to do so may submit written data, views, or arguments concerning the proposed regulations to the Director, Mail Classification Division, Finance Department, U.S. Postal Service, Washington, D.C. 20260, at any time prior to the 30th day following the date of publication of this notice in the FEDERAL REGISTER.

In § 124.3, subdivision (i) of paragraph (c) (2) is amended to read as follows:

§ 124.3 Perishable matter.

* * * * *

(c) *Live animals.* * * *

(2) *Other animals*—(i) *Mailable.* Small, harmless, coldblooded animals (except snakes) which do not require food or water or attention during handling in the mail and which do not create sanitary problems or obnoxious odors are mailable. For example, the following are mailable: Baby alligators and cayman not exceeding 20 inches in length, bloodworms, earthworms, mealworms, chameleons, frogs, toads, goldfish, hellgrammites, newts, salamanders, leeches, lizards, snails, and tadpoles. Turtles (including terrapins, tortoises, and all other animals of the order *Testudinata*, Class *Reptilia*) with a carapice not exceeding 2½ inches in length, and viable turtle eggs, may be accepted for mailing only when accompanied by a certificate issued by the State health department of the State of origin certifying that such turtles or viable turtle eggs are free from bacteria of the *Salmonella* and *Arizona* genera. The certification shall be based upon results obtained through test procedures specified by the Department of Health, Education, and Welfare. (See proposed test procedures set out at 37 F.R. 7006.) The mailing containers shall be marked in bold block letters: "Turtles or Turtle Eggs—Complies With PSM, 124.3(c) (2)". Animals mailed into the Trust Territory of the Pacific Islands are subject to permit issued by the Director of Agriculture of that territory.

* * * * *

(39 U.S.C. 401, 404(1), and 18 U.S.C. 1716)

ROGER P. CRAIG,
Deputy General Counsel.

[FR Doc. 72-18229 Filed 10-24-72;8:49 am]

Notices

DEPARTMENT OF STATE

Agency for International Development

AMERICAN COMMITTEE FOR SHAARE ZEDEK HOSPITAL IN JERUSALEM

Registration as Voluntary Foreign Aid Agency

In accordance with the regulations of the Agency for International Development concerning Registration of Agencies for Voluntary Foreign Aid (AID Regulation 3) 22 CFR Part 203, promulgated pursuant to section 621 of the Foreign Assistance Act of 1961, as amended, notice is hereby given that a certificate of registration as a voluntary foreign aid agency has been issued by the Advisory Committee on Voluntary Foreign Aid of the Agency for International Development to the following agency:

American Committee for Shaare Zedek Hospital in Jerusalem, 135 West 41st Street, Suite 714, New York, NY 10036.

Dated: October 12, 1972.

JAROLD A. KIEFFER,
Assistant Administrator, Bureau for Population and Humanitarian Assistance.

[FR Doc.72-18130 Filed 10-24-72;8:46 am]

INTERNATIONAL VOLUNTARY SERVICES, INC.

Registration as Voluntary Foreign Aid Agency

In accordance with the regulations of the Agency for International Development concerning Registration of Agencies for Voluntary Foreign Aid (AID Regulation 3) 22 CFR Part 203, promulgated pursuant to section 621 of the Foreign Assistance Act of 1961, as amended, notice is hereby given that a certificate of registration as a voluntary foreign aid agency has been issued by the Advisory Committee on Voluntary Foreign Aid of the Agency for International Development to the following agency:

International Voluntary Services, 1555 Connecticut Avenue NW., Washington, DC 20036.

Dated: October 12, 1972.

JAROLD A. KIEFFER,
Assistant Administrator, Bureau for Population and Humanitarian Assistance.

[FR Doc.72-18160 Filed 10-24-72;8:48 am]

Office of the Secretary

[Public Notice 370]

LIABILITY AND COMPENSATION FOR OIL POLLUTION DAMAGE; OCEAN DUMPING CONVENTION

Draft Environmental Statements; Public Meeting

Notice is hereby given that a public meeting will be conducted by the Department of State on October 26, 1972, at 10:30 a.m. in Hearing Room C, Office of Hearings and Appeals, U.S. Department of the Interior, Ballston Towers No. 3, 4015 Wilson Boulevard, Arlington, Va. These hearings will consider the draft environmental impact statements issued by the Department of State on:

(a) The proposed ratification of the International Convention on Civil Liability for Oil Pollution Damage and the International Convention on the Establishment of an International Fund or Compensation for Oil Pollution Damage, and the proposed enactment of the Act to implement these conventions; and

(b) The proposed draft Convention for the Prevention of Marine Pollution by Dumping produced by the Intergovernmental Meeting on Ocean Dumping at Reykjavik, Iceland, from April 10–15, 1972, as amended in certain respects at the Intergovernmental Meeting on Ocean Dumping at London on May 30 and 31, 1972. The proposed Ocean Dumping Convention will be the subject of a plenipotentiary conference to be held in London between October 30 and November 10, 1972.

Notification concerning the availability of these statements has appeared in the FEDERAL REGISTER (37 F.R. 19168, September 19, 1972, and 37 F.R. 21449, October 11, 1972), and persons desiring copies may obtain them from the National Technical Information Service of the Department of Commerce, Springfield, Va. 22151. The identifying NTIS numbers for the statements related to the oil pollution and ocean dumping conventions respectively are EIS–AA–72–5231–D and EIS–AA–72–5377–D.

Persons desiring to submit any comments on the statements at the public meeting are encouraged to do so in writing and are requested to notify the Office of Environmental Affairs (SCI/EN), Department of State, of their plans to attend (telephone 202—632–9169).

For the Secretary of State.

Dated: October 12, 1972.

CHRISTIAN A. HERTER, Jr.,
Special Assistant to the Secretary for Environmental Affairs.

[FR Doc.72-18112 Filed 10-24-72;8:46 am]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

ADMINISTRATIVE OFFICER, CANON CITY, COLO.

Delegation of Authority Regarding Procurement and Contracting

A. Pursuant to delegation of authority contained in Bureau Manual 1510.03B2d, the Chief, Division of Administration/Administrative Officer, Canon City District, Colorado, is authorized:

1. To enter into contracts with established sources for supplies and services, excluding capitalized and major noncapitalized equipment, not to exceed $500, and

2. To enter into contracts on the open market for supplies and services, excluding capitalized and major noncapitalized equipment, not to exceed $500 per transaction, provided the requirement is not available from established sources.

B. This authority may not be further redelegated.

RICHARD D. MCELDERY,
District Manager.

[FR Doc.72-18131 Filed 10-24-72;8:46 am]

[A-6898]

ARIZONA

Proposed Withdrawal and Reservation of Lands

The Forest Service, U.S. Department of Agriculture, has filed an application, Serial Number A-6898, for the withdrawal of lands from location and entry under the general mining laws, but not the mineral leasing laws, subject to valid existing rights.

The applicant desires the lands described under O'Haco Lookout Administrative Site for continued use as a lookout tower. The lands described under the Heber Job Corps Center are needed as they are presently occupied as living quarters and training facilities for 250 young men and necessary staff. Lands described under Bear Canyon Lake Recreation and Chevelon Canyon Lake Recreation Areas are necessary for the expansion of their present recreation facilities to accommodate the growing needs of the public. All sites are situated in the Sitgreaves National Forest and are in aid of the Department's program.

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, 3022 Federal Building, Phoenix, Ariz. 85025.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

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.

The lands involved in the application are:

GILA AND SALT RIVER MERIDIAN, ARIZONA

O'HACO LOOKOUT ADMINISTRATIVE SITE

T. 12 N., R. 12 E.,
Sec. 10, SE¼SE¼NW¼.

The area described aggregates 10 acres.

BEAR CANYON LAKE RECREATION AREA

T. 12 N., R. 13 E.,
Sec. 20, S½SW¼, SW¼SE¼, and W½SE¼SE¼;
Sec. 29, W½E½E½, W½NE¼, NW¼, N½SW¼, SE¼SW¼, and W½SE¼;
Sec. 32, NW¼NE¼, and NE¼NW¼.

The area described aggregates 740 acres.

CHEVELON CANYON LAKE RECREATION AREA

T. 13 N., R. 14 E.,
Sec. 14, W½NW¼SW¼, S½S½, E½NW¼SE¼, and NE¼SE¼;
Sec. 15, E½E½SE¼;
Sec. 23, lots 1 and 2, NE¼, N½NW¼, E½SE¼NW¼, E½NE¼SW¼, W½SE¼ and 14.44 acres of HES 197 in E½E½SE¼;
Sec. 24, lots 1 and 2, S½SW¼NE¼, NW¼, E½SW¼, SW¼SE¼, and 14.91 acres of HES 197 in W½W½SW¼;
Sec. 25, 3.07 acres of HES 197 in NW¼NW¼NW¼;
Sec. 26, E½.

The area described aggregates approximately 1,423.07 acres more or less.

HEBER JOB CORPS CONSERVATION CENTER ADMINISTRATIVE SITE

T. 12 N., R. 16 E.,
Sec. 20, N½SE¼, SW¼SE¼, N½SE¼SE¼, and SW¼SE¼SE¼.

The area described aggregates 150 acres.

The total areas described above aggregate approximately 2,323.07 acres within the Sitgreaves National Forest.

This proposed withdrawal will not alter the applicability of the public land laws governing the use of the lands under lease, license, or permit, or govern the disposal of their mineral or vegetative resources other than under the mining laws.

Dated: October 17, 1972.

JOE T. FALLINI,
State Director.

[FR Doc.72-18132 Filed 10-24-72;8:46 am]

Office of Hearings and Appeals

PROPOSED PROTOTYPE OIL SHALE LEASING PROGRAM

Extension of Time for Comments on Draft Environmental Impact Statement

The time within which written comments on the "Draft Environmental Statement for the Proposed Prototype Oil Shale Leasing Program," prepared pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969 (42 U.S.C. 4332(2)(C) (1970)), is hereby extended from October 23, 1972, to November 7, 1972.

At the request of interested parties, the time period for submission of comments has been extended to give the general public additional opportunity to review the draft environmental statement. Accordingly, interested parties may submit written comments, suggestions, or objections to the Director, Office of Hearings and Appeals, 4015 Wilson Boulevard, Arlington, VA 22203, at any time prior to the close of business, November 7, 1972.

Dated: October 20, 1972.

JAMES M. DAY,
Director,
Office of Hearings and Appeals.

[FR Doc.72-18222 Filed 10-24-72;8:49 am]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

GRAIN INSPECTION

Chicago, Ill. Inspection Point

Statement of considerations. On June 30, 1972, there was published in the FEDERAL REGISTER (37 F.R. 12980) a notice announcing: (1) That effective July 1, 1972, the Illinois Department of Agriculture would no longer provide official grain inspection services under the U.S. Grain Standards Act (7 U.S.C. 71 et seq.) at Chicago, Ill.; (2) that applications had been received for designation to operate the official grain inspection agency at Chicago, Ill., from the Chicago Grain Inspection Bureau, Chicago; the Illinois Grain Inspection Service Corp., Chicago; and the Milwaukee Grain Exchange, Milwaukee, Wis.; and (3) that the Chicago Grain Inspection Bureau was designated by the Department to operate the official grain inspection agency in Chicago, Ill., on an interim basis pending a final determination of the matter.

Inspection organizations, members of the grain trade, and other interested persons were given until July 31, 1972, to make application for designation and to submit written data, views, or arguments with respect to the designation of an official inspection agency at Chicago.

The Illinois Department of Agriculture filed an application for designation as the official inspection agency, and submitted related supporting documents including comments from several individuals who were or are employed by the State department of agriculture. In addition, 24 other comments were received in response to the notice in the FEDERAL REGISTER. Sixteen of the comments recommended that the Chicago Grain Inspection Bureau be designated to operate the official grain inspection agency at Chicago. Eight comments did not specifically recommend any agency. No recommendations were received from the grain trade in support of the Illinois Department of Agriculture, Springfield, Ill.; nor were any recommendations received for the Illinois Grain Inspection Service Corp., Chicago, Ill., or the Milwaukee Grain Exchange, Milwaukee, Wis.

All applicants for designation to operate the official inspection agency at Chicago were found to have met the prerequisites for designation set forth in § 26.96 of the regulations (7 CFR 26.96), and to have filed a proper application for designation as specified in § 26.97 of the regulations (7 CFR 26.97). The Chicago Grain Inspection Bureau was found to be qualified and competent for designation. In addition, its application for designation was supported by the majority of the users of the service who filed comments. Therefore, after due consideration of all submissions made pursuant to the notice of June 30, 1972, and all other relevant matters, and pursuant to the authority contained in sections 3(m) and 7(f) of the U.S. Grain Standards Act (7 U.S.C. 75(m) and 79(f)), the Chicago Grain Inspection Bureau is hereby designated as the official grain inspection agency at Chicago, Ill.

Effective date. This notice shall become effective 30 days after publication in the FEDERAL REGISTER.

Done in Washington, D.C., on October 18, 1972.

JOHN C. BLUM,
Acting Administrator.

[FR Doc.72-18120 Filed 10-24-72;8:46 am]

GRAIN INSPECTION

Guymon, Okla. Inspection Point

Statement of considerations. No person or agency is presently designated under section 3(m) of the U.S. Grain Standards Act (7 U.S.C. 75(m)) to operate an official grain inspection agency at Guymon, Okla.

The Guymon Grain Exchange, Inc., Guymon, Okla., has applied for designation (in accordance with section 26.97 of the regulations (7 CFR 26.97) under the U.S. Grain Standards Act) to operate an official grain inspection agency at Guymon, Okla. This application does not preclude other interested agencies and persons from making similar applications.

Other interested persons are hereby given opportunity to make application for designation to operate an official inspection agency at Guymon, Okla., according to the requirements in section 26.97 of the regulations (7 CFR 26.97) under the U.S. Grain Standards Act.

NOTE: Section 7(f) of the Act (7 U.S.C. 79(f)) generally provides that not more than one inspection agency shall be operative at any one time for any one city, town, or other area.

Members of the grain industry who wish to submit views and comments are requested to include the name of the Person or agency which they recommend to be designated to operate an official inspection agency at Guymon, Okla.

Opportunity is hereby afforded all interested persons to submit written data, views, or arguments with respect to this matter to the Hearing Clerk, U.S. Department of Agriculture, Washington, D.C. 20250. All written submissions shall be in duplicate and shall be mailed to the Hearing Clerk not later than 30 days after this notice is published in the FEDERAL REGISTER. All submissions made pursuant to this notice will be made available for public inspection at the Office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)). Consideration will be given to the written data, views, or arguments so filed with the Hearing Clerk and to other information available to the U.S. Department of Agriculture before final determination is made with respect to this matter.

Done in Washington, D.C., on October 19, 1972.

JOHN C. BLUM,
Acting Administrator.

[FR Doc.72-17939 Filed 10-24-72;8:45 am]

DEPARTMENT OF COMMERCE

Maritime Administration

OPERATING-DIFFERENTIAL SUBSIDY AGREEMENTS

Adoption of Additional New Standard Part II Form

Notice is hereby given that the Maritime Subsidy Board on this date adopted an additional new form of Standard Part II to the Operating-Differential Subsidy Agreements. Adoption of other new forms of Standard Part II was noticed in the FEDERAL REGISTER on August 3, 1972 (37 F.R. 15528).

The new form is identified as Standard Part II-A(5). Its development was characterized by full disclosure of all drafts to, and full consideration of all comments by, counsel representing the only two existing subsidized operators which were eligible to, and in fact did, elect its use.

Copies of Standard Part II-A(5) are available from the Secretary, Maritime Subsidy Board, Maritime Administration, Room 3099, Department of Commerce Building, 14th and E Streets, NW., Washington, D.C. 20235.

Dated: October 18, 1972.

By order of the Maritime Subsidy Board/Maritime Administration.

JAMES S. DAWSON, Jr.,
Secretary.

[FR Doc.72-18108 Filed 10-24-72;8:45 am]

WILMINGTON TRUST CO.

Notice of Approval as Trustee

Notice is hereby given that Wilmington Trust Co., with offices at 10th and Market Streets, Wilmington, Del., has been approved as Trustee pursuant to Public Law 89-346 and 46 CFR 221.21-221.30.

Dated: October 16, 1972.

BURT KYLE,
Chief, Office of Domestic Shipping.

[FR Doc.72-18109 Filed 10-24-72;8:45 am]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Education

NATIONAL ADVISORY COUNCIL ON EXTENSION AND CONTINUING EDUCATION

Notice of Public Meeting

Notice is hereby given, pursuant to Executive Order 11671 that the next meeting of the National Advisory Council on Extension and Continuing Education will be held on November 16 and 17, 1972, at 9 a.m., local time, at the Holiday Inn in Williamsburg, Va.

The National Advisory Council on Extension and Continuing Education is authorized under Public Law 89-329. The Council is directed to advise the Commissioner of Education in the preparation of general regulations and with respect to policy matters arising in the administration of title I, and to report annually to the President on the administration and effectiveness of all federally supported extension and continuing education programs, including community service programs.

The meeting of the Council shall be open to the public. Complete agenda and records shall be kept of all Council proceedings and they will be available for public inspection at the Office of the Council's Executive Director, located in Room 710, 1325 G Street NW., Washington, DC.

EDWARD KIELOCK,
Executive Director.

OCTOBER 11, 1972.

[FR Doc.72-18106 Filed 10-24-72;8:45 am]

VOCATIONAL EDUCATION

Closing Date for Receipt of Applications for Research and Development Programs in Vocational Education, Fiscal 1973 Funds

The Vocational Education Act of 1963, Public Law 88-210, as amended by Public Law 90-576, title I, provides for research in vocational education; training programs designed to familiarize persons involved in vocational education with research findings and successful pilot and demonstration projects in vocational education; experimental, developmental, and pilot projects designed to test the effectiveness of research findings; demonstration and dissemination projects; the development of new vocational education curricula; and projects in the development of new careers and occupations. Section 131(a) of Part C of Public Law 90-576 authorizes the U.S. Commissioner of Education, from 50 percent of the sums available to each State for the purposes of this part, to make grants to or contracts with institutions, State boards, and, with the approval of the appropriate State board, to local educational agencies in that State for the purposes of this part.

Applications by State boards for vocational education may be submitted to the U.S. Commissioner of Education in accordance with applicable rules and regulations contained in FEDERAL REGISTER, vol. 35, No. 143, for grants designed to enable the States to operate development, testing, and demonstration sites for career education programs, to engage in adaptive curriculum development work for incorporating into their sites new techniques and materials emerging from various State and national career education efforts, and/or to undertake the diffusion of career education components to other selected school districts within the State. Eligible applications for fiscal year 1973 must be postmarked no later than November 18, 1972, and will be acted upon in the order of their receipt.

Suggested guidelines and instructions may be obtained from the Bureau of Adult, Vocational, and Technical Education, U.S. Office of Education, Washington, D.C. 20202.

The above is contingent upon funds being appropriated by the Congress to support section 131(a) activities during fiscal year 1973.

Dated: October 17, 1972.

S. P. MARLAND, Jr.,
Commissioner of Education.

[FR Doc.72-18105 Filed 10-24-72;8:45 am]

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

YOUTHS SAFETY ADVISORY COMMITTEE

Notice of Public Meeting

On November 11 and 12, 1972, the Youths Safety Advisory Committee will hold an open meeting at Gallier Hall, New Orleans, La. The Committee is composed of persons appointed by the Secretary of Transportation to advise and consult with the National Highway Traffic Safety Administrator concerning programs and activities to attract and sustain the participation of young people in the national effort to combat highway deaths and injuries.

The meeting will be in session from 9 a.m. to 6 p.m. on November 11 and from 9 a.m. to 12 noon on November 12. The agenda is as follows:

Briefing session on ASAP site.

Consideration of ASAP-related programs.

Consideration of public information and education programs.

This notice is given pursuant to section 13 of Executive Order 11671, June 5, 1972.

Issued on October 6, 1972.

DOUGLAS W. TOMS,
Administrator.

[FR Doc.72-18103 Filed 10-24-72;8:45 am]

ATOMIC ENERGY COMMISSION

[Dockets Nos. 50-324 and 50-325]

CAROLINA POWER & LIGHT CO.

Notice of Receipt of Application for Facility Operating Licenses

Please take notice that Carolina Power & Light Co., 336 Fayetteville Street, Raleigh, NC 27602, pursuant to section 104b of the Atomic Energy Act of 1954, as amended (the Act) has filed an amended application, for a license to operate two nuclear power reactors on the company's site on the Cape Fear River, near Southport, N.C.

The nuclear power reactors are boiling water reactors, designated by the applicant as the Brunswick Steam Electric Plant Units 1 and 2, each of which is designed for initial operation at approximately 2,436 megawatts thermal with a net electrical output of approximately 821 megawatts.

Pursuant to subsection 105c(3) of the Act, any person who intervened or who sought by timely written notice to the Commission to intervene in the construction permit proceedings for this facility to obtain a determination of antitrust considerations or to advance a jurisdictional basis for such determination has the right to obtain an antitrust review under section 105c of the Act of the application for an operating license for this facility, upon written request to the Commission made within 25 days after the date of publication of this notice, which is published pursuant to subsection 105c(3), of the Atomic Energy Act of 1954, as amended.

(Sec. 105c(3), 84 Stat. 1472; 42 U.S.C. 2135(c)(3))

Dated at Bethesda, Md., this 13th day of October 1972.

For the Atomic Energy Commission.

ROGER S. BOYD,
Assistant Director for Boiling Water Reactors, Directorate of Licensing.

[FR Doc.72-18101 Filed 10-24-72;8:45 am]

[Docket No. 50-286]

CONSOLIDATED EDISON COMPANY OF NEW YORK

Notice of Consideration of Issuance of Facility License and Notice of Opportunity for Hearing

The Atomic Energy Commission (the Commission) will consider the issuance of a facility operating license to the Consolidated Edison Company of New York (the Applicant) which would authorize the applicant to possess, use, and operate the Indian Point Nuclear Generating Unit No. 3, a pressurized water nuclear reactor (the Facility), located on the Applicant's site on the Hudson River in the village of Buchanan, Westchester County, N.Y., at steady-state power levels not to exceed 3,025 megawatts thermal in accordance with the provisions of the license and the technical specifications appended thereto, upon the receipt of a report on the Applicant's application for a facility operating license by the Advisory Committee on Reactor Safeguards, the submission of a favorable safety evaluation on the application by the Commission's Directorate of Licensing, the completion of the environmental review required by the Commission's regulations in 10 CFR Part 50, Appendix D, and a finding by the Commission that the application for the Facility license, as amended, complies with the requirements of the Atomic Energy Act of 1954, as amended (Act), and the Commission's regulations in 10 CFR Ch. 1. Construction of the Facility was authorized by Construction Permit No. CPPR-62, issued by the Commission on August 13, 1969.

Prior to issuance of any operating license, the Commission will inspect the Facility to determine whether it has been constructed in accordance with the application, as amended, and the provisions of Construction Permit No. CPPR-62. In addition, the license will not be issued until the Commission has made the findings, reflecting its review of the application under the Act which will be set forth in the proposed license, and has concluded that the issuance of the license will not be inimical to the common defense and security or to the health and safety of the public. Upon issuance of the license, the applicant will be required to execute an indemnity agreement as required by section 170 of the Act and 10 CFR Part 140 of the Commission's regulations.

The Facility is subject to the provisions of 10 CFR Part 50, Appendix D, section C.3, which sets forth procedures applicable to review of environmental considerations for production and utilization facilities for which construction permits were issued prior to January 1, 1970.

Within thirty (30) days from the date of publication of this 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 with respect to the issuance of the facility operating license. Requests for a hearing and petitions for leave 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 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.

A petition for leave to intervene must be filed under oath or affirmation in accordance with the provisions of 10 CFR 2.714. As required by 10 CFR 2.714, a petition for leave to intervene shall set forth the interest of the petitioner in the proceeding, how that interest may be affected by the results of the proceeding, and any other contentions of the petitioner including the facts and reasons why he should be permitted to intervene, with particular reference to the following factors: (1) The nature of the petitioner's right under the Act to be made a party to the proceeding; (2) the nature and extent of the petitioner's property, financial, or other interest in the proceeding; and (3) the possible effect of any order which may be entered in the proceeding on the petitioner's interest. Any such petition shall be accompanied by a supporting affidavit identifying the specific aspect or aspects of the subject matter of the proceeding as to which the petitioner wishes to intervene and setting forth with particularity both the facts pertaining to his interest and the basis for his contentions with regard to each aspect on which he desires to intervene. A petition that sets forth contentions relating only to matters outside the jurisdiction of the Commission will be denied.

A request for a hearing or a petition for leave to intervene must be filed with the Office of the Secretary of the Commission, U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Chief, Public Proceedings Staff, or the Commission's Public Document Room, 1717 H Street NW., Washington, DC, not later than thirty (30) days from the date of publication of this notice in the FEDERAL REGISTER. A petition for leave to intervene which is not timely will not be granted unless the Commission determines that the petitioner has made a substantial showing of good cause for failure to file on time and after the Commission has considered those factors specified in 10 CFR 2.714(a).

For further details pertinent to the matters under consideration, see the application for the facility operating license, dated December 4, 1970, as amended, and the Applicant's environmental report, dated June 14, 1971, as supplemented, which are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, DC., and at the Hendrick Hudson Free Library, 31 Albany Post Road, Montrose, NY. As they become available, the following documents also will be available at the above locations: (1) The report of the Advisory Committee on Reactor Safeguards on the application for facility operating license (2) the Commission's draft detailed statement on environmental considerations pursuant to 10 CFR Part 50, Appendix D; (3) the Commission's final detailed statement on environmental consideration; (4) the safety evaluation prepared by the Directorate of Licensing; (5) the proposed facility operating license; and (6) the technical specifications, which will be attached to the proposed facility operating license.

Copies of items (1), (3), (4), and (5) may be obtained by request to the Deputy Director for Reactor Projects, Director-

ate of Licensing, U.S. Atomic Energy Commission, Washington, D.C. 25045.

Dated at Bethesda, Md., this 19th day of October 1972.

For the Atomic Energy Commission.

A. GIAMBUSSO,
Deputy Director for Reactor Projects, Directorate of Licensing.

[FR Doc.72-18247 Filed 10-24-72;8:49 am]

CIVIL AERONAUTICS BOARD

[Docket No. 23486; Order 72-10-46]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Proportional Fares

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 16th day of October 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 Traffic Conferences of the International Air Transport Association (IATA), and adopted at a special meeting which convened in New York, August 22, 1972. The agreement has been assigned a CAB agreement number (CAB 23275, R-1—R-3).

The agreement stems from the Board's recent action in Phase 7 of the Domestic Passenger-Fare Investigation [1] approving a 2.7-percent increase in U.S. domestic fares, and reflects upward adjustments in proportional fares necessary to avert losses on through fares constructed across the Atlantic and Pacific to/from U.S. interior points. In general, proportionals presently equal to pre-September 5 local fares would be adjusted to the new local fare level, and arbitraries would be increased by the same dollar amounts as local fares for the same sectors.

National Airlines, Inc. (National), Pan American World Airways, Inc. (Pan American), and Trans World Airlines, Inc. (TWA) have submitted statements urging approval of the agreement. The carriers point out that for through trips to U.S. interior points, the international carriers must now pay prorate amounts to U.S. domestic carriers based on increased local fares for transportation on the domestic segments of such trips. Without an attendant adjustment in international fares, the international carriers would be forced to absorb the domestic increase.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find the following resolutions, incorporated in the agreement as indicated, to be adverse to the public interest or in violation of the Act:

CAB Agreement 23275	IATA Number	Title	Application
R-1	015	North Atlantic Proportional Fares—North American	1/2; 1/2/3.
R-2	015a	South Pacific Proportional Fares—North America	3/1.
R-3	015b	North and Central Pacific Proportional Fares—North America	3/1.

Accordingly, it is ordered, That:

Agreement CAB 23275, R-1 through R-3, be and hereby is approved.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.[1]

[SEAL] HARRY J. ZINK,
Secretary.

[FR Doc.72-18152 Filed 10-24-72;8:48 am]

[Docket No. 23190]

SPECIAL SERVICE SCHOOL TEACHERS GROUP, INC. ET AL.

Notice of Hearing Regarding Enforcement Proceeding

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act as amended, that hearing in this proceeding, previously set for June 26, 1972 (37 F.R. 10529, May 24, 1972), then postponed indefinitely (37 F.R. 12255, June 21, 1972), will be held on November 16, 1972, at 10 a.m. local time in Room 911, 1825 Connecticut Avenue NW., Washington, DC 20428, before the undersigned and in the context contemplated by Orders 72-9-12 (September 5, 1972) and 72-10-48 (October 16, 1972).

Dated at Washington, D.C., October 18, 1972.

[SEAL] HENRY WHITEHOUSE,
Administrative Law Judge.

[FR Doc.72-18153 Filed 10-24-72;8:45 am]

TRANSPORTATION ASSOCIATION OF AMERICA

Cancellation of Meeting

Notice is hereby given that the meeting with the above association now scheduled for October 26, 1972 (37 F.R. 21660), is hereby canceled.

Dated at Washington, D.C., October 20, 1972.

[SEAL] HARRY J. ZINK,
Secretary.

[FR Doc.72-18265 Filed 10-24-71;8:49 am]

COUNCIL ON ENVIRONMENTAL QUALITY

ENVIRONMENTAL IMPACT STATEMENTS

Notice of Availability

Environmental impact statements received by the Council on Environmental Quality, October 9 to October 13, 1972.

NOTE: At the head of the listing of statements received from each agency is the name of an individual who can answer questions regarding those statements.

DEPARTMENT OF AGRICULTURE

Contract: Dr. T. C. Byerly, Office of the Secretary, Washington, D.C. 20250, 202—388-7803.

FOREST SERVICE

Draft, October 6

Fish Creek Basin, Alaska. The statement refers to the proposed development of a recreation and winter sports site, with ski lifts and a day lodge, parking facilities, etc., with an ultimate capacity of 5,000 skiers. An unspecified amount of land will be committed to the project. (ELR Order No. 05416, 16 pages) (NTIS Order No. EIS-72 5416-D)

Draft, October 12

Trinity Alps Wilderness, Humbolt, Siskiyou, and Trinity Counties, Calif. The statement refers to the proposed legislative action which would establish a Trinity Alps Wilderness as a national forest unit of the National Wilderness Preservation System. Total wilderness acreage would be 238,176. (ELR Order No. 05448, 21 pages) (NTIS Order No. EIS-72 5448-D)

Draft, October 10

Herbicide use in national forests, several counties in California and Oregon. The statement refers to the proposed use of herbicides on the Siuslaw, Umpqua, and Siskiyou National Forests, in order to reduce the volume of native vegetation where it hampers forest management activiites. The agents to be used (on approximately 40,000 acres of forest) are 2, 4-D; 2, 4, 5-T; 2, 4, 5-TP; Amitrole-T, Atrozine; Picloram; and Dicamba. The spraying will temporarily reduce forage for big game, subject nectar feeding insects to toxic effects, and eliminate food and cover for those small animals which have limited home ranges. (ELR Order No. 05436, approximately 350 pages) (NTIS Order No. EIS-72 5436-D)

Final, October 6

Palzo Restoration Project, Williamson, Saline, and Gallatin Counties, Ill., The statement refers to the proposed utilization of treated municipal waste in the reclamation of abandoned strip mining land in the Shawnee National Forest. The area presently has severe water pollution problems. Comments made by EPA, State agencies and concerned citizens. (ELR Order No. 05421, 102 pages) (NTIS Order No. EIS-72 5421-F)

RURAL ELECTRIFICATION ADMINISTRATION

Final, October 2

Maysville Generating Station, Mason County, Ky. The proposed action involves loans totaling $37,500,000 from REA to the East Kentucky Rural Electric Cooperative Corp. The funds would be utilized to finance a 300 MW coal-fired steam electric generating station and 110 miles of transmission line. Oxides of sulfur and nitrogen will be emitted; the lines will be intrusions upon the landscape. Comments made by USDA, COE, EPA, FPC, DOI, and DOT. (ELR Order No. 05380, approximately 300 pages) (NTIS Order No. EIS-72 5380-F)

[1] Order 72-8-50, dated Aug. 10, 1972. Implementing tariffs became effective September 5, 1972.

[1] Members Minetti and Murphy submitted a concurring statement, filed as part of the original document.

Final, October 10

Palo Pinto Generating Station, Unit 3, Palo Pinto County, Tex. The statement refers to the proposed construction of a 200 MW natural gas generating unit as an addition to the 2 unit station. Total capacity of the station will be 366 MW. Cooling water will be discharged to Palo Pinto Lake; oxides of sulfur and nitrogen will be released. Comments made by USDA, EPA, FPC, and DOI. (ELR Order No. 05437, approximately 200 pages) (NTIS Order No. EIS–72 5437–F)

SOIL CONSERVATION SERVICE

Draft, October 2

Upper Mulberry River Watershed, several counties, Georgia. The statement refers to a project which would include land treatment measures, 7 floodwater retarding structures, 2 multipurpose structures for floodwater retardation and municipal and industrial supply, channel works and bank protection. Some fish and wildlife habitat will be lost to the project. (ELR Order No. 05382, 26 pages) (NTIS Order No. EIS–72 5382–D)

Final, October 12

Horse Range Swamp Watershed, Orangeburg County, S.C. The statement refers to the use of land treatment measures on the watershed, and 25 miles of stream channel enlargement. The purposes of the action are the reduction of flooding and the improvement of drainage. Approximately 214 acres will be committed to the project. Comments made by COE, DOC, EPA, HEW, and DOI. (ELR Order No. 05451, 50 pages) (NTIS Order No. EIS–72 5451–F)

DEPARTMENT OF DEFENSE, ARMY CORPS

Contact: Mr. Francis X. Kelly, Director, Office of Public Affairs, Attention: DAEN–PAP, Office of the Chief of Engineers, U.S. Army Corps of Engineers, 1000 Independence Avenue SW., Washington, DC 20314, 202—693–7168.

Final, October 2

Fall Creek Basin, Marion, Hancock, and Madison Counties, Ind. The statement refers to the proposed construction of a 2,700-foot long, 80-foot high rolled earth dam and its resulting reservoir. The purposes of the action are flood control, water supply, and recreation. Approximately 15,250 acres, will be required by the project, 6,709 of it being inundated; much of the area is agricultural and wooded land. Twenty-one miles of free-flowing stream will be eliminated, being converted to lenitic habitat. The community of Luxhaven, with an unspecified number of residences and businesses, will be obliterated. Comments made by USDA, EPA, HEW, DOI, and DOT. (ELR Order No. 05386, 156 pages) (NTIS Order No. EIS–72 5386–F)

Final, October 12

Camp Ground Lake Project, Washington, Nelson, and Anderson Counties, Ky. The statement refers to the proposed construction of a dam and reservoir on Salt River, 49 miles upstream from Beech Fork. The purposes of the project are flood control, water quality control, fish and wildlife enhancement, and recreation. Approximately 18,550 acres will be required for the project; of those 5,070 acres, along with 50 miles of free-flowing stream, will be inundated. An unspecified number of residences will be displaced. Comments made by USDA, EPA, HEW, ROI, and DOT. (ELR Order No. 05447, 58 pages) (NTIS Order No. EIS–72 5447–F)

Final, October 13

Rouge River Flood Control Project, Wayne County, Mich. The document is a supplement to a final statement which was filed with the Council on June 7, 1972. The NTIS Order No. for the original is EIS–72 4662–F. (ELR Order No. 05462, 36 pages) (NTIS Order No. EIS–72 No. 05462, 36 pages) (NTIS Order No. 5462–F)

Final, October 6

Days Creek Lake, Douglas County, Oreg. The statement refers to the proposed construction of a rockfill dam and a 480,000 acre-feet reservoir, on the South Umpqua River, for flood control and recreational purposes. The project would inundate 4,720 acres of land and 30 miles of free-flowing stream, adversely affecting fish spawning and rearing grounds. An annual timber production of 215,000 board feet would be lost. Displacements would include 24 farmsteads, 80 residences, seven businesses, one church, two schools and supporting utilities. Comments made by USDA, DOC, EPA, FPC, HEW, DOI, and DOT. (ELR Order No. 05486, 250 pages) (NTIS Order No. EIS–72 5486–F)

DEPARTMENT OF INTERIOR

Contact: Mr. Bruce Blanchard, Director, Environmental Project Review, Room 7260, Department of the Interior, Washington, D.C. 20240, 202—343–3891.

BUREAU OF SPORTS FISHERIES AND WILDLIFE

Draft, October 4

Fish Control Laboratory, La Crosse County, Wis. The statement refers to the proposed relocation and expansion of the laboratory on a 61-acre site on French Island. The laboratory will do research on chemical, biological, physical, and integrated controls for fish and sea lamprey. Wastewater from laboratory tests would have adverse effects if the treatment plant failed to function. (ELR Order No. 05403, 246 pages) (NTIS Order No. EIS–72 5403–D)

BUREAU OF LAND MANAGEMENT

Final, October 13

Oil and gas lease sale, Louisiana. The statement refers to the proposed sale of oil and gas leases to 135 tracts (totaling 615,315 acres) of Outer Continental Shelf lands. All tracts offered pose some degree of pollution risk. Each tract offered is subjected to a matrix analytical technique in order to evaluate significant environmental impacts should leasing occur and subsequent oil and gas exploration ensue. The sale is tentatively scheduled to be held in late autumn 1972. Comments made by AEC, DOC, EPA, FPC, OEP, and DOI. (ELR Order No. 05457, approx. 600 pages) (NTIS Order No. EIS–72 5457–F)

BUREAU OF RECLAMATION

Final, October 6

San Luis Unit, several counties, California. The statement refers to a project which is intended to provide irrigation for 600,000 acres of the San Joaquin Valley. Facilities of the project will include one major dam and reservoir, a forebay dam and reservoir, two detention dams and reservoirs, one pumping plant, two pump-generator plants, two major canals, a distribution and drainage collection system, and a major drainage conveyance canal. The total number of acres to be committed to the project is not specified. The habitat of two rare and endangered species (the San Joaquin Kit Fox and the Blunt-nosed Leopard Lizard) will be reduced. Comments made by USDA, EPA, FPC, HEW, DOI, DOT, State and local agencies and concerned citizens. (ELR Order No. 05404, 87 pages) (NTIS Order No. EIS–72 5404–F)

DEPARTMENT OF TRANSPORTATION

Contact: Mr. Martin Convisser, Director, Office of Environmental Quality, 400 Seventh Street SW., Washington, DC 20590, 202—426–4355.

FEDERAL AVIATION AGENCY

Draft, October 12

Destin-Fort Walton Beach Airport, Okaloosa County, Fla. The statement refers to the proposed development of an existing basic utility airport into a basic transport facility capable of handling turbo-jet powered aircraft of up to 60,000 lbs. Approximately 43 acres of land will be committed to the project; noise and air pollution levels will increase. (ELR Order No. 05452, 23 pages) (NTIS Order No. EIS–72 5452–D)

Hallock Airport, Kittson County, Minn. The statement refers to the proposed construction of a new airport, which would include a 75 foot by 4,000 foot NW/SE runway, aprons, and a taxiway, medium intensity lighting, and related works. An unspecified amount of land will be committed to the project. (ELR Order No. 05453, 16 pages) (NTIS Order No. EIS–72 5453–D)

Piedmont Airport, Wayne County, Mo. The statement refers to the proposed construction of new basic utility airport, with one 3,200 foot by 75 foot runway, a taxiway VASI, and related construction. An unspecified amount of land will be committed to the project; local noise levels will increase due to the action. (ELR Order No. 05454, 11 pages) (NTIS Order No. EIS–72 5454–D)

Final, October 11

Blackwell-Tonkawa Airport, Blackwell County, Okla. The statement is concerned with the proposed acquisition of land and construction of a new airport, with a N/S 60 foot by 350 foot runway, turnarounds, a taxiway and parking apron, and appurtenant facilities. A gas pipe line will be relocated due to the action; 152 acres will be acquired. Comments made by USDA, COE, EPA, HEW, DOI, and DOT. (ELR Order No. 05444, 52 pages) (NTIS Order No. EIS 72–5444–F)

Crosbyton Municipal Airport, Crosby County, Tex. The statement is concerned with the construction of a new airport, capable of handling light, single-engine aircraft. Facilities would include a 60 foot by 3,600 foot paved runway with turnarounds, a taxiway, an apron, an access road, and medium intensity lighting. Approximately 320 acres of agricultural land have been purchased for the project. Comments made by USDA, DOC, EPA, COE, HEW, DOI, and DOT. (ELR Order No. 05445, 15 pages) (NTIS Order No. EIS–72 5445–F)

FEDERAL HIGHWAY ADMINISTRATION

Draft, October 6

State Route 50, Lake County, Fla. The statement refers to the proposed multilaning of a segment of State Road 50 from the intersection of State Road 561 to the intersection of State Road 25. Project length is 7.2 miles. Two families and one business may be displaced. Stormwater runoff may degrade the water quality of the lakes near the project. (ELR Order No. 05406, 126 pages) (NTIS Order No. EIS–72 5406–D)

Draft, October 4

Gun Creek Complex Road, Franklin County, Ill. The proposed action is the construction of 2.94 miles of four-lane highway within the Gun Creek Complex. The project will provide access to a proposed recreation and development site within the Rend Lake area. The entire project will be constructed on 4(f) land controlled by the Rend Lake Conservancy District, The natural habitat of some wildlife, insects, and plants will be disrupted. (ELR Order No. 05395, 112 pages) (NTIS Order No. EIS–72 5395–D)

Draft, October 6

F.A.P. 406, Logan and Tazewell Counties, Ill. The proposed freeway is a four-lane, fully access controlled facility extending from North of Lincoln to Morton. Approximately 750 acres of agricultural land will be committed to the project; several residences will be displaced and some local land access patterns revised. Air, noise, and water pollution will increase. (ELR Order No. 05417, 65 pages) (NTIS Order No. EIS–72 5417–D)

Draft, October 4

Relocated KY 55–KY 155, Jefferson and Spencer Counties, Ky. The proposed action is the relocation of KY 55–KY 155 between Taylorsville and Fisherville. Project length is 13.9 miles. Approximately 400 acres of agricultural land will be committed to the action. A bridge spanning Brashers Creek and 1,000 feet of channel relocation may be required. Seven residences, one business, and one nonprofit organization will be displaced. (ELR Order No. 05402, 32 pages) (NTIS Order No. EIS–72 5402–D)

Draft, October 10

French Island Rest Area 31, LaCrosse County, Wis. The statement refers to the proposed construction of a combined rest area and tourist information center on Interstate Highway 90 near the Wisconsin-Minnesota State line. Construction of the facility will require the acquisition of 9 acres of private land, cutting of trees, and a rise in noise and air pollution. (ELR Order No. 05433, 24 pages) (NTIS Order No. EIS–72 5433–D)

Final, October 6

F.A. Route 64, Champaign County, Ill. The proposed project consists of the reconstruction of two segments of Federal Aid Route 64 (Illinois Route 47). Project length is 13.8 miles. Thirty-four acres are required for the right-of-way. Three families will be displaced; wildlife habitat will be disturbed. Comments made by USDA, EPA, DOI, DOT, COE, HUD, State, and local agencies. (ELR Order No. 05420, 61 pages) (NTIS Order No. EIS–72 5420–F)

Final, October 12

T.H. 61, Goodhue and Dakota Counties, Minn. The statement refers to the proposed relocation of a 16 mile segment of T.H. 61 between Red Wing and a point several miles south of Hastings. Section 4(f) land from the Hay Creek Recreational Trail may be encroached upon. Approximately 360 acres of agricultural land will be committed to right-of-way. Other adverse effects include severance of properties, acquisition of several farm buildings, and some indirection of travel created by limition of access. Comments made by USDA, EPA, HUD, DOI, DOT, DOC, and one State agency. (ELR Order No. 05446, 83 pages) (NTIS Order No. EIS–72 5446–F)

Final, October 6

The Genesee Expressway, Livingston and Monroe Counties, N.Y. The statement refers to the proposed construction of a 43 mile segment of I–390 from Dansville to I–90 at Exit 46 (West Henrietta), including a 6-mile spur connection to Letchworth State Park. Sites of archeologic interest of former Indian villages may be disturbed. Thirty-two families may be displaced. Comments made by USDA, COE, EPA, HEW, HUD, DOI, DOT, State, and regional agencies. (ELR Order No. 05430, 257 pages) (NTIS Order No. EIS–72 5430–F)

Final, October 12

State Highway 20, Codington County, S. Dak. The statement refers to the proposed construction of Highway 20 from 4¾ miles east of Wallace to the U.S. 81—existing State Highway 20 intersection. Project length is approximately 14 miles. A new bridge spanning the Big Sioux River will be constructed. Section 4(f) land from a wildlife refuge may be encroached upon. An unspecified amount of right-of-way will be acquired. Comments made by EPA, HUD, HEW, DOI, and State agencies. (ELR Order No. 05450, 27 pages) (NTIS Order No. EIS–72 5450–F)

BRIAN P. JENNY,
Acting General Counsel.

[FR Doc.72–18127 Filed 10–24–72;8:47 am]

FEDERAL MARITIME COMMISSION

GULF-CARIBBEAN NAVIGATION CO., INC., ET AL.

Notice of Intent To Cancel Tariffs

The files of the Federal Maritime Commission contain domestic offshore tariffs filed by the following carriers including their last known addresses:

Gulf-Caribbean Navigation Co., Inc., Gulf-Caribbean Lines, Van Oosten & Co. Shipping, Ltd., Agents, 420 Gravier Building, New Orleans, La. 70130.

Gulf Alaska Shipping Corp., 610 Bank of the Southwest Building, Houston, Tex. 77002.

Smith Lighterage Co., Aleknagik, Alaska 99555.

Herman Herrmann Lighterage & Towing, Post Office Box 104, Naknek, AK 99633.

Eggleston Towing Co., Inc., Post Office Box 546, Bethel, AK 99559.

Atlantic & Caribbean Barge Lines, Inc., Griffiths Shipping Corp., Agents, 2721 South Bayshore Drive, Miami, FL 33133.

These carriers have failed to comply with the provisions of §§ 511.2 and 511.3 of the Commission's General Order 5, as amended, and § 512.3 of its General Order 11, as amended. These provisions provide for the submission of annual financial and operating data of all common carriers by water who operate in the domestic offshore trades of the United States. Authority for these regulations is provided by section 21 of the Shipping Act, 1916, as amended. The pertinent part of which reads as follows:

> That the board may require any common carrier by water, or other person subject to this Act, or any officer, receiver, trustee, lessee, agent, or employee thereof, to file with it any periodical or special report, or any account, record, rate, or change, or any memorandum of any facts and transactions appertaining to the business of such carrier or other person subject to this Act * * *.

Although numerous letters have been dispatched to the carriers under reference, the Commission's staff has been unable to persuade them to file the required financial and operating data that is essential to the Commission's purposes in discharging its regulatory responsibilities. Without annual financial and operating data the Commission is unable to determine whether or not the level of the rates shown in the domestic offshore tariffs of the carriers listed above are reasonable, or provide for an unfairly high rate of return, or are so low as to be detrimental to the commerce of the United States. Accordingly, the Commission proposes to cancel their tariffs in the absence of a showing of good cause as to why they should not be canceled.

Now, therefore it is ordered, That the above carriers advise the Director, Bureau of Compliance at 1405 I Street NW., Washington, DC, 20573, in writing within 30 days after publication of this order in the FEDERAL REGISTER of any reasons why the Commission should not cancel their domestic offshore tariffs;

It is further ordered, That a copy of this order be sent by registered mail to the last known address of the carriers listed herein;

It is further ordered, That this notice be published in the FEDERAL REGISTER and a copy thereof filed with all tariffs that may be canceled pursuant to this notice.

By the Commission, October 16, 1972.

[SEAL] FRANCIS C. HURNEY,
Secretary.

[FR Doc.72–18151 Filed 10–24–72;8:45 am]

FEDERAL POWER COMMISSION

[Dockets Nos. G–3270, etc.]

ANNCO PETROLEUM CO., INC., ET AL.

Findings and Order After Statutory Hearing

OCTOBER 16, 1972.

Findings and order after statutory hearing issuing certificates of public convenience and necessity, amending orders issuing certificates, permitting and approving abandonment of service, terminating certificates, canceling FPC gas rate schedules accepting rate schedules and rate schedule supplements for filing, terminating rate proceedings in part, making successor corespondent, redesignating proceedings, and dismissing application.

Each applicant herein has filed an application pursuant to section 7 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 or for permission and approval to abandon service or a petition to amend an order issuing a certificate, all as more fully set forth in the applications and petitions to amend.

Applicants have filed FPC gas rate schedules or supplements to rate schedules on file with the Commission and

propose to initiate, abandon, add, or discontinue in part natural gas service in interstate commerce as indicated in the tabulation herein.

Delta Drilling Co., in Docket No. CI72–776 has filed an application to abandon a sale of natural gas heretofore authorized in Docket No. G–2526 to be made to Southern Natural Gas Co. By Commission order of June 19, 1963, H. L. Hawkins and H. L. Hawkins, Jr. (Operator), et al., were authorized to continue the sale of natural gas as successor in interest to Delta in Docket No. G–2526, and said certificate was redesignated accordingly. Since Delta is no longer the certificate holder in Docket No. G–2526 and sales are presently being made in said docket pursuant to H. L. Hawkins and H. L. Hawkins, Jr. (Operator), et al., FPC Gas Rate Schedule No. 15, the application in Docket No. CI72–776 will be dismissed.

The Commission's staff has reviewed each application and recommends each action ordered as consistent with all substantive Commission policies and required by the public convenience and necessity.

After due notice by publication in the FEDERAL REGISTER, a petition for leave to intervene was filed by Southern Natural Gas Co., in Docket No. CI72–776. Southern states that it does not concur in this abandonment because it is currently purchasing natural gas under the subject docket from H. L. Hawkins and H. L. Hawkins, Jr. (Operator), et al., however, it believes this application is the result of an error and requests appropriate action be taken to rectify the error. Inasmuch as said application is being dismissed for reasons hereinbefore described, it does not appear that a formal hearing is necessary. No notices of intervention, protests to the granting of the applications, or further petitions to intervene have been filed.

At a hearing held on October 12, 1972, the Commission on its own motion received and made a part of the record in this proceeding all evidence, including the applications and petitions, as supplemented and amended, and exhibits thereto, submitted in support of the authorizations sought herein, and upon consideration of the record.

The Commission finds:

(1) Each applicant herein is a "natural-gas company" within the meaning of the Natural Gas Act as heretofore found by the Commission or will be engaged in the sale of natural gas in interstate commerce for resale for ultimate public consumption, subject to the jurisdiction of the Commission, and will, therefore, be a "natural-gas company" within the meaning of the Natural Gas Act upon the commencement of service under the authorizations hereinafter granted.

(2) The sales of natural gas hereinbefore described, as more fully described in the applications in this proceeding, will be made in interstate commerce subject to the jurisdiction of the Commission; and such sales by applicants, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, are subject to the requirements of subsections (c) and (e) of section 7 of the Natural Gas Act.

(3) Applicants are able and willing properly to do the acts and to perform the service proposed and to conform to the provisions of the Natural Gas Act and the requirements, rules, and regulations of the Commission thereunder.

(4) The sales of natural gas by applicants, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, are required by the public convenience and necessity; and certificates therefor should be issued as hereinafter ordered and conditioned.

(5) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act and the public convenience and necessity require that the orders issuing certificates of public convenience and necessity in various dockets involved herein should be amended as hereinafter ordered.

(6) The sales of natural gas proposed to be abandoned, as hereinbefore described and as more fully described in the applications and in the tabulation herein, are subject to the requirements of subsection (b) of section 7 of the Natural Gas Act.

(7) The abandonments proposed by applicants herein are permitted by the public convenience and necessity and should be approved as hereinafter ordered.

(8) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the certificates heretofore issued to applicants relating to the abandonments hereinafter permitted and approved should be terminated.

(9) The application pending in Docket No. CI72–776 is moot.

(10) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the FPC gas rate schedules and supplements related to the authorizations hereinafter granted should be accepted for filing or are redesignated as hereinbefore ordered.

(11) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that applicant in Docket No. CI72–798 should be made a corespondent in the proceeding pending in Docket No. RI72–70 and that said proceeding should be redesignated accordingly.

(12) Applicant in Docket No. CI72–691 has collected rates in effect subject to refund in Dockets Nos. RI67–273 and RI70–497 under its FPC Gas Rate Schedule No. 275 which are below the applicable area ceiling rate.

The Commission orders:

(A) Certificates of public convenience and necessity are issued upon the terms and conditions of this order authorizing sales by applicants of natural gas in interstate commerce for resale, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, all as hereinbefore described and as more fully described in the applications and in the tabulation herein.

(B) The certificates granted in paragraph (A) above are not transferable and shall be effective only so long as applicants continue the acts or operations hereby authorized in accordance with the provisions of the Natural Gas Act and the applicable rules, regulations, and orders of the Commission.

(C) The grant of the certificates issued in paragraph (A) above shall not be construed as a waiver of the requirements of section 7 of the Natural Gas Act or of Part 154 or Part 157 of the Commission's regulations thereunder and is without prejudice to any findings or orders which have been or which may hereafter be made by the Commission in any proceedings now pending or hereafter instituted by or against applicants. Further, our action in this proceeding shall not foreclose or prejudice any future proceedings or objections relating to the operation of any price or related provisions in the gas purchase contracts herein involved. The grant of the certificates aforesaid for service to the particular customers involved does not imply approval of all of the terms of the contracts, particularly as to the cessation of service upon termination of said contracts as provided by section 7(b) of the Natural Gas Act. The grant of the certificates aforesaid shall not be construed to preclude the imposition of any sanctions pursuant to the provisions of the Natural Gas Act for the unauthorized commencement of any sales of natural gas subject to said certificates.

(D) The orders issuing certificates of public convenience and necessity in various dockets are amended by adding thereto or deleting therefrom authorization to sell natural gas as more fully described in the tabulation herein. In all other respects said orders shall remain in full force and effect.

(E) Applicants in the dockets indicated shall charge and collect the following rates, subject to B.t.u. adjustment where applicable:

Docket No.	Rate (cents per Mcf)	Pressure base (p.s.i.a.)
CI71–758	26.0	15.025
CI72–338	21.315	14.65
CI72–508	26.0	15.025
CI72–621	26.0	15.025
CI72–636	26.0	15.025
CI72–664	26.0	15.025

(F) The certificates and certificate authorizations granted herein in Dockets Nos. CI71–758, CI72–338, CI72–508, CI72–621, CI72–636, CI72–664, CI72–740, CI72–747, CI72–798, CI72–810, and CI72–811 are subject to the Commission's findings and order accompanying Opinions Nos. 468, 468–A, 586, 598, 598–A, 607, and 607–A, as applicable.

(G) The certificate authorization granted herein in Docket No. CI72–338 is

subject to § 2.71 of the Commission's general policy and interpretations establishing charges for transporting liquids and liquefiable hydrocarbons.

(H) Within 90 days from the date of initial delivery applicants in Dockets Nos. CI71–758 CI72–508, CI72–621, CI72–664, CI72–810, and CI72–811 shall each file three copies of a rate schedule-quality statement in the form prescribed in Opinions Nos. 586 and 598, as applicable. Within 90 days from the date of this order applicant in Docket No. CI72–740 shall file three copies of a rate schedule-quality statement in the form prescribed in Opinion No. 468–A.

(I) The certificates issued in Dockets Nos. G–7637 and CI63–769 are terminated and the related rate schedules are canceled.

(J) The orders issuing certificates of public convenience and necessity in Dockets Nos. G–7526 and G–14693 are amended to reflect the deletion of acreage from which applicant in Docket No. CI72–798 is herein authorized to continue service, and in all other respects said order shall remain in full force and effect.

(K) Applicant in Docket No. CI72–798 is made a corespondent in the proceeding pending in Docket No. RI72–70, and said proceeding is redesignated accordingly. Applicant shall comply with the refunding procedure required by the Natural Gas Act and §154.102 of the regulations thereunder.

(L) The proceedings pending in Dockets Nos. RI67–273 and RI70–497 are terminated insofar as said proceedings pertain to sales under Mobil Oil Corp. (Operator) et al., FPC Gas Rate Schedule No. 275.

(M) The certificates issued herein in Docket No. CI72–664 determines the rate Texas Gas Transmission Corp., may legally pay its affiliate, Texas Gas Exploration Corp., under the subject authorization but is without prejudice to any action which the Commission may take in any rate proceedings involving said companies.

(N) The certificate issued herein in Docket No. CI72–636 determines the rates which Columbia Gas Transmission Corp., may legally pay its affiliate, Columbia Gas Development Corp., under the subject authorization but is without prejudice to any action which the Commission may take in any rate proceedings involving said companies.

(O) The application pending in Docket No. CI72–776 is dismissed.

(P) Permission for and approval of the abandonment of service by applicants, as hereinbefore described and as more fully described in the applications and the tabulation herein, are granted.

(Q) The rate schedules and rate schedule supplements related to the authorizations granted herein are accepted for filing or are redesignated, all as set forth in the tabulation herein.

By the Commission.

[SEAL] KENNETH F. PLUMB,
Secretary.

Docket No. and date filed	Applicant	Purchaser and location	FPC gas rate schedule [1]		
			Description and date of document	No.	Supp.
G–3270 D 5–22–72	Amoco Petroleum Co., Inc.	United Gas Pipe Line Co., Bancroft Field, Beauregard Parish, La.	Notice of partial cancellation 10–9–70.[2]	1	
G–5720 D [3]	The California Co., a division of Chevron Oil Co.	Texas Eastern Transmission Corp., acreage in Lincoln Parish, La.	Sublease 9–30–71.[4] (Effective date: 9–30–71)	42	26
G–7526 G–14693 D [3]	Amoco Production Co. (operator) et al.	El Paso Natural Gas Co., Ignacio Blanco Field, La Plata County, Colo., and Blanco and Flora Vista Fields, San Juan and Rio Arriba Counties, N. Mex.	Assignment 12–31–69.[5]	117	33
G–9272 D [3]	Cities Service Oil Co. (operator) et al.	Texas Eastern Transmission Corp., acreage in Caddo Parish, La.	Sublease 4–14–72.[6] (Effective date: 4–1–72)	366	18
G–10799 D [3]	Amoco Production Co. (operator) et al.	El Paso Natural Gas Co., West Kutz Pictured Cliffs Field, San Juan County, N. Mex.	Assignment 12–31–69.[5]	163	22
G–11969 D [3]	Amoco Production Co	El Paso Natural Gas Co., South Blanco and Tapacito Pictured Cliffs Fields, Rio Arriba County, N. Mex.	Assignment 12–31–69.[5]	193	13
CI63–1490 D [3]	Atlantic Richfield Co	Panhandle Eastern Pipe Line Co., acreage in Cimarron County, Okla.	Assignment 4–4–72.[7] (Effective date: 4–4–72)	273	7
CI72–338 C 5–8–72	Midwest Oil Corp	Cities Service Gas Co., East Tuttle Field, Grady County, Okla.	Agreement 4–25–72.[8]	61	3
			Compliance 6–13–72 (Effective date: Date of initial delivery)	61	4
CI72–508 A 2–14–72	Humble Oil & Refining Co.	Michigan Wisconsin Pipe Line Co., Marsh Island Block 6 Field, offshore Louisiana.	Contract 1–26–72.[9]	503	
CI72–621 A 3–27–72	George Mitchell & Associates Inc., agent for Mitchell Energy & Development Corp., et al.	Trunkline Gas Co., Lake Creek, North Field, Montgomery County, Tex.	Contract 3–6–72[8]	40	
CI72–636 A 4–3–72 6–1–72	Columbia Gas Development Corp.	Columbia Gas Transmission Corp., Block 292 Field, Eugene Island Area, offshore Louisiana.	Contract 1–12–72[8]	12	
			Compliance 5–25–72 (Effective date: Date of initial delivery).	12	1
CI72–664 A 4–17–72	Texas Gas Exploration Corp.	Texas Gas Transmission Corp., Lake Sand Field, Iberia Parish, La.	Contract 3–13–72 (Effective date: Date of initial delivery).	31	
CI72–691 B 4–24–72	Mobil Oil Corp. (operator) et al.	Tennessee Gas Pipeline Co., a division of Tenneco Inc., North Louise Field, Wharton County, Tex.	Notice of Cancellation 4–18–72.[9]	275	10
CI72–740 5–15–72 [10]	Texaco, Inc	Northern Natural Gas Co., Ozona Field, Crockett County, Tex.	Contract 10–27–65	476	
			Supplemental agreement 5–19–66.	476	
			Supplemental agreement 5–30–66.	476	2
			Assignment 6–1–71[13]	476	3
			Supplemental agreement 3–6–72. (Effective date: 6–1–71)	476	4
CI72–747 A 5–19–72	Stephens Production Co	Arkansas Louisiana Gas Co., Slaytonville Area, Sebastian County, Ark., and Le Flore County, Okla.	Contract 2–3–72[8]	9	
CI71–758 C 2–22–72	Humble Oil & Refining Co.	Columbia Gas Transmission Corp., Lake Sand Field, St. Mary and Iberia Parishes, La.	Amendment 2–2–72[8]	480	2
CI72–777 B 5–30–72 [11]	Delta Drilling Co	Arkansas Louisiana Gas Co., Jefferson Field, Marion County, Tex.	(12)		
CI72–778 B 5–30–72 [11]	Delta Drilling Co	Texas Gas Corp., Big Hill Field, Jefferson County, Tex.	(12)		
CI72–779 B 5–30–72 [11]	do	Southern Natural Gas Co., Millhaven Field, Ouachita Parish, La.	(12)		
CI72–780 B 5–30–72 [11]	do	Arkansas Louisiana Gas Co., Jefferson Field, Marion County, Tex.	(12)		
CI72–785 B 5–30–72 [11]	do	The Manufactures Light & Heat Co., Driftwood Field, Cameron County, Pa.	(12)		
CI72–786 B 5–30–72 [11]	do	United Natural Gas Co., Wharton Field, Potter County, Pa.	(12)		
CI72–787 B 5–30–72 [11]	do	do	(12)		

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.

See footnotes at end of table.

Docket No. and date filed	Applicant	Purchaser and location	FPC gas rate schedule [1] Description and date of document	No.	Supp.
CI72-788 B 5-30-72 [11]	do	United Gas Pipe Line Co., Carthage Field Panola County, Tex.	(12)		2
CI72-789 B 5-30-72 [11]	do	United Gas Pipe Line Co., Sibley Field, Webster Parish, La.	(12)		2
CI72-790 B 5-30-72 [11]	do	Arkansas Louisiana Gas Co., Jefferson Field, Marion County, Tex.	(12)		2
CI72-791 B 5-30-72 [11]	do	Consolidated Gas Supply Corp., Driftwood Field, Elk County, Pa.	(12)		
CI72-792 B 5-30-72 [11]	do	Arkansas Louisiana Gas Co., Colquitt Field, Clairborne Parish, La.	(12)		
CI72-798 F 6-2-72 [14]	Clinton Oil Co	El Paso Natural Gas Co., Blanco Mesa Verde Field, San Juan County, N. Mex.	Contract 4-7-50	89	
			Supplemental agreement 3-15-56.	89	1
			Supplemental agreement 10-11-56.	89	2
			Amendatory agreement 3-13-57.	89	3
			Assignment 3-21-57	89	4
			Supplemental agreement 5-2-58,	89	5
			Letter agreement 7-5-60	89	6
			Supplemental agreement 3-13-62.	89	7
			Supplemental agreement 9-27-62.	89	8
			Supplemental agreement 6-11-63.	89	9
			Letter agreement 5-17-66	89	10
			Supplemental agreement 5-16-67.	89	11
			Letter agreement 5-17-72	89	12
			Supplemental agreement 6-12-69.	89	13
			Assignment 12-31-69 [13]	89	14
			(Effective date: 12-31-69)		
CI72-810 A 6-8-72	Amoco Production Co	Northern Natural Gas Co., Kane Field, Seward County, Kans.	Contract 3-24-72 (Effective date: Date of initial delivery).	584	
CI72-811 A 6-8-72	do	Arkansas Louisiana Gas Co., Northwest Okeene Field, Blaine County, Okla.	Contract 3-6-72 (Effective date: Date of initial delivery).	583	
CI72-847 B 6-19-72 [16]	Scurlock Oil Co	Tennessee Gas Pipeline Co., a division of Tenneco Inc., New Ulm Field, Austin County, Tex.	Notice of cancellation (undated) [17].	2	5

[1] Unless otherwise stated, effective date is the date of this order.
[2] Lease has expired and was not productive.
[3] No certificate filing necessary (18 CFR 2.64).
[4] Conveys interest from applicant to B. C. McKeever, holder of a small producer certificate.
[5] Assigns acreage from applicant to Clinton Oil Co.
[6] Conveys interest from applicant to Jack W. Grigsby, holder of a small producer certificate.
[7] Assigns acreage from applicant to An-Son Corp., holder of a small producer certificate.
[8] Rate schedule filing has heretofore been accepted.
[9] Applicant states that all remaining acreage is nonproductive and the contract has terminated by its own terms. Sale was authorized in Docket No. G-7637.
[10] Applicant proposes to cover its own interest in a sale of natural gas from acreage which it has acquired from Delta Drilling Co., a small producer certificate holder.
[11] Small producer abandonment.
[12] Source of gas is depleted.
[13] Assigns acreage to applicant from Delta Drilling Co.
[14] Applicant proposes to continue in part a sale of natural gas heretofore authorized in Dockets Nos. G-7526 and G-14693 to be made pursuant to Amoco Production Co. (operator) et al. FPC Gas Rate Schedule No. 117.
[15] Assigns acreage to applicant from Amoco Production Co.
[16] Applicant proposes to abandon a sale of natural gas heretofore authorized in Docket No. CI63-769.
[17] Applicant states that the gas well completed on the committed properties has been plugged and abandoned, and all productive leases of gas have expired.

[FR Doc.72-17993 Filed 10-24-72;8:45 am]

[Docket No. G-2639 etc.]

J. D. BURKE ET AL.

Findings and Order

OCTOBER 16, 1972.

Finding and order after statutory hearing issuing certificates of public convenience and necessity, amending orders issuing certificate, permitting and approving abandonment of service, terminating certificates, canceling FPC gas rate schedules, accepting rate schedules and rate schedule supplements for filing, canceling docket number, terminating rate proceeding in part, making successors corespondent, redesignating proceedings, vacating order in part, and dismissing application.

Each applicant herein has filed an application pursuant to section 7 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 or for permission and approval to abandon service or a petition to amend an order issuing a certificate, all as more fully set forth in the applications and petitions to amend.

Applicants have filed FPC gas rate schedules or supplements to rate schedules on file with the Commision and propose to initiate, abandon, add, or discontinue in part, natural gas service in interstate commerce as indicated in the tabulation herein.

The Commission's staff has reviewed each application and recommends each action ordered as consistent with all substantive Commission policies and required by the public convenience and necessity.

After due notice by publication in the FEDERAL REGISTER, a notice of intervention was filed in Docket No. CI72-544 by the Public Service Commission for the State of New York. New York requests a hearing be held on the application in the subject docket except to the extent that the applicant is prepared to accept a certificate at an initial rate no higher than that specified in the outstanding area rate decisions applicable to the particular production area. Inasmuch as the certificate granted herein in Docket No. CI72-544 is conditioned to the applicable area rate ceiling and the applicant is willing to accept a certificate at such a rate, it does not appear that a formal hearing is necessary. No petition to intervene, protest to the granting of the applications, or further notice of intervention has been filed.

At a hearing held on October 12, 1972, the Commission on its own motion, received and made a part of the record in this proceeding all evidence, including the applications and petitions, as supplemented and amended, and exhibits thereto, submitted in support of the authorizations sought herein and upon consideration of the record.

The Commission finds:

(1) Each applicant herein as a "natural gas company" within the meaning of the Natural Gas Act as heretofore found by the Commission or will be engaged in the sale of natural gas in interstate commerce for resale for ultimate public consumption, subject to the jurisdiction of the Commission, and will, therefore, be a "natural gas company" within the meaning of the Natural Gas Act upon the commencement of service under the authorizations hereinafter granted.

(2) The sales of natural gas hereinbefore described, as more fully described in the applications in this proceeding, will be made in interstate commerce subject to the jurisdiction of the Commision; and such sales by applicants, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary, therefor, are subject to the requirements of subsections (c) and (e) of section 7 of the Natural Gas Act.

(3) Applicants are able and willing properly to do the acts and to perform the service proposed and to conform to the provisions of the Natural Gas Act and the requirements, rules, and regulations of the Commission thereunder.

(4) The sales of natural gas by applicants, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, are required by the public convenience and necessity; and certificates therefor should be issued as hereinafter ordered and conditioned.

(5) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act and the public convenience and necessity require that the orders issuing certificates of public convenience and necessity in various dockets involved herein should be amended as hereinafter ordered.

(6) The sales of natural gas proposed to be abandoned, as hereinbefore described and as more fully described in the applications and in the tabulation herein, are subject to the requirements of subsection (b) of section 7 of the Natural Gas Act.

(7) The abandonments proposed by applicants herein are permitted by the public convenience and necessity and should be approved as hereinafter ordered.

(8) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the certificates heretofore issued to applicants relating to the abandonments hereinafter permitted and approved should be terminated.

(9) The application pending in Docket No. CI71–544 is moot.

(10) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the FPC gas rate schedules and supplements related to the authorizations hereinafter granted should be accepted for filing or are redesignated as hereinafter ordered.

(11) Applicant in Docket No. CI71–544 has collected a rate subject refund in Docket No. RI71–925 under applicant's FPC Gas Rate Schedule No. 66 which rate is below the applicable area ceiling rate.

(12) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that applicant in Docket No. G–9314 should be made a corespondent in the proceedings pending in Dockets Nos. RI65–334 and RI69–338, that applicant in Docket No. CI65–1213 should be made a corespondent in the proceeding pending in Docket No. RI71–42, and that said proceedings should be redesignated accordingly.

(13) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the order canceling Southeastern Public Service Co. (operator) et al. FPC Gas Rate Schedule No. 3 should be vacated insofar as said order pertains to said rate schedule.

(14) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the certificates issued in Dockets Nos. G–18643 and CI70–864 should be terminated and the related rate schedules should be canceled.

The Commission orders:

(A) Certificates of public convenience and necessity are issued upon the terms and conditions of this order authorizing sales by applicants of natural gas in interstate commerce for resale, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, all as hereinbefore described and as more fully described in the applications and in the tabulation herein.

(B) The certificates granted in paragraph (A) above are not transferable and shall be effective only so long as Applicants continue the acts or operations hereby authorized in accordance with the provisions of the Natural Gas Act and the applicable rules, regulations, and orders of the Commission.

(C) The grant of the certificate issued in paragraph (A) above shall not be construed as a waiver of the requirements of section 7 of the Natural Gas Act or of Part 154 or Part 157 of the Commission's regulations thereunder and is without prejudice to any findings or orders which have been or which may hereafter be made by the Commission in any proceedings now pending or hereafter instituted by or against applicants. Further, our action in this proceeding shall not foreclose or prejudice any future proceedings or objections relating to the operation of any price or related provisions in the gas purchase contracts herein involved. The grant of the certificates aforesaid for service to the particular customers involved does not imply approval of all of the terms of the contracts, particularly as to the cessation of service upon termination of said contracts as provided by section 7(b) of the Natural Gas Act. The grant of the certificates aforesaid shall not be construed to preclude the imposition of any sanctions pursuant to the provisions of the Natural Gas Act for the unauthorized commencement of any sales of natural gas subject to said certificates.

(D) The certificate granted in Docket No. CI72–651 is subject to § 2.71 of the Commission's general policy and interpretations establishing charges for transporting liquids and liquefiable hydrocarbons.

(E) The orders issuing certificates of public convenience and necessity in the following dockets are amended to reflect the deletion of acreage where new certificates are issued herein authorizing the continuation of service from the subject acreage, and in all other respects said orders shall remain in full force and effect:

Amend to delete acreage	*New certificates*
G–11744	CI72–643
G–13299	CI72–549
G–17260	CI72–547
CI60–328	CI72–548
CI61–1252	CI72–677

(F) The certificates and certificate authorizations granted in Dockets Nos. G–2639, G–4954, G–7373, CI68–642, CI72–106, CI72–390, CI72–544, CI72–547, CI72–548, CI72–549, CI72–604, CI72–620, CI72–643, CI72–645, CI72–651, CI72–667, CI72–703, CI72–717, and CI72–721 are subject to the Commission's findings and orders accompanying Opinion Nos. 586, 586–A, 595, 595–A, 598, 598–A, 607, and 607–A, as applicable.

(G) Applicants in the dockets indicated shall charge and collect the following rates, subject to B.t.u. adjustment where applicable:

Docket number	Rate (cents per Mcf)	Pressure base (p.s.i.a.)
G–7373	[1] 12.1536	14.65
	[2] 18.3458	
CI72–106	26.0	15.025
CI72–390	19.1	14.65
CI72–544	26.0	15.025
CI72–620	26.0	15.025
CI72–628	[3] 20.3	14.65
	[4] 18.78	
CI72–643	18.295	14.65
CI72–645	[5] 16.22827	14.65
	[6] 19.0	
CI72–651	[3] 20.5	14.65
	[4] 19.0	

[1] From May 2, 1971, until Apr. 3, 1972.
[2] From Apr. 3, 1972.
[3] Gas-well gas.
[4] Casinghead gas.
[5] From May 2, 1971, until May 7, 1972.
[6] From May 7, 1972.

(H) The orders issuing certificates of public convenience and necessity in various dockets are amended by adding thereto or deleting therefrom authorization to sell natural gas or by substituting successors in interest as certificate holders, all as more fully described in the applications and in the tabulation herein. In all other respects said orders shall remain in full force and effect.

(I) Docket No. CI72–546 is canceled.

(J) The certificates of public convenience and necessity issued in Dockets Nos. G–11694, G–18643, CI70–864, and CI71–544 are terminated and the related rate schedules are canceled.

(K) The application pending in Docket No. CI71–544 is dismissed.

(L) Applicant in Docket No. CI72–581 is not relieved of any refund obligations in Dockets Nos. RI60–53 and CI60–457 as a result of the abandonment of service permitted and approved herein.

(M) The certificate issued in Docket No. CI72–651 involving a sale of natural gas to Panhandle Eastern Pipe Line Co. by its affiliate, Anadarko Production Co., determines the rate which legally may be paid by the buyer to the seller but is without prejudice to any action which the Commission may take in any rate proceeding involving said companies.

(N) Within 90 days from the date of this order, applicants in Dockets Nos. G–7373, CI72–547, CI72–548, CI72–549, CI72–645, CI72–667, CI72–703, and CI72–721 each shall file three copies of a rate schedule-quality statement in the form prescribed in Opinion Nos. 586 and 595, as applicable.

(O) The proceeding pending in Docket No. RI71–925 is terminated insofar as it pertains to sales under The California Co., a division of Chevron Oil Co., FPC Gas Rate Schedule No. 66.

(P) Applicant in Docket No. G–9314 is made a corespondent in the proceedings pending in Dockets Nos. RI65–334 and RI69–338, and said proceedings are redesignated accordingly. Applicant shall comply with the refunding procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder.

(Q) Applicant in Docket No. CI65–1213 is made a corespondent in the proceeding pending in Docket No. RI71–42,

and said proceeding is redesignated accordingly. Applicant shall comply with the refunding procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder.

(R) The order of the Commission issued in Docket No. CS69-28 et al., on October 15, 1971, is vacated insofar as it pertains to the cancellation of Southeastern Public Service Co. (operator) et al., FPC Gas Rate Schedule No. 3; and said rate schedule is redesignated as set forth in the tabulation herein under Docket No. CI72-645.

(S) Permission for and approval of the abandonment of service by applicants, as hereinbefore described and as more fully described in the applications and the tabulation herein, are granted.

(T) The rate schedules and rate schedule supplements related to the authorizations granted herein are accepted for filing or are redesignated, all as set forth in the tabulation herein.

By the Commission.

KENNETH F. PLUMB,
Secretary.

Docket No. and date filed	Applicant	Purchaser and location	FPC gas rate schedule [1]		
			Description and date of document	No.	Supplement
G-2639 E 3-20-72	J. D. Burke [2]	United Gas Pipe Line Co., Marshall Field, Goliad County, Tex.	Phillips Petroleum Co. FPC gas rate schedule No. 1-A and Supplement.	2	
			Nos. 1-14 thereto	2	1-14
			Notice of succession 3-15-72.		
			Assignment 12-15-71	2	15
			(Effective date: 12-15-71)		
G-4579 D [3]	Cities Service Oil Co. (operator), et al.	Northern Natural Gas Co., acreage in Texas County, Okla.	Assignment 2-24-72 [4]	169	15
			Assignment 2-24-72 [4]	170	23
			Assignment 2-24-72 [4]	171	20
			(Effective date: 2-24-72)		
G-4954 E 2-22-72	J. D. Burke [5]	United Gas Pipe Line Co., Marshall Field, Goliad County, Tex.	Sun Oil Co. FPC gas rate schedule No. 271 and supplement.	1	
			Nos. 1-21 thereto	1	1-21
			Notice of succession 2-18-72.		
			Assignment 12-15-71	1	22
			(Effective date: 12-15-71)		
G-7373 3-3-72 [6 7]	Colorado Oil and Gas Corp.	United Gas Pipe Co., Gottschalt Field, Goliad County, Tex.	Goldston Oil Corp. (operator), et al. FPC gas rate schedule No. 1 and supplement.	70	
			Nos. 1-8 thereto	70	1-8
			Letter agreement 4-30-72	70	9
			Letter agreement 8-27-69	70	10
			(Effective date: 5-2-71)		
G-9314 E 5-8-72	Herman Geo. Kaiser (operator), et al. [8]	Colorado Interstate Gas Co., a division of Colorado Interstate Corp., Greenwood Field, Morton County, Kans., and Baca County, Colo.	Amerada Hess Corp. FPC gas rate schedule No. 42 and supplement.	13	
			Nos. 1-15 thereto	13	1-15
			Notice of succession 5-4-72.		
			Assignment 10-26-71 [9]	13	16
			Assignment 10-26-71 [9]	13	17
			(Effective date: 11-1-71)		
G-10665 D 6-16-72	Champlin Petroleum Corp. (operator), et al.	Cities Service Gas Co., acreage in Grant County, Okla.	Notice of partial termination (undated) [10]	64	12
G-11174 D [3]	Gulf Oil Corp.	Colorado Interstate Gas Co., a division of Colorado Interstate Corp., Harper County, Okla.	Assignment 2-20-70 [11]	98	27
			(Effective date: 2-15-72)		

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.

See footnotes at end of table.

Docket No. and date filed	Applicant	Purchaser and location	FPC gas rate schedule [1]		
			Description and date of document	No.	Supp.
G-11995 D 8-10-71	Mobil Oil Corp.	United Gas Pipe Line Co., Cameron Meadows, et al, Field, Cameron Parish, La.	Notice of partial cancellation 8-6-71. [12]	69	32
G-12508 D [3]	Cities Service Oil Co.	Northern Natural Gas Co., acreage in Edwards County, Kans.	Assignment 10-24-71 [13]	249	8
			(Effective date: 10-24-71)		
G-15714 D [3]	Humble Oil & Refining Co. (operator), et al.	Transwestern Pipeline Co., acreage in Lipscomb County, Tex.	Assignment 11-5-71 [14]	239	45
			(Effective date: 10-14-71)		
G-16998 D [3]	Cities Service Oil Co.	Northern Natural Gas Co., acreage in Edwards County, Kans.	Assignment 10-24-71 [13]	98	9
			(Effective date: 10-24-71)		
G-18643 D [3]	Gulf Oil Corp.	Champlin Petroleum Co., Witcher Field, Oklahoma County, Okla.	Assignment 10-31-69 [15]	166	8
			(Effective date: 11-1-69)		
CI65-1213 E 5-8-72	Herman Geo. Kaiser (operator), et al. [8]	Baca Gas Gathering System, Inc., Midway Field, Baca County, Colo.	Amerada Hess Corp., FPC gas rate schedule No. 130 and Supplement	14	
			Nos. 1-3 thereto	14	1-3
			Notice of succession 5-4-72		
			Assignment 10-26-71 [9]	14	4
			(Effective date: 11-1-71)		
CI70-80 D [3]	Cities Service Oil Co. (operator), et al.	Northern Natural Gas Co., acreage in Edwards County, Kans.	Assignment 10-24-71 [13]	316	2
			(Effective date: 10-24-71)		
CI71-544 B 4-26-72	The California Co., a division of Chevron Oil Co.	Texas Eastern Transmission Corp., Northeast Nada Field, Colorado County, Tex.	Notice of cancellation 4-24-72. [10]	66	3
CI72-106 A 8-17-71	Exchange Oil & Gas Corp.	Transcontinental Gas Pipe Line Corp., East Lake Decade Field, Terrebonne Parish, La.	Compliance 3-28-71 [16]	19	2
			(Effective date: dzte of initial delivery).		
CI72-390 A 1-3-72	Getty Oil Co.	United Gas Pipe Line Co., East Texas Field, Gregg County, Tex.	Contract 12-14-71 [17]	197	
CI72-544 A 3-6-72	Union Oil Company of California.	Southern Natural Gas Co., Main Pass Area, Block 52, Plaquemines Parish, La.	Contract 2-18-72 [17]	210	
			Compliance 3-28-72	210	1
			(Effective date: date of initial delivery).		
CI72-547 F 3-6-72 [20]	Cabot Corp.	Michigan Wisconsin Pipe Line Co., Laverne Area, Beaver County, Okla.	Contract 12-3-58	103	
			Amendatory agreement 7-1-65	103	1
			Assignment 8-30-71 [18]	103	2
			Assignment 10-26-71 [19]	103	3
			(Effective date: 11-1-70)		
CI72-548 F 3-6-72 [21]	do	El Paso Natural Gas Co., Laverne Area, Beaver County, Okla.	Contract 2-1-60	104	
			Amendatory Agreement 10-14-70	104	1
			Assignment 8-25-71 [22]	104	2
			Assignment 10-26-71 [19]	104	3
			(Effective date: 7-1-71)		
CI72-549 F 3-6-72 [23]	do	Michigan Wisconsin Pipe Line Co., Laverne Area, Beaver County, Okla.	Contract 3-9-57	105	
			Letter agreement 8-7-59	105	1
			Amendatory agreement 7-1-65.	105	2
			Assignment 8-13-71 [24]	105	3
			Assignment 10-26-71 [19]	105	4
			(Effective date: 11-1-70)		
CI72-581 B 3-15-72 [27]	Continental Oil Co.	Tennessee Gas Pipeline Co., a division of Tenneco Inc., North Government Wells Field, Duval County, Tex.	Notice of cancellation 3-8-72 [25 26]	142	5
CI72-604 3-15-72 [28]	Petroleum, Inc., et al	Michigan Wisconsin Pipe Line Co., acreage in Harper County, Okla.	Contract 3-9-57	79	
			Ratification agreement 3-21-68	79	1
			Contract 8-11-58	80	
			Contract 9-29-58	81	
			Contract 9-8-58	82	
			Contract 3-9-57 [17]	83	
		Colorado Interstate Gas Co., acreage in Harper County, Okla.	Contract 8-3-56 [17]	84	

Docket No. and date filed	Applicant	Purchaser and location	FPC gas rate schedule [1]		
			Description and date of document	No.	Supplement
CI72-620 A 3-27-72	The California Co., a division of Chevron Oil Co.	Natural Gas Pipeline Company of America, Block 181 Field, West Cameron Area, offshore Louisiana.	Contract 3-13-72 [17]	73	
CI72-628 A 3-29-72	Texas Pacific Oil Co., Inc.	Northern Natural Gas Co., Elam Field, Beaver County, Okla.	Contract 3-15-72 [17]	106	
			Compliance 6-16-72 (Effective date: Date of initial delivery).	106	1
CI72-630 A 3-31-72	J. M. Huber Corp.	Montana-Dakota Utilities Co., Poison Creek Field, Fremont County, Wyo.	Contract 3-1-72 [17]	95	
CI72-643 F 3-31-72 [29]	Petroleum, Inc.	Northern Natural Gas Co., acreage in Beaver County, Okla.	Contract 11-15-56	85	
			Agreement 3-28-60	85	1
			Contract 7-6-60	85	2
			Supplement 10-4-71	85	3
			Agreement 12-22-71	85	4
			Assignment 3-2-72 [17]	85	5
CI72-645 4-6-72 [30]	Colorado Oil & Gas Corp.	Tennessee Gas Pipeline Co., a division of Tenneco Inc., North Louise Field, Wharton County, Tex.	Southeastern Public Service Co. (Operator) et al. FPC Gas Rate Schedule No. 3 and Supplement Nos. 1-11 thereto (Effective date: 5-2-71)	71	1-11
CI72-651 A 4-10-72	Anadarko Production Co.	Panhandle Eastern Pipe Line Co., Abraham Granite Wash and North Buffalo Wallow Fields, Hemphill County, Tex.	Contract 1-31-72	178	
			Letter Agreement 2-9-72. [17]	178	1
CI72-667 F 4-12-72 [31]	Texas Oil & Gas Corp.	Michigan Wisconsin Pipe Line Co., Southwest Freedom Field, Woodward County, Okla.	Contract 1-16-61	100	
			Letter Agreement 1-16-61.	100	1
			Supplement 5-4-72	100	2
			Assignment 11-1-71 [32]	100	3
			Assignment 11-30-71 [33] (Effective date: Date of initial delivery)	100	4
CI72-703 4-27-72 [34]	Petroleum Inc., et al.	Northern Natural Gas Co., Lips Morrow Field, Roberts County, Tex.	Contract 2-21-62	86	
			(Effective date: 10-1-70)		
CI72-704 B 4-26-72 [35]	Glasscock Leaseholds, Inc. [39]	Valley Gas Transmission, Inc., El Oro Field, Duval County, Tex.	([36])		
CI72-717 A 5-8-72	Midwest Oil Corp.	Lone Star Gas Co., Pettigrew Lease, Stephens, County Okla.	Contract 3-1-72 [17]	63	
CI72-721 5-8-72 [38]	Petroleum, Inc., et al.	Northern Natural Gas Co., Mocane-Laverne Gas Area, Beaver County, Okla.	Contract 6-17-69	87	
			(Effective date: 10-4-71)		
CI72-741 B 5-15-72 [35] [40]	C & K Petroleum, Inc.	Transcontinental Gas Pipe Line Corp., El Campo Field, Wharton County, Tex.	([37])		

[1] Unless otherwise stated, effective date is date of this order.
[2] Successor to Phillips Petroleum Co.
[3] No certificate filing necessary (18 CFR 2.64).
[4] Assigns acreage from applicant to Graham-Michaelis Drilling Co., holder of a small producer certificate in Docket No. CS71-178.
[5] Successor to Sun Oil Co.
[6] Docket No. CI72-546 erroneously assigned to application.
[7] Applicant proposes to cover its own interests in a sale of natural gas formerly authorized under a certificate granted to Goldston Oil Corp., which operates properties for Iris Goldston et al., holder of a small producer certificate in Docket No. CS70-5.
[8] Successor to Amerada Hess Corp.
[9] Assigns acreage from Amerada Hess Corp. to applicant.
[10] Includes buyer's concurrence. Source of gas depleted.
[11] Assigns acreage from applicant to W. T. Fail et al., holder of a small producer certificate in Docket No. CS71-1076.
[12] Contains assignment dated July 1, 1971, whereby acreage is assigned from applicant to Curt Weaver. Assignee states that the acquired acreage did not include any wells, which are capable of producing gas into an interstate transmission line.
[13] Assigns acreage from applicant to D. R. Lauck Oil Co., Inc., holder of a small producer certificate in Docket No. CS71-166.
[14] Assigns acreage to Texas West Oil & Gas Corp., holder of a small producer certificate in Docket No. CS72-437.
[15] Assigns remaining acreage from applicant to Jack D. Hodgden, holder of a small producer certificate in Docket No. CS71-699.
[16] Basic contract dated August 2, 1971, has heretofore been accepted for filing.
[17] Rate schedule filing or filings have been heretofore accepted.
[18] Assigns acreage from Monsanto Co. to applicant.
[19] Assigns acreage from applicant to Shell Oil Co. and Ashland Oil, Inc.
[20] Applicant proposes to continue in part a sale of natural gas heretofore authorized in Docket No. G-17260 to be made pursuant to Monsanto Company FPC gas rate schedule No. 30.
[21] Applicant proposes to continue in part a sale of natural gas heretofore authorized in Docket No. CI60-328 to be made pursuant to The Superior Oil Co. FPC gas rate schedule No. 92.
[22] Assigns acreage to applicant from The Superior Oil Co.
[23] Applicant proposes to continue in part a sale of natural gas heretofore authorized in Docket No. G-13299 to be made pursuant to Atlantic Richfield Co. (operator) et al., FPC gas rate schedule No. 414.
[24] Assigns acreage to applicant from Atlantic Richfield Co.
[25] Includes buyer's concurrence.
[26] Lease has been sold and the basic contract canceled.
[27] Applicant proposes to abandon a sale of natural gas heretofore authorized in Docket No. G-11694.
[28] Applicant proposes to cover its own interest in a sale of natural gas heretofore covered by Morgan Petroleum Co., holder of a small producer certificate in Docket No. CS71-366.
[29] Applicant proposes to continue in part a sale of natural gas heretofore authorized in Docket No. G-11744 to be made pursuant to Atlantic Richfield Co. (operator) et al., FPC gas rate schedule No. 379.
[30] Applicant proposes to cover its own interest in a sale of natural gas formerly covered by Southeastern Public Service Co., holder of a small producer certificate in Docket No. CS71-571. Southeastern's FPC gas rate schedule No. 3 is reinstated and redesignated herein.
[31] Applicant proposes to continue in part a sale of natural gas heretofore authorized in Docket No. CI61-1252 to be made pursuant to Union Oil Company of California (operator) et al., FPC gas rate schedule No. 137.
[32] Assigns acreage from Union Oil Company of California to Arthur J. Wessely.
[33] Assigns acreage from Arthur J. Wessely to applicant.
[34] Applicant proposes to cover its own interest in a sale of natural gas formerly covered by Mesa Petroleum Co., holder of a small producer certificate in Docket No. CS67-82.
[35] Small Producer abandonment.
[36] Buyer states that it is uneconomical for it to install compression facilities.
[37] Source of gas depleted.
[38] Applicant proposes to cover its own interest in a sale of natural gas formerly covered by PetroDynamics, Inc., holder of a small producer certificate in Docket No. CS72-302.
[39] Filing submitted by Bell Western Corp., successor to Glasscock Leaseholds, Inc.
[40] Applicant proposes to abandon a sale of natural gas, which was formerly made by Ira T. Havens. The former sale was covered by authorization granted in Docket No. CI70-864 to be made pursuant to Ira T. Havens. FPC gas rate schedule No. 1.

[FR Doc.72-17990 Filed 10-24-72;8:45 am]

[Docket No. E-7786]

LONG ISLAND LIGHTING CO.

Proposed Change in Rate and Charge

OCTOBER 20, 1972.

Take notice that on October 10, 1972, Long Island Lighting Co. (Long Island), tendered for filing an instrument entitled Electric Power Contract Between Incorporated Village of Freeport and Long Island Lighting Co., dated September 28, 1972. The contract is for a primary term of 3 years with fixed rate which would increase charges to the Village of Freeport by $9,596 annually on the basis of operations for the 12-month period ending October 31, 1972.

The instrument is proffered to supersede Long Island's FPC Rate Schedule No. 4 which is also contractual in form and provides for termination on October 31, 1972. The company requests waiver of the notice requirements pursuant to § 35.11 of the Commission's regulations under the Federal Power Act to permit the new contract and the increased rates contained therein to become effective on November 1, 1972.

Copies of the filing have been served upon the Village of Freeport.

Any person desiring to be heard or make protest with reference to said application should, on or before October 26, 1972, file with the Federal Power Commission, Washington, D.C. 20426, petitions to intervene or protests 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 appro-

priate action to be taken, but will not serve to make protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate in any hearing therein, must file petitions to intervene in accordance with the Commission's rules. The application is on file with the Commission and available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.72-18277 Filed 10-24-72;9:44 am]

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

[Notice 72-19]

NASA RESEARCH AND TECHNOLOGY ADVISORY COUNCIL

Notice of Meeting

The NASA Research and Technology Advisory Council will meet on October 26 and 27, 1972, at NASA Headquarters. The meeting will be held in Room 625, Federal Office Building 10B, on October 26, and in Room 7002, Federal Office Building 6, on October 27. The meeting is open to the public with the exception of the closed sessions: (1) October 26, 8:30–10:30 a.m., (2) October 26, 4–5 p.m., and (3) October 27, 8:30–10:30 a.m. The seating capacity of the rooms is about 40 persons, including Council members and other participants.

The NASA Research and Technology Advisory Council was established to advise NASA's senior management in the area of aeronautics and space research and technology. The Council studies issues, pinpoints critical problems, determines gaps in needed technology, points out desirable goals and objectives; summarizes the state-of-the-art, assesses on-going work, and makes recommendations to help NASA plan and carry out a program of greatest benefit to the Nation. The current Chairman is Mr. Richard E. Horner. There are 15 members on the Council itself and additional members on eight committees which report to the Council.

The following list sets forth the approved agenda and schedule for the meeting. For further information, please contact the Executive Secretary, Mr. Fred W. Bowen: Area Code 202, 755-2494.

October 26, 1972, Room 625, Federal Office Building 10B, 600 Independence Avenue SW., Washington, DC.

Time	*Topic*
8:30 a.m.	Progress Report on Office of Aeronautics and Space Technology Activities and Funding Status (Closed Session)—To brief the Council on the status of programs and disciplines within the Office of Aeronautics and Space Technology and to discuss funding status for current and future activities.
10:30 a.m.	Committee Capsule Reports—Brief reports will be made by each Committee Chairman to inform the Council on major accomplishments, problems, and recommendations.
1:30 p.m.	Comments on "Thrusts in Aeronautics for the 1980's"—This report, prepared by the Council, will be discussed in preparation for response by NASA to the information contained therein.
2:30 p.m.	Short Takeoff and Landing/Vertical Takeoff and Landing (STOL/VTOL) Status Update—To inform the Council of the current Office of Aeronautics and Space Technology efforts in technology for Short Takeoff and Landing and Vertical Takeoff and Landing Aircraft.

October 27, 1972, Room 7002, Federal Office Building 6, 400 Maryland Avenue SW., Washington, DC.

Time	*Topic*
8:30 a.m.	Discussion of Committee Reports—To discuss in more detail the reports of the eight committees which were summarized the previous day. (Closed session.)
10:30 a.m.	Low Cost Space Payloads—To inform the Council of NASA's philosophy in reducing the cost of future space payloads.
11:30 a.m.	Space Research and Technology (SPART) Study—To report on the results of the Space Research and Technology Study recently presented to NASA management for consideration.
12 Noon	Solar Power—To discuss NASA's activities in the area of technology for solar power for terrestrial applications.
1:30 p.m.	Wrap-up—To summarize the action items, recommendations, and future plans of the Council.
2 p.m.	Adjourn.

GEORGE M. LOW,
Deputy Administrator.

[FR Doc.72-18228 Filed 10-24-72;8:49 am]

SECURITIES AND EXCHANGE COMMISSION

[Rel Nos. 34-9822, 35-17732, IC-7427]

FEDERAL ELECTION CAMPAIGN ACT

Proposed Disclosure Requirement for Proxy Soliciting Materials or Corporate Annual Reports of Information

The Securities and Exchange Commission is seeking public comment concerning the merits of amending the Commission's rules under section 14(a) of the Securities Exchange Act of 1934, 15 U.S.C. 78n(a) (17 CFR 240.14a-1 et seq.) to require disclosure in proxy soliciting materials or in corporate annual reports of information required to be filed with the Congress or with the Comptroller General under the Federal Election Campaign Act of 1971, P.L. 92-255, 86 Stat. 3, concerning "the establishment, administration, and solicitation of contributions to a separate segregated fund to be utilized for political purposes by a corporation * * *" as permitted by section 205 of that Act. The Commission is not now proposing the adoption of rules to require these disclosures, but it has received a petition that it do so, and this action is being undertaken to assist the Commission in its consideration of whether a rule requiring such disclosures would be necessary or appropriate in the public interest or for the protection of investors. A copy of the petition is available for public inspection in the public reference room of the Commission at the address noted below.

Interested persons are requested to submit their comments in writing to the Office of the Secretary, Securities and Exchange Commission, 500 North Capitol Street NW., Washington, DC 20549. All material submitted will be considered a matter of public record.

The Commission requests that all comments be mailed in time to be received no later than December 1, 1972.

By the Commission.

[SEAL] RONALD F. HUNT,
Secretary.

OCTOBER 17, 1972.

[FR Doc.72-18140 Filed 10-24-72;8:45 am]

[File No. 500-1]

FIRST LEISURE CORP.

Order Suspending Trading

OCTOBER 17, 1972.

It appearing to the Securities and Exchange Commission that the summary

suspension of trading in the common stock, $0.10 par value and all other securities of First Leisure Corp., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period from October 18, 1972, through October 27, 1972.

By the Commission.

[SEAL] RONALD F. HUNT, *Secretary.*

[FR Doc.72-18135 Filed 10-24-72;8:47 am]

[File No. 500-1]

LDS DENTAL SUPPLIES, INC.

Order Suspending Trading

OCTOBER 17, 1972.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock, $0.01 par value, and all other securities of LDS Dental Supplies, Inc. being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period from October 18, 1972 through October 27, 1972.

By the Commission.

[SEAL] RONALD F. HUNT, *Secretary.*

[FR Doc.72-18136 Filed 10-24-72;8:47 am]

[File No. 500-1]

MARKETING COMMUNICATIONS, INC.

Order Suspending Trading

OCTOBER 17, 1972.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock, no par value, and all other securities of Marketing Communications, Inc., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange, be summarily suspended, this order to be effective for the period from 11:15 a.m. e.d.t. on October 17, 1972 through October 26, 1972.

By the Commission.

[SEAL] RONALD F. HUNT, *Secretary.*

[FR Doc.72-18137 Filed 10-24-72;8:47 am]

[70-5250]

NEW ENGLAND ELECTRIC SYSTEM AND NEW ENGLAND POWER CO.

Proposed Issue and Sale of Preferred Stock at Competitive Bidding and Common Stock to Holding Company

Notice is hereby given that New England Electric System (NEES), a registered holding company, and its electric utility subsidiary, New England Power Co. (NEPCO), 20 Turnpike Road, Westborough, MA 01581, have filed an application-declaration, and an amendment thereto, with this Commission, pursuant to the Public Utility Holding Company Act of 1935 (Act), designating sections 6(a), 6(b), 7, 9(a), 10, and 12 of the Act and Rules 42(b)(2) and 50 promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the application-declaration, which is summarized below, for a complete statement of the proposed transactions.

NEPCO proposes to issue and sell, subject to the competitive bidding requirements of Rule 50 under the act, 150,000 shares of a new series of its Dividend Series Preferred Stock to be designated Cumulative Preferred Stock —— percent Series (New Preferred Stock). The dividend rate of the New Preferred Stock (which will be a multiple of 0.04 of 1 percent) and the price (which will not be less than $100 nor more than $102.75 per share) will be determined by competitive bidding. The New Preferred Stock will not be redeemable prior to November 1, 1977, in connection with a refunding by the issuance of debt securities or other preferred stock at a lesser effective cost of money.

NEPCO further proposed to increase its capital stock by the authorization and issue of 750,000 shares of its common stock, par value $20 per share. NEES, the sole common stockholder, proposes to acquire such shares for a cash consideration of $40 per share, or an aggregate of $30 million. Upon such issue and sale NEPCO will have outstanding 4,699,896 shares of common stock with an aggregate par value of $93,997,920.

The proceeds (estimated at $45 million) from the issue and sale of the Common Stock and New Preferred Stock will be applied to the reduction of the $69,200,000 short-term promissory notes presently outstanding pursuant to Commission authorization (File No. 70-5125).

The application-declaration states that fees and expenses to be paid in connection with the proposed issue and sale of the New Preferred Stock are estimated at $75,000, including charges of $37,000 for services of the system service company, at cost, and accountant's fees of $5,000. The fees of counsel for the underwriters are to be paid by the successful bidders and the amounts are to be supplied by amendment. The fees and expenses to be paid in connection with the issue and sale of the common stock are estimated at $3,900 for NEPCO and $200 for NEES.

It is stated that the Massachusetts Department of Public Utilities, the New Hampshire Public Utilities Commission, and the Vermont Public Service Board have jurisdiction over the proposed issuance and sale of the New Preferred Stock, including the need for a separate order should the dividend rate exceed 9 percent, and of the additional common stock, and the use of the proceeds therefrom. It is further stated that no other State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is further given that any interested person may, not later than November 8, 1972, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said application-declaration, as amended, which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the applicant-declarant at the above-stated address, and proof of service (by affidavit or, in the case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the application-declaration, as amended or as it may be further amended, may be granted and permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulation, pursuant to delegated authority.

[SEAL] RONALD F. HUNT, *Secretary.*

[FR Doc.72-18138 Filed 10-24-72;8:47 am]

[812-3273]

STATE STREET INVESTMENT CORP.

Application for Order Exempting Sale by Open-End Company of Securities at Other Than Public Offering Price

OCTOBER 17, 1972.

Notice is hereby given that State Street Investment Corp., 225 Franklin Street, Boston, MA 02110 (Applicant), a Massachusetts corporation registered under the Investment Company Act of 1940 (Act) as a diversified open-end management investment company, has filed an application pursuant to section 6(c) of the Act requesting an order of the Commission for exemption from the provisions of section 22(d) of the Act which, in pertinent part, prohibit a registered investment company from selling any redeemable security issued by it to any person except either to or through a principal underwriter for distribution at a current public offering price described in the prospectus. Section 22(d) would prevent Applicant, which does not have a prospectus describing a current offering price, from acquiring the assets of The Connecticut Public Service Corp. (Connecticut) in exchange for the shares of Applicant. All interested persons are referred to the application on file with the Commission for a statement of the representations therein which are summarized below.

Applicant represents that Connecticut, a Connecticut corporation, was incorporated in 1907 and has since operated as a family private investment company, investing and reinvesting its assets in a diversified portfolio of securities. Substantially all of Connecticut's assets are in the form of investments in marketable securities, cash and cash items. At the present time Connecticut has 7 shareholders, is a personal holding company for Federal income tax purposes, and is subject to Federal and Connecticut corporate income taxes. Applicant asserts that Connecticut is excepted from the definition of an investment company by reason of section 3(c)(1) of the Act.

On September 13, 1972, Applicant and Connecticut entered into an Agreement and Plan of Reorganization ("Agreement") whereby substantially all of the assets of Connecticut are to be transferred to Applicant in exchange for shares of Applicant's common stock. Pursuant to the Agreement, the number of Applicant's shares to be delivered to Connecticut shall be determined on the closing date as defined in the Agreement, by dividing the aggregate value of the gross assets of Connecticut (subject to certain adjustments as set forth in the Agreement) to be transferred to Applicant by the net asset value per share of Applicant. The adjustment provided for in the Agreement requires that in determining the number of shares of Applicant to be delivered to Connecticut, the aggregate value of the gross assets of Connecticut shall be reduced by the greater of (1) 5 percent of the value of the gross assets of Connecticut, or (2) an amount determined by application of a formula designed to adjust for any excess in the proportion of the net asset value of Connecticut represented by realized and unrealized appreciation over the proportion of the net asset value of Applicant represented by realized and unrealized appreciation. The agreement further provides that if application of the formula would operate to reduce the market value of the gross assets of Connecticut by an amount greater than 5 percent thereof, then Connecticut shall have the right, at its option, to terminate the Agreement.

As of June 30, 1972, the market value of the assets of Connecticut to be delivered to Applicant was approximately $2,444,000. Applicant intends to sell, soon after receipt, securities representing approximately 21.8 percent of the market value of such assets, but in no event will the value of such securities, not including securities which may be used to meet redemptions of Applicant's shares, represent more than 25 percent of the market value on the closing date of the assets received. The remainder of the assets will be retained in Applicant's portfolio. When the shares of Applicant are received by Connecticut, Connecticut will distribute such shares to its stockholders upon liquidation of Connecticut. Applicant has been advised that the stockholders of Connecticut have no present intention of redeeming any substantial number, or otherwise transferring any, of Applicant's shares following the proposed transaction.

Assuming that the closing under the Agreement had taken place on June 30, 1972, when the net asset value of a share of State Street stock was $51.31, 46,943 shares of State Street would have been transferred to Connecticut or approximately .55 percent of the number of State Street shares outstanding immediately after such transfer.

Applicant represents that neither Connecticut nor any shareholder, director or officer of Connecticut is either an "affiliated person" of State Street or an "affiliated person" of any "affiliated person" of State Street, and that the Agreement was negotiated at arms length by the principals of Connecticut and State Street.

Section 22(d) of the Act provides that registered open-end investment companies may sell their shares only at the current public offering price as described in the prospectus. Section 6(c) permits the Commission, upon application, to exempt a transaction if it finds that such an exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is further given that any interested person may, not later than November 10, 1972, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request, and the issues, if any, of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Applicant at the address stated above. Proof of such service (by affidavit, or in the case of an attorney at law, by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Investment Company Regulation, pursuant to delegated authority.

[SEAL] RONALD F. HUNT,
Secretary.

[FR Doc.72-18139 Filed 10-24-72;8:47 am]

TARIFF COMMISSION

[AA1921-106/108]

PERCHLORETHYLENE FROM ITALY, JAPAN, AND FRANCE

Notice of Investigation and Hearing

Having received advice from the Treasury Department on September 27, and October 12, 1972, that perchlorethylene, including technical grade perchlorethylene and purified perchlorethylene, from Italy, Japan, and France, are being, or are likely to be, sold at less than fair value, the U.S. Tariff Commission has instituted investigations Nos. AA1921-106 (Italy), AA1921-107 (Japan), and AA1921-108 (France), under section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)), to determine whether an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of such merchandise into the United States.

Hearing. A public hearing in connection with the investigations will be held in the Tariff Commission's Hearing Room, Tariff Commission Building, Eighth and E Streets NW., Washington, D.C., beginning at 10 a.m., e.s.t., on November 2, 1972. All parties will be given an opportunity to be present, to produce evidence, and to be heard at such hearing. Requests to appear at the public hearing should be received by the Secretary of the Tariff Commission, in writing,

at its offices in Washington, D.C., not later than noon, Monday, October 30, 1972.

Issued: October 19, 1972.

By order of the Commission:

[SEAL] KENNETH R. MASON, *Secretary.*

[FR Doc.72-18128 Filed 10-24-72;8:47 am]

DEPARTMENT OF LABOR

Office of the Secretary

[TEA-W-149]

ABEX CORP.

Notice of Certification of Eligibility of Workers To Apply for Adjustment Assistance

Under date of September 11, 1972, the U.S. Tariff Commission made a report of the results of its investigation (TEA-W-149) under section 301(c)(2) of the Trade Expansion Act of 1962 (76 Stat. 884) in response to a petition for determination of eligibility to apply for adjustment assistance submitted on behalf of the former workers of the Columbus, Ohio plant of the Denison Division, Abex Corp. In this report, the Commission found that articles like or directly competitive with industrial hydraulic valves manufactured at the Columbus plant of the Denison Division, Abex Corp., are, as a result in major part of concessions granted under trade agreements, being imported into the United States in such increased quantities as to cause unemployment or underemployment of a significant number or proportion of the workers of such plant.

Upon receipt of the Tariff Commission's affirmative finding, the Department, through the Director of the Office of Foreign Economic Policy, Bureau of International Labor Affairs, instituted an investigation. Following this the Director made a recommendation to me relating to the matter of certification (Notice of Delegation of Authority and Notice of Investigation, 34 F.R. 18342; 37 F.R. 2472, 19405; 29 CFR Part 90). In the recommendation she noted that imports by the company of articles like or directly competitive with the industrial hydraulic valves and valve parts produced at the Columbus plant increased substantially. As a result, the company cut back production of these imported articles and employment levels of workers engaged in producing those articles declined. Unemployment and underemployment directly related to import competition began in July, 1970. After due consideration, I make the following certification:

"The workers of the Columbus, Ohio plant of the Denison Division of Abex Corp. identified below, who became unemployed or underemployed after July 23, 1970, are eligible to apply for adjustment assistance under title III, Chapter 3, of the Trade Expansion Act of 1962.

Name and last known address

M. L. Barksdale, 1122 East 20th Avenue, Columbus, OH 43205.
M. H. Branch, 1114 Hallidon, Columbus, OH 43201.
G. M. Carr, 2930 Wicklow Road, Columbus, 43205.
L. M. Curtis, 3455 First Avenue, Urbancrest, OH 43123.
R. S. Edwards, 2796 Castleton, Grove City, OH 43123.
J. H. Fraley, 841 South Ogden Avenue, Columbus, OH 43204.
J. L. Gibson, 3817 Second Avenue, Urbancrest, OH 43123.
L. M. Haight, 106 South Warren Avenue, Columbus, OH 43204.
A. B. Hasebrook, Jr., 120 Llewllyn Avenue, Westerville, OH 43081.
O. W. Iiams, Route No. 1, Shawnee, Ohio 43782.
P. Jaconetti, 1173 Northwest Boulevard, Columbus, OH 43212.
J. M. Linville, 427 South 17th, Columbus, OH 42123.
J. Lowe, 2385 Indiana Avenue, Columbus, OH 43202.
I. E. Nichols, 444 East Woodrow, Columbus, OH 43207.
R. L. Nichols, 421 James Court, Grove City, OH 43123.
M. W. Parks, 264 South 18th Avenue, Apartment 2C, Columbus, OH 43205.
M. F. Pfister, 3069 Gerbert Road, Columbus, OH 43224.
R. A. Rose, 353 Clarendon, Columbus, OH 43223.
B. L. Shepherd, 103 South Princeton, Columbus, OH 43223.
J. R. Shirtzinger, 3281 Darbyshire Drive, Columbus, OH 43205.
H. E. Sieberth, 870 Ross Road, Columbus, OH 43206.
R. L. Stinson, 2432 Argyle Drive, Columbus, OH 43219.
E. F. Strickler, 911 Sullivant Avenue, Columbus, OH 43204.
M. A. Tabor, 69 East Markison, Columbus, OH 43207.
W. M. Walker, Jr., 1202 East 20th Avenue, Columbus, OH 43219.
R. L. Wright, 686 Kelton Avenue, Columbus, OH 43205.

Signed at Washington, D.C. this 18th day of October 1972.

JOEL SEGALL,
Deputy Under Secretary, International Affairs.

[FR Doc.72-18123 Filed 10-24-72;8:46 am]

Wage and Hour Division

CERTIFICATES AUTHORIZING THE EMPLOYMENT OF LEARNERS AND STUDENT WORKERS AT SPECIAL MINIMUM WAGES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.) and Administrative Order No. 621 (36 F.R. 12819) the firms listed in this notice have been issued special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the act. For each certificate, the effective and expiration dates, number of proportion of learners and the principal product manufactured by the establishment are as indicated. Conditions on occupations, wage rates, and learning periods which are provided in certificates issued under the supplemental industry regulations cited in the captions below are as established in those regulations; such conditions in certificates not issued under the supplemental industry regulations are as listed.

Apparel Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.20 to 522.25, as amended).

The following normal labor turnover certificates authorize 10 percent of the total number of factory production workers except as otherwise indicated.

Angelica Uniform Co., Eminence, Mo.; 8-16-72 to 8-15-73 (women's and men's washable service apparel).

Angelica Uniform Co., Marquand, Mo.; 8-4-72 to 8-3-73 (men's pants).

Angelica Uniform Co., Summersville, Mo.; 8-16-72 to 8-15-73 (women's and men's washable service apparel).

Arizona Slack Corp., Yuma, Ariz.; 9-12-72 to 9-11-73 (men's slacks).

Ashland Crafts, Inc., Ashland, Ky.; 8-8-72 to 8-7-73 (children's dresses).

Bernice Industries, Corp., Bernice, La.; 8-11-72 to 8-10-73 (boys' shirts).

Big River Manufacturing Co., Kittanning, Pa.; 8-31-72 to 8-30-73 (boys' shirts).

Blue Bell, Inc., Hackleburg, Ala.; 8-7-72 to 8-6-73 (men's shirts).

Caledonia Manufacturing Co., Inc., Caledonia, Miss.; 9-11-72 to 9-10-73 (men's pants).

Clayburne Manufacturing Corp., Clayton, Ga.; 8-5-72 to 8-4-73 (men's sport shirts).

Coatesville Garment Co., Coatesville, Pa.; 9-11-72 to 9-10-73; five learners (ladies' dresses and pantsuits).

Detroit Slacks, Inc., Detroit, Ala.; 9-1-72 to 8-31-73 (men's and boys' slacks).

Dotty Dan, Inc., Lamesa, Tex.; 9-16-72 to 9-15-73; (ladies' dresses and blouses, and children's play suits).

Elder Manufacturing Co., Dexter, Mo.; 8-21-72 to 8-20-73 (men's and boys' shirts and boys' slacks).

Excelsior Frocks, Inc., Archbald, Pa.; 8-23-72 to 8-22-73; 10 learners (ladies' dresses).

Fairmont Manufacturing Co., Inc., Fairmont, N.C.; 9-14-72 to 9-13-73; seven learners (women's nightgowns and pajamas).

Fleetline Industries, Inc., Garland, N.C.; 9-1-72 to 8-31-73 (men's shirts).

Forest Hills Sportswear Co., Lawrenceburg, Tenn.; 9-14-72 to 9-13-73 (men's trousers).

Garan, Inc., Clinton, Ky.; 8-16-72 to 8-15-73 (girls' and ladies' blouses and boys' and men's shirts).

Gary Co., Inc., Gallatin, Tenn; 8-14-72 to 8-13-73 (men's shirts).

Glenn's All-American Sportswear, Inc., Amory, Miss.; 8-12-72 to 8-11-73 (men's pants).

Hamburg Shirt Corp., Hamburg, Ariz.; 8-14-72 to 8-13-73 (boys' and men's shirts).

Iva Manufacturing Co., Inc., Iva, S.C.; 8-2-72 to 8-1-73; 10 learners (women's blouses, dresses, culottes, and pantsuits).

F. Jacobson & Sons, Inc., Middlesboro, Ky.; 9-1-72 to 8-31-73 (men's shirts).

Jamestown Manufacturing Corp., Jamestown, Tenn.; 8-6-72 to 8-5-73 (men's, boys', ladies' and girls' pants).

Katz Underwear Co., Honesdale, Pa.; 8-13-72 to 8-12-73 (women's and misses' nightgowns and pajamas).

Kingstree Industries, Inc., Kingstree, S.C.; 8-15-72 to 8-14-73; 10 learners (ladies' slacks and shorts).

Lackawanna Pants Manufacturing Co., Scranton, Pa.; 9-9-72 to 9-8-73 (men's trousers).

Laurel Industrial Garment Manufacturing Co., Laurel, Miss.; 9–20–72 to 9–19–73 (men's workshirts).

Michael Berkowitz Co., Inc., Uniontown, Pa.; 9–12–72 to 9–11–73 (men's and ladies' pajamas).

Paramount Sportswear Corp., Fall River, Mass.; 8–30–72 to 8–29–73; 10 learners (children's clothing).

Pecos Garment Co., Pecos, Tex.; 8–11–72 to 8–10–73 (men's and boys' dungarees and shorts).

Petersburg Manufacturing Corp., Petersburg, Tenn.; 8–29–72 to 8–28–73 (ladies' and girls' pants).

Piedmont Garment Co., Harmony, N.C.; 9–11–72 to 9–10–73 (misses' and women's blouses).

Plantersville Sportswear, Inc., Plantersville, Miss.; 8–5–72 to 8–4–73 (men's pants).

Probity Enterprise, Inc., Blain, Pa.; 8–4–72 to 8–3–73; five learners (ladies' dresses).

R C M Enterprises, Inc., Baconton, Ga.; 8–19–72 to 8–18–73; 10 learners (ladies' and girls' blouses).

Raycord Co., Inc., Spartanburg, S.C.; 8–22–72 to 8–21–73 (men's shirts).

Salant & Salant, Inc., Marked Tree, Ariz.; 8–11–72 to 8–10–73 (children's pants).

Sally Marks, Ltd., Rienzi, Miss.; 8–11–72 to 8–10–73; eight learners (misses' blouses and dresses).

Sevier Industries, Inc., Sevierville, Tenn.; 8–24–72 to 8–23–73 (men's and boys' pants).

Shawnee Garment Manufacturing Co., Shawnee, Okla.; 8–28–72 to 8–27–73; 10 learners (men's work clothes).

Smith Brothers Manufacturing Co., Oskaloosa, Ia.; 9–20–72 to 9–19–73 (men's and boys' trousers).

Somerset Shirt & Pajama Co., Somerset, Pa.; 8–26–72 to 8–25–73 (boys' nightwear).

Sportswear Unlimited, Iva, S.C.; 8–2–72 to 8–1–73; 10 learners (ladies' blouses, dresses, and pantsuits).

Trace Manufacturing Co., Waynesboro, Tenn.; 8–23–72 to 8–22–73 (work shirts and pants).

Vernon Manufacturing Co., Inc., Vernon, Ala.; 9–1–72 to 8–31–73 (men's and boys' slacks).

Wendell Garment Co., Inc., Wendell, N.C.; 9–5–72 to 9–4–73 (men's sport shirts).

Wildwood Clothing Co., Inc., Wildwood, N.J.; 8–1–72 to 7–31–73; 10 learners (ladies' slacks and men's slacks and walkers).

Williamson-Dickie Manufacturing Co., Bainbridge, Ga.; 9–14–72 to 9–13–73 (men's and boys' work and casual clothes).

Williamson-Dickie Manufacturing Co., McAllen, Tex.; 8–11–72 to 8–10–73 (men's work pants).

Williamson-Dickie Manufacturing Co., Weslaco, Tex.; 8–18–72 to 8–17–73 (men's and boys' pants).

Woodbury Manufacturing Co., Inc., Woodbury, Tenn.; 8–6–72 to 8–5–73 (men's and boys' shirts).

The following plant expansion certificates were issued authorizing the number of learners indicated.

A & F, Inc., South Fork, Pa.; 8–21–72 to 2–20–73; 14 learners (Women's foundation garments).

Clarkrange Industries, Inc., Clarkrange, Tenn.; 8–4–72 to 2–3–73; 35 learners (Ladies' and girls' pants).

Covington Industries, Inc., Samson, Ala.; 9–8–72 to 3–7–73; 10 learners (Men's and women's jeans).

Don Juan Manufacturing Corp., Hertford, N.C.; 8–7–72 to 2–6–73; 30 learners (Men's and boys' shirts).

Eudora Garment Corp., Eudora, Ark.; 8–4–72 to 2–3–73; 100 learners (Washable service apparel and men's work clothes).

Jonbil Manufacturing Co., Inc., Danville, Va.; 8–11–72 to 2–10–73; 25 learners (Men's and boys' jeans).

Glove Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended and 29 CFR 522.60 to 522.65, as amended).

Co-Op Glove Manufacturing Inc., Shuqualak, Miss.; 8–17–72 to 8–16–73; 10 learners for normal labor turnover purposes (Work gloves).

Co-Op Glove Manufacturing Inc., Shuqualak, Miss.; 8–17–72 to 2–16–73; 30 learners for plant expansion purposes (Work gloves).

Good Luck Glove Co., Vienna, Ill.; 9–1–72 to 8–31–73; 10 learners for normal labor turnover purposes (Work gloves).

Tex-Sun Glove Co., Corsicana, Tex.; 8–19–72 to 8–18–73; 10 learners for normal labor turnover purposes (Work gloves).

Wells Lamont Corp., Oak Grove, La.; 9–6–72 to 9–5–73; 10 learners for normal labor turnover purposes (Work gloves).

Hosiery Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended and 29 CFR 522.40 to 522.43, as amended).

Fort Payne Dekalb Hosiery Mills, Inc., Fort Payne, Ala.; 8–24–72 to 8–23–73; 5 percent of the total number of factory production workers for normal labor turnover purposes (Infants' and children's seamless hosiery).

V. I. Prewett & Son, Inc., Fort Payne, Ala.; 8–14–72 to 2–13–73; 10 learners for plant expansion purposes (Infants' and children's hosiery).

Knitted Wear Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended and 29 CFR 522.30 to 522.35, as amended).

Beauty Maid Mills, Inc., Statesville, N.C.; 9–9–72 to 9–8–73; 5 percent of the total number of factory production workers for normal labor turnover purposes (Ladies' panties and sleepwear).

Glennville Lingerie Corp., Glennville, Ga.; 8–21–72 to 2–2–73; 25 learners for plant expansion purposes (Women's underwear).

Junior Form Lingerie Corp., Boswell, Pa.; 8–15–72 to 8–14–73; 5 percent of the total number of factory production workers for normal labor turnover purposes (Ladies' underwear and sleepwear).

The following learner certificate was issued in Puerto Rico to the company hereinafter named. The effective and expiration date, learner rate, occupation, learning period and the number of learners authorized to be employed, are indicated.

Bayuk Ciales, Inc., Ciales, P.R.; 9–5–72 to 9–4–73; 12 learners for normal labor turnover purposes in the occupation of machine stripping, for a learning period of 160 hours at the rate of $1.38 an hour. (Machine stripping).

The following student-worker certificates were issued pursuant to the regulations applicable to the employment of student-workers (29 CFR 527.1 to 527.9). The effective and expiration dates, occupations, wage rates, number of student-workers, and learning periods for the certificates issued under Part 527 are as indicated below.

Adelphian Academy, Holly, Mich.; 9–1–72 to 8–31–73; authorizing the employment of 60 student-workers in the woodworking industry in the occupations of woodworking machine operator, assembler, and related skilled and semiskilled occupations including incidental clerical work in the shop, for a learning period of 240 hours at the rates of $1.40 an hour for the first 120 hours and $1.45 an hour for the remaining 120 hours.

Andrews University, Berrien Springs, Mich.; 9–1–72 to 8–31–73; authorizing the employment of: (1) 35 student-workers in the bookbinding industry in the occupations of gluing, backing, stamping, overmaking, and related operations, for a learning period of 600 hours at the rates of $1.45 an hour for the first 300 hours and $1.50 an hour for the remaining 300 hours; (2) 8 student-workers in the printing industry in the occupations of composition, presswork, machine composition, and platemaking, for a learning period of 1,000 hours at the rates of $1.45 an hour for the first 500 hours and $1.50 an hour for the remaining 500 hours; (3) 100 student-workers in the furniture manufacturing industry in the occupations of millwork, assembly, and finishing, for a learning period of 600 hours at the rates of $1.45 an hour for the first 300 hours and $1.50 an hour for the remaining 300 hours; and (4) 12 student-workers in the clerical industry in the occupations of bookkeeping, stenographic, switchboard, and data processing, for a learning period of 480 hours at the rates of $1.45 an hour for the first 240 hours and $1.50 an hour for the remaining 240 hours.

Atlantic Union College, South Lancaster, Mass.; 9–1–72 to 8–31–73; authorizing the employment of: (1) 10 student-workers in the printing industry in the occupations of compositor, pressman, and related skilled and semiskilled occupations, for a learning period of 300 hours at the rate of $1.45 an hour; (2) 50 student-workers in the bookbinding industry in the occupations of bookbinder, bindery worker, and related skilled and semiskilled occupations for a learning period of 300 hours at the rate of $1.45 an hour; and (3) 10 student-workers in the broom manufacturing industry in the occupations of broommaker, stitcher, sorter, winder, and related skilled and semiskilled occupations, for a learning period of 300 hours at the rate of $1.45 an hour.

Brigham Young University, Provo, Utah; 9–1–72 to 8–31–73; authorizing: (1) A learning period of 1,000 hours at the rates of $1.40 an hour for the first 500 hours and $1.45 an hour for the remaining 500 hours, for 50 student-workers in the university press industry in the occupations of press operating and assembly workers; and (2) a learning period of 600 hours at the rates of $1.40 an hour for the first 300 hours and $1.45 an hour for the remaining 300 hours, for (a) 50 student-workers in the university press industry in the occupations of press, clerical workers and typists, (b) 15 student-workers in the motion picture production industry in the occupations of technicians, production assistants and clerical workers, (c) 60 student-workers in the educational media service industry, in the occupations of clerical workers, inspection, shipping, and receiving, (d) 30 student-workers in the Division of Continuing Education in the occupations of clerical and stenographic workers, (e) 50 student-workers in the public relations and telephone industry in the occupations of switchboard operators, typists, and clerical workers, and (f) 35 student-workers in the Admissions, Records, and Alumni Division in the occupations of stenographic and clerical workers.

Cedar Lake Academy, Cedar Lake, Mich.; 9–1–72 to 8–31–73; authorizing the employment of 35 student-workers in the furniture manufacturing industry in the occupations of woodworking machine operator, assembler, and related skilled and semiskilled occupations including incidental clerical work in the shop, for a learning period of 600 hours at the rates of $1.40 an hour for the first 300 hours and $1.45 an hour for the remaining 300 hours.

Grand Ledge Academy, Grand Ledge, Mich.; 9–5–72 to 8–31–73; authorizing the employment of: (1) 40 student-workers in the woodworking industry in the occupations of woodworking machine operator, assembler, furniture finisher, and related skilled and semiskilled occupations, for a learning period of 600 hours at the rates of $1.45 an hour for the first 200 hours and $1.50 an

hour for the second 200 hours, and $1.55 an hour for the remaining 200 hours; and (2) 10 student-workers in the cafeteria industry in the occupations of chef and baker trainee for a learning period of 400 hours at the rates of $1.40 an hour for the first 100 hours, $1.45 an hour for the second 100 hours, $1.50 an hour for the third 100 hours, and $1.55 an hour for the remaining 100 hours.

Pacific Union College, Angwin, Calif.; 9–1–72 to 8–31–73; authorizing the employment of 20 student-workers in the bookbindery industry in the occupations of bookbinder, sewer, stamper, trimmer, cutter, backer, caseworker, and related skilled and semiskilled occupations including incidental clerical work in the shop, for a learning period of 500 hours at the rate of $1.45 an hour.

Sandia View Academy, Corrales, N. Mex.; 9–1–72 to 8–31–73; authorizing the employment of 25 student-workers in the furniture manufacturing industry in the occupations of woodworking machine operator, offbearer, assembler, finisher, and related skilled and semiskilled occupations including incidental clerical work in the shop, for a learning period of 600 hours at the rates of $1.40 an hour for the first 300 hours and $1.45 an hour for the remaining 300 hours.

Union College, Lincoln, Nebr.; 9–1–72 to 8–31–73; authorizing the employment of: (1) Eight student-workers in the printing industry in the occupations of compositor, pressman, and related skilled and semiskilled occupations, for a learning period of 1,000 hours at the rates of $1.40 an hour for the first 500 hours and $1.50 an hour for the remaining 500 hours; (2) 15 student-workers in the bookbinding industry in the occupations of bookbinder, bindery worker, and related skilled and semiskilled occupations, for a learning period of 600 hours at the rates of $1.40 an hour for the first 300 hours and $1.45 an hour for the remaining 300 hours; (3) 10 student-workers in the broom manufacturing industry in the occupations of broommaker, mopmaker, stitcher, and related skilled and semiskilled occupations, for a learning period of 360 hours at the rates of $1.40 an hour for the first 180 hours and $1.45 an hour for the remaining 180 hours; and (4) four student-workers in the clerical industry in the occupations of bookkeeper, business machine operator, and related skilled and semiskilled occupations, for a learning period of 500 hours at the rates of $1.40 an hour for the first 250 hours and $1.45 an hour for the remaining 250 hours.

The student-worker certificates were issued upon the applicant's representations and supporting materials fulfilling the statutory requirements for the issuance of such certificates, as interpreted and applied by Part 527.

Each learner certificate has been issued upon the representations of the employer which, among other things, were that employment of learners at special minimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within 15 days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 522.9. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in 29 CFR, Part 528.

Signed at Washington, D.C., this 17th day of October 1972.

DONALD T. CRUMBACK,
Authorized Representative of the Administrator.

[FR Doc.72-18124 Filed 10-24-72;8:46 am]

INTERSTATE COMMERCE COMMISSION

[Notice 102]

ASSIGNMENT OF HEARINGS

OCTOBER 19, 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. No amendments will be entertained after the date of this publication.

MC 61592 Sub 269, Jenkins Truck Line, Inc., now assigned November 6, 1972, at Atlanta, Ga., is canceled and application dismissed.

MC 124211 Sub 217, Hilt Truck Line, Inc., now being assigned hearing December 4, 1972 (2 days), at Chicago, Ill., in a hearing room to be later designated.

MC 133565 Sub 7, True Transport, Inc., now assigned January 8, 1973, at New York, N.Y., is postponed to January 22, 1973, at New York, N.Y., in a hearing room to be later designated.

MC 126373 Sub 3, James A. Bonham, doing business as Bonham's Special Delivery, now assigned November 13, 1972, at Charleston, W. Va., will be held in Room E, Connecting Unit, Second Floor, New State Office Building, 1900 Washington Street, East.

No. 3719, TOFC Freight all kinds in trainloads, between Chicago and Kearny, now being assigned hearing December 11, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

I & S M—26226, Foodstuffs, Southern Ports to Central States, now being assigned hearing December 13, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

I & S M–26235, Import or export household goods in containers, now being assigned hearing December 12, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC 121060 Sub 17, Arrow Truck Lines, Inc., now assigned November 7, 1972, at Atlanta, Ga., is canceled and transferred to modified procedure.

MC 136163, Jerome Kelly, Jr., doing business as Jerome Kelly & Son, now being assigned hearing November 27, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC 136806, Aycock, Inc., now being assigned hearing November 27, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC 120646 Sub 9, Bradley Freight Lines, Inc., now being assigned hearing November 30, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC 115955 Sub 22, Scari's Delivery Service, Inc., now being assigned hearing December 5, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC–F–11599, Helms Motor Express, Inc.—purchaser—Fox Transfer Co., now being assigned hearing December 6, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC–F–11361, Anderson Motor Lines, Inc.—purchase (portion)—Glosson Motor Lines, Inc., now being assigned continued hearing December 7, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC 76472 Sub 21, Material Trucking, Inc., now being assigned hearing December 12, 1972, at the Offices of the Interstate Commerce Commission, Washington, D.C.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.72-18150 Filed 10-24-72;8:48 am]

FOURTH SECTION APPLICATION FOR RELIEF

OCTOBER 19, 1972.

Protests to the granting of an application must be prepared in accordance with Rule 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. 42552—*Joint water-rail container rates—Nippon Yusen Kaisha.* Filed by Nippon Yusen Kaisha (No. 2), for itself and interested rail carriers. Rates on general commodities, between ports in Japan, on the one hand, and rail stations on the U.S. Atlantic and Gulf seaboard, on the other.

Grounds for relief—Water competition.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.72-18148 Filed 10-24-72;8:48 am]

[Notice 146]

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-73914. By order of October 5, 1972, the Motor Carrier Board approved the transfer to O'Neill Transfer, Inc., O'Neill, Nebr., of Certificates of Registration No. MC-85479 (Sub-No. 1), (Sub-No. 2), and (Sub-No. 3), issued to John J. Turner, doing business as O'Neill Transfer, O'Neill, Nebr., evidencing a right to engage in interstate or foreign commerce in the transportation of: General commodities, solely within the State of Nebraska. Robert T. Finn, attorney, Harmon Building, Box 59, O'Neill, NE 68763.

No. MC-FC-73948. By order entered October 5, 1972, the Motor Carrier Board approved the transfer to Cohenno, Inc., Stoughton, Mass., of the operating rights set forth in Certificate No. MC-61394 (Sub-No. 2), issued by the Commission July 6, 1972, to Pierce Arrow Trucking Company of Rhode Island, Inc., Cranston, R.I., authorizing the transportation of lumber, lumber products, and trusses, from, to, or between points in Connecticut, Massachusetts, and Rhode Island. Russell B. Curnett, 36 Circuit Drive, Edgewood Station, Providence, RI 02905, practitioner for applicants.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.72-18147 Filed 10-24-72;8:48 am]

[Notice 139]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

OCTOBER 18, 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 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 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 59054 (Sub-No. 4 TA), filed September 19, 1972. Applicant TRI-STATE CARRIER, INC., 212 Washington Avenue, Carlstadt, NJ 07072. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, NJ 07306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paints, solvents, cements, paste, bleaches, varnish, lacquers, inks, compounds, dyes, materials, and supplies*, used in the manufacture and sale of the above-named commodities (except commodities in bulk), from the facilities of Inmont Corp., at Hainesport, N.J., to points in the New York, N.Y., commercial zone, as defined by the Commission, points in Orange, Rockland, Nassau, Suffolk, and Westchester Counties, N.Y., and Fairfield County, Conn., for 180 days. Supporting shipper: Inmont Corp., L-5 Factory Lane, Bound Brook, NJ 08805. Send protests to: District Supervisor Joel Morrows, Bureau of Operations, Interstate Commerce Commission, 970 Broad Street, Newark, NJ 07102.

No. MC 109677 (Sub-No. 42 TA), filed September 29, 1972. Applicant: FORT EDWARD EXPRESS CO., INC., Route 9, Saratoga Road, Fort Edward, NY 12828. Applicant's representative: Harold G. Hernly, Jr., 2030 North Adams Street, Arlington, VA 22201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, from Providence, R.I., to points in Connecticut, Massachusetts, New Hampshire, New York, Rhode Island, and Vermont; and Franklin, East Freetown, Boston, Bellingham, Westboro, Barre, Falls River, Coventry, New Bedford, Brockton, Kingston, Duxbury, Plymouth, Lowell, Haverhill, and Palmer, Mass.; Coventry, Bristol, Kenyon, Westerly, Warren, Wakefield, Peace Dale, and Bradford, R.I.; Meriden, Occum, Canaan, Groton, Waterford, Bantam, Stratford, Wallingford, Winsted, Richfield, Niantic, Middletown, Norwich, Taftville, Plainville, Plainfield, and Putnam, Conn.; Bristol, Guild, Newport, Walpole, Claremont Junction, and Claremont, N.H.; Carmel, N.Y.; and Chelsea and Westminster, Vt., for 180 days. Supporting shipper: Petrolane, Inc., Long Beach, Calif. Send protests to: Joseph M. Barnini, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 518 New Federal Building, Albany, N.Y. 12207.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.72-18149 Filed 10-24-72;8:48 am]

[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.

CUMULATIVE LIST OF PARTS AFFECTED—OCTOBER

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 October.

3 CFR

Page

PROCLAMATIONS:

4160 ... 20665
4161 ... 20931
4162 ... 21411
4163 ... 21413
4164 ... 21415
4165 ... 21417
4166 ... 21419
4167 ... 21901
4168 ... 21903
4169 ... 22571

EXECUTIVE ORDERS:

July 2, 1910 (revoked in part by PLO 5273) ... 22617
August 25, 1914 (revoked in part by PLO 5287) ... 22745
July 21, 1915 (revoked in part by PLO 5274) ... 22618
August 27, 1915 (revoked in part by PLO 5274) ... 22618
May 21, 1920 (revoked in part by PLO 5288) ... 22746
5327 (revoked in part by PLO 5285) ... 22745
11671 (amended and superseded by EO 11686) ... 21421
11686 ... 21421
11687 ... 21479

PRESIDENTIAL DOCUMENTS OTHER THAN PROCLAMATIONS AND EXECUTIVE ORDERS:

Determination of Oct. 18, 1972 ... 22573

4 CFR

PROPOSED RULES:

331 ... 21177
404 ... 20956

5 CFR

175 ... 21925
213 ... 21149, 21481, 21987
550 ... 22717
713 ... 22717
890 ... 20667
2411 ... 20668, 22724
2470 ... 20671
2471 ... 20671

6 CFR

101 ... 20949
201 ... 21306
202 ... 21306
300 ... 20828, 21440, 21943
305 ... 20950
Rulings ... 20829–20837, 21481, 21987

7 CFR

51 ... 21423
52 ... 21155
56 ... 22791
58 ... 22363
210 ... 22622
220 ... 22622, 22623
722 ... 21988
864 ... 21795
874 ... 21533
905 ... 21799
906 ... 21800, 21801
908 ... 20933, 21307, 21536, 21802, 22369, 22724
910 ... 21157, 21308, 21802, 22724
912 ... 21308
928 ... 21537
944 ... 21802
966 ... 21423
980 ... 21424
982 ... 21988
987 ... 21537
1036 ... 22623
1040 ... 20804
1043 ... 20804
1050 ... 22724
1801 ... 21425
1832 ... 21158
1861 ... 21425
1890n ... 21425
1890o ... 22369

PROPOSED RULES:

58 ... 21331
319 ... 21444
722 ... 20721, 21642
724 ... 21950
725 ... 21443
728 ... 21642
729 ... 21853
730 ... 21173, 21642, 21643
775 ... 21332, 21642
811 ... 21333
906 ... 21947, 22751
909 ... 22798
911 ... 20951
929 ... 20867, 21538
982 ... 21442
984 ... 21443, 22000
987 ... 22387
989 ... 21538, 22625
991 ... 21539
999 ... 21538
1002 ... 22000
1007 ... 22625
1032 ... 21171
1050 ... 20952, 21171
1060 ... 22625
1061 ... 22625
1062 ... 21171, 21641
1063 ... 22625
1064 ... 21171, 22625
1065 ... 21171, 22625
1068 ... 22625
1069 ... 22625
1070 ... 22625
1071 ... 21821, 22625, 22753
1073 ... 21821, 22625, 22753
1076 ... 22625
1078 ... 22625
1079 ... 22625
1090 ... 22625
1094 ... 22625
1096 ... 22625
1097 ... 21821, 22625, 22753
1098 ... 22625
1099 ... 21332
1102 ... 21821, 22625, 22753
1103 ... 22625
1104 ... 21821, 22625, 22753
1106 ... 21821, 21947, 22625, 22753
1108 ... 21821, 22625, 22753
1120 ... 21821, 22625, 22753

7 CFR—Continued

Page

PROPOSED RULES—Continued

1126 ... 21821, 22625, 22753
1127 ... 21821, 22625, 22753
1128 ... 21821, 22625, 22753
1129 ... 21821, 22625, 22753
1130 ... 21821, 22625, 22753
1131 ... 22625
1132 ... 21821, 22625, 22753
1133 ... 21539
1138 ... 21821, 22625, 22753
1139 ... 20867
1421 ... 21174, 21335
1464 ... 21956
1701 ... 20867, 20952, 22793

8 CFR

103 ... 22725
212 ... 22725
235 ... 22725
238 ... 22725
299 ... 22726
499 ... 22726

9 CFR

51 ... 22370
56 ... 21925
76 ... 20805, 20933, 21277, 21621, 22726–22728
78 ... 22370
82 ... 21427, 21989
92 ... 21149, 21804
94 ... 21149, 22728
301 ... 21926
312 ... 21926
327 ... 21927

10 CFR

1 ... 22791
2 ... 22791

PROPOSED RULES:

12 ... 22391
20 ... 21652
170 ... 20871

11 CFR

4 ... 22380

12 CFR

1 ... 21622
225 ... 20673, 21938
269 ... 21989
615 ... 22575

PROPOSED RULES:

291 ... 22003
545 ... 21178
561 ... 21179
563 ... 21179

13 CFR

302 ... 21154

PROPOSED RULES:

308 ... 21646

14 CFR

23 ... 21320
27 ... 21320

14 CFR—Continued

Page

39—20673, 21320, 21527, 21528, 21626–21628, 21928, 22371
47—21528
71—20674, 20806, 20807, 20934, 21160, 21321, 21427, 21528–21530, 21628, 21804, 21805, 21928–21930, 22372, 22373, 22576, 22577, 22729
75—20807, 21160, 21530, 22577
91—20934, 21990
93—22793
95—21930
97—20935, 21628, 22373
121—20936
169—21321
Ch. II—20807
207—20674
208—20674
212—20674, 20807
214—20675, 20807
217—20675
239—21161
241—20676
249—20676, 20808
297—21805
372a—20808
389—21806
405—21162

PROPOSED RULES:

39—21444, 22390
71—20727, 20871, 20952–20955, 21160, 21174 21175, 21542, 21651, 21853–21856, 21957, 21958, 22627, 22754
73—21543, 21651, 21856
91—20955, 22798
207—21347
208—21347
212—21347
214—21347
239—21175

15 CFR

371—21309
373—21309
376—21310
911—21806

16 CFR

2—22611
3—22611
4—22611
13—21312, 21313, 21315–21318, 21932–21936, 22729–22731
600—21319

PROPOSED RULES:

303—21653

17 CFR

1—22611
15—22612
18—22612
211—20937
231—20937, 22796
240—22612
241—20937, 22796
251—20937
271—20937

PROPOSED RULES:

16—22387, 22388
17—22388
18—22388, 22389
19—22390
239—21445
240—21447, 21958, 22004
249—21445

18 CFR

Page

PROPOSED RULES:

2—21181
101—21181
104—21181
201—21181
204—21181
260—21544
801—21355

19 CFR

11—20678
12—21804
24—20678
133—20678

PROPOSED RULES:

18—22381
21—22381
22—20951
24—22381
112—22381
125—22385
172—22386

20 CFR

405—21162, 21428, 21630
722—21429

21 CFR

3—21481, 21630, 21991
19—20937
37—21481
51—21807
121—21150, 21151, 21278, 21905, 21991, 22374
135—21630, 21808
135a—20938, 21905, 22374
135b—20938, 20939, 21429, 21631, 21632, 21808, 21905
135c—20683, 20939, 21631, 21906
135e—20683, 20939, 21279
135f—21808
135g—20683
141—21302
146c—21906
148i—21809, 21906
148n—21809
148p—21809
148z—21302
164—20685
295—21632, 21633, 21635

PROPOSED RULES:

10—21102
26—21103
50—21106
51—21112
135—21174
141—20870, 21344
141c—21344
146c—21344
148f—21347
149q—21344
150d—21344
191—22000
295—22001

22 CFR

41—21637

23 CFR

1—21430, 21809

24 CFR

Page

35—22732
200—22378
1914—20940, 21433, 21937
1915—21434, 21938

25 CFR

503—21938

PROPOSED RULES:

161—21947

26 CFR

1—20686, 20688, 20767, 20799, 21434, 21907, 21991, 22375
194—22734
201—21637, 22735
250—22735
251—22740

PROPOSED RULES:

1—20700, 20719, 20853, 22387
49—21818
170—21330
201—20838, 22000
250—21330
251—21330
301—20700, 21442, 21818
601—21818

29 CFR

1—21138
5—21138
55—21165
101—21481
102—21481
103—21939
1904—20822, 20823
1910—22102, 22743
1913—21303
1915—22458
1916—22484
1917—22510
1918—22530
1919—22554

PROPOSED RULES:

1902—20728

30 CFR

75—20689, 22375
77—22375

PROPOSED RULES:

75—21641

32 CFR

1—21482
2—21484
3—21484
4—21490
5—21490
6—21491
7—21492
8—21508
9—21509
12—21514
13—21515
14—21516
15—21516
16—21519
18—21521
19—21524
23—21524
24—21525
26—21525
30—21526
818a—20823
824—20825
1301—20942

32 CFR—Continued

32A CFR

33 CFR

37 CFR

38 CFR

39 CFR

40 CFR

40 CFR—Continued

41 CFR

42 CFR

43 CFR

43 CFR—Continued

45 CFR

46 CFR

47 CFR

49 CFR

49 CFR—Continued

	Page
1064	22378
1201	20696
1202	20696
1204	20697
1205	20697
1206	20697
1207	20698
1208	20698
1209	20698
1210	20699
1249	20944
1300	22797
1303	22797
1304	22797
1306	22797
1307	22797
1308	22797
1309	22797
PROPOSED RULES:	
173	21857
178	21857
PROPOSED RULES—Continued	
567	22800
568	22800
571	20956, 21652, 22004, 22801

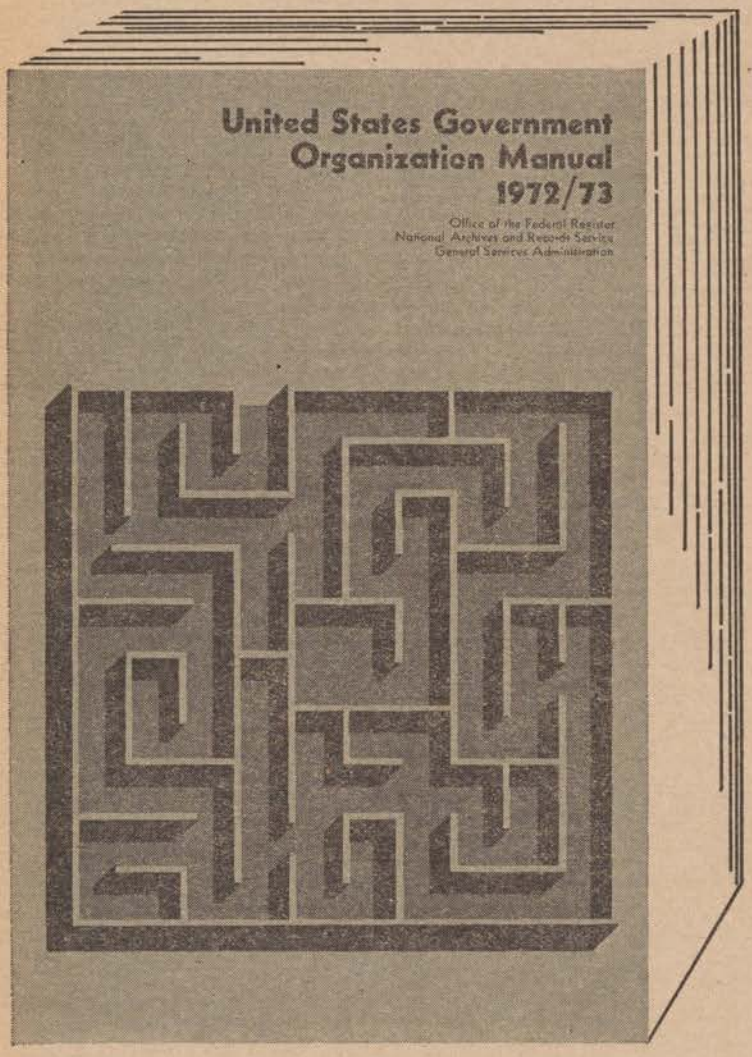
50 CFR

10	20699, 21532
28	21999, 22577
32	20828, 20944, 20948, 20949, 21329, 21436, 21639, 21640, 22379, 22380, 22726

FEDERAL REGISTER PAGES AND DATES—OCTOBER

Pages	*Date*
20659–20760	Oct. 3
20761–20923	4
20925–21142	5
21143–21270	6
21271–21404	7
21405–21471	Oct. 11
21473–21614	12
21615–21787	13
21789–21894	14
21895–21980	17
21981–22356	Oct. 18
22357–22564	19
22565–22709	20
22711–22786	21
22787–22836	25

An Invaluable Reference Tool



1972/73 Edition

This guidebook provides information about significant programs and functions of the U.S. Government agencies, and identifies key officials in each agency.

Included with most agency statements are "Sources of Information" sections which give helpful information on:

- Employment
- Contracting with the Federal Government
- Environmental programs
- Small business opportunities
- Federal publications
- Speakers and films available to civic and educational groups

This handbook is a "must" for teachers, students, librarians, researchers, businessmen, and lawyers who need current official information about the U.S. Government.

$3.00 per copy.
Paperbound, with charts

MAIL ORDER FORM To:

Superintendent of Documents, Government Printing Office, Washington, D.C. 20402

Enclosed find $..... (check, money order, or Supt. of Documents coupons). Please send me ..... copies of the UNITED STATES GOVERNMENT ORGANIZATION MANUAL, 1972/73, *at $3.00 per copy. (Catalog No. GS 4.109:972) (Stock No. 2203–0035)*

Please charge this order to my Deposit Account No. .....

Name .....

Street address .....

City and State ..... *ZIP Code* .....

For Use of Supt. Docs.
.....Enclosed.....
To be mailed later.....
.....Subscription.....
Refund.....
Coupon refund.....
Postage.....