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

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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, 1974, and specifies how they are affected.

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THE UNIVERSITY OF CHICAGO

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Rules and Regulations

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 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.

Title 16—Commercial Practices

CHAPTER I—FEDERAL TRADE COMMISSION

SUBCHAPTER A—PROCEDURES AND RULES OF PRACTICE

[Docket No. C-2478]

PART 13—PROHIBITED TRADE PRACTICES

City Investing Co., et al.

Correction

In FR Doc. 73-27022, appearing on page 35301 in the issue for Thursday, December 27, 1973, make the following changes:

1. In the first paragraph, the reference to "13.051-10 Accurate" should read "13.1051-10 Accurate".

2. In paragraph 1(b), in the 11th line, the word "than" should read "are".

Title 17—Commodity and Security Exchanges

CHAPTER II—SECURITIES AND EXCHANGE COMMISSION

[Release Nos. 33-5447, 34-10569, 35-18225]

PART 231—INTERPRETIVE RELEASES RELATING TO THE SECURITIES ACT OF 1933 AND GENERAL RULES AND REGULATIONS THEREUNDER

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

PART 251—INTERPRETIVE RELEASES RELATING TO THE PUBLIC UTILITY HOLDING COMPANY ACT OF 1935 AND GENERAL RULES AND REGULATIONS THEREUNDER

Disclosure of the Impact of Possible Fuel Shortages on the Operations of Issuers

In view of the actual or potential impact that possible fuel shortages resulting from the current energy crisis may have on the operation of issuers subject to the registration and reporting provisions of the federal securities laws, the Securities and Exchange Commission today reiterated the importance of publicly held companies making prompt and accurate disclosure of information, both favorable and unfavorable, to security holders and the investing public. The Commission recognizes that the extent of possible shortages of fuel or types of energy and their impact on particular industries or issuers may not be determinable at this time, and, accordingly, it is not presently in a position to publish guidelines ap-

plicable to registration statements and reports required to be filed with the Commission. However, the Commission emphasizes that, under the securities laws, the responsibility for making full and fair disclosure in filings with the Commission rests with the issuers required to make those filings. Accordingly, issuers should carefully consider whether disclosure of the impact on their operations of possible fuel shortages is required now and upon the occasion of further developments in this situation. Consideration should be given to such matters as possible material increases in costs of operation or possible curtailment of operations.

In addition, notwithstanding the fact that an issuer complies with the registration and reporting requirements under the securities laws, it should make full and prompt announcements of material facts concerning the issuer's operations. The responsibility for making such announcement rests, and properly so, with the management of the issuer. They are intimately aware of the factors affecting the operations of the business. Also, not only must material facts affecting an issuer's operations be reported; they must be reported promptly. As indicated in Securities Act of 1933 Release No. 5092 (October 5, 1970), "Timely Disclosure of Material Corporate Developments," (35 FR 16733), the policy of prompt corporate disclosure of material business events is embodied in the rules and directives of the major exchanges and the National Association of Securities Dealers, Inc. In addition, it should be noted that unless adequate and accurate information is available, a company may not be able to purchase its own securities or make acquisitions using its securities, and its insiders may not be able to trade its securities without running a serious risk of violating section 10(b) of the Securities Exchange Act of 1934 and Rule 10b-5 (17 CFR 240.10b-5) thereunder.

The Commission will monitor developments relating to the energy crisis with a view to determining whether additional steps may be necessary.

By the Commission.

GEORGE A. FITZSIMMONS,
Secretary.

DECEMBER 20, 1973.

[FR Doc. 74-743 Filed 1-9-74; 8:45 am]

Title 21—Food and Drugs

CHAPTER I—FOOD AND DRUG ADMINISTRATION, DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

DIQUAT

Correction

In FR Doc. 72-19596 appearing on page 24174 for the issue of Wednesday, November 15, 1972, the word reading "dimromide" in the fifth line of § 121.1242 should read "dibromide."

SUBCHAPTER C—DRUGS

PART 135b—NEW ANIMAL DRUGS FOR IMPLANTATION OR INJECTION

Lincomycin Injection, Veterinary

The Commissioner of Food and Drugs has evaluated a supplemental new animal drug application (34-025V) filed by The Upjohn Co., Kalamazoo, MI 49001, proposing the safe and effective use of lincomycin injection containing 50 milligrams of lincomycin per milliliter, in addition to the use of lincomycin injection containing 100 milligrams of lincomycin per milliliter which is provided for in the present regulations. The supplemental application is approved.

In addition, the section heading is being editorially revised.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 512(i), 82 Stat. 347; 21 U.S.C. 360b(i)) and under authority delegated to the Commissioner (21 CFR 2.120), Part 135b (21 CFR Part 135b) is amended in § 135b.11 by revising paragraph (a) to read as follows:

§ 135b.11 Lincomycin injection, veterinary.

(a) *Specifications.* Meets the specifications in § 148x.3(a)(1) of this chapter, except that each immediate container may contain 20 or 50 milliliters of solution containing 100 milligrams of lincomycin per milliliter or that each immediate container may contain 50 milliliters of solution containing 50 milligrams of lincomycin per milliliter.

Effective date. This order shall be effective on January 10, 1974.

(Sec. 512(1), 82 Stat. 347; 21 U.S.C. 360b(1))

Dated: January 3, 1974.

FRED J. KINGMA,
Acting Director, Bureau of
Veterinary Medicine.

[FR Doc.74-748 Filed 1-9-74;8:45 am]

Title 23—Highways

CHAPTER I—FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

PART 1—ADMINISTRATION OF FEDERAL AID FOR HIGHWAYS

Issuance of Directives

Section 1.32 of Title 23 of the Code of Federal Regulations and the section heading is revised to read as set forth below.

This revision is issued under the authority of 23 U.S.C. 315, 49 U.S.C. 1655, and the delegation of 49 CFR 1.48.

The revision is effective upon issuance.

Issued on: January 2, 1974.

NORBERT T. TIEMANN,
Federal Highway Administrator.

§ 1.32 Issuance of directives.

(a) The Administrator shall promulgate and require the observance of policies and procedures, and may take other action as he deems appropriate or necessary for carrying out the provisions and purposes of Federal laws, the policies of the Federal Highway Administration, and the regulations of this part.

(b) The Administrator or his delegated representative, as appropriate, is authorized to issue the following type of directives:

(1) Federal Highway Administration Regulations are issued by the Administrator or his delegate, as necessary, to implement and carry out the provisions of title 23, United States Code, relating to the administration of Federal aid for highways, direct Federal programs and State and community safety programs; and title 49, United States Code, relating to motor carrier safety; and other applicable laws and programs under his jurisdiction.

(2) Notices are temporary issuances transmitting one-time or short-term instructions or information which is expected to remain in effect for less than 90 days or for a predetermined period of time normally not to exceed one year.

(3) Orders are directives limited in volume and contain permanent or long-lasting policy, instructions, and procedures. FHWA Orders are to be used primarily as internal FHWA directives.

(4) Joint Interagency Orders and Notices are used by FHWA and the National Highway Traffic Safety Administration (NHTSA) to issue joint policies, procedures, and information pertaining to the joint administration of the State and Community Highway Safety Program. Where necessary, other joint

directives may be issued with other modal administrations within the Department of Transportation.

(5) Manuals are generally designed for use in issuing permanent or long-lasting detailed policy and procedure. Some of the major manuals recognized by the FHWA Directives System follow:

(i) The Federal-Aid Highway Program Manual has been established to assemble and organize program material of the type previously contained in the Policy and Procedure and Instructional Memoranda, which will continue in effect until specifically revoked or published in the new manual. Regulatory material is printed in italics in the manual and also appears in this Code. Nonregulatory material is printed in delegate type.

(ii) The Administrative Manual covers all internal FHWA administrative support functions.

(iii) The Highway Planning Program Manual covers the methods and procedures necessary to conduct the highway planning functions.

(iv) The Research and Development Manual series entitled, "The Federally Coordinated Program of Research and Development in Highway Transportation" describes the FHWA research and development program.

(v) The External Audit Manual provides guidance to FHWA auditors in their review of State programs and processes.

(vi) The Civil Rights and Equal Opportunity Manual provides guidance to FHWA and State Civil Rights and Equal Employment Opportunity Officers.

(vii) The BMCS Operations Manual provides program guidance for all field employees assigned to the motor carrier safety program.

(viii) The Highway Safety Program Manual, issued jointly by FHWA and NHTSA, contains volumes relating to the joint administration of the program.

(6) Handbooks are internal operating instructions published in book form where, because of the program area covered, it is desirable to provide greater detail of administrative and technical instructions.

(7) Transmittals identify and explain the original issuance or page change, provide background information, and provide filing instructions for insertion of

new pages and removal of changed pages, or both.

[FR Doc.74-746 Filed 1-9-74;8:45 am]

Title 24—Housing and Urban Development

CHAPTER II—OFFICE OF ASSISTANT SECRETARY FOR HOUSING PRODUCTION AND MORTGAGE CREDIT—FEDERAL HOUSING COMMISSIONER [FEDERAL HOUSING ADMINISTRATION]

[Docket No. R-74-230]

PART 275—LOW RENT PUBLIC HOUSING

Prototype Cost Limits for Public Housing

In the FEDERAL REGISTER issued for Friday, June 8, 1973 (38 FR 15051), prototype per unit cost schedules were published pursuant to section 15(5) of the Housing and Urban Development Act of 1937. Consideration of subsequent factual project cost data received from the Los Angeles Area Office indicates that certain prototype per unit cost schedules should be revised for the State of Arizona.

Inasmuch as the new prototype cost schedules cannot be utilized until the costs themselves become effective by publication in the FEDERAL REGISTER, continuity of contract approvals requires the immediate publication of this material. Accordingly, it is impracticable to provide notice and public procedure with respect to those cost limits in accordance with the Department's adopted Publications Policy (24 CFR Part 10), and good cause exists for making them effective on the date of publication in the FEDERAL REGISTER.

For the foregoing reasons the following changes are made to the schedules as originally published at 38 FR 15051, June 8, 1973:

1. On 38 FR 15069, delete the Tucson, Arizona, schedule under Region IX and substitute in lieu thereof the revised prototype per unit costs shown on the table set forth hereinafter, entitled Prototype Per Unit Cost Schedule.

(Sec. 7(d) of Dept. of HUD Act, 42 U.S.C. 3535(d).)

Effective date. This amendment shall be effective January 4, 1974.

SHELDON B. LUBAR,
Assistant Secretary-Commissioner.

PROTOTYPE PER UNIT COST SCHEDULE—REGION IX

	Number of bedrooms						
	0	1	2	3	4	5	6
Tucson, Ariz.:							
Detached and semidetached.....	10,600	12,750	15,900	18,750	22,600	25,200	28,400
Row dwellings.....	10,050	12,150	15,000	17,850	21,500	24,000	25,050
Walk-up.....	8,650	10,800	13,650	16,150	18,650	20,550	21,550
Elevator-structure.....	14,800	17,200	21,750				
Nogales, Ariz.:							
Detached and semidetached.....	11,100	13,350	16,500	19,600	23,650	26,350	27,600
Row dwellings.....	10,500	12,700	15,700	18,700	22,500	25,050	28,150
Walk-up.....	9,050	11,250	14,250	16,900	19,500	21,500	
Elevator-structure.....	15,450	18,000	22,750				

[FR Doc.74-694 Filed 1-9-74;8:45 am]

Title 49—Transportation
CHAPTER V—NATIONAL HIGHWAY TRAF-
IC SAFETY ADMINISTRATION, DEPART-
MENT OF TRANSPORTATION

[Docket No. 73-24; Notice 2]

PART 571—MOTOR VEHICLE SAFETY
STANDARDS

Labeling Requirements

This notice amends Standard No. 208, *Occupant crash protection*, 49 CFR 571.208, to permit determination of the maintenance schedule for crash deployed occupant protection systems by reference to vehicle mileage and year and date of vehicle manufacture. The amendment responds to a rulemaking petition submitted by General Motors on May 21, 1973.

The present procedure for determining maintenance necessitates a change in labels each month. The two new methods, published in a notice of proposed rulemaking on October 24, 1973 (38 FR 29341), avoid the label change and are phrased in typical warranty terms familiar to consumers. All comments received were in favor of the proposal and the standard is being amended accordingly.

In consideration of the foregoing, S4.5.1 of Motor Vehicle Safety Standard No. 208, *Occupant crash protection*, 49 CFR 571.208, is amended to read as follows:

§ 571.208 Standard No. 208; occupant crash protection.

S4.5.1 *Labeling and driver's manual information.* Each vehicle shall have a label setting forth the manufacturer's recommended schedule for the maintenance or replacement, necessary to retain the performance required by this standard, of any crash deployed occupant protection system. The schedule shall be specified by month and year, or in terms of vehicle mileage, or by intervals measured from the date appearing on the vehicle certification label provided pursuant to 49 CFR Part 567. The label shall be permanently affixed to the vehicle within the passenger compartment and lettered in English in block capitals and numerals not less than three thirty-seconds of an inch high. Instructions concerning maintenance or replacement of the system and a description of the functional operation of the system shall be provided with each vehicle, with an appropriate reference on the label. If a vehicle owner's manual is provided, this information shall be included in the manual.

Effective date: January 10, 1974. Because the amendment relaxes a requirement and creates no additional burden, it is found for good cause shown that an effective date earlier than one hundred eighty days after issuance is in the public interest.

(Secs. 103, 119, Pub. L. 89-563, 80 Stat. 718, 15 U.S.C. 1392, 1407; delegation of authority at 49 CFR 1.51.)

Issued on January 3, 1974.

JAMES B. GREGORY,
Administrator.

[FR Doc. 74-771 Filed 1-9-74; 8:45 am]

Title 12—Banks and Banking
CHAPTER V—FEDERAL HOME LOAN BANK
BOARD

SUBCHAPTER C—FEDERAL SAVINGS AND LOAN
SYSTEM

[No. 73-2033]

PART 545—OPERATIONS

Amendments Relating to Satellite Offices
of Federal Savings and Loan Associations

DECEMBER 21, 1973.

The Federal Home Loan Bank Board considers it advisable to amend § 545.14-5 of the rules and regulations for the Federal Savings and Loan System (12 CFR 545.14-5), relating to satellite offices, for the principal purposes of removing the requirements that (a) a satellite office (other than a fully automated satellite office) be located within a retail sales establishment such as a department store or supermarket and (b) a fully automated satellite office be located either within such a retail sales establishment or in a shopping center, office building or transportation terminal. In addition, the Board considers it advisable to make certain minor or conforming regulatory changes relating to satellite offices.

Accordingly, the Federal Home Loan Bank Board hereby amends said § 545.14-5 by revising paragraph (a), subparagraphs (1) and (8) of paragraph (c), subparagraphs (4) and (5) of paragraph (g), and the last sentence of paragraph (g), to read as set forth below, effective January 4, 1974.

Since the above amendments relieve restrictions, the Board hereby finds that notice and public procedure with respect to said amendments are unnecessary under the provisions of 12 CFR 508.11 and 5 U.S.C. 553(b); and since publication of said amendments for the 30-day period specified in 12 CFR 508.14 and 5 U.S.C. 553(d) prior to the effective date of said amendments would in the opinion of the Board likewise be unnecessary for the same reason, the Board hereby provides that said amendments shall become effective as hereinbefore set forth.

The amendments set forth below effect the following regulatory changes:

1. Paragraph (a) of § 545.14-5, entitled "Nature of a satellite office", is revised by adding the following description of a fully automated satellite office: "A fully automated satellite office is one which is to be operated wholly by machines and without tellers or other personnel to handle transactions with the public." It is noted that this description is the same as the description of a fully automated satellite office previously in subdivision (c) (1) (v) of § 545.14-5, which subdivision has been deleted.

2. Paragraph (c) (1) of § 545.14-5, entitled "Specific provisions", previously required a satellite office (other than a fully automated satellite office) to be located in a retail sales establishment and required a fully automated satellite office to be located either in a retail sales establishment or in a shopping center, office building, or transportation terminal. This subparagraph is revised to

"permit" (rather than "require") the location of any satellite office in premises occupied by a retail sales establishment or any other business organization if there is compliance with the following requirements of § 545.14-5(c) (6):

No satellite office may be located either (i) more than 5 miles from, or (ii) outside the primary service area of, the Federal association's home or branch office of which it is a satellite. No satellite office may be located outside of the State in which the Federal association's home office is located, unless such office is to be a satellite of a branch office located outside of such State.

3. Subdivisions (i) through (iv) of § 545.14-5(c) (1) previously prescribed the following physical requirements for manned satellite offices (fully automated satellite offices not located in retail sales establishments were subject only to number (5)):

(1) a satellite office shall be wholly in the interior of the premises of the retail sales establishment;

(2) a satellite office shall not be accessible by a separate outside entrance;

(3) a satellite office shall not occupy more than 500 square feet of floor space;

(4) a satellite office shall not occupy more than 1/3 of the total floor space of the premises in which it is located;

(5) provisions shall not be made for more than 4 teller stations (or the mechanical equivalent thereof in the case of a fully automated satellite office); and

(6) any outside sign or other display on behalf of the satellite office shall be subordinate to other signs or displays.

Revised § 545.14-5(c) (1) provides that the only physical requirements for a manned satellite office, wherever located, are that (1) it shall not occupy more than 500 square feet of floor space and (2) provision shall not be made for more than 4 teller stations. Fully automated satellite offices have only one physical requirement: *viz.*, provision shall not be made for the mechanical equivalent of more than 4 teller stations.

4. A conforming change expands the coverage of subparagraph (8) of § 545.14-5(c) which previously provided as follows:

(8) A Federal association may not enter into an agreement of any kind for the exclusive right to operate satellite offices in a specified area at all or a majority of all locations of a retail chain of any kind, or under which other financial institutions would be excluded from operating satellite offices or other facilities at locations of a retail chain where such Federal association does not have a satellite office.

Since the location of manned satellite offices no longer is limited to retail sales establishments, the term "retail chain" as used above is changed to "business organization".

5. Minor conforming revisions are made in subparagraphs (4) and (5) and in the last sentence of paragraph (g) of § 545.14-5.

The text of the appropriate portions of § 545.14-5, as hereby amended, is as follows:

§ 545.14-5 Satellite office.

(a) *Nature of a satellite office.* An office of a Federal association which is not its home office or a branch office approved pursuant to § 545.14 shall be deemed to be a satellite office if it meets the requirements of a satellite office as described in this section and if it is a satellite of the association's home office or a branch office in that it is located in the primary service area, as determined by the Board or Supervisory Agent, of such home office or branch office. A fully automated satellite office is one which is to be operated wholly by machines and without tellers or other personnel to handle transactions with the public. Any business of a Federal association, as authorized by the association's board of directors, may be transacted at a satellite office.

(c) *Specific provisions.* Each application for permission to establish a satellite office will be considered or processed pursuant to the provisions of this section. Approval of such an application pursuant to this section will be subject to the following provisions and any other conditions, requirements, and limitations the Board may specify in a particular case:

(1) A satellite office may be, but is not required to be, located within premises principally occupied by a retail sales establishment or any other business organization. A satellite office shall be operated in conformity with the following physical requirements:

(i) The satellite office, other than a fully automated satellite office, shall not occupy more than 500 square feet of floor space; and

(ii) Provision shall not be made for more than 4 teller stations or, in the case of a fully or partly automated satellite office, the equivalent of 4 teller stations, as determined by the Board or Supervisory Agent at time of approval.

(8) A Federal association may not enter into an agreement of any kind for the exclusive right to operate satellite offices in a specified area at all or a majority of all locations of a business organization of any kind, or under which other financial institutions would be excluded from operating satellite offices or other facilities at locations of such a business organization where such Federal association does not have a satellite office.

(g) *Approval by Supervisory Agent.* The Supervisory Agent is authorized to approve, on behalf of the Board, an application for permission to establish a satellite office if the following conditions have been met:

(4) In the opinion of the Supervisory Agent, the business of a retail sales establishment or other business organization referred to in paragraph (c) (1) of this section is not inappropriate to the operation of a savings and loan activity in the same location;

(5) Operation of the satellite office will not cause the limitation in paragraph

(c) (5) of this section on the number of such offices to be exceeded; and

The Supervisory Agent shall disapprove any application which does not meet the requirements of paragraph (g) (5) of this section, but shall forward to the Board for its consideration, together with his recommendation, any application which does not meet the other requirements of this paragraph. In addition, the Supervisory Agent shall forward to the Board an application, which, in his opinion, should be approved for a shorter period than the five-year limit specified in paragraph (c) of this section, together with his recommendation as to the shorter period for which the application should be approved. The Supervisory Agent is not required, in approving an application under this section, to obtain assurance that the applicable requirements of paragraph (c) (1) (i) and (ii) of this section will be met, since such requirements are continuing requirements to be observed by the Federal association.

(Sec. 5, 48 Stat. 132, as amended; 12 U.S.C. 1464. Reorg. Plan No. 3 of 1947, 12 FR 4981, 3 CFR, 1948-48 Comp. p. 1071)

By the Federal Home Loan Bank Board.

[SEAL] EUGENE M. HERRIN,
Assistant Secretary.

[FR Doc.74-932 Filed 1-9-74; 8:45 am]

Title 6—Economic Stabilization
CHAPTER I—COST OF LIVING COUNCIL
[Amdt., Special Rule No. 2]
PART 150—PHASE IV PRICE REGULATIONS

Tires and Rubber Products; Price Increases

Special Rule Number 2, issued on October 2, 1973, deferred in part the price increases previously prenotified by tire I firms for tire and tube rubber products in Standard Industrial Code 3011. Effective October 8, 1973 the affected firms were permitted to pass through one-half of the allowable prenotified price increase. Effective January 1, 1974 those firms could resubmit proposed price increases for these rubber products.

The purpose of this amendment is to grant those firms authority to implement, effective January 15, 1974, the balance of the price increases prenotified prior to October 2, 1973 and deferred pursuant to Special Rule Number 2.

As noted in the announcement of Special Rule Number 2, these price increases were generally cost justified. However, Special Rule Number 2 was issued because the implementation of the full price increases for rubber tire and tube products at that time would have been of such magnitude and impact as to be unreasonably inconsistent with the goals of the Economic Stabilization Program.

The deferral action on these products has been in effect for more than three months. The Council has concluded that, consistent with the treatment provided for flat rolled steel products under Spe-

cial Rule No. 1, implementation of these increases is now appropriate. The Council will issue individual orders to the affected companies specifying implementation of the increases for these rubber products in accordance with the provisions of these amendments.

In a related action, the Council has announced public hearings to be held January 22, 1974 on price increases for tire and tube rubber products prenotified effective on or after January 1, 1974. These prenotifications include the increases previously deferred as well as additional proposed price increases based on subsequent cost increases. The hearings will focus on these additional proposed price increases.

Under paragraph 2c of Special Rule Number 2, firms were precluded from filing further notices of proposed price increases until January 1, 1974. As a matter of administrative convenience, the Council has accepted filings received prior to January 1, 1974. However, pursuant to paragraph 2c of Special Rule Number 2 and § 150.153, the 30-day prenotification period for filings received on or before January 1, 1974, begins on January 2, 1974.

Because the purpose of these amendments is to provide immediate guidance and information with respect to the decisions of the Council, the Council finds that publication in accordance with normal rule making procedure is impracticable and that good cause exists for making these amendments effective in less than 30 days. Interested persons may submit written comments regarding these regulations. Communications should be addressed to the Office of the General Counsel, Cost of Living Council, 2000 M Street NW., Washington, D.C. 20508.

(Economic Stabilization Act of 1970, as amended, Pub. L. 92-210, 85 Stat. 743; Pub. L. 93-28, 87 Stat. 27; E.O. 11695, 38 FR 1473; E.O. 11730, 38 FR 19345, Cost of Living Council Order No. 14, 38 FR 1489)

In consideration of the foregoing 6 CFR Part 150 is amended as set forth herein, effective January 9, 1974.

Issued in Washington, D.C., on January 9, 1974.

JAMES W. McLANE,
Deputy Director,
Cost of Living Council.

Special Rule Number 2 of the Appendix to Subpart J is amended in paragraph 2 to add a subparagraph d and to revise paragraph 3 to read as follows:

APPENDIX—SPECIAL RULE NUMBER 2

2. *Rubber products.*
d. Effective January 15, 1974, firms may increase prices above base prices for these rubber products which do not exceed, on the average, a dollar-for-dollar pass-through of the full amount of the allowable price increase prenotified prior to October 2, 1973.
3. *Decisions and orders.* The Council will issue to each firm prior to January 15, 1974, a decision and order specifying implementation of proposed price increases for these rubber products filed prior to October 2, 1973.

[FR Doc.74-962 Filed 1-9-74; 10:43 am]

Proposed Rules

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rulemaking prior to the adoption of the final rules.

INTERSTATE COMMERCE COMMISSION

[49 CFR Part 1064]

[No. MC-C-6829, No. MC-C-6829 (Sub-No. 1)]

LIMITATION OF FREE BAGGAGE ALLOWANCE

Greyhound Line and Reasonableness of \$50 Limitation; Extension of Time

JANUARY 7, 1974.

At the request of John S. Fessenden, representative of National Bus Traffic Association, Inc., the time for filing representations in these proceedings (38 FR 28843, October 17, 1973) have been extended from January 7, 1974, to January 21, 1974.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-787 Filed 1-9-74; 8:45 am]

[49 CFR Part 1209]

[No. 32464 (Sub-No. 1)]

INLAND AND COASTAL WATERWAYS CARRIERS

Minimum Rule of Property Accounting

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 18th day of December 1973.

This proceeding is being instituted on our own motion to consider revisions to the minimum rule for property accounting in the Uniform System of Accounts for Inland and Coastal Waterways Carriers. Under the present regulations (49 CFR Part 1209) in effect since 1946, an amount of \$500 is currently prescribed as a minimum to debit or credit depreciable property accounts for (1) retirement and replacement of depreciable property units and minor items and (2) acquisition of office and other terminal equipment.

The intent of the proposed modifications set forth below is to increase the minimum amount to \$1,000 and to make it more broadly applicable to accounting for acquisitions, additions, and betterments, as well as replacements of all categories of depreciable properties. In view of inflationary factors, it is believed that a minimum amount of \$1,000 is more suitable to avoid unnecessary refinement in property accounting, and that applicability of the revised regulations will be comparable to those now in effect for railroads, motor carriers, and other modes.

It is intended that the proposed revisions to the accounting rules would be reflected in the annual reports for the year ending December 31, 1974.

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

It is ordered, That a proceeding be, and it is hereby, instituted under the authority of section 313 of the Interstate Commerce Act (49 U.S.C. 913) and pursuant to section 553 of the Administrative Procedure Act (5 U.S.C. 553) with a view toward adopting the proposed revised regulations set forth in the appendix to this notice, and for the purpose of taking such other and further action as the facts and circumstances may justify and require.

It is further ordered, That all carriers by water operating on inland and coastal waterways, and every lessor thereof subject to the Interstate Commerce Act be, and they are hereby, made respondents in this proceeding.

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

It is further ordered, That any interested person wishing to submit statements of facts, views, or arguments shall file an original and six copies of such representations with the Secretary, Interstate Commerce Commission, Washington, D.C., 20423, on or before February 16, 1974.

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

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

ERAL REGISTER as notice to all interested persons.

By the Commission, Division 2.

[SEAL] ROBERT L. OSWALD,
Secretary.

DETAILED STATEMENT OF PROPOSED RULE

1. In the table of contents for Part 1209 add the following item:

43 Minimum rule.

GENERAL INSTRUCTIONS

11 [Amended]

2. Instruction 11 *Depreciation accounting*, paragraph (h), List of accounting units of property, is amended as follows:

A. Paragraph (h) (1) is revised and (h) (2) revoked and reserved as follows:

(1) The following is a list of depreciable transportation property units designated for inclusion in Account Nos. 141 to 146 in connection with accounting for property acquisitions and retirements provided the cost of each unit is as much or more than the amount established as the minimum rule in Instruction 43.

(2) [Reserved].

B. In the list of property units following paragraph (h) (3), the sentence following line item "145 Office and other terminal equipment:" is revised to read as follows:

Any article of furniture, office appliance, engineering instrument or other complete unit of equipment.

PROPERTY INSTRUCTIONS

Immediately after the text of property instruction 42 *Basis of Charges*, the following new instruction number, title and text is added:

43 Minimum rule.

Acquisitions of transportation property (other than land), including additions, betterments, and replacements, costing less than \$1,000 shall be charged to operating expense. An amount less than \$1,000 may be adopted for purpose of this rule provided the carrier first notifies the Commission of the amount to be adopted, and thereafter makes no change in the amount unless authorized by the Commission. The minimum amount for capitalization shall be applied to individual property units designated in Instruction 11, or expenditures made under a complete project of additions, betterments, and replacement.

47 [Amended]

Instruction 47 *Retirement and replacements*, paragraph (a) (4) is revised and (b) (1) revoked and reserved as follows:

(a) * * *

(4) Minor items of depreciable property retired and replaced with items of a different type or design or constructed of a different grade of material effecting a substantial improvement and rendering the part applied more durable or of greater capacity than that retired, provided the replacement would be chargeable to the property accounts under the minimum rule in Instruction 43.

NOTE: If the retirement and replacement of minor items is in kind or does not effect a substantial improvement, the cost of the replacement including cost of removal shall be charged to the maintenance account appropriate for repairs, and no adjustment shall be made of the property accounts.

(b) * * *

(1) [Reserved]

[FR Doc.74-790 Filed 1-9-74;8:45 am]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 19154]

BROADCAST RENEWAL APPLICANT POLICIES

Order Extending Time for Filing Reply Comments

In the matter of formulation of policies relating to the broadcast renewal applicant, stemming from the comparative hearing process.

1. On November 29, 1973, the Commission adopted a Third Further Notice of Inquiry in the above-entitled proceeding. Publication was given in the FEDERAL REGISTER on December 14, 1973, 38 FR 34522. Comment and reply comment dates were established as December 19, 1973 and January 7, 1974, respectively. By Order adopted December 19, 1973 these dates were extended to December 21, 1973 and January 11, 1974, respectively.

2. The Commission has before it a request for a further extension of time in which to file reply comments. The request is based upon the point that the period of time between comments and reply comments included two holiday periods both of which affected the ability of parties of interest to adequately review and examine comments and to prepare replies.

3. We are of the view that the public interest would be served by extending the time in this proceeding. Accordingly, it is ordered, That the date for filing reply comments is extended to and including January 18, 1974.

4. This action is taken pursuant to authority found in sections 4(i), 5(d)(1), and 303(r) of the Communications Act

of 1934, as amended, and § 0.281 of the Commission's rules.

Adopted: January 3, 1974.

Released: January 4, 1974.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] VINCENT J. MULLINS,
Secretary.

[FR Doc.74-763 Filed 1-9-74;8:45 am]

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[49 CFR Part 571]

[Docket No. 74-3; Notice 1]

NEW PNEUMATIC TIRES FOR PASSENGER CARS

Laboratory Test Wheels

This notice proposes to amend Motor Vehicle Safety Standard No. 109 (49 CFR 571.109) to make it clear that the NHTSA will use up to 6-position laboratory test wheels in its standards' enforcement program.

The NHTSA has taken the position that the test procedures for both the high speed performance and endurance tests of Standard No. 109 (S5.4.2; S5.5), in calling for the use of a "flat-faced steel test wheel 67.23 inches in diameter," include configurations of these devices which are capable of testing up to 6 tires simultaneously. The question has been raised in NHTSA enforcement proceedings, and in order to eliminate further confusion in this regard the NHTSA has decided to clarify the matter through an amendment to the Standard.

The agency's position is that the use of up to 6-position test wheels in NHTSA compliance testing is presently permitted under the standard, and it will continue to take this position in enforcement proceedings. Because an amendment to the standard is contemplated, however, the agency believes it appropriate to first afford interested persons an opportunity to comment.

In light of the above, it is proposed that 49 CFR 571.109 of (Motor Vehicle Safety Standard No. 109), be amended by the addition of a new paragraph (e) in S4.2.1, as follows:

§ 571.109 Standard No. 109; new pneumatic tires.

S4.2 Performance requirements.

S4.2.1 General. * * *

(e) It shall meet the requirements of S4.2.2.5 and S4.2.2.6 when tested on a test wheel described in S5.4.2.1 either alone or simultaneously with up to 5 other tires.

Interested persons are invited to submit comments on the proposal. Comments should refer to the docket number and be submitted to: Docket Section,

National Highway Traffic Safety Administration, Room 5221, 400 Seventh Street SW., Washington, D.C. 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the comment closing date indicated below will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. 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 NHTSA 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 material.

Comment closing date: March 11, 1974.

Proposed effective date: 30 days from publication of the final rule.

(Secs. 103, 108, 119, 201 and 202, Pub. L. 89-563; 80 Stat. 718; 15 U.S.C. 1392, 1397, 1407, 1421, 1422; delegations of authority at 49 CFR 1.51 and 49 CFR 501.8)

Issued on January 4, 1974.

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

[FR Doc.74-794 Filed 1-9-74;8:45]

[49 CFR Part 571]

[Docket No. 74-2; Notice 1]

NEW PNEUMATIC TIRES FOR PASSENGER CARS

Proposed Revision of Tire Endurance Test

This notice proposes a new laboratory test for tire endurance in Motor Vehicle Safety Standard No. 109 (49 CFR 571.109).

The testing of tires is a sophisticated, highly complex procedure. The best methodology utilizes in-service road tests to evaluate the structural integrity of tires. However, because of the expense and time necessary to run in-service performance tests, laboratory test wheels have been developed for the measurement of tire high speed performance and endurance. Laboratory tests, however, produce different failure modes from those produced during in-service tire testing, and the accurate correlation of the results of the two test modes has been difficult.

In November 1972 the NHTSA contracted with Automotive Research Associates, Inc. of San Antonio, Texas, for evaluation of a new laboratory endurance test procedure that had been developed by the Society of Automotive Engineers (SAE). The test utilizes the existing laboratory test wheel, but modifies the time and load parameters of the existing test. It is intended to produce a higher degree of correlation with in-

service conditions than the existing laboratory endurance test.

Based upon this program, the NHTSA has tentatively decided to substitute the new SAE test for the endurance test presently specified in the standard. The evaluation by Automotive Research Associates consisted essentially of comparing the results obtained using the SAE method to results obtained in road tests. The road tests utilized a test trailer, loaded and tested to the specifications of the SAE test, except that the test trailer was run at 70 mi/h while the laboratory test wheel was run at 50 mi/h. In this test program, the failure modes which the SAE test produced resembled to a greater extent in-service failure modes than has the existing laboratory test in

the past. Moreover, in addition to being conducted on the standard test wheel, which makes it readily adaptable to existing test equipment, the SAE test has the additional advantage of being of shorter duration than the present test.

In light of the above, it is proposed that 49 CFR 571.109 be amended as follows:

1. Paragraph S5.4.2.3 would be amended to read:

§ 571.109 Standard No. 109; new pneumatic tires.

S5.4.2.3 Conduct the test at 250 rpm in accordance with the following schedule without pressure adjustment or other interruptions:

Maximum permissible inflation pressure (pounds per square inch)	Load for—				
	4 hours	4 hours	4 hours	4 hours	4 hours
32	24 (lb/in ²) column.	115 percent of 24 (lb/in ²) column.	130 percent of 24 (lb/in ²) column.	145 percent of 24 (lb/in ²) column.	160 percent of 24 (lb/in ²) column.
36	36 (lb/in ²) column.	115 percent of 36 (lb/in ²) column.	130 percent of 36 (lb/in ²) column.	145 percent of 36 (lb/in ²) column.	160 percent of 36 (lb/in ²) column.
40	40 (lb/in ²) column.	115 percent of 40 (lb/in ²) column.	130 percent of 40 (lb/in ²) column.	145 percent of 40 (lb/in ²) column.	160 percent of 40 (lb/in ²) column.

2. Table III would be revised to read:

TABLE III—TEST INFLATION PRESSURES

Maximum permissible inflation pressure (in pounds per square inch)	32	36	40
Pressure (in lb/in ²) to be used in tests for physical dimensions, bead unseating and tire strength.	24	28	32
Pressure (in lb/in ²) to be used in test for high-speed performance.	30	34	38
Pressure (in lb/in ²) to be used in test for endurance.	32	36	40

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

All comments received before the close of business on the comment closing date indicated below will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. 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 NHTSA 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 material.

Comment closing date: April 10, 1974.

Proposed effective date: 180 days from publication date of the final rule.

(Secs. 103, 119, 201, 202, Pub. L. 89-563, 80 Stat. 718; 15 U.S.C. 1392, 1407, 1421, and 1422; delegations of authority at 49 CFR 1.51 and 49 CFR 501.8)

Issued on January 4, 1974.

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

[FR Doc.74-795 Filed 1-9-74; 8:45 am]

[49 CFR Part 571]

[Docket No. 74-1; Notice 1]

POWER-OPERATED WINDOW SYSTEMS
Proposed Safety Standard

This notice proposes an amendment of 49 CFR 571.118, Motor Vehicle Safety Standard No. 118, *Power-Operated Window Systems*, that would permit operation of power windows under certain circumstances even though the ignition is not in the "on" position.

Standard No. 118 provides that when the ignition key is in an off position or removed from the lock no power-operated window or partition shall be movable except by muscular force unassisted by a power source within the vehicle, or upon activation of a key-locking system on the exterior of the vehicle. General Motors has developed a power window control that permits activation of a power window, independently of key placement or position, when the door is open. The system consists of a switch mounted at the rear of the door trim panel that operates the power window, and a door-jamb switch that renders the window switch inoperative when the door is closed. GM has petitioned for an amendment that would allow use of this feature on any door not utilizing an upper frame, as used on hardtop-styled vehicles. It claims no

safety benefit for the feature but states that it is a convenience item that will allow easier entrance or exit when an obstruction inhibits free door opening, or permit window operation if the ignition key is removed. Such an amendment appears to present no safety detriment in the limited group of vehicles for which it is suggested and the NHTSA has decided that the petition merits initiation of rulemaking.

In consideration of the foregoing, it is proposed that in 49 CFR 571.118, S3 be revised to read as follows:

§ 571.118 Motor Vehicle Safety Standard No. 118; power-operated window systems.

S3. *Requirements.* When the key that controls activation of the vehicle's engine is in an off position or is removed from the lock, no power-operated window or partition shall be movable except—

(a) By muscular force, unassisted by a power source within the vehicle;

(b) Upon activation by a key-locking system on the exterior of the vehicle; or

(c) If a door does not have a frame that meets the upper edge of the window in its closed position, by activation of a switch that is separate from the normal power window switch and energized only when the door locking mechanism is completely disengaged from the door lock striker.

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

All comments received before the close of business on the comment closing date indicated below will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. 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 NHTSA 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 material.

Comment closing date: February 8, 1974.

Proposed effective date: Thirty days after publication of final rule in the FEDERAL REGISTER.

(Sec. 103, 119, Pub. L. 89-563, 80 Stat. 718, 15 U.S.C. 1392, 1407; delegations of authority at 49 CFR 1.51 and 49 CFR 501.8)

Issued on January 4, 1974.

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

[FR Doc.74-770 Filed 1-9-74; 8:45 am]

COST OF LIVING COUNCIL
[6 CFR Part 150]
RUBBER TIRE PRICE INCREASES
Public Hearings

Notice is hereby given that the Cost of Living Council will hold public hearings to receive comments from interested persons on the second round of rubber tire price increase prenotifications filed with the Cost of Living Council pursuant to Special Rule No. 2, issued October 2, 1973 (See 38 FR 27528 (October 4, 1973)). The hearings will be held in the Cost of Living Council Auditorium, Room 2105, 2000 M Street NW., Washington, D.C. beginning at 9:30 a.m. on Tuesday, January 22, 1974. The hearings will explore facts relating to cost justification, the relationship to prices, profits, and capital investment, and the effect of productivity and volume improvement on costs and profits. Attention will also be given to what additional supply increases might result directly from these price increases.

The Council has received prenotification documents from 8 rubber companies, accounting for 84 percent of industry tire sales. The average proposed price increase above levels authorized by Special Rule No. 2 is 6.9 percent on tires and tubes.

The proposed price increases include the price increases which were deferred by Special Rule No. 2 plus those which can be justified on the basis of additional costs incurred since the first series of Phase IV prenotifications. The average price increase above that proposed prior to October 2, 1973 is 3.6 percent.

On September 7, 1973 the Council suspended the 30 day prenotification period on all prenotifications from firms in the rubber industry for tubes and tires (SIC Code 3011) and announced public hearings on those prenotifications. As a result of the hearings held September 17, 1973, the Council issued Special Rule No. 2 on October 2, 1973. This special rule applied to all firms which prior to October 2, 1973 had prenotified price increases for tire and tube rubber products in Industry Code 3011 of the Standard Industrial Classification Manual. Firms subject to the rule were permitted to pass through one-half of the prenotified price increase effective October 8, 1973 and they were precluded from resubmitting proposed price increases until January 1, 1974. Special Rule No. 2 has now been amended to permit firms effective January 15, 1974, to pass through the balance of the price increases prenotified prior to October 2, 1973. The hearings will consider the remaining portions of the prenotifications submitted pursuant to Special

Rule No. 2, which were filed effective on or after January 1, 1974. A summary of the specific prenotifications involved has been released by the Cost of Living Council.

These public hearings will be conducted under the authority of section 207(c) of the Economic Stabilization Act of 1970, as amended, which specifies that to the maximum extent possible, formal hearings be conducted for the purpose of acquiring information bearing on a change or a proposed change in prices which have or may have a significantly large impact upon the national economy.

The Cost of Living Council is inviting public participation in the form of written submissions as well as oral presentations. The Council requests all interested persons to submit for Council consideration written suggestions and comments on Rubber Tires not later than January 25, 1974.

All written submissions should be sent to Executive Secretariat, Cost of Living Council, 2000 M Street NW., Washington, D.C. 20508. All written submissions received before 5 p.m., e.d.s.t., on January 25, 1974 and will be made part of the official record of the hearings.

Any information or data considered by the person furnishing it to be confidential must be submitted in writing, one copy only, before the person's scheduled appearance, or by the applicable closing date for written comments. The Cost of Living Council reserves the right to determine the confidential status of the information or data and to treat it accordingly.

Any person who has an interest in the subject of the hearings, or who is a representative of a group or class of persons which has an interest in the subject of the hearings, may request the opportunity to make an oral presentation by telephoning the Executive Secretariat of the Cost of Living Council at 202-254-8637 before 5 p.m., e.d.s.t., Thursday, January 17, 1974. The person making the request should be prepared to describe the interest concerned; if appropriate to state why he is a proper representative of a group or class of persons which has such an interest; and to give a concise summary of the proposed oral presentation and a phone number where he may be contacted through January 22, 1974. Oral presentations may be supplemented by written submissions filed with the Council not later than 5 p.m., e.d.s.t., January 24, 1974.

The Council reserves the right to select the persons to be heard at the hearings, to schedule their respective presentations, and to establish the procedures governing the conduct of the hearings.

Each presentation may be limited, based on the number of persons requesting to be heard.

Each person selected to be heard will be so notified by the Council before 5 p.m., e.d.s.t., January 18, 1974. Each scheduled witness must send 50 copies of his statement to the Executive Secretariat by 5 p.m., e.d.s.t., on January 21, 1974.

A Cost of Living Council official will be designated to preside at the hearings. They will not be judicial—or evidentiary-type hearings. Questions may be asked only by those conducting the hearings, and there will be no cross-examination of persons presenting statements. Any decision made by the Council with respect to the subject matter of the hearings will be based on all information available to the Council, from whatever source received. At the conclusion of all initial oral statements, each person who has made an oral statement will be given the opportunity if he so desires, to make a rebuttal statement. The rebuttal statements will be given in the order in which the initial statements were made and may not exceed 10 minutes each.

Any interested person may submit questions, to be asked of any person making a statement at the hearings, before 5 p.m., e.d.s.t., January 21. Any person who makes an oral statement and who wishes to ask a question at the hearings may submit the question, in writing, to the presiding officer. The Council, or the presiding officer if the question is submitted at the hearings, will determine whether the question is relevant, and whether time limitations permit it to be presented for answer.

Due to wide public interest in the hearings, available space may not accommodate all those who wish to attend; thus members of the general public will be admitted on a first come, first served basis.

Any further procedural rules needed for the proper conduct of the hearings will be announced by the presiding officer.

A transcript of the hearings will be made and the entire record of the hearings, including the transcript, will be retained by the Council and made available for inspection at the Public Reference Facility of the Council, Room 2313, 2000 M Street NW., Washington, D.C., between the hours of 8:30 a.m. and 5:30 p.m., Monday through Friday.

Issued at Washington, D.C., on January 9, 1974.

JAMES W. McLANE,
Deputy Director,
Cost of Living Council.

[FR Doc.74-963 Filed 1-9-74;10:42 am]

Notices

This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

DEPARTMENT OF DEFENSE

Department of the Army

ARMY SCIENTIFIC ADVISORY PANEL

Notice of Meeting

In accordance with section 10(a) (2) of the Federal Advisory Committee Act (P.L. 92-463), announcement is made of the following Committee meeting:

Name of Committee: Army Scientific Advisory Panel.

Date: 28-29 January 1974.

Place: Pentagon, Washington, D.C.

Time: 0830-1645 hours, 28 January 1974 and 0830-1730 hours, 29 January 1974.

Agenda: Attached.

This meeting is closed to the public due to the security classification of the material to be discussed.

Any additional information concerning the meeting may be obtained from Dr. Marvin E. Lasser, Chief Scientist, Department of the Army, Executive Director, Army Scientific Advisory Panel, Washington, D.C., (202) 695-7487.

MARVIN E. LASSER,
Chief Scientist, DA,
Executive Director, ASAP.

AGENDA

January 28-IE 801 #7

- 0830-0835 Chairman.
0835-0915 Under Secretary of the Army, Chief of Staff/Vice Chief of Staff.
0915-0955 Deputy Under Secretary of the Army (OR) Assistant Vice Chief of Staff Army.
0955-1015 Break.
1015-1055 Assistant Chief of Staff for Force Development, Assistant Chief of Staff for Communications-Electronics.
1055-1230 Assistant Secretary of the Army (R&D), Chief of Research and Development, Assistant Secretary of Defense for Telecommunications, Director of Defense Research & Engineering.
1245-1345 Lunch—Secretary of the Army's Mess—Panel Members.
1400-1440 Assistant Secretary of Defense for Intelligence, Assistant Chief of Staff for Intelligence.
1440-1550 Assistant Secretary of Defense (I&L), Assistant Secretary of the Army (I&L), Deputy Chief of Staff for Logistics.
1550-1610 Break.
1610-1630 Chief of Legislative Liaison.
1630-1645 Conclusions.
January 29-IE 801 #7
0830-0835 Chairman.
0835-0950 Assistant Secretary of Defense (C), Assistant Secretary of the Army (FM), Comptroller of the Army.

- 0950-1015 Break.
1015-1100 Secretary of the Army Remarks.
1100-1200 Secretary of Defense Remarks.
1200-1205 Chairman.
1220-1320 Lunch—Secretary of the Army's Mess—Invited Guests, Remarks by the Assistant Secretary of the Army (R&D).
1325-1500 Business Meeting.
1515-1730 Executive Committee Meeting.

[FR Doc.74-734 Filed 1-9-74;8:45 am]

U.S. ARMY COMMAND AND GENERAL STAFF COLLEGE ADVISORY COMMITTEE

Annual Meeting

JANUARY 2, 1974.

In accordance with section 10, Pub. Law 92-463, notice is given of the annual meeting of the U.S. Army Command and General Staff College Advisory Committee at Fort Leavenworth, Kansas, January 23-25, 1974. The meetings will be held in the Command Conference Room, Bell Hall, Fort Leavenworth and are open to the public. Major agenda items concern relations with higher education, appointment of civilian faculty members, future curriculum plans as applied to course development.

IVAN J. BIRRER,
Director, Evaluation and Review.

[FR Doc.74-783 Filed 1-9-74;8:45 am]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[OR 1898]

OREGON

Notice of Classification of Public Lands for Multiple-Use Management; Correction

DECEMBER 27, 1973.

In FR Doc. 68-4182 appearing at page 5548 of the issue for Tuesday, April 9, 1968, the following deletion should be made: Under T. 22 S., R. 27 E., delete: Sec. 16, S¹/₂.

MAXWELL T. LIEURANCE,
Acting State Director.

[FR Doc.74-776 Filed 1-9-74;8:45 am]

SALEM DISTRICT ADVISORY BOARD

Notice of Meeting

Notice is hereby given that the Salem District Advisory Board will hold a business meeting on January 30, 1974, commencing at 9:30 a.m., in the Pringle Park Community Building, Winter and Oak Streets, Salem, Oregon. The agenda for the meeting will include discussions on proposed timber sale plans for Fiscal

Year 1975 and the small business set-aside timber sale program.

The meeting will be open to the public. It is to be held in a room accommodating 60 people. In addition to discussion of agenda topics by board members, there will be time for brief statements by non-members. Persons wishing to make oral statements should so advise the chairman or co-chairman prior to the meeting, to aid in scheduling the time available. Any interested person may file a written statement for consideration by the board by sending it to the chairman, in care of the co-chairman: Salem District Manager, P.O. Box 3227, Salem, Oregon 97302.

PAUL M. SANGER,
Acting Salem District Manager.
DECEMBER 27, 1973.

[FR Doc.74-775 Filed 1-9-74;8:45 am]

SUSANVILLE DISTRICT GRAZING ADVISORY BOARD, CALIFORNIA

Notice of Meeting

Notice is hereby given that the Susanville, California, District Advisory Board will hold a meeting beginning at 10 a.m., P.d.t. on January 31, 1974 and continuing through February 1, 1974 at the Susanville District Office of the Bureau of Land Management, 705 Hall St., Susanville, California.

The purpose of the meeting will be to hear protests of adverse recommendations pertaining to the 1974 grazing applications and ear tagging requirements in the Cal-Neva Common Allotment, to consider applications for and protests of transfers of grazing privileges, to review proposed range improvement projects and range management plans, and to review the management framework plan for the Pit River Resource Area.

This meeting will be open to the public. Those who wish to file a written statement should address their statement to the Susanville District Advisory Board, % District Manager, P.O. Box 1090, Susanville, California, 96130.

D. DEAN BIBLES,
District Manager, Susanville.

[FR Doc.74-751 Filed 1-9-74;8:45 am]

DEPARTMENT OF AGRICULTURE

Food and Nutrition Service

NATIONAL SCHOOL LUNCH PROGRAM

National Average Payments, January 1-June 30, 1974

Pursuant to §§ 210.4 and 210.11 of the regulations governing the National

School Lunch Program (7 CFR 210), notice is hereby given of adjustments in the national average factors for payment for lunches and the maximum rates of reimbursement. The national average factors for payment for lunches served during the six-month period January 1-June 30, 1974, to children participating in the National School Lunch Program are as follows: (a) 10.50 cents from general cash-for-food assistance funds for each lunch: *Provided, however*, That the aggregate amount of the general cash-for-food assistance payments to any State agency shall not be less than the amount of the payments made by such State agency to participating schools within the State for the fiscal year ending June 30, 1972; (b) An additional 37.25 cents from special cash assistance funds for each reduced price lunch; and (c) An additional 47.25 cents from special cash assistance funds for each free lunch: *Provided, however*, That for those States which paid an average rate of reimbursement in excess of 47.25 cents, from special cash assistance funds for all free lunches served to eligible children during the fiscal year ending June 30, 1973, the special cash assistance factor for free lunches served to eligible children during the six-month period January 1-June 30, 1974, shall be equal to such average rate of reimbursement; and for those States which paid an average rate of reimbursement in excess of 37.25 cents from special cash assistance funds for all reduced price lunches served to eligible children during the fiscal year ending June 30, 1973, the special cash assistance factor for reduced price lunches served to eligible children during the six-month period January 1-June 30, 1974, shall be equal to such average rate of reimbursement.

The total amount of general cash-for-food assistance payments and special cash assistance payments to be made to each State agency from the sums appropriated therefor, shall be based upon such national average factors.

The above factors represent a 5.126 percent increase in the factors prescribed for the period July-December, 1973. This represents the percent of increase during the three-month period September-November, 1973 (from 142.4 in August, 1973 to 149.7 in November, 1973) in the series for food away from home of the Consumer Price Index, published by the Bureau of Labor Statistics of the Department of Labor.

For the six-month period January 1-June 30, 1974, (a) the maximum rate of reimbursement from general cash-for-food assistance funds shall be 16.50 cents per lunch served; (b) the maximum per lunch reimbursement (from a combination of general cash-for-food assistance and special cash assistance funds) shall be 72.75 cents for a free lunch and 62.75 cents for a reduced price lunch.

Definitions. The terms used in this notice shall have the meanings ascribed to them in the regulations governing the National School Lunch Program (7 CFR Part 210) and the regulations for De-

termining Eligibility for Free and Reduced Price Meals (7 CFR Part 245).

(Catalog of Federal Domestic Assistance Program No. 10.555, National Archives Reference Services).

Effective date. This notice shall become effective January 1, 1974.

Dated: January 7, 1974.

CLAYTON YEUTTER,
Assistant Secretary.

[FR Doc.74-807 Filed 1-9-74; 8:45 am]

SCHOOL BREAKFAST PROGRAM

National Average Payments, January 1-June 30, 1974

Pursuant to §§ 220.4 and 220.9 of the regulations governing the School Breakfast Program (7 CFR 220), notice is hereby given that the national average breakfast factors for breakfasts served during the six-month period January 1-June 30, 1974, to children participating in the School Breakfast Program shall be: (a) 8.50 cents for all breakfasts; (b) an additional 15.75 cents for each reduced price breakfast; and (c) an additional 21.0 cents for each free breakfast. The total amount of breakfast assistance payments to be made to each State agency from the sum appropriated therefor, shall be based upon such national average factors: *Provided, however*, That the aggregate amount of the breakfast assistance payments to any State agency shall not be less than the amount of such payments made by such State agency to participating schools within the State for the fiscal year ending June 30, 1973: *And provided further*, That additional payments shall be made in such amounts as are needed to finance reimbursement rates assigned in accordance with the provisions of § 220.9(b-1) of the regulations.

For nonespecially needy schools, the maximum rates of reimbursement for paid breakfasts, for reduced price breakfasts, and for free breakfasts shall be equal to the respective factors set out above.

For especially needy schools, the maximum rates of reimbursement for all breakfasts shall be equal to the national average factor for all breakfasts; the maximum rate of reimbursement for reduced price and free breakfasts shall be 40 cents and 45 cents, respectively.

Definitions. The terms used in this notice shall have the meanings ascribed to them in the regulations governing the School Breakfast Program (7 CFR Part 220) and the regulations for Determining Eligibility for Free and Reduced Price Meals (7 CFR Part 245).

(Catalog of Federal Domestic Assistance Program No. 10.553, National Archives Reference Services.)

Effective date. This notice shall be effective January 1, 1974.

Dated January 7, 1974.

CLAYTON YEUTTER,
Assistant Secretary.

[FR Doc.74-808 Filed 1-9-74; 8:45 am]

Forest Service CHUGACH NATIONAL FOREST; PROPOSED LAND USE PLAN

Availability of Draft Environmental Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, the Forest Service, Department of Agriculture, has prepared a draft environmental statement for the proposed Land Use Plan for the Chugach National Forest, Report Number USDA-FS-DES (Adm)R10-74-01.

This environmental statement concerns a proposed land use plan for the 4.7 million acre Chugach National Forest in Alaska.

This draft environmental statement was transmitted to CEQ on January 3, 1974.

Copies are available for inspection during regular working hours at the following locations:

USDA, Forest Service
South Agriculture Bldg., Room 3231
12th St. & Independence Ave., SW.
Washington, D.C. 20250
U.S. Department of Agriculture
Forest Service—Alaska Region
Federal Building
Juneau, Alaska 99801
Chugach National Forest
121 W. Fireweed Lane, Suite 205
Anchorage, Alaska 99503
Area Manager, Chatham Area
Tongass National Forest
Federal Building
Sitka, Alaska 99835
Area Manager, Stikine Area
Tongass National Forest
Federal Building
Petersburg, Alaska 99833
Area Manager, Ketchikan Area
Tongass National Forest
Federal Building, Room 313
Ketchikan, Alaska 99901

A limited number of single copies are available upon request to Richard E. Woodrow, Acting Area Manager, Chugach National Forest, 121 W. Fireweed Lane, Anchorage, Alaska 99503.

Copies are also available from the National Technical Information Service, U.S. Department of Commerce, Springfield, Virginia 22151. Please refer to the name and number of the environmental statement above when ordering.

Comments are invited from the public and from State and local agencies which are authorized to develop and enforce environmental standards, and from Federal agencies having jurisdiction by law or special expertise with respect to any environmental impact involved for which comments have not been requested specifically.

Comments concerning the proposed action and requests for additional information should be addressed to Richard E. Woodrow, Acting Area Manager, Chugach National Forest, 121 W. Fireweed Lane, Anchorage, Alaska 99503. Comments must be received by March 3, 1974 in order to be considered in the

preparation of the final environmental statement.

C. A. YATES,
Regional Forester, Alaska Region.

JANUARY 3, 1974.

[FR Doc. 74-774 Filed 1-9-74; 8:45 am]

Rural Electrification Administration
COOPERATIVE POWER ASSOCIATION
AND UNITED POWER ASSOCIATION
Proposed Loan Guarantee

Under the authority of Pub. Law 93-32 (87 Stat. 65) notice is hereby given that the Administrator of REA will consider (a) providing a guarantee supported by the full faith and credit of the United States of America for loans in the approximate amount of \$454,000,000 to Cooperative Power Association (CPA of Minneapolis, Minnesota, and United Power Association (UPA) of Elk River, Minnesota, and (b) supplementing such loans with insured REA loans at 5 percent interest in the amount of approximately \$83,000,000 to these cooperatives. These loans would finance a project consisting of two 450 MW steam generating units near Underwood, North Dakota, associated transmission facilities of approximately 409 miles of \pm 450 kV Direct Current line with related terminal facilities, and approximately 96 miles of 345 kV and 230 kV lines with related substation facilities. CPA will have a 56 percent undivided ownership interest and UPA a 44 percent undivided ownership in the project.

Legally organized lending agencies capable of making, holding and servicing the loans proposed to be guaranteed may obtain information on the proposed project, including the engineering and economic feasibility studies and the proposed schedule for the advances to the borrowers of the guaranteed loan funds, from Mr. Roy G. Zook, Manager, Cooperative Power Association, 6700 France Avenue South, Minneapolis, Minnesota 55435.

In order to be considered, proposals must be submitted on or before February 25, 1974, to Mr. Zook. The right is reserved to give such consideration and make such evaluations or other disposition of all proposals received as CPA, UPA and REA may deem appropriate.

The Rural Electrification Administration has published a revision of proposed REA Bulletin 20-22 entitled "Guarantee of Loans for Bulk Power Supply Facilities," which sets forth agency proposed policies and requirements concerning loan guarantees. The text of this proposed revised Bulletin was published for comment in the FEDERAL REGISTER dated January 3, 1974, page 814.

Copies of the proposed revised REA Bulletin 20-22 are available from Director, Information Services Division, Rural Electrification Administration, U.S. Department of Agriculture, Washington, D.C. 20250.

Dated: January 4, 1974.

DAVID A. HAMIL,
Administrator.

[FR Doc. 74-758 Filed 1-9-74; 8:45 am]

Soil Conservation Service
HIGHWAY 112 CRITICAL EROSION CONTROL PROJECT MEASURE, WISCONSIN

Availability of Final Environmental Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, the Soil Conservation Service, U.S. Department of Agriculture, has prepared a final environmental statement for the Highway 112 Critical Erosion Control Project Measure, (PRI-RU-TA project) Ashland County, Wisconsin, USDA-SCS-RC&D, ES(ADM)-73-21(F).

The environmental statement concerns a plan to control erosion in a gully located near the White River. The planned works of improvement include 1,200 feet of sod waterway, 4,640 feet of vegetated waterway, 855 feet of diversion, 15 acres of critical area planting, plus necessary grading and mulching.

This final environmental statement was filed with CEQ on December 26, 1973.

Copies are available for inspection during regular working hours at the following locations:

USDA, Soil Conservation Service, 4601 Hammersley Road, Madison, Wisconsin.

USDA, Soil Conservation Service, South Agriculture Building, Room 5105A, 12th Street and Independence Avenue SW., Washington, D.C.

Copies are also available from the National Technical Information Service, U.S. Department of Commerce, Springfield, Va. 22151 for \$3 each. Please refer to the number of the statement above when ordering.

Copies of the environmental statement have been sent to various federal, state, and local agencies as outlined in the Council on Environmental Quality Guidelines.

Dated: January 3, 1974.

LENNIS B. LOSH,
Acting Deputy Administrator
for Field Services, Soil Conservation Service.

[FR Doc. 74-759 Filed 1-9-74; 8:45 am]

DEPARTMENT OF COMMERCE

Domestic and International Business Administration

NATIONAL INSTITUTE OF ENVIRONMENTAL HEALTH SCIENCES

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to Section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Pub. Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (37 FR 3892 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Import Programs, Department of Commerce, Washington, D.C. 20230.

Docket Number: 74-00109-00-37100.
Applicant: DHEW, PHS, NIH, National

Institute of Environmental Health Sciences, P.O. Box 12233, Research Triangle Park, N.C. 27709. Article: Multiple Membrane Filter, No. 92.51. Manufacturer: Yeda Research and Development Co., Ltd., Israel. Intended use of article: The foreign article will be used to filter trichloroacetic acid, precipitated DNA, RNA, and protein in environmental health research studies.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States.

Reasons: The foreign article provides the capability for simultaneous filtering of ten samples. The capability described above is pertinent to the applicant's use in filtering DNA, RNA, and protein precipitated with trichloroacetic acid. The Department of Health, Education, and Welfare advised in its memorandum dated December 6, 1973 that it knows of no domestic instrument of equivalent scientific value to the foreign article for the applicant's intended purposes.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, which is being manufactured in the United States.

(Catalog of Federal Domestic Assistance Program No. 11.105, Importation of Duty-Free Educational and Scientific Materials).

A. H. STUART,
Director, Special Import Programs Division.

[FR Doc. 74-756 Filed 1-9-74; 8:45 am]

UNIVERSITY OF ALABAMA
MEDICAL SCHOOL

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to Section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Pub. Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (37 FR 3892 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Import Programs, Department of Commerce, Washington, D.C. 20230.

Docket Number: 73-00532-33-46070.
Applicant: University of Alabama Medical School, University Station, Birmingham, Ala. 35294. Article: Scanning electron microscope, model JSM-U3. Manufacturer: JEOL Ltd., Japan. Intended use of article: The article is intended to be used for studies of cardiovascular tissues; primarily aorta, bicuspid valve, and connective tissue proteins from these sources during experiments designed with the purpose of correlating morphology with chemical analysis. Primary emphasis will be to determine the distribution of Ca, P, and S as well as C, N, and O if techniques

can be adequately developed to achieve the latter three analyses.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States.

Reasons: The applicant's research study of molecular pathogenesis in cardiovascular tissue that leads to arteriosclerosis requires localization of calcium, phosphorus and sulfur; physical differentiation as crystalline or amorphous and chemical identification in the smallest possible spatial region. The foreign article provides a highly stable (better than 7×10^{-2} amps/hr.) lanthanum hexaboride gun of high brightness (three times that of a standard tungsten filament) with feedback control. The Department of Health, Education, and Welfare (HEW) advised in its memorandum dated August 9, 1973 that (1) the capability described above is pertinent to the purposes for which the article is intended to be used, (2) comparable domestic instruments do not provide equivalent stability in an electron source of equivalent brightness and (3) that it knows of no domestic instrument of equivalent scientific value to the foreign article for such purposes as this article is intended to be used. The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, which is being manufactured in the United States.

(Catalog of Federal Domestic Assistance Program No. 11.105, Importation of Duty-Free Educational and Scientific Materials.)

A. H. STUART,
Director, Special Import
Programs Division.

[FR Doc.74-757 Filed 1-9-74; 8:45 am]

Maritime Administration
MARAD TANKER CONSTRUCTION
PROGRAM

Notice of Award of Contract

Notice is hereby given that on December 17, 1973, the Maritime Subsidy Board awarded construction-differential subsidy Contract No. MA/MSB-297 to National Steel and Shipbuilding Company and MA/MSB-297 to National Steel and Shipbuilding Company and MA/MSB-298 to Chesnut Shipping Company for two 89,700 deadweight ton tankers, MA Design T8-S-100b, to be constructed by NASSCO at its San Diego, California shipyard. The application for such contracts was noticed in the FEDERAL REGISTER on September 20, 1973, 38 FR 26398.

Dated: January 3, 1974.

By order of the Maritime Subsidy Board, Maritime Administration.

JAMES S. DAWSON, Jr.
[FR Doc.74-782 Filed 1-9-74; 8:45 am]

National Oceanic and Atmospheric Administration
COASTAL AND GREAT LAKES STATES FISH AND GAME DIRECTORS

Public Meeting

Notice is hereby given of a meeting with State fish and game directors from coastal and Great Lakes States on Tuesday and Wednesday, January 29 and 30, 1974. The meeting will commence at 9 a.m. on January 29 and at 8:30 a.m. on January 30, in the Woodward Room at the National Wildlife Federation, 1412 16th Street, NW., Washington, D.C.

The items for discussion at the meeting will include the following:

1. Development of a National Fisheries Plan;
2. Status of Law of the Sea Preparations and Legislation Pertaining to Extended Fisheries Jurisdiction;
3. State and Federal Fisheries Programs and Relationships;
4. Future Sport Fish Programs;
5. Fuel Allocation.

The meeting will be open to the public throughout January 29 and 30. Seating space will be available for approximately 25 persons in addition to those participating in the meeting. The public will be admitted to the extent of seating available on a first come, first served basis. Questions from the public will be permitted during specific periods announced by the Chairman.

Additional information concerning this meeting may be obtained by contacting Mr. Robert W. Schoning, Director, National Marine Fisheries Service, whose mailing address is: National Marine Fisheries Service, Washington, D.C. 20235. The telephone number is 343-4993.

Issued at Washington, D.C., on January 4, 1974.

Dated: January 4, 1974.

ROBERT M. WHITE,
Administrator, National Oceanic
and Atmospheric Administration.

[FR Doc.74-764 Filed 1-9-74; 8:45 am]

**DEPARTMENT OF HEALTH,
EDUCATION, AND WELFARE**

Food and Drug Administration

DENTAL DRUG PRODUCTS ADVISORY COMMITTEE

Cancellation of Meeting

Pursuant to the Federal Advisory Committee Act of October 6, 1972 (Pub. Law 92-463, 86 Stat. 770-776; 5 U.S.C. App.), the Food and Drug Administration announced in a notice published in the FEDERAL REGISTER of December 27, 1973 (38 FR 35342) public advisory committee meetings and other required information in accordance with provisions set forth in section 10(a) (1) and (2) of the act.

Notice is hereby given that the meeting of the Dental Drug Products Advisory

Committee scheduled for January 15, 1974 is cancelled.

Dated: January 3, 1974.

WILLIAM F. RANDOLPH,
Acting Association Commissioner
for Compliance.

[FR Doc.74-749 Filed 1-9-74; 8:45 am]

Health Resources Administration
NATIONAL ADVISORY COUNCIL ON REGIONAL MEDICAL PROGRAMS

Cancellation of Meeting

In FR Doc. 73-26559 appearing at pages 34682 and 34683 in the issue for Monday, December 17, 1973, the meeting of the "National Advisory Council on Regional Medical Programs" has been cancelled.

Dated: January 4, 1974.

KENNETH M. ENDICOTT,
Administrator,
Health Resources Administration.

[FR Doc.74-747 Filed 1-9-74; 8:45 am]

Office of Education
ADVISORY COMMITTEE ON THE EDUCATION OF BILINGUAL CHILDREN
Public Meeting

Notice is hereby given, pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. Law 92-463), that a meeting of the Advisory Committee on the Education of Bilingual Children will be held from 3 p.m. Thursday, January 10, 1974, through 5:30 p.m., Friday, January 11, 1974, in Room 3008 Federal Office Building #6, 400 Maryland Avenue SW., Washington, D.C. 20202.

The Advisory Committee on the Education of Bilingual Children is established pursuant to section 708 of the Bilingual Education Act (20 U.S.C. 880b-5) to advise the Secretary of Health, Education, and Welfare and the Commissioner of Education concerning the preparation of general regulations for and with respect to policy matters arising in administration of the Bilingual Education Act.

The above-described meeting shall be open to the public. The proposed agenda for the Committee includes the discussion of general regulations for the Bilingual Education Act (title VII of the Elementary and Secondary Education Act of 1965, as amended), including the criteria for approval of applications thereunder.

Records shall be kept of all proceedings, and shall be available for public inspection at Room 3045, Regional Office Building 3, 7th and D Streets SW., Washington, D.C. 20202.

Signed at Washington, D.C. on January 4, 1974.

JAMES B. ROBERTS,
Executive Officer, DCSS.

[FR Doc.74-752 Filed 1-9-74; 8:45 am]

COOPERATIVE EDUCATION PROGRAMS

Notice of Closing Date for Receipt of Applications

Correction

In FR Doc. 74-253 appearing at page 843, in the issue of Thursday, January 3, 1974, the deadline for applications in the ninth line of the second paragraph should read "February 7, 1974".

EMERGENCY SCHOOL AID

Public Meeting

Notice is hereby given, pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463), that the National Advisory Council on Equality of Educational Opportunity will meet from 10:30 a.m. to 4 p.m. on January 31, 1974 in the Demonstration Center, Room 1134, FOB 6, 400 Maryland Avenue SW., and from 9 a.m. to 4 p.m. on February 1, 1974, in Room 5092 FOB 6, 400 Maryland Avenue SW, Washington, D.C.

The National Advisory Council on Equality of Educational Opportunity is established under section 716 of the Emergency School Aid Act (Pub. L. 92-318, Title VII). The Council is established to advise the Assistant Secretary for Education with respect to the operation of programs under the Act, and to review the operation of such programs.

The meeting of the Council shall be open to the public. The proposed agenda includes Subcommittee Reports, a status report on evaluation, legislative recommendations for fiscal year 1975, status report on site visitation, and a review of the criteria for site visitations.

Signed at Washington, D.C. on January 7, 1974.

HERMAN R. GOLDBERG,
Associate Commissioner, Bureau
of Equal Educational Opportunity.

[FR Doc. 74-835 Filed 1-9-74; 8:45 am]

CONSTRUCTION OF HIGHER EDUCATION FACILITIES

Postponement of Hearing

Notice is hereby given that the hearing on the proposed regulations for Financial Assistance for Construction of Higher Education Facilities previously scheduled to be held on January 12, 1974 (38 FR 33985, December 10, 1973), is hereby postponed and rescheduled for February 19, 1974.

JOHN OTTINA,
U.S. Commissioner of Education.

JANUARY 8, 1974.

[FR Doc. 74-938 Filed 1-9-74; 10:48 am]

Office of the Secretary

HOSPITAL INSURANCE FOR THE AGED AND DISABLED

Premium Rate for the Uninsured Aged

Pursuant to authority contained in section 1818(d)(2) of the Social Security

Act (42 U.S.C. 1395i-2(d)(2)), as added by section 202 of the Social Security Amendments of 1972, Pub. Law 92-603, I hereby determine and promulgate that the hospital insurance premium for the uninsured aged, applicable for the 12-month period beginning July 1, 1974, is \$36.

Dated: December 29, 1973.

CASPAR W. WEINBERGER,
Secretary of Health,
Education, and Welfare.

STATEMENT OF ACTUARIAL ASSUMPTIONS AND BASES EMPLOYED IN DETERMINING THE PREMIUM RATE FOR THE HOSPITAL INSURANCE PROGRAM FOR UNINSURED AGED BEGINNING JULY 1974

Section 1818 of the Social Security Act provides for voluntary enrollment in the Hospital Insurance program (Part A of Medicare) by certain uninsured persons age 65 and older who are otherwise ineligible. Section 1818(d)(2) of the Act requires the Secretary to determine and promulgate, during the final quarter of 1973, the dollar amount which will be the monthly Part A premium for voluntary enrollment, for months occurring in the 12-month period beginning July 1, 1974. As required by statute, this amount must be \$33 times the ratio of (1) the 1974 inpatient hospital deductible to (2) the 1973 inpatient hospital deductible, rounded to the nearest multiple of \$1, or if midway between multiples of \$1, to the next higher multiple of \$1.

Under section 1813(b)(2) of the Act, the 1974 inpatient hospital deductible was determined to be \$84. The 1973 deductible was actuarially determined to be \$76, but to comply with a ruling by the Cost of Living Council, it was promulgated at \$72. Using the

actuarially determined amount of the 1973 deductible, \$76, the computation is $\$33 \times (84/76) = \36.47 , which is rounded to \$36.

The more accurate of the premium formula is to adjust the original \$33 premium for changes in the cost of providing hospital care. The ratio of the inpatient hospital deductibles does this approximately, since the deductible as calculated under section 1813(b)(2), is based on the average daily cost of providing hospital care under the Hospital Insurance program. It was also the intent of the provision that the full costs of providing Part A coverage to the uninsured enrollees be borne by the enrollees themselves. The actuarially determined inpatient hospital deductible amount for 1973—\$76—is the appropriate amount for use in the premium formula, since it more accurately reflects actual program experience.

Assuming that the average incurred cost per premium enrollee is the same as the average incurred cost per insured aged enrollee, the following comparison can be made:

MONTHLY HOSPITAL INSURANCE PREMIUM

Fiscal year	With 1973 deductible = \$72	With 1973 deductible = \$76	Estimated actual cost
1974	\$33	\$33	\$32
1975	39	36	36

Thus, the premium of \$36, derived by using \$76 for the 1973 inpatient hospital deductible, is adequate to cover the projected costs of the uninsured enrollees indicated. Accordingly, the Hospital Insurance monthly premium for fiscal year 1975 is \$36.

[FR Doc. 74-760 Filed 1-9-74; 8:45 am]

DEPARTMENT OF TRANSPORTATION

Hazardous Materials Regulations Board

SPECIAL PERMITS ISSUED

Pursuant to Docket No. HM-1, rule-making procedures of the Hazardous Materials Regulations Board, issued May 22, 1968 (33 FR 8277) 49 CFR 170, following is a list of new DOT Special Permits upon which Board action was completed during December 1973:

Special permit No.	Issued to—Subject	Mode or modes of transportation
6826	McDonnell Douglas Astronautics Co., Huntington, California, to ship miniature rocket motors, Class B explosives with igniters assembled therein.	Cargo-only aircraft Highway.
6828	Boyle-Midway Division, American Home Products Corp., to ship a certain corrosive liquid under §173.244(a) exemptions when packaged inside glass bottles having volumetric capacity not over 16 ounces overpacked in strong outside fiberboard boxes.	Cargo vessel, Highway Rail.
6830	Knolls Atomic Power Laboratory (General Electric Co.) Schenectady, New York to ship Hydraulic accumulators as described in §173.306(f)(2) of Docket No. HM-104, Notice 72-10.	Highway.
6832	Shippers registered with this Board to ship Ethyl chloroformate in 5-gallon DOT Specification 34 polyethylene containers having threaded closures which may be vented.	Highway, Rail.
6833	Shippers registered with this Board to ship certain corrosive liquids (§173.249a) in a non-DOT Specification open-head fiber drum, lined or open head metal drum.	Do.
6834	Shippers registered with this Board to ship Phosphoric acid in DOT Specification 5 drums.	Highway.
6835	Yankee Atomic Electric Co., Westborough, Mass., to make a single shipment of radioactive material, Type B quantity, in packaging consisting of a reinforced concrete cask.	Do.
6836	Rockwell International Corporation, Washington, D.C., to ship six Rocket motors, Class A explosives, with igniters assembled therein, in plywood boxes.	Cargo vessel, Highway.
6837	Shippers registered with this Board to ship Acetic anhydride in DOT Specification 105A200AL-W tank cars.	Rail
6838	Air Cruisers Co., Division of the Garrett Corporation, Belmar, N.J. to ship Hand signal devices packed with non-regulated material inside prescribed DOT packaging.	Passenger-carrying aircraft, Cargo-only aircraft, Highway.

ALAN I. ROBERTS,
Secretary.

[FR Doc. 74-760 Filed 1-9-74; 8:45 am]

Office of the Secretary

[OST Docket No. 34, Notice No. 74-2]

ARIZONA

Emergency Daylight Saving Time Exemption

The Emergency Daylight Saving Time Energy Conservation Act of 1973 (December 15, 1973, Pub. Law 93-182) ("the Act") advances the standard time by one hour in all eight standard time zones of the United States continuously from 2 a.m. Sunday, January 6, 1974, to 2 a.m. Sunday, April 27, 1975, and provides that the time as so advanced shall be standard time.

Section 3(b) of the Act permits the President to grant a State an exemption from advanced time established by section 3(a) of the Act or a request for realignment of the existing limits of time zones, if the State, by proclamation of its Governor, makes a finding prior to Sunday, January 6, 1974—the effective date of the Act—that such exemption or realignment is necessary to avoid undue hardship or to conserve fuel in such State or part thereof. ("[The President's] decision should be based on the appropriateness of all aspects of any exemption, including convenience of commerce, possible energy savings, or undue hardship to large segments of the population, as well as the possible impact on the success of and cooperation with the national energy conservation program." S. Rept. No. 93-504 at 3.)

By Executive Order 11751, issued December 15, 1973, the President has designated and empowered the Secretary of Transportation to exercise the authority vested in him by section 3(b) to grant exemptions or realignments. Procedures and criteria for implementation were issued by the Secretary (49 CFR Part 73, 38 FR 34876).

The Governor of the State of Arizona, the Honorable John R. (Jack) Williams, by proclamation issued December 19, 1973, requests that the State of Arizona be exempted from observance of advanced time during the effective period of the Act.

The proclamation and supporting data submitted establish that Arizona had legislatively exempted itself from observance of advanced time under the Uniform Time Act of 1966; that the summer mean temperatures in the more populous areas of the State are such as to cause severe discomfort, and that observance of advanced time would severely increase this discomfort; that if Arizona were to observe year-round advanced time, greater power consumption would likely occur during summer months, without corresponding savings during winter months; and that much of the State's agricultural commerce with Mexico would be disrupted by observing advanced time.

Several residents of Arizona have submitted views in opposition to the Governor's proclamation. They did not, however, present specific data responsive to the criteria set forth in either the Act

or the regulations promulgated thereunder.

Upon consideration of the proclamation and supporting data, and all comments received, I find the requested exemption is consistent with the objectives sought to be achieved by the Act, and should be granted. I further find that the State of Arizona shall observe mountain nonadvanced (standard) time as standard time during the effective period of the Emergency Daylight Saving Time Energy Conservation Act of 1973.

Because of the emergency nature of the Act; the Congressional intent that it be implemented quickly¹; the short period of time between its enactment December 15, 1973, and its taking effect January 6, 1974; and the short period of time between the date of the proclamation—December 19, 1973—and January 6, 1974, I find that notice and public procedure on this action are contrary to the public interest and that good cause exists for making it effective in fewer than 30 days after publication in the FEDERAL REGISTER. For these same reasons it has not been possible to assess the need for, and, if necessary, to prepare an environmental impact statement on this action. See section 102, National Environmental Policy Act of 1969 (January 1, 1970, Public Law 91-190, sec. 102, 83 Stat. 853; 42 U.S.C. 4332).

This action is taken pursuant to section 3(b) of the Emergency Daylight Saving Time Energy Conservation Act of 1973 (December 15, 1973, Public Law 93-182, § 3(b), 87 Stat. 708); Executive Order 11751 (38 FR 34725); and Part 73 of the Regulations of the Office of the Secretary of Transportation (49 CFR Part 73).

Effective date. This action is effective 2 a.m. mountain nonadvanced (standard) time Sunday January 6, 1974.

Issued in Washington, D.C., on January 4, 1974.

CLAUDE S. BRINEGAR,
Secretary of Transportation.

[FR Doc. 74-765 Filed 1-9-74; 8:45 am]

[OST Docket No. 34, Notice No. 74-1]

KENTUCKY

Emergency Daylight Saving Time; Realignment

The Emergency Daylight Saving Time Energy Conservation Act of 1973 (December 15, 1973, Pub. Law 93-182) ("the Act") advances the standard time by one hour in all eight standard time zones of the United States continuously from 2 a.m. Sunday, January 6, 1974, to 2 a.m. Sunday, April 27, 1975, and provides that the time as so advanced shall be standard time.

Two classes of States are permitted to exempt themselves from advanced time: (1) Any State which is entirely within one time zone and not contiguous to any

¹ "[The Secretary] should act quickly and expeditiously. Failure to do so will risk serious inconvenience and uncertainty." See Senate Report No. 93-504 at 3.

other State (Hawaii, Puerto Rico, and the Virgin Islands); and (2) Any State with parts thereof in more than one time zone (Alaska, Florida, Idaho, Indiana, Kansas, Kentucky, Michigan, Nebraska, North Dakota, Oregon, South Dakota, Tennessee, and Texas). (Section 3(a)). If a State elects to exempt itself, the exemption must apply to the entire area of the State lying within one time zone, and the effect of the exemption must be to put the entire State on uniform time (i.e., the exemption can only apply to that part of the State in the more east-erly zone) (see H. Rept. No. 93-709 at 5).

States permitted exemptions by section 3(a) may exempt themselves from advanced time anytime during the period the Act is in effect. The exemption must, however, be complete; a State may not elect to exempt itself from advanced time during winter months but observe advanced time during summer months.

Section 3(b) of the Act permits the President to grant a State an exemption from the advanced time established by section 3(a) of the Act or a request for realignment of the existing limits of time zones, if the State, by proclamation of its Governor, makes a finding prior to Sunday, January 6, 1974—the effective date of the Act—that such exemption or realignment is necessary to avoid undue hardship or to conserve fuel in such State or part thereof. ("[The President's] decision should be based on the appropriateness of all aspects of any exemption, including convenience of commerce, possible energy savings, or undue hardship to large segments of the population, as well as the possible impact on the success of and cooperation with the national energy conservation program." S. Rept. No. 93-504 at 3.)

By Executive Order 11751, issued December 15, 1973, the President has designated and empowered the Secretary of Transportation to exercise the authority vested in him by section 3(b) to grant the exemptions or realignments.

Procedures and criteria for implementation were promulgated by the Secretary (49 CFR Part 79, 38 FR 34876).

The Governor of the Commonwealth of Kentucky, the Honorable Wendell H. Ford, by proclamation issued January 3, 1974, requests the limits of the division between the eastern and central time zones in Kentucky be realigned during the effective period of the Act, to include within the central time zone all of the Commonwealth except twelve north-eastern counties (Boone, Kenton, Campbell, Grant, Pendleton, Bracken, Mason, Lewis, Greenup, Carter, Boyd, and Lawrence). The twelve counties which would remain in the eastern time zone are proximate to the Ohio and West Virginia State lines.

The proclamation and supporting data submitted by the Governor of Kentucky establish that more than 75 percent of the population of Kentucky live in the extreme western edge of the eastern time zone (as presently delineated); that observance of eastern advanced time within most of that portion of Kentucky in the eastern time zone would cause

extreme hardship to school children, agriculture, and industry requiring daylight working conditions; that the convenience of commerce would be served by western Kentucky counties observing the same time as adjacent areas in Tennessee and Indiana; and that the proposed realignment would not be detrimental to the national energy conservation program. The data submitted also establish that the twelve counties which would remain in the eastern time zone are commercially related to adjacent areas in Ohio and West Virginia, and that the convenience of commerce would best be served by their continued observance of the same time as those areas.

Although section 3(a) of the Act contemplates State legislative action to achieve an exemption from observance of advanced time within one time zone of a State with parts in more than one zone, the proposed realignment may be obtained only under section 3(b).

Upon consideration of the proclamation and supporting data, I find the requested realignment of the limits of the eastern and central time zones within Kentucky is consistent with the objectives sought to be achieved by the Act. During the effective period of the Act, therefore, the limit between the eastern and central time zones in the Commonwealth of Kentucky shall be defined as follows:

From the junction of the east line of Spencer County, Indiana, with the Indiana-Kentucky boundary northerly and easterly along that boundary to the west line of Boone County, Kentucky; thence southerly along the west line of Boone County to the north line of Grant County; thence west along the north line of Grant County to the west line of Grant County; thence southerly along the west line of Grant County to the south line of Grant County; thence easterly along the south lines of Grant and Pendleton Counties to the west line of Bracken County; thence south along the west line of Bracken County to the south line of Bracken County; thence easterly along the south lines of Bracken, Mason, Lewis, and Carter Counties to the west line of Lawrence County; thence south along the west line of Lawrence County to the south line of Lawrence County; thence easterly and northerly along the south line of Lawrence County to its junction with the Kentucky-West Virginia boundary; thence southerly along the Kentucky-West Virginia boundary to the Kentucky-Tennessee boundary; thence west along the Kentucky-Tennessee boundary to its junction with the west line of Scott County, Tennessee.

Because of the emergency nature of the Act; the Congressional intent that it be implemented quickly;¹ the short period of time between its enactment December 15, 1973, and its taking effect January 6, 1974; and the short period of time between the date of the proclamation—January 3, 1974—and January 6, 1974, I find that notice and public procedure on this action are contrary to the public interest and that good cause

¹ "[The Secretary] should act quickly and expeditiously. Failure to do will risk serious inconvenience and uncertainty." See Senate Report No. 93-504 at 3.

exists for making it effective in fewer than 30 days after publication in the FEDERAL REGISTER. For these same reasons it has not been possible to assess the need for, and, if necessary, to prepare an environmental impact statement on this action. See section 102, National Environmental Policy Act of 1969 (January 1, 1970, Public Law 91-190, section 102, 83 Stat. 853; 42 U.S.C. 4332).

This action is taken pursuant to section 3(b) of the Emergency Daylight Saving Time Energy Conservation Act of 1973 (December 15, 1973, Pub. Law 93-182, section 3(b), 87 Stat. 708); Executive Order 11751 (38 FR 34725); and Part 73 of the Regulations of the Office of the Secretary of Transportation (49 CFR Part 73).

Effective date. This action is effective 2 a.m. central nonadvanced (standard) time Sunday, January 6, 1974.

Issued in Washington, D.C., on January 4, 1974.

CLAUDE S. BRINEGAR,
Secretary of Transportation.

[FR Doc. 74-767 Filed 1-9-74; 8:45 am]

[OST Docket No. 34, Notice No. 74-3]

IDAHO AND OREGON

Emergency Daylight Saving Time Exemptions

The Emergency Daylight Saving Time Energy Conservation Act of 1973 (December 15, 1973, Pub. Law 93-182) ("the Act") advances the standard time by one hour in all eight standard time zones of the United States continuously from 2:00 a.m. Sunday, January 6, 1974, to 2 a.m. Sunday, April 27, 1975, and provides that the time as so advanced shall be standard time.

Two classes of States are permitted to exempt themselves from advanced time: (1) any State which is entirely within one time zone and not contiguous to any other State (Hawaii, Puerto Rico, and the Virgin Islands); and (2) any State with part thereof in more than one time zone (Alaska, Florida, Idaho, Indiana, Kansas, Kentucky, Michigan, Nebraska, North Dakota, Oregon, South Dakota, Tennessee, and Texas). (Section 3(a)). If a State elects to exempt itself, the exemption must apply to the entire area of the State lying within one time zone, and the effect of the exemption must be to put the entire State on uniform time (i.e., the exemption can only apply to that part of the State in the more easterly zone) (see H. Rept. No. 93-709 at 5).

Section 3(a) permits States to exempt themselves from advanced time by law enacted anytime during the period the Act is in effect. The exemption must, however, be complete; a State may not elect to exempt itself from advanced time during winter months but observe advanced time during summer months.

Section 3(b) of the Act permits the President to grant a State an exemption from the advanced time established by section 3(a) of the Act or a request for realignment of the existing limits of time zones, if the State, by proclamation of

its Governor, makes a finding prior to Sunday, January 6, 1974—the effective date of the Act—that such exemption or realignment is necessary to avoid undue hardship to large segments of the population or part thereof. ("[The President's] decision should be based on the appropriateness of all aspects of any exemption, including convenience of commerce, possible energy savings, or undue hardship to large segments of the population, as well as the possible impact on the success of and cooperation with the national energy conservation program." S. Rept. No. 93-504 at 3.)

By Executive Order 11751, issued December 15, 1973, the President has designated and empowered the Secretary of Transportation to exercise the authority vested in him by section 3(b) to grant the exemptions or realignments.

Procedures and criteria for implementation were issued by the Secretary (49 CFR Part 73, 38 FR 34876).

The Governor of the State of Idaho, the Honorable Cecil D. Andrus, by proclamation issued December 28, 1973, requests that the entire area of Idaho located within the mountain time zone be exempted from observance of advanced time during the effective period of the Act.

The Governor of the State of Oregon, the Honorable Tom McCall, by proclamation issued January 2, 1974, requests that any determination made with respect to the mountain time zone section of Idaho apply equally to that section of Oregon which is in the mountain zone (northern Malheur County), since failure to apply any Idaho exemption to this County would create an "island" one hour ahead of all surrounding areas.

The proclamation and supporting data submitted by the Governor of Idaho establish that the State is located on the boundary between the mountain and Pacific time zones; that the northern portion of Idaho is located in the Pacific time zone and the southern portion in the mountain time zone; that permitting the requested exemption would result in observance of a single time throughout the State; that energy conservation would not occur were advanced time observed in the southern portion; that winter daylight time observance would severely disrupt outdoor industry, such as forestry, and school operations in the southern portion of the State; and that commerce would not be disrupted.

Several television broadcasting companies operating within southern Idaho state that their services would be adversely affected if the requested exemption is granted. Their network programming is received through the mountain time zone, and they note that "prime time" broadcasts would occur between 5 and 9 p.m., if advanced time is not observed, rather than between 6 and 10 p.m., if advanced time is observed. The broadcasters state that purchase and use of tape delay equipment would not be economically feasible.

Other comments have been received from several Idaho residents generally supporting or opposing the requested exemption.

Upon consideration of the proclamation and supporting data, and all comments received, I find the requested exemptions with respect to Idaho, and, consequently, with respect to that portion of Oregon which is located in the mountain time zone, are consistent with the objectives sought to be achieved by the Act.

The Act, however, clearly intends that a State such as Idaho or Oregon, which has portions situated in more than one time zone, should invoke the exemption provisions set forth in section 3(a) if it desires to be exempt from the advanced time established by that section. That requires State legislative enactment of an exemption applying to that portion of the State lying in the more easterly time zone.

In recognition of the fact that the State Legislature of Idaho will not convene until January 14, 1974, and that of Oregon will not convene until February 11, 1974, I find it necessary to the convenience of commerce and to avoid confusion within the two States, to grant temporary exemptions under section 3(b) of the Act. These will permit sufficient time for consideration and action by the respective State Legislatures under section 3(a) of the Act. The exemption granted with respect to Idaho will expire at 2 a.m. mountain nonadvanced (standard) time Sunday, February 3, 1974. The exemption with respect to Oregon will expire at 2 a.m. mountain nonadvanced (standard) time Sunday, February 24, 1974, unless the Governor of the State of Oregon requests an earlier expiration date.

Because of the emergency nature of the Act; the Congressional intent that it be implemented quickly; the short period of time between its enactment December 15, 1973, and its taking effect January 6, 1974; and the short periods of time between the dates of the proclamations—December 28, 1973, and January 2, 1974—and January 6, 1974, I find that notice and public procedure on these actions are contrary to the public interest and that good cause exists for making them effective in fewer than 30 days after publication in the FEDERAL REGISTER. For these same reasons it has not been possible to assess the need for, and, if necessary, to prepare environmental impact statements on these actions. See section 102, National Environmental Policy Act of 1969 (January 1, 1970, Pub. Law 91-190, section 102, 83 Stat. 853; 42 U.S.C. 4332).

This action is taken pursuant to section 3(b) of the Emergency Daylight Saving Time Energy Conservation Act of 1973 (December 15, 1973, Pub. Law 93-182, section 3(b), 87 Stat. 708); Executive Order 11751 (38 FR 34725); and Part 73 of the Regulations of the Office of the Secretary of Transportation (49 CFR Part 73).

Effective date. These actions are effective 2:00 a.m. mountain nonadvanced (standard) time Sunday, January 6, 1974.

Issued in Washington, D.C., on January 4, 1974.

CLAUDE S. BRINEGAR,
Secretary of Transportation.

[FR Doc.74-766 Filed 1-9-74;8:45 am]

CIVIL AERONAUTICS BOARD

[Docket 26274]

WARSAW CONVENTION LIABILITY LIMITATIONS

Order

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 3rd of January, 1974.

In the matter of Warsaw Convention liability limitations as expressed in U.S. dollars.

Section 221.38(j) of the Board's Regulations requires U.S. and foreign air carriers which avail themselves of the limits of liability to passengers provided in the Warsaw Convention (49 Stat. 3000; T.S. 876) to include in their tariffs, inter alia, a statement as to the amount of the liability limits of the Convention stated in dollars. These provisions of the tariffs, as well as those setting forth limitations of liability under the Convention with respect to baggage and property, restate the applicable law and serve to advise the public of the Convention limitations on their right of recovery for death, or injury or loss or damage to baggage and property.

The liability limits in the Warsaw Convention are set forth in terms of gold francs so that as long as the value of the dollar in terms of gold remained constant, no change was required in the dollar amount of the liability limits contained in the tariffs. However, by Order 72-6-7 adopted June 2, 1972, the Board directed the carriers to revise their tariffs to reflect the devaluation of the dollar in terms of gold from \$35 per ounce to approximately \$38 which took place effective May 8, 1972, and such revisions have been made. On September 21, 1973, Public Law 93-110 was enacted further devaluating the U.S. dollar to approximately \$42.22 per ounce of gold effective October 18, 1972. As a result, the minimum liability limits specified in Order 72-6-7 and the tariffs currently on file with the Board no longer meet the minimum liability limits of the Convention and a revision of the tariffs is necessary to accurately reflect such limits in dollars.¹

¹ With respect to their liability to passengers, this order will affect only a small proportion of the U.S. and foreign air carriers. Most carriers engaged in international transportation by air involving journeys to or from the United States adhere to the Montreal Agreement (Agreement CAB 18900 approved by Order E-23680 dated May 13, 1966, 31 FR 7302) pursuant to which they have filed tariffs providing for a \$75,000 limit of liability for death or injury to passengers. Since this limit is stated in terms of U.S. dollars, it is unaffected by the change in the gold value of the dollar.

In view of the foregoing and of all other relevant matters, the Board finds and concludes:

1. That the dollar limitations stated in the presently effective tariffs of the respondent air carriers and foreign air carriers no longer meet the minimum liability requirements of the Warsaw Convention for "international transportation" or of the Hague Protocol² and "international carriage" as defined therein.

2. That, in this circumstance, such tariff limitations are inconsistent with the applicable law as set forth in the Convention or the Protocol, and the tariff filing requirements in section 403 of the Federal Aviation Act of 1958, and Part 221 of the Board's regulations and they must be canceled.

3. That the minimum acceptable figures in United States dollars for liability limits applicable to "international transportation" and "international carriage" are as follows:

Convention and protocol minimum liability	Actual	Rounded ²
125,000 francs (per passenger, Convention only)	\$10,002.90	\$10,000.00
250,000 francs (per passenger, Hague Protocol only)	20,005.80	20,000.00
5,000 francs (per passenger for unchecked baggage)	400.116	400.00
250 francs (per kilogram for checked baggage and goods)	20.00580	20.00
250 francs (per kilogram on a per-pound basis)	9.07460	9.07

² Article 22 of the Warsaw Convention permits the liability limits specified therein in gold francs to be converted into any national currency in round figures. The Board is permitting the round dollar amounts set forth in this order to be filed in the tariffs for purpose of convenience. This order is not intended to prohibit carriers from specifying the actual dollar equivalents in their tariffs as some of them do at the present time. The dollar values herein are calculated in accordance with the criteria detailed in Order 72-6-7.

Accordingly, pursuant to the provisions of the Federal Aviation Act of 1958, particularly sections 204(a), 403, and 1002 thereof,

It is ordered, That:

1. The carriers named in Appendix A, below, shall revise all liability limitations which may be applicable to "international transportation" or "international carriage" as defined in the Convention or the Protocol which are inconsistent with the dollar amounts set forth herein so as to conform with such amounts.

2. The tariff cancellations directed in ordering paragraph 1 above shall become effective on or before February 6, 1974, on not less than 10 days' notice.

3. That copies of this order shall be served on the air carriers and foreign air carriers named in Appendix A.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] EDWIN Z. HOLLAND,
Secretary.

² The Hague Protocol of 1955 doubles the Warsaw liability limit for passengers, but since the United States has not signed or adhered to the Protocol, its provisions do not normally apply with respect to air transportation.

APPENDIX A

U.S. CERTIFICATED SCHEDULED AIR CARRIERS

Airlift International, Inc.
Alaska Airlines, Inc.
Allegheny Airlines, Inc.
Aloha Airlines, Inc.
American Airlines, Inc.
Aspen Airways, Inc.
Braniff Airways, Inc.
Chicago Helicopter Airways, Inc.
Continental Air Lines, Inc.
Delta Air Lines, Inc.
Eastern Air Lines, Inc.
Frontier Airlines, Inc.
Hawaiian Airlines, Inc.
Hughes Air Corp., d/b/a Hughes Airwest.
Kodiak-Western Alaska Airlines, Inc.
Los Angeles Airways, Inc.
National Airlines, Inc.
New York Airways, Inc.
North Central Airlines, Inc.
Northwest Airlines, Inc.
Ozark Air Lines, Inc.
Pan American World Airways, Inc.
Piedmont Aviation, Inc.
Reeve Aleutian Airways, Inc.
SFO Helicopter Airlines, Inc.
Seaboard World Airlines, Inc.
Southern Airways, Inc.
Texas International Airlines, Inc.
The Flying Tiger Line, Inc.
Trans World Airlines, Inc.
United Air Lines, Inc.
Western Air Lines, Inc.
Wien Air Alaska, Inc.
Wright Air Lines, Inc.

U.S. SUPPLEMENTAL AIR CARRIERS

Capitol International Airways, Inc.
Johnson Flying Service, Inc.
McCulloch International Airlines, Inc.
Modern Air Transport, Inc.
Overseas National Airways, Inc.
Royal International Airlines
Saturn Airways, Inc.
Southern Air Transport, Inc.
Standard Airways, Inc.
Trans International Airlines, Inc.
Universal Airlines, Inc.
World Airways, Inc.

U.S. AIR TAXI OPERATORS¹

Aeromech, Inc.
Air East, Inc.
Air Indies Corporation,
Air New England, Inc.
Air North, Inc.
Air South, Inc.
Air Wisconsin, Inc.
Alaska Aeronautical Industries, Inc.
Altair Airlines, Inc.
Antilles Air Boats, Inc.
Apache Airlines, Inc.
Apollo Aviation, Inc.
Atlantic City Airlines, Inc.
Bar Harbor Airways, Inc.
Cascade Airways, Inc.
Cochise Airlines, Inc.
Combs Airways, Inc.
Command Airways, Inc.
Commuter Airlines, Inc.
Crown Airways, Inc.
Downeast Airlines, Inc.
Execair, Inc.
Executive Airlines, Inc.
Fischer Bros. Aviation, Inc.
Florida Airlines, Inc.
Golden West Airlines, Inc.
Henson Aviation, Inc.
Mackey International Air Commuter.
Marco Island Airways, Inc.

¹ Includes only air taxi operators participating in tariffs for through rates, fares, and charges filed jointly with certificated air carriers.

Metroflight Airlines, Inc. d/b/a Houston Metro Airlines.
Midstate Air Commuter.
Monmouth Airlines, Inc.
Pennsylvania Commuter Airlines, Div. of Clark Aviation Corp.
Pocono Airlines, Inc.
Provincetown-Boston Airline, Inc. d/b/a Provincetown-Boston Airline or Naples Airlines.
Puerto Rico International Airlines, Inc.
Ransome Air, Inc.
Rio Airways, Inc.
Royale Airlines, Inc.
Sedalia-Marshall Boonville Stag Line, Inc.
Shawnee Airlines, Inc.
L. B. Smith.
Southeast Airlines, Inc.
Suburban Airlines, Inc. a subsidiary of Reading Aviation Service, Inc.
Swift Air Lines, Inc.
Travel Air Aviation, Inc.
Veroca Air Service, Inc.
Winnepesaukee Aviation, Inc.

U.S. INDIRECT AIR CARRIERS

(Airfreight Forwarders and Air Express)

Add Airfreight Corp.
Aero Special Air Freight, Inc.
Air Cargo Expeditors, Inc.
Air Cargo Specialists, Inc.
Air Freightways Corporation.
Air-Land Freight Consolidators, Inc.
Air-Land Transport, Inc.
Air Overseas Corporation.
Airport Packers, Inc. d/b/a Airport Packers & Forwarders.
Air Progress, Inc.
Air-Sea Forwarders, Inc.
Air Van Lines, Inc.
Airborne Freight Corporation (a Delaware corporation).
The "AL" Naish Moving and Storage Company, a Corporation.
Alas Ibero Americanas, Inc.
Alberti Van & Storage Co., Inc. d/b/a Mov Air.
All-Airtransport, Inc.
All Carrier Transport d/b/a ACT Air Freight.
All Hawaii Cargo Consolidators, Inc. d/b/a A-One Air Freight.
Allied Van Lines, Inc.
Allstate Air Cargo, Inc.
Ambassador Air Freight Corp.
Amerford International Corp., d/b/a Amerford Air Cargo.
American Ensign Van Service, Inc.
American Red Ball Transit Co., Inc.
American Van & Storage, Inc.
Ampole Air Freight, Inc.
Anthony H. Osterkamp, Jr. d/b/a Osterkamp Trucking.
Apex Air Freight, Inc.
Apollo Air Freight Corporation.
Armand J. Donati.
Around the World Air Freight, Inc.
Anthony S. Arrico and Robert P. Landy d/b/a R. I. Air Freight Forwarders.
Associated Air Freight, Inc. (a Virginia corporation).
Aero Mayflower Transit Company, Inc.
Astro Air Express, Inc.
Astron Forwarding Company, Inc.
Atlas Van Lines International Corp.
Aztec Transportation Co., Inc., d/b/a Aztec Air Freight.
B & G Trucking, Inc.
Bader Bros. Van Lines, Inc.
Baker International Warehouse, Inc., d/b/a Baker Air Cargo.
Beacon Shipping Co., Inc.
Behring International, Inc.
Bekins International Lines, Inc.
Bellair Expediting Service, Inc.
Ben-Lee Motor Service Co., d/b/a Mitchell Air Dispatch.
Bennett & Taylor Trans., Inc.

J. E. Bernard & Co., Inc. (a New York corporation).
Black & Geddes, Inc.
Bor-Air Freight Co., Inc.
Philip C. Borden, d/b/a Borden Trucking.
Brake Air Freight, Inc.
Bruce Transfer Corp.
Burlington Northern Air Freight, Inc.
A. F. Burstrom & Sons, Inc.
W. J. Byrnes and Company of New York, Inc.
cAir Freight, Inc.
C&L Freight Lines, Inc., d/b/a Commerce Air Freight.
C-M-D Transport, Inc., d/b/a C-M-D Air Forwarders.
Cal-Air Forwarders, Inc.
Cal-Hawaiian Freight, Inc.
California Delivery Service (a Corp.).
Cargo Courier Air Freight, Inc.
Cargoair Forwarders, Inc.
Carmichael International Service, d/b/a CIS Oceanair Services.
Carolina Freight Carriers Corporation.
Willis L. Carr and Charles D. Weist, d/b/a Cates Carr Co.
Cartwright International Van Lines, Inc.
Castelazo & Associates.
Century Air Freight, Inc.
CF Air Freight, Inc.
Christman Corporation, d/b/a Christman Air Freight.
Circle Airfreight Corp.
Clipper Express Company, d/b/a "Sky Ho!" Air Freight Division.
Columbia Air/Frate, Inc.
Columbia Export Packers, Inc.
Com-Air Freight, Inc., d/b/a Comet Air Freight.
Commercial Air-Frate, Inc.
Common Market Forwarders, Inc.
Connecticut Air Freight, Inc.
Continental Forwarders, Inc. (a Delaware corporation).
Corsair Air Cargo System, Inc.
F. X. Coughlin Co.
Crown Air Freight Corp.
D.J.C. Corporation, d/b/a Jones Air Freight.
Data Air Distribution System Co., Inc.
Davidson Forwarding Company.
Dean Forwarding Co., Inc.
Delcher Intercontinental Moving Service, Inc.
Woodrow W. De Witt, d/b/a De Witt Freight Forwarding.
Distribution Centers, Inc., d/b/a Alpha Air Freight.
District Moving & Storage, Inc., d/b/a District Containerized Express.
Domestic Air Express, Inc.
Door to Door International, Inc.
Frank P. Dow Co., Inc. (a Washington corporation).
Bruce Duncan Co., Inc., d/b/a Bruce Duncan Cargo.
Emery Air Freight Corporation.
Empire Carriers Corp., d/b/a Entico Air Freight Service.
Empire Foreign Air Forwarders, Inc.
Engel Brothers, Inc.
Enterprise Shipping Corp.
Equine Express, Inc.
Euro-American Air Freight Forwarding Co., Inc.
Express Forwarding and Storage Co., Inc.
5 Star Air Freight Corporation.
Fernstrom Storage and Van Company.
Flying Horse Air Freight, Inc.
Footner and Company, Inc., d/b/a Rennie Footner Air Express Service.
Foreign Trade Export Packing Corp., d/b/a Foreign Trade Export Company.
44 Air Express Systems, Inc.
Fort Pitt Consolidators, Inc.
Forwardair, Inc.
Four Winds Forwarding, Inc.
The Francesco Parisi Forwarding Corporation d/b/a Parisi Airfreight.
Fresh Air, Inc., d/b/a Fresh Air Cargo.

- Fritz Air Freight.
 Frontier Freight Forwarders, Inc., d/b/a
 Frontier Freight Consolidators.
 Furman Air Freight Corp.
 G. & H. Transportation, Inc., d/b/a G. & H.
 Air Freight.
 Gateway Aviation Co., Inc.
 General Air Freight Corp.—Domestic.
 General Air Freight Corp.
 General Transpac System, d/b/a GTS Air-
 freight.
 Genex Airfreight, Inc.
 Gilbert Air Transport Corp.,
 Global Forwarding, Inc.
 Globe Shipping Co., Inc.
 Gold Wings Ltd.
 Golden Gate Air Freight, Inc.
 Graf Air Freight, Inc.
 Arnold S. Grant, d/b/a LeMark Air Freight
 Service.
 Greene Air International, Inc.
 HC & D Forwarders International, Inc.
 Hallmark Cargo Services, Inc.
 Hall Expediting, Inc.
 Harle Consolidators International (HARLE-
 CON), A division of Harle Services, Inc.
 Harlo-Air Cargo Brokers, Inc.
 Hemisphere Air Freight, Inc.
 Home-Pack Transport, Inc.
 Hop Air Freight Forwarders, Inc.
 I & T Air Freight Forwarders, Inc.
 Imperial Air Freight Service, Inc. (a New
 Jersey corporation).
 Imperial Van Lines International, Inc.
 Industrial Air Cargo, Inc.
 Inter-Maritime Forwarding Co., Inc.
 International Air Courier, Inc.
 International Customs Service, Inc.
 International Export Packers, Inc.
 Interstate Dress Carriers, Inc.
 Intra-Mar Shipping Corporation.
 Jet Air Freight.
 Jet Forwarding, Inc.
 Joyce Expediting Service, Inc.
 Karevan, Inc.
 Karr, Ellis & Co., Inc.
 Kerner Trucking Service, Inc., d/b/a KTS
 Air Freight.
 Key Air Freight, Inc.
 Kimberlin Air Freight Corp.
 King Van Lines, Inc.
 Bernard Klainberg, d/b/a Berklay Air Serv-
 ices Corp.
 L.T.C. Air Cargo, Inc.
 La Belle Air Freight, Inc.
 Landair Corporation.
 Richard Thomas Light, d/b/a Westchester
 Air Freight.
 Loomis Courier Service, Inc.
 Luigi Serra, Inc.
 John J. McCabe Agency, Inc.
 McLean Cargo Specialists, Inc.
 Maris Van & Storage, d/b/a Maris Air Trans-
 port Division.
 Mark IV Air Freight, Inc.
 Mercury Motor Express, Inc. (Mercury).
 New England Air Lift, Inc.
 Herb B. Meyer & Co., Inc.
 Midland Forwarding Corporation, d/b/a ABC
 Air Freight.
 Missouri Pacific Air Freight, Inc.
 Monumental-Security Storage Co.
 Murray Air Freight, Inc.
 Murty Bros. Agency, Inc.
 Mustang Trucking Company, Inc., d/b/a
 Mustang Air Freight.
 National Movers Co., Inc.
 National Van Lines, Inc.
 Nelsonair International, Inc.
 Neptune World-Wide Moving, Inc.
 Network Courier Service.
 Alex Nichols Agency, Inc.
 North American Van Lines, Inc.
 Northern Air Freight, Inc.
 Novo Airfreight Corp.
 Novo International Corp. d/b/a Novo Inter-
 national Airfreight.
 O.N.C. Forwarding d/b/a Rocor Air Freight.
- Oceanic Forwarders Company, d/b/a Air-
 Oceanic Shippers.
 H. G. Ollendorf, Inc.
 P.I.E. Air Freight Forwarding, Inc.
 Pacific Alaska Forwarders, Inc., d/b/a Artic
 Air Freight.
 Pacific Delivery System.
 Panalpina Airfreight, Inc., d/b/a Panalpina
 Airfreight System.
 Par Avion Corporation.
 Paulssen & Guice, Ltd.
 Performance by Air, Inc.
 Petry & Co.'s Foreign Express (a Division
 Trans-World Shipping Corporation).
 Philadelphia Air Consolidators Assn., Inc.
 Pilot Air Freight Corp.
 Presto Delivery Service, Inc.
 Prideair Freight, Ltd.
 Priority Air Freight, Inc.
 Profit by Air, Inc.
 Pegasus Air Transport Co.
 Perfect Pak Company.
 Puerto Rican Forwarding Company, d/b/a
 Active Air Freight.
 Qwikway Trucking Co., d/b/a Qwik Air.
 Railway Express Agency, Incorporated.
 Ramar Air Freight Corp.
 Randy International Ltd.
 Rapidair Freight.
 Relly Expediting Service, Inc.
 Republic Airmodal, Inc.
 Republic Van and Storage Co., Inc.
 Rex Air Freight, Inc.
 Right-O-Way, Inc., d/b/a Right-O-Way Air
 Freight.
 Royal Air Freight Corp.
 Rozay's Transfer.
 Saber Air Freight, Inc.
 Santa Fe Air Freight Company.
 Satellite Air Freight, Inc.
 Satin Air Freight, Inc.
 Robert L. Schley, d/b/a Schley Shipping
 Company.
 Schreiber Air Freight, Inc.
 Searders, Inc.
 Security Van Lines, Inc.
 Senderex Cargo Company, Inc.
 Sentry Air Freight Corp.
 Service By Air Freight Forwarders, Inc.
 Service Air Cargo.
 Sesko International, Inc.
 Set Air Freight, Inc.
 Shulman Air Freight, Inc.
 Signalair, Inc.
 Sincro Inter National.
 Sky-Hawk Forwarders, Inc.
 Skyline Air Freight, Inc.
 Skymaster, Inc.
 J. D. Smith Inter-Ocean, Inc.
 Southern Pacific Air Freight, Inc.
 Star World Wide Forwarders, Inc.
 Starck Van Lines, Inc.
 Suarez Shipping Services, Inc.
 Suddath Van Lines, Inc.
 Sunpak Movers, Inc.
 Superior Fast Freight, d/b/a Aero-EX.
 Supreme Air Freight Corp.
 Surf-Air, Inc.
 H. E. Sutton Forwarding Co., Inc.
 Swift Home-Wrap, Inc.
 T.F.C. Air Freight, Inc.
 Tally's Truck Line.
 Target Air Freight, Inc.
 Three-B Freight Service, Inc.
 Towne International Forwarding Inc.
 Trans-Air Freight System, Inc.
 Transcon Lines.
 Transport Express Inc.
 Transport Trade Corporation.
 Trans-Pacific Air Cargo.
 Tuya International Corp.
 United News Transportation Co.
 United Parcel Service Co.
 United Van Lines, Inc.
 U.S. Van Lines, Inc.
 Usair Freight, Inc.
 Vanpac Carriers, Inc.
 Ven-Air Service Inc.
- Virgil's Delivery Service, Inc., d/b/a Virgil's
 Air Cargo.
 Von Der Ahe Van Lines, Inc.
 B. Von Paris & Sons, Inc.
 WTC Air Freight.
 WTC Forwarding Corp.
 Benjamin H. Walder & Rubin Konlon, d/b/a
 Chicagoland Air Freight.
 Walkill Air Freight Corporation d/b/a Atlas
 Air Cargo.
 Wells Fargo Air Express, Inc.
 Wheaton Van Lines, Inc.
 James G. Wiley Co.
 Wilson Air Freight, Inc.
 Wings and Wheels Express, Inc.
 Wits, Inc., d/b/a Wits Air Freight.
 World Trade Air Freight Services, Inc.
 Wright Air Freight Corp.
 W. R. Zanes & Co of La. Inc., d/b/a Zanes
 Inter-Air Consolidators.
 Wings and Wheels Express, Inc., d/b/a Air
 Express International.

FOREIGN INDIRECT AIR CARRIERS

- Willy Peter Daetwyler d/b/a Interamerican
 Airfreight Co.
 Kinki Nippon Routist Co. (Japan) d/b/a
 Kintetsu World Express, Inc. (U.S.A.).
 Kuehne & Nagel (Germany) d/b/a Kuehne &
 Nagel Air Freight, Inc.
 Lep Transport, Ltd. (United Kingdom) d/b/a
 Lep Transport, Inc. (U.S.A.).
 McGregor Swire Air Services Limited, Inc.
 (U.K.).
 Mitsui Air & Sea Service Co., Ltd. (Japan)
 d/b/a Mitsui Line Travel Service of America,
 Inc. (U.S.A.).
 Nippon Express Co., Ltd.
 Pandair Freight Limited (U.K.)
 Union Speditions—Gesellschaft m.b.H. Union
 Air Transport.
 Yusen Air & Sea Service Company Limited
 (Japan) d/b/a Yusen Air & Sea Service
 (U.S.A.) Incorporated.

FOREIGN AIR CARRIERS²

- Adastra Aviation Limited.
 Aden Airways Limited.
 Aer Lingus Teoranta.
 Aerlinter Eireann Teoranta.
 Aereo Fletes Internacionales, S.A. (AFISA).
 Aero Lineas Flecha Austral Limitada.
 Aero Spacelines, Inc.
 Aero Trades (Western) Ltd.
 Aerocosta, S.A.
 Aerolineas Argentinas.
 Aerolineas El Salvador, S.A.
 Aerolineas Nacionales Del Ecuador, S.A.
 Aerolineas Peruanas S.A.
 Aerolinee Itavia—Sp.A.
 Aeromar C. por A.
 Aeronaves de Mexico, S.A.
 Aeronaves del Ecuador, S.A.
 Aeronaves del Peru, S.A.
 Aerotransportes Entre Rios S.R.L.
 Aerovias Colombianas Limitada (ARCA).
 Aerovias Condor de Colombia Ltda.
 Aerovias Lansa, S. de R.L.
 Aerovias Nacionales de Colombia, S.A.
 Aerovias Qulsqueyana, C. por A.
 Aerovias Venezolanas, S.A.
 Air Afrique.
 Air BVI Limited.
 Air Canada.
 Air Ceylon, Limited.
 Air Haiti, S.A.
 Air-India.
 Air Jamaica (1968) Limited.
 Air Liban (Lignes Aeriennes Libanaises).
 Air Malawi Limited.
 Air Nauru.
 Air New Zealand Limited.
 Air Rhodesia Corporation.

² Includes carriers by air of foreign coun-
 tries which do not operate to/from the
 United States, but participates in joint tariffs
 in air transportation.

AIR-SIAM Air Company Limited.
 AIR-VIETNAM.
 Air Zaire.
 Airlines Jersey Limited T/A. British United
 C.I. Airways.
 Alia-The Royal Jordanian Airlines Corpora-
 tion.
 Alitalia-Linee Aeree Italiane-S.p.A.
 All Nippon Airways Company, Ltd.
 ALM Dutch Antillean Airlines.
 Ansett—A.N.A. (A division of Ansett Trans-
 port Industries (Operations) Pty. Ltd.).
 Argo, S.A.
 Ariana Afghan Airlines Co., Ltd.
 Australian National Airlines. Commission,
 Trading as Trans-Australia Airlines.
 Austrian Airlines, Österreichische Luftver-
 kehrs—Aktiengesellschaft.
 Aviacion y Comercio, S.A.
 B.K.S. Air Transport Limited.
 Bahamas Airways Limited.
 Balair AG.
 Belairco Aviation Inc. (Doing business as
 Bellingham-Seattle Airways).
 Britannia Airways Limited.
 British Caledonian Airways, Limited.
 British European Airways Corporation.
 British Midland Airways Limited.
 British Overseas Airways Corporation.
 British United Airways Limited.
 British West Indian Airways Limited.
 BEA Airtrous Limited.
 Cambrian Airways Limited.
 Canadian Pacific Airlines, Limited.
 Canadian Voyager Airlines Limited.
 Carabische Lucht Transport Maatschappij,
 N.V. (Caribbean Air Transport Company,
 Inc.).
 Caribwest Airways Limited.
 Cathay Pacific Airways, Limited.
 Cayman Airways Limited.
 Central African Airways Corporation.
 Central African Airways Limited.
 Ceskoslovenske Aerolinie.
 Channel Airways Limited.
 China Airlines, Ltd.
 Civil Air Transport Company Limited.
 Collingwood Air Services Limited.
 Compagnie Nationale Air France.
 Compagnie Nationale de Transports Aeriens
 (Royal Air Maroc).
 Commuter Air Services Ltd.
 Compania de Aviacion Faucett, S.A.
 Compania de Dominicana de Aviacion, C. por
 A.
 Compania Ecuatoriana de Aviacion, S.A.
 Compania Internacional Aerea S.A. (CIASA).
 Compania Mexicana de Aviacion, S.A.
 Compania Panamena de Aviacion, S.A.
 Compania Peruana Internacional de Aviacion
 S.A.
 Conair Ltd.
 Condor Flugdienst G.m.b.H.
 Cross Canada Flights Ltd.
 Cyprus Airways Limited.
 Deutsche Lufthansa Aktiengesellschaft (also
 operating as Lufthansa German Airlines).
 D.T.A.—Linhas Aereas de Angola.
 Donaldson Line (Air Services) Limited d/b/a
 Donaldson International Airways.
 East African Airways Corporation.
 Eastern Provincial Airways, (1963) Limited.
 Egypt Air.
 El Al Israel Airlines Limited.
 Emerald Airways Ltd.
 Ethiopian Air Lines, Inc.
 Fiji Airways Limited.
 Finnair Oy.
 Flugfelag Islands, H.F. (Icelandic Airways
 Ltd.).
 General Department of International Air
 Services (Aeroflot, "Soviet Airlines").
 Germanair Bedarfsluftfahrt Gesellschaft
 m.b.H. & Co. KG.
 Ghana Airways Corporation.
 Gibraltar Airways Limited.
 Gravenhurst Aviation Limited.

Great Lakes Airlines Limited.
 Gulf Aviation Company, Limited.
 Guyana Airways Corporation.
 P. N. Garuda Indonesian Airways.
 Flightex Limited.
 Empresa Guatemalteca de Aviacion.
 Harrison Airways Limited.
 Holland-American Lijn, n.v. (Netherlands).
 (Holland America Line).
 Iberia, Lineas Aereas de Espana, S.A.
 Indian Airlines Corporation.
 Inex Adria Airways.
 Internacional de Aviacion, S.A. (INAIR).
 International Jet Air Ltd.
 Iran National Airlines Corporation.
 Iraqi Airways.
 Japan Air Lines Company, Ltd.
 Jugoslovenski Aerotransport (JAT).
 Kar-Air OY.
 K.L.M. Royal Dutch Airlines.
 Korean Air Lines Co., Ltd.
 Korea Air Terminal Service Co., Ltd.
 (Republic of Korea).
 Kuoni Travel, Inc. (Kuoni Travel Limited
 (Switzerland) d/b/a).
 Laker Airways Limited.
 Lansa, S. de R.L.
 Lebanese International Airways.
 Leeward Air Transport Services Limited.
 Leeward Islands Air Transport Services
 Limited.
 Linea Aerea Nazionale—Chile (LAN).
 Linea Aeropostal Venezolana
 Lineas Aereas Costarricenses, S.A.
 Lineas Aereas de Nicaragua, S.A.
 Lloyd Aereo Boliviano, S.A.
 Loftleidir H.F. Icelandic Airlines Ltd.
 Luftverkehrsunternehmen Atlantis A.G.
 LUXAIR—Societe Anonyme Luxembourgeo-
 ise de Navigation Aerienne.
 Malayan Airways Limited.
 Malaysia-Singapore Airlines Limited.
 MALEV—Hungarian Airlines.
 Martin's Luchtvervoer Maatschappij N.V.
 (Martin's Air Charter Company).
 Mackenzie Air Ltd.
 Middle East Airlines Airlin S.A.L.
 Middle East Airlines Company, S.A.
 New Zealand National Airways Corporation.
 Nigeria Airways, Ltd.
 Nordair Ltee—Nordair Ltd.
 North Canada Air Limited c.o.b. NORCAIR
 Olympic Airways S.A.
 Out Island Airways Limited.
 Pacific Western Airlines, Ltd.
 Pakistan International Airlines Corporation.
 Philippine Air Lines, Inc.
 PLUNA, Primeras Lineas Uruguayas de Nave-
 gacion Aerea.
 Polskie Linie Lotnicze "LOT."
 Ontario Central Airlines Limited.
 Orillia Air Services Limited.
 Polynesian Airlines Limited.
 Pomair N.V.
 Qantas Airways Limited.
 Quebecair.
 Reseau Aerien Interinsulaire.
 Royal Air Cambodge.
 Royal Air Lao.
 Saudi Arabian Airlines.
 Scandinavian Airlines System.
 Seagreen Air Transport Limited.
 Servicio Aereo de Honduras, S.A.
 Servicio Aereo de Transportes Comerciales
 (SATCO).
 Servicios Aereos Cruzeiro Do Sul S.A.
 Sociedad Aeronautica de Medellin Consol-
 dada S.A. SAM.
 Societe Anonyme Belge d'Exploitation de la
 Navigation Aerienne (SABENA) also op-
 erating as "SABENA Belgian World Air-
 lines).
 South African Airways.
 Spantax, S.A.
 Sudan Airways.
 Superior Airways Limited.
 Surinaamse Luchtvracht Onderneming N.V.
 (Surinam Air Cargo Corporation).

SWISSAIR, Swiss Air Transport Company
 Limited.
 TACA International Airlines, S.A.
 Tarom-Transporturile Aeriene Romine.
 Thai Airways International Ltd.
 Thos. Cook & Son Inc. (U.S.). (Thos. Cook &
 Son (Continental and Overseas), Ltd.
 (Great Britain) d/b/a).
 Trans-Australia Airlines.
 Trans Caribbean Airways.
 Trans-Mediterranean Airways S.A.L.
 Transair Limited.
 Transavia, N.V.
 Transmeridian Air Cargo Limited.
 Transportation Corporation of America.
 Transporte Aereo Rloplatense, S.A.C.E.I.
 Transportes Aereos Benianos, S.A.
 Transportes Aereos de Cargo, S.A. (Trans-
 carga).
 Transportes Aereos Nacionales, S.A.
 Transportes Aereos Portugueses, S.A.R.L.
 Turk Hava Yollari Anonim Sirketi.
 Turks and Caicos Air Services, Ltd.
 Union de Transports Aeriens (U.T.A.).
 Union of Burma Airways Board.
 "VARIG", S.A. (Viacao Aerea Rio-Grand-
 ense).
 Venezolana Internacional de Aviacion, S.A.
 (VIASA).
 Viacao Aerea Sao Paulo, S/A "VASP".
 Wagner Aviation Limited.
 Wardair Canada Ltd.
 Windward Islands Airways International
 N.V.

[FR Doc.74-779 Filed 1-9-74;8:45 am]

[Docket 25595; Agreement CAB 23989]

AMERICAN AIRLINES, INC., ET AL.

Approval of Capacity Reduction in Chicago- Los Angeles Market

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 3rd day of January 1974.

By joint application American Airlines, Inc. (American), Continental Air Lines, Inc. (Continental), Trans World Airlines, Inc. (TWA), and United Air Lines, Inc. (United) request approval pursuant to section 412 of the Federal Aviation Act of 1958, as amended (the Act), of an agreement limiting capacity in the Chicago-Los Angeles market.¹ The agreement was negotiated at public sessions held in Washington, D.C. on August 23-24, 1973 and September 26, 1973 and was executed by the carriers on October 5, 1973.²

The agreement is by its terms subject to prior approval by the Board, and is to be implemented on January 15, 1974, if approval is obtained on or before November 26, 1973. If, however, such approval is not obtained until after November 26, 1973, the agreement will be implemented on the first day of the calendar month which occurs 40 or more days after approval. The agreement further provides for termination six months after the date of implementation, provided, however, that any party has the right to terminate the agreement at any time by giving at least 90 days' written notice to the other parties.

¹ The agreement is limited to the Chicago-Los Angeles nonstop market and does not include Ontario.

² These discussions were conducted pursuant to the authorization granted in Order 73-7-21, July 6, 1973.

The basic provisions of the agreement are similar to other capacity reduction agreements which have previously been filed with the Board. The capacity levels are stated in terms of one-way nonstop standard seats, with different weighting for different aircraft types.³ The agreement provides for two periods, each with its own level of capacity and target load factor.⁴

As in previous agreements of this nature, extra sections can be operated for unusual demand and larger aircraft can be substituted for smaller aircraft on an infrequent and irregular basis in order to meet extraordinary operational requirements. The one distinct provision of this agreement is the flexibility allowed in the off-peak period for equipment changes which permit a carrier to exceed the off-peak maximum one-way nonstop standard seats by 10 percent in a given week, provided the seats there offered are accounted for by a reduction in other weeks of the off-peak period.⁵ These equipment shifts during the off-peak period must be reflected in the carrier's published schedules.

Several responsive comments have been filed. Delta does not oppose the agreement in light of the fuel shortage problems, but requests strict reporting on freed aircraft. Comments in opposition have been filed by the City of Chicago, Northwest, the Department of Justice and the Air Line Pilots Association, International (ALPA). Frontier has requested that the Board establish procedural safeguards to prevent shifting of capacity into non-agreement markets and to assure that fuel savings are not redeployed to non-agreement markets.⁶ Furthermore, Braniff requests that action be deferred until all essential evidence has been submitted in the pending investigation in Docket 22908 and the Postal Service does not object to approval of the agreement but requests that approval be conditioned on the retention of certain flights in this market.^{7a}

³ The following standard seating configuration will apply:

B-747	310 seats.
L-1011/DC-10	210 seats.
B-707/B-727/DC-8	125 seats.

The agreement further provides for the following allocated market shares: United 28.9 percent; Continental 23.9 percent; American 23.9 percent and TWA 23.3 percent.

⁴ The off-peak period will run from the date of commencement until June 15, 1974, and the carriers have targeted a load factor of 50 percent. The peak period will run from June 15, 1974, to the date of termination (6 months from date of commencement) and a load factor of 60 percent is projected. These load factors were anticipated by adding a 10 percent annual growth rate in this market.

⁵ This provision was inserted because Continental has certain aircraft modification programs underway affecting the availability of equipment.

⁶ The comments filed by ALPA and Frontier are accompanied by motions to leave to file unauthorized documents. Good cause has been demonstrated by both parties and the motions will be granted.

^{7a} In addition, Braniff and Delta have filed motions to consolidate this application into the pending investigation in Docket 22908. These motions were considered and denied by the Board in Order 73-11-84.

In addition, answers to the above comments in opposition have been filed by American and United.

In Order 73-10-110 we granted provisional approval to four agreements which reduced capacity in 20 markets in order to deal effectively with the developing fuel emergency. We there noted that it was likely that the airlines would have to make do with 10 percent less fuel than amounts their planned level of service would have required. We stated our view that capacity reduction agreements "fulfill an important transportation need in that they provide a vehicle that will help the Board to insure that capacity reductions stemming from the fuel shortage are made in a rational manner, and that available capacity is operated under schedules that provide the public with the most convenient service practicable under the circumstances." We also stated the view that mutual reductions in capacity which can be monitored by the Board and provide for a continuous level of adequate service will best serve the public interest.⁷

Since Order 73-10-110 was issued, it has become evident that there will be even less fuel available to the airlines than contemplated in that order. Indeed, even the proposed 18 percent reduction in available seat miles in this market for the off-peak period of 1974, while an important step in the right direction, may not be sufficient to bring carrier operations into line with fuel resources in the months ahead. Thus further mutual or unilateral action may be necessary in light of the ongoing energy crisis.

Based on the foregoing, it is the conclusion of the Board that the agreement before us should be approved subject to certain conditions. The service proposed in the agreement reasonably satisfies the needs of the traveling public as well as saving large amounts of fuel.⁸ The Chicago-Los Angeles market is a highly competitive market which has been characterized by relatively low load factors and a multiplicity of frequencies.⁹ Under these circumstances, the agreement will not result in flight frequencies decreasing to unreasonably low levels, and the carriers will be a step closer toward reaching their allocated fuel levels. In addition, our action herein will enable the Board to oversee the service cutbacks to insure that they are made in a manner consistent with the public interest.¹⁰

In Order 73-7-147 we granted interim approval of the transcontinental capacity reduction agreements on the grounds that such approval would enable the carriers to maintain the status quo pending further Board action. The comments of

⁷ See Order 73-11-147 concerning a capacity agreement in the Denver-San Francisco market.

⁸ The parties estimate that fuel savings for the four carriers during the six-month term of the agreement will exceed 15 million gallons.

⁹ For the period July 1, 1972-June 30, 1973 the average load factor of the four carriers in this market was 44 percent.

¹⁰ In view of the above factors, the argument of the Department of Justice that there is no justification for the proposed agreement lacks merit.

Braniff and the City of Chicago have requested disapproval on the grounds that the agreement will not be maintaining a status quo situation. We realize that our approval herein will be a departure from the status quo in this market but, in view of the fact that the agreement is only for a six-month period, and in light of the exigencies of the fuel shortage, justifiable circumstances have been presented requiring our approval.¹¹

The Postal Service has requested the retention of certain flights as being necessary to maintain efficient and adequate postal delivery. In view of the departure times and aircraft types of the flights available in the subject markets, we are not convinced that the elimination of any particular flight or flights will adversely affect the ability of the Postal Service to provide adequate postal service. It should be noted that the carriers will be required to submit reports to the Board indicating any schedule changes and we will be able to reevaluate the service offered to the Postal Service on a continuing basis.

In order to protect the interests of non-agreement carriers, the Board will retain jurisdiction pursuant to section 412 of the Act to insure that the agreement carriers do not transfer any fuel savings or freed capacity to non-capacity markets.¹² We shall deny the request of Frontier that any increase of new capacity in non-agreement markets be deemed prima facie shifts if challenged, but an agreement carrier must be prepared to show that any increase by it in a non-agreement market was initiated by an urgent public need and was not merely an attempt to improve its competitive position in that market.¹³ Our retention of jurisdiction will enable us to reconsider our approval at any time in the future and to consider any challenges that may be presented by a non-agreement carrier.

ALPA has filed a pleading stating that there is no justification for the present agreement. ALPA is apparently concerned about the effect of the schedule cutbacks on the employee groups that it represents. Since flight schedules would have to be cut back in any event due to a lack of fuel, it does not appear that our approval of the subject agreement will have any substantial impact on employee welfare. Accordingly, we find that no special labor protective conditions are required.¹⁴

Likewise, it does not appear that our action here will significantly affect the quality of the human environment within the meaning of the National Environmental Policy Act since the carriers will have to reduce their schedules in any

¹¹ Since our approval in this case is predicated on the belief that substantial fuel savings can be achieved without adversely affecting the adequacy of service, we do not feel that deferring action until after all the essential evidence has been submitted in Docket 22908, as requested by Braniff, would be in the public interest.

¹² The Board will not tolerate transfer of freed capacity to non-capacity markets.

¹³ See Order 73-11-34 at page 2, footnote 4.

¹⁴ See our discussion on this subject in Order 73-12-32.

event because of the fuel shortage. Our action herein merely helps to ensure that such reductions will be accomplished in a rational manner.

Accordingly, it is ordered, That:

1. The joint application of American Airlines, Inc., Continental Air Lines, Inc., Trans World Airlines, Inc. and United Air Lines, Inc. for approval of the capacity reduction agreement in the Chicago-Los Angeles market (Agreement CAB 23989) be and it hereby is approved pursuant to section 412 of the Act, subject to the following conditions:

(a) Within 15 days after the end of each calendar month, each applicant shall submit to the Docket Section three copies of a report in the form required by Order 72-4-63, stating for each flight flown in the Chicago-Los Angeles market (including extra sections), by flight number, departure time and aircraft type, the revenue passengers carried, number of seats flown, and load factor for each day of the week and for the month; and as an attachment to that report, each application shall report the number of times an aircraft being operated in this market departed with 95 percent or more of its seats filled;¹⁵

(b) A copy of these reports shall be served upon the airport operator(s) in Chicago and Los Angeles;

(c) Schedule deletions pursuant to approval of this agreement which occur at Chicago O'Hare International Airport, and which result in the vacating of slots allocated by the Airline Scheduling Committee of that airport pursuant to authority granted in Order 72-11-72, shall not be refilled by the air carrier applicants, nor be used by any other air carrier or foreign air carrier: *Provided, however,* That slots originally vacated may be reinstated by the vacating carrier to the extent such carrier vacates another flight, which operates plus or minus three hours of the flight to be reinstated;

(d) Any schedule change(s) shall be reported to the Board within 7 days after such change(s);

2. Within 28 days hereafter, each carrier shall file with the Board's Docket Section a report containing the following additional data for the Chicago-Los Angeles market:

¹⁵ For the purpose of the 95 percent report, the applicants shall take into account both revenue and positive space non-revenue passengers. Such report shall include flight numbers. This report will enable the Board to analyze the carriers' schedules, as requested by the City of Chicago, to insure that the carriers maintain an adequate spread of departures. In addition, Continental shall file with the Board's Docket Section a report stating, on a system-wide basis, average seat miles operated per gallon of fuel used, by type of equipment; and shall maintain records, subject to inspection by the Board, or by such other persons as the Board may authorize, detailing the fuel used each month, throughout its system, on a city-pair and flight-by-flight basis (including charter operations). These requirements were previously imposed on American, TWA and United in Order 73-10-110.

a. Seats operated in 1972/1973 (November through April).

b. Passengers carried in 1972/1973.

c. Forecast passengers in 1973/1974.

d. Projected seats in 1973/1974.

e. Equipment type detail for all markets.

f. Calculations in developing fuel savings in each market.

g. 1972 fuel use by month for the system of each carrier.

h. 1972 use by month in each agreement market.

3. Pursuant to section 412 of the Act, 49 U.S.C. 1382, the Board shall retain continuing jurisdiction over this agreement and may modify or amend its approval of, or disapprove, the agreement at any time, or take whatever other action may be deemed appropriate;

4. The motions of ALPA and Frontier for permission to file otherwise unauthorized documents be and they hereby are granted;

5. This request of the Postal Service that our approval of the agreement be conditioned on the retention of certain flights be and it hereby is denied;

6. Copies of this order shall be served on the Departments of Justice and Transportation; the U.S. Postal Service; the Cities of Chicago and Los Angeles; all certificated and supplemental air carriers; the Environmental Defense Fund; and ALPA; and

7. To the extent not granted herein, all outstanding requests be and they hereby are dismissed.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board,

[SEAL] EDWIN Z. HOLLAND,
Secretary.

[FR Doc.74-778 Filed 1-9-74;8:45 am]

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

PROCUREMENT LIST 1974

Addition to List

Notice of proposed addition to Procurement List 1974, November 29, 1973 (38 FR 33038) was published in the FEDERAL REGISTER on August 17, 1973 (38 FR 22252).

Pursuant to the above notice the following commodity is added to Procurement List 1974.

COMMODITY	Price
Class 6532: Cap, Operating, Surgical (IB), 6532-122-0468, Box of 500-----	\$21.29

By the Committee.

CHARLES W. FLETCHER,
Executive Director.

[FR Doc.74-738 Filed 1-9-74;8:45 am]

PROCUREMENT LIST OF 1974

Addition to List

Notice of proposed addition to Procurement List 1974, November 29, 1973 (38 FR 33038), was published in the FEDERAL

REGISTER on September 20, 1973 (38 FR 26401).

Pursuant to the above notice the following commodities are added to Procurement List 1974.

COMMODITIES

Class 6532:	Price
Robe, Dressing, Nomex (JO):	
6532-003-3057, ea.....	\$14.09
6532-006-3482, ea.....	15.52

By the Committee.

CHARLES W. FLETCHER,
Executive Director.

[FR Doc.74-739 Filed 1-9-74;8:45 am]

PROCUREMENT LIST

Corrections to List

Notice is hereby given of the following corrections to Procurement List 1974, November 29, 1973 (38 FR 33038). Corrections are underscored.

COMMODITIES	East	West
Class 6530: Wrapper, Sterilization 6530-299-9603 ..	\$0.784	\$0.791
Class 7210: Mattress (IB): Innerspring: 7210-205-3585	25.65	26.61
		Each
Pillow, Bed (IB) 7210-619-8888		\$2.94
Class 8415: Apron (IB) Construction Worker's: 8415-205-3395		1.86

MILITARY RESALE COMMODITIES

Class 7290:	Each
Cover, Ironing Board (IB), 7290- B510-964	\$0.94
Class 7920: Bag, Laundry (IB), 7290-B510-967 ..	1.79
Class 7920: Mop, Cotton, Wet (IB), 7920-B510- 928	0.79

By the Committee.

CHARLES W. FLETCHER,
Executive Director.

[FR Doc.74-737 Filed 1-9-74;8:45 am]

PROCUREMENT LIST OF 1974

Proposed Deletions

Notice is hereby given pursuant to section 2(a)(2) of Pub. Law 92-28; 85 Stat. 79, of the proposed deletions of the following commodities from Procurement List 1974, November 29, 1973 (38 FR 33038).

Class 6532: Cap, Operating, Surgical, 6532-634-6262, 6532-634-6263, 6532-634-6264.
Class 8415: Apron, Food Serving, 8415-899-3027. Headband, Food Serving, 8415-634-4939.

Comments and views regarding these proposed deletions may be filed with the Committee on or before February 11, 1974. Communications should be addressed to the Executive Director, Committee for Purchase of Products and Services of the Blind and Other Severely Handicapped, 2009 Fourteenth Street

North, Suite 610, Arlington, Virginia
22201.

By the Committee.

CHARLES W. FLETCHER,
Executive Director.

[FR Doc. 74-740 Filed 1-9-74; 8:45 am]

**COST OF LIVING COUNCIL
FOOD INDUSTRY WAGE AND SALARY
QUESTIONS AND ANSWERS**

Series No. 1

These "Questions and Answers" are designed to provide immediate assistance in understanding and applying the special rules applicable to pay adjustments affecting employees in the food industry (Subpart H of Part 152 of Title 6 of the Code of Federal Regulations). Since these Questions and Answers provide guidance of general applicability and are subject to clarification, revision, or revocation, they do not constitute legal rulings with respect to specific fact situations. Accordingly, they should be relied upon only as general policy guidance.

Since these materials are based on the specific provisions of Subpart H, they are not necessarily applicable to questions involving pay adjustments in the health or construction industries or in industries subject to self-administered Phase IV controls.

(Economic Stabilization Act of 1970, as amended, Public Law 92-210, 85 Stat. 743; Public Law 93-28, 87 Stat. 27; E.O. 11695, 38 FR 1473; E.O. 11730, 38 FR 19345; Cost of Living Council Order No. 14, 38 FR 1489).

Issued in Washington, D.C. this 7th day of January, 1974.

JAMES W. McLANE,
Deputy Director,
Cost of Living Council.

**PRENOTIFICATION AND REPORTING
REQUIREMENTS**

1. QUESTION: What is the effect of the October 26, 1973, extension of the interim rules for reporting pay adjustments in the food industry?

ANSWER: Pay adjustments within the general wage and salary standard due to be effective prior to February 1, 1974 may be implemented without prior approval but must be reported to the Council not later than 10 days after implementation. Any amount in excess of such standard may be implemented only upon the approval of the Council. However, if the pay adjustment is contained in a contract that was entered into prior to November 14, 1971, that adjustment may be implemented in full subject to challenge, and reported to the Council not later than 10 days after implementation.

2. QUESTION: What changes were made in the October 26, 1973 amendments to the special rules applicable to the food industry in addition to extending the interim rules for reporting pay adjustments in the food industry?

ANSWER: In addition to extending the interim rules, § 152.72(c) was amended to include employees of mobile lunch wagons (as described in Standard Industrial Classification Code 5963) among those employees not covered by the special rules applicable to the food industry. Section 152.74(e) was amended to eliminate the requirement of 6 month prenotification with regard to non-budgeted pay adjustments and to require

further prenotification in the event that actual pay adjustments will exceed those pay adjustments initially prenotified. Additionally, a clarifying change was made in paragraphs (b) and (c) of § 152.75 to indicate that when a report is required only one Form PB-3 or PB-3A is to be submitted. The Form PB-3 or PB-3A should set forth the entire amount of the pay adjustment being requested including that portion which may have been implemented.

3. QUESTION: Are there any types of increases that are exempt from either the interim reporting or the prenotification regulations?

ANSWER: Any increase which is excluded from the computational rules as set forth in § 201.60 of the Economic Stabilization Regulations is exempt from reporting or prenotification requirements.

4. QUESTION: Do the interim rules applicable to the food industry through January 31, 1974 apply only to wages?

ANSWER: The interim rules apply to wages, included benefits and qualified benefits.

5. QUESTION: If a firm has filed a prenotification, must it now file a report when it implements its proposed pay adjustment?

ANSWER: No. A firm's prenotification will be treated as a report if the aggregate adjustment is within the general wage and salary standard and as an exception request if it is in excess of the general wage and salary standard.

6. QUESTION: If the parties have not yet filed a prenotification for a pay adjustment within the general wage and salary standard due to be effective in the period between November 1 and January 31, when should they file?

ANSWER: The parties should file a report not later than 10 days after the implementation of the pay adjustment.

7. QUESTION: If an employee unit has historically received wage and salary increases on a random and variable timing basis, what reporting requirements are imposed for a control year beginning prior to February 1, 1974?

ANSWER: An employer may give increases to the employees in this unit, without prior Council approval, so long as the aggregate amount remains within the general wage and salary standard. An employer must file a unit-wide report for the control year not later than 10 days after the implementation of the first pay adjustment in the control year.

8. QUESTION: If a firm has already received a decision and order addressing a pay adjustment due on or after November 1, what may it do?

ANSWER: A firm may implement any pay adjustment allowed by that decision and order.

9. QUESTION: Will there be a change in the report forms?

ANSWER: No change is currently contemplated. The proper report forms will remain the PB-3 and, if applicable, the optional PB-3A.

10. QUESTION: What happens if a firm qualifies for the 60-day rule as detailed in § 152.73 of the Economic Stabilization Regulations and has filed a prenotification under it?

ANSWER: With the extension of the interim regulations, the 60-day rule is no longer operative. Adjustments in excess of the general wage and salary standard, except for those contained in agreements entered into prior to November 14, 1971, require the specific approval of the Council before they may be implemented.

11. QUESTION: What is the possibility that this new prenotification date, February 1, 1974, will again be changed?

ANSWER: The Food Industry Wage and Salary Committee will again review the prenotification date and, based upon its evaluation of its ability to process submissions equitably under a prenotification mode, recommend whether to keep the February 1, 1974, date.

LOW WAGE

12. QUESTION: Who is considered a low wage employee?

ANSWER: In accordance with the provisions of § 152.32 of the Economic Stabilization Regulations, which were issued to implement the provisions of the Economic Stabilization Act Amendments of 1973, the wages of an employee earning less than \$3.50 per hour (straight-time hourly rate) are not subject to limitation. Such employees are frequently referred to as "low wage employees."

13. QUESTION: Does the low-wage exemption set forth in § 152.32 of the Economic Stabilization Regulations apply to part-timers, moonlighters, housewives, and students?

ANSWER: The exemption set forth in § 152.32 applies to any employee earning a straight-time hourly rate equal to or less than \$3.50.

14. QUESTION: Must pay adjustments to employees earning a straight-time hourly rate of less than \$3.50 be reported to the Cost of Living Council?

ANSWER: Even though pay adjustments up to and including a straight-time hourly rate of \$3.50 are exempted from the limitations imposed by the Economic Stabilization Program, if adjustments for the entire unit must be reported or prenotified, then those pay adjustments to low wage employees must be reported in accordance with § 152.74(i) of the Economic Stabilization Regulations.

15. QUESTION: Section 152.74(i)(2) provides that a report or prenotification with respect to low wage employees shall include "a form PB-3 or PB-3A (as appropriate) that covers separately those employees whose straight-time hourly rates on the base date (determined individually) are equal to or in excess of \$3.50." What is meant by the term "determined individually?"

ANSWER: By "determined individually," the Council means that the straight-time hourly rate of each employee must be computed on an individual basis to determine which employees qualify for the low wage exemption.

16. QUESTION: Why must a report be filed if pay adjustments to employees whose straight time hourly rate is less than \$3.50 are not limited?

ANSWER: The unit-wide report containing the low wage employees gives an indication of what is being done throughout the unit and therefore serves as a valuable aid in evaluating pay adjustments. Also, it is a device to ascertain whether there are truly low wage employees in the unit.

17. QUESTION: In a unit in which some employees are low wage employees, must two reports be filed if the unit remains within the general wage and salary standard?

ANSWER: Yes. The regulations require a Form PB-3 or PB-3A for all employees in the unit and a Form PB-3 or PB-3A for those employees whose straight-time hourly rate is equal to or in excess of \$3.50 on the base date, regardless of the percentage increase computed for the unit as a whole.

18. QUESTION: Are low-wage reporting requirements altered if a merit plan is involved?

ANSWER: No. The reporting requirements are the same whether the unit operates under a merit plan or not.

19. QUESTION: Are the qualified and included benefits of employees earning a straight-time hourly rate less than \$3.50 sub-

ject to the limitations of the Economic Stabilization Program?

ANSWER: No. Until such time as an employee's straight-time hourly rate is equal to or in excess of \$3.50, pay adjustments to such employee are not subject to the limitations of the Economic Stabilization Program.

20. QUESTION: In applying the \$3.50 exemption, may "\$3.50" be substituted for the "\$2.75" figure in § 201.19 of the Economic Stabilization Regulations?

ANSWER: No. The \$3.50 exemption differs from the \$2.75 exception. Section 201.19 is inoperative for work performed on and after May 1, 1973.

21. QUESTION: How does the \$3.50 regulation differ from the \$2.75 regulation regarding reporting?

ANSWER: Under the \$3.50 regulation in addition to a unit-wide form, a completed Form PB-3 or PB-3A is required for those employees earning a straight-time hourly rate equal to or in excess of \$3.50 on the base date. Under the \$2.75 regulation, an attachment to the unit-wide Form PB-3 was required for those employees earning a straight-time hourly rate equal to or in excess of \$2.75 after the pay adjustment.

22. QUESTION: If an employee unit has a control year beginning prior to May 1, 1973, may the employees receive increase up to a straight-time hourly rate of \$3.50 effective May 1, 1973?

ANSWER: There is no limitation on increases in the straight-time hourly rate up to a rate of \$3.50, effective on and after May 1, 1973. Any outstanding decision and order which would limit salaries below such rate is rendered inoperative for work performed on and after May 1, 1973.

23. QUESTION: If the low wage employees in an appropriate unit are given substantial pay increases which distort historical wage differentials, can the other employees in the unit be given similar increases to retain those differentials without obtaining prior approval?

ANSWER: No. To the extent that such increases exceed the general wage and salary standard, an exception must be requested. The treatment of those employees receiving a straight-time hourly rate equal to or in excess of \$3.50 in such a situation would be based on an evaluation of all the factors relating to the case including those factors concerning the distortion of the historical wage differentials.

CONTROL YEAR

24. QUESTION: What is a control year?

ANSWER: A control year is a 12-month period during which pay adjustments are measured.

25. QUESTION: May a control year be changed once it has been elected?

ANSWER: Once a control year has been elected, it may be changed only upon the prior approval of the Council. Until a control year change is approved by the Council, an employee unit's permissible pay adjustments are determined by the original control year election.

26. QUESTION: Will there be any changes in control year determination in Phase IV?

ANSWER: No changes have been made in the regulations concerning control years in Phase IV.

27. QUESTION: If a prenotification or report is filed under Economic Stabilization Regulations for the first time, what is the appropriate control year?

ANSWER: If a prenotification or report has previously not been required on a given employee unit, the parties may, upon their initial filing, elect any control year allowable under § 201.52 of Economic Stabilization Regulations.

28. QUESTION: Must a Form PB-3 or PB-3A be filed for all prior control years if they have not previously been filed?

ANSWER: If a Form PB-3 or PB-3A was not required prior to establishment of the current prenotification and report requirements, then no such form need be filed for those control years.

29. QUESTION: What is the control year of a newly organized employee unit assuming there is no master contract which provides that newly organized units shall be subject to all the terms and conditions of the master contract?

ANSWER: The control year for the newly organized unit is the same control year applicable to the unit prior to organization. If the unit was not in existence on the first day of Phase II the first control year would be the period from the date of its creation through the following November 13. Each succeeding control year shall be the period from November 14 of one year through November 13 of the next year.

30. QUESTION: What is the control year for a newly created nonrepresented employee unit?

ANSWER: The first control year for an employee unit that was not in existence prior to the first day of Phase II is the period from the date of its creation through the following November 13. Each succeeding control year shall be the period from November 14 of one year through November 13 of the next year.

31. QUESTION: If a contract expires in the middle of a control year, may the parties negotiate and implement a pay adjustment during that control year?

ANSWER: The general wage and salary standard applies to a control year regardless of the date of contract expiration. The amount of pay adjustments that may be implemented is dependent upon the pay adjustments previously implemented in the control year.

MERIT

32. QUESTION: Are salaried employees subject to the general wage and salary standard?

ANSWER: The general wage and salary standard is applicable to all employee units. Distribution of increases within any unit is at the discretion of the parties as long as the adjustments remain within the amount being permitted for the entire unit. Exceptions to the general wage and salary standard may be requested for any employee unit regardless of the type of employees in the unit.

33. QUESTION: Must increases to individual employees within a unit be prenotified or reported?

ANSWER: No. The Council handles cases on the basis of employee units. No prenotification or reporting requirements exist for individual employees within the unit.

34. QUESTION: What is the distinction between budgeted and non-budgeted pay adjustments?

ANSWER: Budgeted pay adjustments would be those where a managerial decision was made in advance as to the aggregate amount to be spent for the unit. Non-budgeted pay adjustments would be those made on an individual basis as they come due.

35. QUESTION: How are non-budgeted individual adjustments on a random or variable timing basis reported or prenotified?

ANSWER: An employer must prenotify or report for the unit as a whole on the basis of reasonable and supportable estimates of the amount and timing of pay adjustments anticipated or planned for during the control years.

36. QUESTION: In random and variable timing pay adjustment situations, where

stabilization regulations require estimating prior to a firm's traditional budgeting period, will the Cost of Living Council accept a commitment that wages and salaries shall not exceed the general wage and salary standard in lieu of a PB-3?

ANSWER: No. All prenotifications or reports must include either the PB-3 or PB-3A, as applicable. The Cost of Living Council realizes that in many situations actual figures are not available and best possible estimates are accepted. Such estimates, should circumstances render them inaccurate, can then be modified to reflect more current available data in the form of a second report and, if necessary, a request for exception.

37. QUESTION: What happens if, as a result of employee turnover, wage and salary rates appear to increase?

ANSWER: For employees subject to merit adjustments, the computational rules set forth in § 201.56(c) of the Economic Stabilization Regulations provide that a compensating adjustment may be made to offset any increase in average straight-time hourly rate caused by changes in the composition in the unit with respect to average length of service or average skill levels.

38. QUESTION: Under the method of computation set forth in § 201.56 of the Economic Stabilization Regulations, applicable to merit adjustments, what is the effect of hiring employees at pay rates in excess of their predecessors?

ANSWER: If the new employees are hired at the same skill levels and experience levels as the old employees, the difference in pay rates between the new employees and the old employees would be chargeable pay adjustments.

39. QUESTION: With respect to employees subject to the terms of a merit plan, if as a result of turnover, an employer does not use the amount budgeted for pay adjustments, may the amount not paid be carried over to the next control year?

ANSWER: No. The general wage and salary standard establishes a limit on wage and salary increases that may be paid during a control year. There is no carry-over of an unused portion of such standard to a succeeding control year. Thus, if an employer has not used the money it had budgeted and was permitted by the Council to spend, that money is no longer available after the applicable control year.

40. QUESTION: What may an employer do if, because of stabilization action, the historical wage differentials between supervisors and supervised employees have been distorted?

ANSWER: If a company has suffered compression and is unable to correct it within the general wage and salary Standard, it may file for an exception in order to be able to restore historical differentials.

41. QUESTION: What can a company do if a key employee is about to leave for higher pay in another firm?

ANSWER: There is no limitation on the amount of an increase paid to an individual employee. The limitation is on the increases that may be paid to the appropriate employee unit. If it is not possible to retain key employees while remaining within the general wage and salary standard, requests for exceptions to the standard may be filed. Such requests should contain sufficient justification for the desired exceptions.

COMPLETING THE REPORT FORMS PB-3 AND PB-3A

42. QUESTION: How should pay adjustments in the food industry be reported?

ANSWER: The reporting form for all adjustments in the food industry is the Form PB-3 or optional PB-3A as applicable.

43. QUESTION: Where can a Form PB-3 or PB-3A be obtained?

ANSWER: PB Forms can be obtained at any district Internal Revenue office.

44. QUESTION: Are full and part-time employees counted in determining whether a Form PB-3A may be used?

ANSWER: Yes. In determining the number of employees in an appropriate employee unit, the company counts each employee regardless of the number of hours that employee normally works.

45. QUESTION: In completing line 17 of a Form PB-3, are hours worked by part-time employees counted the same as hours worked by full-time employees?

ANSWER: Yes. The Form PB-3 requests the information with respect to the total man-hours paid for during the payroll period. Consequently, there is no distinction between the hours worked by part-time and full-time employees.

46. QUESTION: On a Form PB-3A, is the base compensation rate (BCR) obtained by multiplying the benefit factor times the average straight-time hourly rate the same as the BCR computed by completing the Form PB-3?

ANSWER: No. In determining a BCR using a Form PB-3A, a party is using an estimate based on the average level of benefits in the entire private non-farm economy. In computing a BCR on a Form PB-3 a party is determining the actual BCR for that employee unit. It may be above, the same as, or below the estimate obtained by using the Form PB-3A.

47. QUESTION: What conditions must exist to exclude longevity or in-grade progression increases from adjustment computations?

ANSWER: To exclude longevity or automatic in-grade progression increases from adjustment computations, the plan must have been in effect prior to November 14, 1971. The only condition on the employee's receipt of the increase must be the completion of a specified time on the job, and the amount of the increase may not be at the discretion of the employer.

48. QUESTION: In the calculations of total manhours worked, how should guaranteed overtime be treated?

ANSWER: Total manhours worked should include only those hours actually worked, not those hours paid for by the employer.

49. QUESTION: If guaranteed overtime is reduced, may the cost savings be used to offset wages?

ANSWER: Section 201.58(d) of Economic Stabilization Regulations provides that amounts saved as a result of a decrease in included benefit costs attributable to the elimination or reduction of included benefit levels may be used to offset other increased included benefit costs resulting from new or improved included benefits, or increased included benefit costs resulting from increases in the average straight-time hourly rate during the control year involved. However, there is no provision permitting an amount saved by reducing guaranteed overtime to be used to offset an increase in wage rates in excess of the general wage and salary standard without the prior approval of the Council.

50. QUESTION: For an employee paid on a commission basis covered by a collective bargaining agreement, what is chargeable if price and/or volumes rises?

ANSWER: Under the method of computation set forth in § 201.57 of Economic Stabilization Regulations, price and volume of sales are presumed to be the same during a control year as in the base payroll period. Thus, increases in employees' pay as a result of price and volume increases are not charge-

able. Increases in the rate of commission are chargeable.

MISCELLANEOUS

51. QUESTION: If a company enters into a collective bargaining agreement in which it agrees to cooperate with the union in order to obtain Council approval of pay adjustments in excess of the general wage and salary standard, may the company subsequently submit information to the Council in opposition to those increases?

ANSWER: Yes. Section 152.151(a)(6) of the Economic Stabilization Regulations provides that it would be a violation to force or require any party at interest to forbear from exercising any rights granted that party under the Economic Stabilization Program.

52. QUESTION: If a firm has annual sales or revenues under \$50 million but employs 100 people, is it exempt under the Small Business Exemption?

ANSWER: No. In order to qualify for the small business exemption, a firm must have both annual sales or revenues of less than \$50 million and employ fewer than 60 employees.

53. QUESTION: If a firm meets the requirements of the Small Business Exemption, but is a member of a joint bargaining association, is it still exempt?

ANSWER: If the pay adjustments of a firm immediately prior to August 13, 1973, applicable to or affecting 50 percent or more of the firm's employees are set by a master employment contract which covers more than 60 employees and was negotiated on a joint or an association basis, then the firm is not exempt. Pay adjustments applicable to or affecting those employees of a firm otherwise exempt under the Small Business Exemption whose pay adjustments are set by a master employment contract as set forth above which covers more than 60 employees are not eligible for the Small Business Exemption.

54. QUESTION: If a firm is in the food industry, are employees of the firm who are not engaged in food operations covered by the special rules applicable to the food industry?

ANSWER: Under the employee unit test set forth in § 152.72(b) of the Economic Stabilization Regulations, if 50 percent or more of the employees in the appropriate employee unit are engaged in food operations, the entire employee unit is covered by the special rules applicable to the food industry; if 60 or more employees in the appropriate employee unit (but less than 50 percent) are engaged in food operations, those 60 or more employees are covered by the special rules and the remainder of the unit is subject to the rules applicable to the self-administered sector of the economy.

55. QUESTION: Is an independent transport company which transports food products considered to be covered by the special rules applicable to the food industry?

ANSWER: No. If the employer does not sell food but merely transports it for someone else, the employer does not fall within the coverage of the special rules applicable to the food industry.

56. QUESTION: What constitutes an appropriate employee unit?

ANSWER: An appropriate employee unit is a group composed of all employees in a bargaining unit or in a recognized employee category. Such unit shall be determined so as to preserve, as nearly as possible, contractual or historical wage and salary relationships.

57. QUESTION: After the initial determination, may an appropriate employee unit be changed?

ANSWER: No. Council approval is required to change appropriate employee units, unless such change is required to reflect a substantial revision in the contractual or historical wage and salary relationships subsequent to

the initial appropriate employee unit determination.

58. QUESTION: Do category designations established by the Pay Board retain any significance under Phase IV regulations?

ANSWER: Under current prenotification and reporting requirements for the food industry there is no distinction between Categories I, II, and III. However, in filing for employee units of less than 1,000 employees the optional Form PB-3A may be used.

59. QUESTION: What is "service"?

ANSWER: The term "service" refers to the providing of a copy of material filed with the Council to any other party-at-interest.

60. QUESTION: When is service required?

ANSWER: Service is required whenever a document is filed with the Cost of Living Council. However, should a party consider a document to contain proprietary information, then that party may request the Council to determine the confidentiality of the document and whether service will be required.

61. QUESTION: Pursuant to § 152.4 (the spring regulation), if the parties agree to implement an increase that would reflect either the contractual rate (if a rate had previously been reduced) or the contractual increase (if an annual aggregate increase had previously been reduced) and such increase did not exceed 5.5 percent, would that increase be permissible?

ANSWER: Yes. The spring regulation, which normally would prohibit a pay adjustment subsequent to a reduction in wages or salaries which does not reflect such reduction, will not operate to limit any wage and salary increase which does not exceed the general wage and salary standard.

62. QUESTION: Does the spring regulation control pay adjustments to an employee whose straight-time hourly rate is less than \$3.50?

ANSWER: No. Pay adjustments to employees whose straight-time hourly rate is less than \$3.50 are not limited for work performed on and after May 1, 1973.

63. QUESTION: Do any Economic Stabilization Regulations relating to the food industry address the question of escrow?

ANSWER: No. The question of whether to establish an escrow account is one for the parties to resolve. The only reference to an escrow account contained in the regulations is with respect to the maintenance of such an account after issuance of a final decision and order. At that point, escrow accounts cannot be maintained for payment of disallowed wages and salaries. Any funds previously placed into such an account must be refunded to the employer.

64. QUESTION: If the parties submit a Form PB-3 or PB-3A requesting approval of several different increases, will the Council rule on all such increases?

ANSWER: The decision and order issued in any case will specify the increases being approved.

65. QUESTION: When the Cost of Living Council approves, in whole or in part, an application for exception, must the amount approved be paid?

ANSWER: The Cost of Living Council in its decisions and orders indicates what are considered to be maximum allowable pay adjustments. The question of the amount implemented upon receipt of the Council's decision is one for the parties to answer.

66. QUESTION: In a pay challenge case where the Council has ordered a reduction in wages, must those wages be reduced before all appeals have been exhausted?

ANSWER: In its Decision and Orders, the Council indicates an effective date for the wage reduction. Even though a case may have been appealed, all ordered wage reductions must be effective on the date provided.

67. QUESTION: How long does it take for the Cost of Living Council to act on a case?

ANSWER: The Council's objective is to act on cases within 60 days of their receipt. Depending upon the specifics in any given case, it may be turned around in less or more than 60 days.

68. QUESTION: After all administrative steps have been exhausted, what further recourse do the parties have?

ANSWER: After all administrative steps are exhausted, the parties have the right to seek judicial review.

69. QUESTION: How do the recently published executive compensation regulations affect the food industry regulations?

ANSWER: The executive compensation regulations (subpart K of Part 152 of Economic Stabilization Regulations) are mandatory rules for the food industry. In addition, top executives in the food industry are subject to further mandatory rules governing executive control groups.

[FR Doc.74-854 Filed 1-8-74;11:06 am]

[Notice No. 74-1]

STABILIZATION OF INTEREST RATES AND FINANCE CHARGES

Determination

Section 203(e) of the Economic Stabilization Act of 1970, as amended, requires the issuance of regulations or orders providing for the stabilization of interest rates and finance charges whenever authority under the Act is implemented with respect to significant segments of the economy unless a determination is made that such action is not necessary to maintain such rates and charges at levels consonant with orderly economic growth. The Council made such a determination on December 23, 1971, CLC News Release 49. This notice sets forth a new determination that mandatory regulations providing for the stabilization of interest rates and finance charges are not necessary.

The expansion in economic activity has lifted the economy to a high level of operation. The production of goods and services has increased substantially, jobs have been created at a record pace, unemployment has fallen significantly, and the foreign trade picture of the United States has improved sharply. Most recently, the Arab oil embargo has added a new dimension of economic uncertainty by limiting the supply of energy available to support economic expansion. Interest rates, though below the peak levels of last summer, are still substantially above the levels of 1971 and 1972 but this is the result of a strong demand for credit emanating from an expanding economy, a more rapid rate of inflation and an appropriately less expansive monetary policy.

Economic policy priorities must take account of the circumstances. The need for more orderly economic growth under conditions of full-resource utilization calls for a slower, more subdued increase in both demand and production than when excess manpower and plant capacity are available. Shortages, limitations of capacity, and the need for a period of greater price stability dictate

a moderation in the growth of total demand. The higher level of interest rates over the past year has made a positive contribution to this objective through the dampening influence exerted upon the extension of credit. The growth of demand has slowed since the first quarter of 1973 and if this tendency continues the level of interest rates and inflationary pressures should, after a time, decline.

For these reasons a mandatory control program for interest rates at this time would hinder both the effort to reduce inflation and the efficient operation of the financial markets. Mandatory efforts to hold interest rates below market-determined levels would interfere with the use of monetary policy for economic stabilization purposes.

The Committee on Interest and Dividends, established by the President, has been reviewing developments in the credit markets on a continuing basis. Voluntary guidelines have been issued from these institutions and the cooperation from these institutions has been excellent.

In view of the above, and in accordance with the provisions of section 203(e) of the Economic Stabilization Act of 1970, as amended, and Executive Order 11695 I have determined that the issuance of mandatory regulations and orders for the stabilization of interest rates and finance charges is not necessary at this time to maintain such rates and charges at levels consonant with orderly economic growth.

GEORGE P. SHULTZ,
Chairman.

JANUARY 7, 1974.

[FR Doc.74-912 Filed 1-8-74;4:06 p.m.]

COUNCIL ON ENVIRONMENTAL QUALITY

ENVIRONMENTAL IMPACT STATEMENTS

Notice of Public Availability

Environmental Impact Statements received by the Council on Environmental Quality from January 2 through January 4, 1974.

NOTE: At the head of the list of statements for each agency is the name of an individual who can provide further information on those statements.

DEPARTMENT OF AGRICULTURE

Contact: Dr. Fred H. Tschirley, Acting Coordinator, Environmental Quality Activities, Office of the Secretary, U.S. Department of Agriculture, Room 331-E, Administration Building, Washington, D.C. 20250. 202-447-3965.

ANIMAL AND PLANT HEALTH INSP. SERVICE

Draft

1974 Gypsy Moth Suppression Program, January 1: The statement refers to the proposed 1974 Cooperative Gypsy Moth Suppression and Regulatory Program. The 1974 Program is expected to include spraying in Connecticut, Delaware, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, Vermont and Virginia. Current efforts include the use of car-

baryl, trichlorfon, and *Bacillus thuringiensis* on approximately 375,000 acres to protect forests from imminent damage by the gypsy moth. Beneficial insects and soil arthropods may be adversely affected by the action (192 pages). (ELR Order No. 40010.) (NTIS Order No. EIS 74 0010-D.)

FOREST SERVICE

Draft

Douglas Fir Tussock Moth Management Plan, Oregon, Washington, and Idaho, January 1: The statement, prepared jointly by the Department of Agriculture and the Department of the Interior, refers to the proposed treatment of 650,000 acres of lands with DDT, in order to suppress an unusually severe outbreak of the Douglas fir tussock moth. The objective is to protect all forest resources, particularly timber, from additional damage caused by the tussock moth. Adverse impact of the action would include effects upon non-target insects, fish, big game wildlife, and domestic livestock (approximately 420 pages). (ELR Order No. 40012.) (NTIS Order No. EIS 74 0012-D.)

Eagle Creek Planning Unit, Mt. Hood, N.F., Oregon, January 4: Proposed is the implementation of a comprehensive land use plan for the 75,260 acre Eagle Creek Planning Unit of the Mt. Hood National Forest. The plan would result in a recommendation for a new wilderness study of 40,900 acres. Impacts of the plan would include the effects of an increased number of visitors, and the reduction of the annual allowable timber cut by 1,300,000 board feet. (63 pages). (ELR Order No. 40040.) (NTIS Order No. EIS 74 0040-D.)

SOIL CONSERVATION SERVICE

Final

Perilla Mountain Watershed, Cochise County, Arizona, January 3: Proposed is a watershed protection and flood prevention project, which would include land treatment, two floodwater retarding structures, two floodways, and one diversion. Approximately 4,140 acres of flood plain land and 4,200 homes would benefit from the project. Brush control will reduce wildlife cover on 800 acres; another 250 acres will be committed to project measures (38 pages). Comments made by: DOI, COE, HEW, and State agencies. (ELR Order No. 40020.) (NTIS Order No. EIS 74 0020-F.)

Upper Mulberry River Watershed, several counties, Georgia, January 2: The statement refers to a project which would include land treatment measures, 7 floodwater retarding structures, 2 multi-purpose 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 (55 pages). Comments made by: USA, DOC, HEW, DOI, DOT, EPA, State and local agencies. (ELR Order No. 40005.) (NTIS Order No. EIS 74 0005-F.)

Crawford Creek, Little Sioux River, Ida County, Iowa, January 2: Proposed is a protection project in Crawford Creek Subwatershed, Little Sioux River Watershed. Approximately 1,020 acres will be protected from gully erosion; floodwater damage will be reduced by 90% on 45 acres; sediment will be reduced; a 250 acre public area will be created. Crop production will be lost on 246.7 acres; pasture production will be lost on 24.4 acres. One hundred and twenty-five acres of land and 5.9 miles of ephemeral stream channel (including 3.5 miles of wildlife travel lanes), will be inundated (30 pages). Comments made by: USA, HEW, DOC, DOI, DOT, EPA, and State agencies. (ELR Order No. 40019.) (NTIS Order No. EIS 74 0019-F.)

Troublesome Creek Watershed, Audubon, Cass, and Guthrie Counties, Iowa, January 4: The project proposes conservation land treatment measures, 135 grade stabilization

structures for prevention of gully erosion, two floodwater retarding structures, two multi-purpose structures for floodwater retardation and recreation, and two recreation developments. Of the 1,884 acres of land committed to the project, 658 acres and 47 miles of stream channel will be inundated. Three families will be displaced and 8 farms disrupted. Adverse effects of the action are: loss of 47 miles of ecological communities in the stream; loss of crop, pasture, and woodland; loss of 658 acres of wildlife habitat and disruption of wildlife habitat on 788 acres (47 pages). Comments made by: COE, HEW, DOI, DOT, EPA, and State agencies. (ELR Order No. 40034.) (NTIS Order No. EIS 74 0034-F.)

North Fork Nolin River Watershed, Larue County, Kentucky, January 4: Proposed is a watershed protection project on the 34,610 acre watershed. Project features include land treatment measures, two single purpose structures and two multiple purpose structures. The project is intended to reduce erosion and sedimentation, and provide flood control protection, water supply, and recreation opportunities. Adverse impact will include 840 acres committed to project measures, 7 miles of inundated stream, and relocation of five families and two farms (50 pages). Comments made by: AHP, EPA, USCG, DOI, HEW, COE, and State agencies. (ELR Order No. 40034.) (NTIS Order No. EIS 74 0034-R.)

Dividing Creek Watershed Project, Wicomico, Worcester, and Somerset Counties, Maryland, January 2: The statement refers to a watershed protection, flood prevention, and drainage project on the Dividing Creek Watershed. Project measures would include the construction of 82.4 miles of channel work, and the implementation of land treatment measures on 5,173 acres. The project will require the clearing of 348 acres of woodland, and the partial drainage of 34 acres of Type 7 wetlands (102 pages). Comments made by: DOI, DOC, EPA, HEW, and COE. (ELR Order No. 40018.) (NTIS Order No. EIS 74 0018-F.)

Indian Creek Watershed, Virginia, January 2: The project plan provides for conservation land treatment measures on 2,868 acres of land and about 2.25 miles of stream channel work for flood prevention channel work. The construction will disturb 17 acres, including channels on eight farms, causing downstream turbidity (65 pages). Comments made by: USA, DOC, HEW, DOI, DOT, EPA, and State agencies. (ELR Order No. 40016.) (NTIS Order No. EIS 74 0016-F.)

Buffalo River Watershed, Amherst County, Virginia, January 3: The statement refers to a proposed protection project on the 60,500 acre watershed. Land treatment measures will be utilized, along with 2 single purpose floodwater retarding structures and 2 multiple purpose structures, in order to reduce floodwater and sediment damages by 88 percent. Sediment entering the James River channel will be reduced by 22,000 tons annually. Four hundred and twenty-nine acres will be committed to project structures; an additional 290 acres will be intermittently inundated (50 pages). Comments made by: USA, DOI, HEW, DOC, EPA, and State agencies. (ELR Order No. 40017.) (NTIS Order No. EIS 74 0017-F.)

ATOMIC ENERGY COMMISSION

Contact: For Non-Regulatory Matters: Mr. W. Herbert Pennington, Office of Assistant General Manager, E-201; AEC, Washington, D.C. 20545, 301-973-4241. For Regulatory Matters: Mr. A. Giambusso, Deputy Director for Reactor Projects, Directorate of Licensing, P-722, AEC, Washington, D.C. 20545, 301-973-7373.

Final

R. E. Ginna Nuclear Power Plant, Wayne County, New York, January 3: The proposal is for the conversion of Rochester Gas and Electric Corp.'s present provisional operating license to a full term operating license. The Plant employs a pressurized water reactor to produce 1,300 MWt and 420 MWe (net); future levels of 1,520 MWt and 490 MWe are anticipated. Exhaust steam will be condensed by a once through flow from Lake Ontario. At full design power this water will be removed at 400,000 gpm, and heated 18.4 degrees F. above ambient before return to the lake. (298 pages). Comments made by: USDA, DOC, HEW, DOI, EPA, FPC, and State agencies. (ELR Order No. 40026.) (NTIS Order No. EIS 74 0026-F.)

DEPARTMENT OF DEFENSE

ARMY CORPS

Contact: Mr. Francis X. Kelly, Director, Office of Public Affairs, Attn: DAEN-PAP, Office of the Chief of Engineers, U.S. Army Corps of Engineers, 1000 Independence Avenue, S.W., Washington, D.C. 20314, 202-693-7168.

Draft

Alabama-Coosa River Navigation, Alabama and Georgia, January 4: The statement refers to the continuation of operation and maintenance of the 300 mile Alabama-Coosa River navigation system. Dredging and snagging of certain stretches of the system result in some adverse impact. (Mobile District) (90 pages). (ELR Order No. 40032.) (NTIS Order No. EIS 74 0032-D.)

Grand Isle and Vicinity (2), Jefferson County, Louisiana, January 2: Proposed is the construction of a 2,600 foot stone jetty at Caminada Pass, in order to stabilize the western end of Grand Isle; and a 7.5 mile sandfill dune and berm to protect the island's gulf shore from beach erosion and hurricane waves. There will be adverse impact to aesthetics and to marine biota. (New Orleans District) (73 pages). (ELR Order No. 40008.) (NTIS Order No. EIS 74 0008-D.)

Jones Inlet, Maintenance Dredging, Nassau County, New York, January 3: The project involves maintenance dredging of the Federal channel in Jones Inlet to its authorized project dimensions. Spoil disposal will be along nearby beaches to combat erosion, or in deep water off the inlet. The major adverse impact stems from the increased level of turbidity which will take place during the dredging process. This will have a temporary adverse impact on the fish and fish habitat (New York District) (12 pages). (ELR Order No. 40027.) (NTIS Order No. EIS 74 0027-D.)

Scarboro River, Maine, January 2: Proposed is the maintenance dredging of the existing Federal navigation project. Approximately 200,000 cu. yds. of spoil will be dredged in 1973, with from 10,000 to 15,000 cu. yds. being dredged annually in 1974 and 1975. There will be temporary adverse effects to marine biota (58 pages). Comments made by: DOC, EPA, HEW, and State agencies. (ELR Order No. 40004.) (NTIS Order No. EIS 74 0004-F.)

Mystic Power Station, Unit 7, Massachusetts, January 4: The statement refers to the proposed construction of a 600 MW oil fueled electric generating unit at the Station, along with modifications to existing sea water intake and discharge facilities. There will be dredging of 45,000 cu. yds. of spoil, to be disposed of in the ocean. Unit 7 will consume 646 cfs of Mystic River sea water for cooling. There will be entrainment or entrapment of marine organisms, and discharge to the Mystic River of chemicals used in plant cleaning (Waltham District) (one volume). Comments made by: EPA, USCG, DOC, HEW,

HUD, FPC, State and local agencies. (ELR Order No. 40028.) (NTIS Order No. EIS 74 0028-F.)

ENVIRONMENTAL PROTECTION AGENCY

Contact: Mr. Sheldon Meyers, Director, Office of Federal Activities, Room 3630 Waterside Mall, Washington, D.C. 20460, 202-755-0940.

Draft

Treatment Facilities, Onondaga Lake, Onondaga County, New York, January 2: The statement refers to two related projects. The first involves the expansion and upgrading of the Metropolitan Syracuse sewage treatment plant, from a 50 mgd primary treatment facility to an 86.5 mgd advanced waste treatment facility, and the construction of a new shoreline outfall to Onondaga Lake. The second involves the construction of force mains and additions and alterations to the existing West Side Pumping Station. Adverse impact will include construction disruption; the creation of a visible plume of MSSTP effluent in mixing with Onondaga Lake waters; and continued nitrogen loadings to the Lake (245 pages). (ELR Order No. 40013.) (NTIS Order No. EIS 74 0013-D.)

Final

Mamala Bay Wastewater Treatment Plant, Hawaii, January 2: The proposed action involves the construction of a regional wastewater treatment and disposal system to serve the Mamala Bay area (Honolulu and western suburbs) of Oahu, Hawaii. The area will be served by two unconnected collection, treatment and disposal areas. Adverse effects include noise, dust, inconvenience to residents, removal of acreage from agricultural production, and turbidity and disturbance to benthic organisms. The discharge of 55 mgd of raw wastes off Sand Island and 14 mgd of inadequately treated wastes into Pearl Harbor will be eliminated (295 pages). Comments made by: HEW, DOT, USDA, COE, HUD, DOC, USAF, USN, State and local agencies. (ELR Order No. 40011.) (NTIS Order No. EIS 74 0011-F.)

GENERAL SERVICES ADMINISTRATION

Contact: Mr. Andrew E. Kauders, Executive Director of Environmental Affairs, General Services Administration, 18th and P Streets NW., Washington, D.C. 20405, 202-343-4161.

Final

Federal Home Loan Bank Board, District of Columbia, January 4: The statement refers to the proposed construction of a building which will house the Federal Home Loan Bank Board. The site is 17th and C Streets NW. The multi-story structure will encompass 400,650 gross square feet, including two levels of below grade parking. The project will entail the demolition of the Riggs Bank Building, a District of Columbia Architectural Landmark. There will be construction disruption (85 pages). Comments made by: EPA, DOI, DOT, HEW, USDA, COE, local agencies, and concerned citizens. (ELR Order No. 40030.) (NTIS Order No. EIS 74 0030-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 RECLAMATION

Draft

Watertown-Sioux City-Moville Transmission Line, South Dakota and Iowa, January 2: Proposed is the construction of 200 miles of 345 kV transmission line connecting Watertown, Sioux City, and Moville. Steel towers of lattice construction with three duplex conductors and two overhead static wires are

planned. The line, part of the Pick-Sloan Missouri Basin Program, will require 70 acres of agricultural and pastureland for right-of-way. The line will cross a State Game Refuge, and there will be some loss of bird life from collisions with the structure (64 pages). (ELR Order No. 40007.) (NTIS Order No. EIS 74 0007-D.)

BUREAU OF SPORT FISHERIES AND WILDLIFE

Draft

Proposed Agassiz Wilderness Area, Becker County, Minnesota, January 4: Proposed is the legislative designation of 4,000 acres of the Agassiz National Wildlife Refuge as wilderness within the National Wilderness Preservation System. The area would be committed to the forces of nature, with some future management options being removed (48 pages). (ELR Order No. 40037.) (NTIS Order No. EIS 74 0037-D.)

NATIONAL PARK SERVICE

Draft

Proposed Dinosaur National Monument Wilderness, Colorado and Utah, January 4: Proposed is the legislative designation of 45,100 acres of the Dinosaur National Monument as wilderness. An additional 130,300 acres would be designated as "Potential Wilderness Addition." The action would result in the restriction of motorized river runs, and of backcountry visitor use; the preclusion of motor vehicle access; and the restriction of certain types of research projects (63 pages). (ELR Order No. 40038.) (NTIS Order No. EIS 74 0038-D.)

DEPARTMENT OF TRANSPORTATION

Contact: Mr. Martin Convisser, Director, Office of Environmental Quality, 400 7th Street SW., Washington, D.C. 20590, 202-426-4357.

FEDERAL AVIATION ADMINISTRATION

Draft

Caldwell Industrial Air Park, Canyon County, Idaho, January 2: The proposal contemplates initially to construct a General Utility Airport and then later expanding to a Basic Transport Airport. The construction will take place in a three phase program over a period of 15-20 years. The most prominent adverse environmental impact is the conversion of 424 acres of agricultural land into an airport facility. Other impacts are rises in the levels of air and noise pollution created by the aircraft. (31 pages). (ELR Order No. 40003.) (NTIS Order No. EIS 74 0003-D.)

Mohall Municipal Airport, Renville County, N. Dak., January 3: The project involves moving the present NW/SE runway to the NW along its centerline to attain the required approach clearance. The plan requires that 17.8 acres of fee simple land and 22 acres of clear zone easements be acquired for the adjustment. Areas to be paved include the 3100' x 60' NW/SE runway, a 100' x 150' apron, and a 250' x 30' connecting taxiway. Adverse impacts will include slight rises in noise and air pollution levels (36 pages). (ELR Order No. 40024.) (NTIS Order No. EIS 74 0024-D.)

Portland International Airport, Oregon; January 2: The statement is an analysis of the various alternatives and options involving the extension of the South Runway at the Portland International Airport. There are three different plans which deal with the proposed length and direction of the runway. Regardless of the plan chosen, during the useful life of the runway extension there will be air pollution and noise problems which could exceed the existing problem level. (100 pages). (ELR Order No. 40014.) (NTIS Order No. EIS 74 0014-D.)

McGhee Tyson Airport, Blount County, Tenn.; January 2: The project involves a

plan by the city of Knoxville to expand the McGhee Tyson Airport facilities. Plans for the project include the extension of a runway; installation of new lighting; relocation of center field weather station, wind cone and segmented circle; relocation of parallel taxiway; installation of security fencing in new airline terminal complex; and, the installation of an emergency standby generator for a runway. The only adverse impact anticipated is a rise in noise pollution during construction. (45 pages). (ELR Order No. 40002.) (NTIS Order No. EIS 74 0002-D.)

Jackson County Airport, Jackson County, W. Va.; January 2: The proposal refers to construction of a general aviation airport 3.3 miles southwest of Ravenswood, in Jackson County. The project will include grading, draining, and paving a southwest runway; construction of an aircraft parking apron and connecting taxiways; installation of medium intensity runway lighting systems; and the development of a 0.9 mile paved airport access road. The project will create a slight increase in the noise level. (50 pages). (ELR Order No. 40001.) (NTIS Order No. EIS 74 0001-D.)

Final

Starke County Airport, Knox, Starke County, Ind., January 3: The proposed project is the first stage of a new airport. A total of 330 acres will be acquired. Construction involves relocation of utilities and removing of obstructions; grading, draining, and turfing Runway 18-36 (3900' x 75'), connecting taxiways (24400' x 40'), apron (200' x 300'), and north taxiway turn-around; installing medium intensity lighting system (including VASI-2), a wind cone and segmented circle; and construction of an entrance road, administration building, waste water treatment facilities and related works. Increases in air and noise pollution will occur. (77 pages) Comments made by: USDA, DOC, HUD, EPA, DOI, FHWA, COE, and State and local agencies. (ELR Order No. 40023.) (NTIS Order No. EIS 74 0023-F.)

Poplarville-Pearl River County Airport, Pearl River County, Miss., January 3: Proposed is the development of a new general aviation airport which will accommodate substantially all propeller aircraft of less than 12,500 pounds. Development will consist of acquiring leasehold interest in 123.1 acres of land and easement interest in 48.10 acres; constructing a 4,000' x 100' runway with aircraft parking apron and connecting taxiway; constructing an access road; installing a medium intensity lighting system including a lighted wind cone, a segmented circle, rotating beacon and visual approach slope indicator. Increased noise and air pollution levels due to aircraft operations and construction disruption will occur. (34 pages). Comments made by: EPA, DOI, DOT, USDA, State and local agencies. (ELR Order No. 40021.) (NTIS Order No. EIS 74 0021-F.)

Lamesa Municipal Airport, Texas; January 3: The statement refers to the proposed construction, lighting, and marking of a new 4200' x 75' runway with connecting taxiways. The existing runway will be converted to a parallel taxiway. Twenty-one acres will be acquired for the project. Increased airport use will result in a concomitant increase in air and noise pollution. (45 pages). Comments made by: HEW, DOI, USA, USDA, EPA, FHWA, State, and local agencies. (ELR Order No. 40022.) (NTIS Order No. EIS 74 0022-F.)

FEDERAL HIGHWAY ADMINISTRATION

Draft

State Route 20, Nevada County, Calif., January 2: The proposal involves the construction of a new freeway facility 5.8 miles long between Penn Valley and Grass Valley. Initially 2 lanes will be built for 4.6 miles,

and 4 lanes for 1.2 miles. Several interchanges will be constructed. There will be some adverse impact on the plant and animal life in this region caused by the increased accessibility provided by the project. (60 pages). (ELR Order No. 40015.) (NTIS Order No. EIS 74 0015-D.)

U.S. 20-191, Madison and Fremont Counties, Idaho, January 4: The proposed project involves the construction of 21 miles of four lane US 20-191, beginning at Thornton and proceeding northward to Twin Groves. This is the only access from the west to Yellowstone National Park, and it carries a peak tourist load during the summer months. The amount of land to be used for right-of-way and the number of residences to be displaced will depend upon which of several alternate routes is chosen. (158 pages). (ELR Order No. 40031.) (NTIS Order No. EIS 74 0031-D.)

Interstate 90, Idaho, Kootenai County, Idaho, January 4: The project consists of the upgrading of existing US 10, with its subsequent inclusion as part of I-90. The project is located in mountainous terrain, extending from Wolf Lodge Interchange through the Rose Lake Interchange, a total distance of 12.3 miles. The roadway will be a four-lane divided highway. Adverse impact will include increases in noise and air pollution levels, and a slight rise in pollution to Coeur d'Alene Lake during project construction. (ELR Order No. 40035.) (NTIS Order No. EIS 74 0035-D.)

Interstate 69, Morrice, Clinton, and Shiawassee Counties, Mich., January 3: This project involves the construction of I-69 from US 27 north of Lansing easterly to M-78 at Morrice. The project length is 20.6 miles. The project may require appropriation of parkland, so a 4(f) statement has been filed. Adverse impacts include; possible alteration of groundwater quality; loss of approximately 450 acres of agricultural land; loss of 1,500 acres of vegetation and wildlife habitat; increased potential for soil erosion and sedimentation of streams; the displacement of 92 to 113 homes, and 3 to 5 businesses; and, increases in traffic congestion, litter, noise, and air pollution. (130 pages). (ELR Order No. 40025.) (NTIS Order No. EIS 74 0025-D.)

Gibson Boulevard, Albuquerque, Bernalillo County, N. Mex., January 4: The project involves the improvement of one mile of Gibson Boulevard between Yale Boulevard and Carlisle Boulevard in Albuquerque. The facility will be a six lane divided arterial street. For safety purposes, six interchanges will be closed and right-of-way will be expanded for the length of the project. Major adverse impact includes the relocation of residents from twenty apartment units, and the loss of four potential business sites to right-of-way. (29 pages). (ELR Order No. 40036.) (NTIS Order No. EIS 74 0036-D.)

Draft

Bryan Drive Bypass, Horry and Georgetown Counties, South Carolina, January 4: Proposed is the construction of 11 miles of the four lane Bryan Drive Bypass, from US 501 to US 17, just north of Murrells Inlet. Project displacements will include one electrical substation and seven dwellings. (22 pages). (ELR Order No. 40039.) (NTIS Order No. EIS 74 0039-D.)

I-640, Knox County, Tennessee, January 2: The project involves the construction of a six-lane divided highway built on a new location around the western portion of Knoxville between I-40 and I-75. The length of the project is approximately 2.8 miles. The primary adverse environmental effects are the displacement of 22 families and 4 businesses, and the introduction of a source of noise and air pollution into areas relatively free from these sources of pollution (43 pages). (ELR

Order No. 40009.) (NTIS Order No. EIS 74 0009-D.)

Main Street Bridge, Chippewa Falls, Wisconsin, January 4: The project involves the construction of a bridge that will span the Chippewa River from Main Street north to Pine Street, in the city of Chippewa Falls. The 900 foot span will replace an older structure which has been closed. Adverse impact of the action will include the removal of fifty trees, and increases in traffic which will bring concomitant increases in noise and air pollution (32 pages). (ELR Order No. 40029.) (NTIS Order No. EIS 74 0029-D.)

Final

US Rt. 35, Gallia County, Ohio, January 2: The project proposes the construction of 12.7 miles of four-lane limited access highway between Gallipolis and Centerville. The proposed work includes reconstruction of 2.5 miles of existing roadway and 10.2 miles on new location. Plans also include construction of 2 new interchanges and the completion of an existing partial interchange. Adverse impacts are the use of 525 acres of agricultural land; the displacement of 3 families; and the temporary increase in turbidity and sedimentation in nearby streams during construction (62 pages). Comments made by: DOI, EPA, HUD, HEW, USDA, COE, State and local agencies, and concerned citizens. (ELR Order No. 40006.) (NTIS Order No. EIS 74 0006-F.)

NEIL ORLOFF,
Counsel.

[FR Doc. 74-772 Filed 1-9-74; 8:45 am]

DELAWARE RIVER BASIN COMMISSION

[Docket No. EU-D-71-109]

FUEL OIL PIPELINE

Draft Environmental Impact Statement

In accordance with the National Environmental Policy Act of 1969 and the Delaware River Basin Commission's rules of practice and procedure (Article IV), notice is hereby given of the availability of the draft environmental impact statement as of January 14, 1974, which discusses the environmental impact of the oil pipeline.

The Interstate Energy Company proposes to construct and maintain a buried, insulated fuel-oil pipeline originating at an existing docking facility in Marcus Hook, Pennsylvania, and routed through Delaware, Chester, Montgomery, Bucks, and Northampton Counties, to the Pennsylvania Power and Light Company's Martins Creek generating station with a lateral pipeline originating at a breakout terminal in Northampton County and routed through Bucks County, across the Delaware River to the Jersey Central Power and Light Company's Gilbert Generating Station. Related facilities will include a pumping station and tank farm at Marcus Hook, an intermediate pumping station in Salford Township, Montgomery County, and a breakout pumping facility in Lower Saucon Township, Northampton County.

Copies of the draft, the applicants' environmental report and related supplemental material may be examined in the library at the headquarters of the Delaware River Basin Commission. Copies of the draft may be examined in the library

of the Water Resources Association of the Delaware River Basin, 215 12th Street in Philadelphia and at the County Planning Commission offices of Delaware, Chester, Montgomery, Bucks, and Northampton Counties. Limited additional copies of the draft are available from the Commission upon request.

A public hearing on the proposed action will be held at the February 26, 1974, meeting of the Delaware River Basin Commission. Formal hearing notices will be sent specifying the date, time and place at least ten days prior to the hearing.

Comments on the subject draft environmental statement may be submitted to the Delaware River Basin Commission by public or private agencies or individuals concerned with environmental quality. In order to be considered by the Commission, comments must be submitted no later than March 1, 1974. Comments should be directed to Robert L. Mann, Head, Environmental Unit.

W. BRINTON WHITALL,
Secretary.

[FR Doc. 74-773 Filed 1-9-74; 8:45 am]

FEDERAL COMMUNICATIONS COMMISSION

[Report No. 681]

COMMON CARRIER SERVICES INFORMATION¹

Domestic Public Radio Services Applications Accepted for Filing²

JANUARY 2, 1974.

Pursuant to §§ 1.227(b)(3) and 21.30(b) of the Commission's rules, an application, in order to be considered with any domestic public radio services application appearing on the attached list, must be substantially complete and tendered for filing by whichever date is earlier: (a) The close of business one business day preceding the day on which the Commission takes action on the previously filed application; or (b) within 60 days after the date of the public notice listing the first prior filed application (with which subsequent applications are in conflict) as having been accepted for filing. An application which is subsequently amended by a major change will be considered to be a newly filed application. It is to be noted that the cut-off dates are set forth in the alternative applications will be entitled to consideration with those listed in the appendix if filed by the end of the 60 day period, only if the Commission has not acted upon

¹ All applications listed in the appendix are subject to further consideration and review and may be returned and/or dismissed if not found to be in accordance with the Commission's Rules, regulations and other requirements.

² The above alternative cut-off rules apply to those applications listed in the appendix as having been accepted in Domestic Public Land Mobile Radio, Rural Radio, Point-to-Point Microwave Radio and Local Television Transmission Services (Part 21 of the Rules).

the application by that time pursuant to the first alternative earlier date. The mutual exclusivity rights of a new application are governed by the earliest action with respect to any one of the earlier filed conflicting applications.

The attention of any party in interest desiring to file pleadings pursuant to section 309 of the Communications Act of 1934, as amended, concerning any domestic public radio services application accepted for filing, is directed to §§ 21.27 of the Commission's rules for provisions governing the time for filing and other requirements relating to such pleadings.

FEDERAL COMMUNICATIONS
COMMISSION,
VINCENT J. MULLINS,
Secretary.

APPLICATIONS ACCEPTED FOR FILING

DOMESTIC PUBLIC LAND MOBILE RADIO SERVICE

20729-C2-P-74, South Central Bell Telephone Company (KIY461) Approx. 2.1 Miles NW of Prestonsburg, Kentucky. C.P. to convert to IMTS operation; change antenna system; replace transmitter and change to single channel operation on base frequency 152.63 MHz.

20730-C2-P-(3)-74, Lafourche Telephone Company, Inc. (KKM250) 500 Rodrigue Street, Larose, Louisiana. C.P. for additional base facilities to operate on 454.575 MHz and add new site Loc. #2: Pouchon Port, 9 miles South of Leeville, Louisiana to operate on 152.78 & 454.625 MHz.

20731-C2-P-(2)-74, Road Runner Radio Paging Service, Inc. (KKN282) East Mountain, 8 Miles NW of Longview, Texas. C.P. to add additional base facilities to operate on 454.300 and 454.350 MHz.

20732-C2-P-74, Nashville Mobilphone, Inc. (New) First National Corp. Building, 4th Avenue North and Union Street, Nashville, Tennessee. C.P. for a new 1-way-signaling station to operate on 35.22 MHz.

20733-C2-P-(3)-74, Two-Way Radio of Carolina, Inc. (New), C.P. for a new 2-way base station with control and repeater facilities to be located at Loc. #1: 1500' NE Highway #211, 7 Miles SE of Aberdeen, North Carolina to operate on 152.21 MHz (Base) and 459.05 MHz (Repeater) and Loc. #2: 135 West Hampshire Avenue, Southern Pines, North Carolina, to operate on 454.05 MHz (Control).

20734-C2-P-74, Vegas Instant Page (KFL943) C.P. to add a new site identified as Loc. #3: 3111 Belair Drive, Las Vegas, Nevada, to operate on authorized frequency 35.58 MHz (1-way-signaling).

20735-C2-P-74, Vegas Instant Page (KRH 634) C.P. to add a new site identified as Loc. #2: 3111 Belair Drive, Las Vegas, Nevada, to operate on authorized frequency 152.24 MHz (1-way-signaling).

20736-C2-P-74, Byron W. White, d.b.a. Band Communications (New), 306 Glover Street, Sulphur Springs, Texas. C.P. for a new 2-way station to operate on 152.21 MHz.

Major Amendment

4472-C2-P-(2)-73, Gulf Mobilphone Alabama, Inc. (New), Amend to change the base frequency at Loc. #2, to 454.275 MHz. All other particulars are to remain as reported on Public Notice No. 628 dated December 26, 1972.

Correction

5890-C2-P-73, Charles F. Mefford d.b.a. Southern Ohio Radio Telephone and Paging Call Sign KSV960 erroneously omitted

in entry of Public Notice No. 680 dated December 26, 1973.

RURAL RADIO SERVICE

60128-C6-P/L-74, The Mountain States Telephone and Telegraph Company (New), C.P. and License for a new rural subscriber station. Frequency: 157.86 MHz Subscriber and Location: Peter Kiewit Sons' Company construction site—9.3 Miles NE of McGuireville, Arizona.

POINT TO POINT MICROWAVE RADIO SERVICE

- 2241-C1-P-74, United Video, Inc. (New), 1.5 Miles SE of Blytheville, Arkansas. Lat. 35° 53'56" N., Long. 89° 52'46" W. C.P. for a new station on freqs. 6404.8V, 6286.2V, 6345.5V MHz toward Grider, Ark., on azimuth 196° 59'.
- 2242-C1-P-74, Same (New), 0.1 Mile East of Grider, Arkansas. Lat. 35° 38'16" N., Long. 89° 58'38" W. C.P. for a new station on freqs. 5974.8V, 6034.2V, 6093.5V MHz toward Ramsey, Tenn., on azimuth 188° 22'. (NOTE: A waiver of Section 21.701(i) is requested by United Video.)
- 2243-C1-P-74, Same (New), 0.7 Mile NE of Ramsey, Tennessee. Lat. 35° 18'23" N., Long. 90° 02'12" W. C.P. for a new station on freqs. 11015V, 11175V, 11095V MHz toward Memphis, Tenn., on azimuth 183° 52'.
- 2244-C1-P-74, Same (New), 2 Miles NW of Lebanon, Missouri. Lat. 37° 42'39" N., Long. 92° 42'43" W. C.P. for a new station on freq. 6404.8V MHz toward Waynesville, Missouri, on azimuth 73° 22'. (NOTE: A waiver of Section 21.701(i) is requested by United Video.)
- 2245-C1-P-74, Same (New), 5 Miles West of Sterling, Illinois. Lat. 41° 47'43" N., Long. 89° 43'43" W. C.P. for a new station on freqs. 11385H, 11625H MHz toward Clinton, Ill., on azimuth 278° 30'. (INFORMATIVE: Applicant proposes to deliver signals of WGN-TV and WSNS-TV, Chicago, Illinois, to a CATV Company in Clinton.)
- 2246-C1-P-74, New England Telephone and Telegraph Company (KCO87), Edgartown Road, 0.8 Mile South of Vineyard Haven, Massachusetts. Lat. 41° 26'40" N., Long. 70° 36'32" W. C.P. to add freq. 6286.2H MHz toward Fairhaven, Mass., on azimuth 315° 15'; freqs. 11685V, 11445H MHz toward Falmouth, Mass., on azimuth 359° 00'.
- 2247-C1-P-74, Same (New), 200 Mill Road, Fairhaven, Massachusetts. Lat. 41° 39'01" N., Long. 70° 52'53" W. C.P. for a new station on freq. 6034.2V MHz toward Vineyard Haven, Mass., on azimuth 135° 04'.
- 2248-C1-P-74, Same (KCE78), Main and Gifford Street, Falmouth, Massachusetts. Lat. 41° 33'08" N., Long. 70° 36'41" W. C.P. to add freqs. 10755V, 10995H MHz toward a new point of communication at Vineyard Haven, Mass., on azimuth 179° 00'.
- 2249-C1-P-74, The Southern New England Telephone Company (KCE72), 430 John Street, Bridgeport, Connecticut. Lat. 41° 10' 34" N., Long. 73° 11'43" W. C.P. to add freqs. 11405V, 11405H, 11325V, 11325H MHz toward Norwalk, Conn., on azimuth 252° 08'.
- 2250-C1-P-74, The Southern New England Telephone Company (KTQ40), Willard Road, Norwalk, Connecticut. Lat. 41° 07'42" N., Long. 73° 23'26" W. C.P. to add freqs. 10955V, 10955H, 10875V, 10875H MHz toward Bridgeport, Conn., on azimuth 72° 00'; freqs. 10715V, 10715H, 10875V MHz toward a new point of communication at Stamford, Conn., on azimuth 235° 47'.
- 2251-C1-P-74, Same (New), 555 Main Street, Stamford, Connecticut. Lat. 41° 03'14" N., Long. 75° 32'06" W. C.P. for a new station on freqs. 11645V, 11645H, 11325V MHz toward Norwalk, Conn., on azimuth 55° 41'.
- 2252-C1-P-74, Nebraska Consolidated Communications Corporation (WOH52) 1.5 Miles NE of Iowa City, Iowa. Lat. 41° 40'24"

- N., Long. 91° 28'31" W. C.P. to add freq. 2178.0H MHz on azimuth 330° 40' toward a new point of communication at Cedar Rapids, Iowa.
- 2253-C1-P-74, Same (New), 1000 27th Avenue, S.W., Cedar Rapids, Iowa. Lat. 41° 56' 57" N., Long. 91° 40'59" W. C.P. for a new station on freq. 2128.0H MHz toward Iowa City, Iowa, on azimuth 150° 32'.
- 2254-C1-P-74, Same (New), 6th and University Lane, Des Moines, Iowa. Lat. 41° 35'58" N., Long. 93° 37'24" W. C.P. for a new station on freq. 2178.0H MHz toward Altoona, Iowa, on azimuth 81° 54'.
- 2255-C1-P-74, Same (WOH48), 2.3 Miles SW of Altoona, Iowa. Lat. 41° 36'51" N., Long. 93° 29'05" W. C.P. to add freq. 2128.0H MHz toward Des Moines, Iowa, on azimuth 262° 0'. (INFORMATIVE: Applicant is proposing to replace the 11 GHz facilities proposed in Applications File Nos. 2239-C1-P-74 and 2240-C1-P-74 (PN: 12-26-73) with the above proposed 2 GHz facilities.)
- 2256-C1-P-74, The Mountain States Telephone and Telegraph Company (KPZ97), Fort Custer, 20 Miles SW of Hardin, Montana. Lat. 45° 30'55" N., Long. 107° 52'57" W. C.P. to change polarization from H to V freq. 11285 MHz toward Hardin, Mont., via Passive Reflector.
- 2257-C1-P-74, Same (KPR48), 16 West Fourth Street, Hardin, Montana. Lat. 45° 44'00" N., Long. 107° 36'24" W. C.P. to change polarization from H to V on freq. 10885 MHz toward Fort Custer, Mont., via Passive Reflector.
- 2258-C1-P-74, RCA Alaska Communications, Inc. (KXQ75): C.P. to relocate station to Deadhorse, approximately 200 Miles ESE of Barrow, Alaska. Lat. 70° 11'56" N., Long. 148° 27'57" W. Frequency 2178H MHz toward Frontier Camp, Alaska, on azimuth 320° 44'.
- 2393-C1-P-74, American Telephone and Telegraph Company (KEA77) 0.8 Mile North of Cherryville, New Jersey. Lat. 40° 34'18" N., Long. 74° 54'22" W. C.P. to add freq. 6093.5V MHz toward Netcong, N.J., on azimuth 30° 21'.
- 2394-C1-P-74, Same (KEM64) 2.6 Miles South of Netcong, New Jersey. Lat. 40° 51'54" N., Long. 74° 40'47" W. C.P. to add freq. 6345.6H MHz toward Cherryville, N.J. on azimuth 210° 30'.
- 2391-C1-MP-74, New York Telephone Company (KZI46) New Berlin, New York. Mod. of C.P. to change polarization from H to V on freqs. 11405, and 11645 MHz toward Oneonta, N.Y. via Passive Reflector.
- 2392-C1-MP-74, Same (WPX89) Oneonta, New York. Mod. of C.P. to change polarization from H to V on freqs. 10715 and 10955 MHz toward New Berlin, N.Y. via Passive Reflector.
- 2395-C1-TC-(22)-74, Florida Telephone Corporation Consent to Transfer of Control from Florida Telephone Corporation, TRANSFEROR to United Telecommunications, Inc., TRANSFEREE for Stations: KIP43-Ocala, Fla.; KJE45-Salt Springs, Fla.; KJC97-Oklawaha, Fla.; WBP44-Belleview, Fla.; KVH42-Williston, Fla.; KIO66-Leesburg, Fla.; KJC85-Eustis, Fla.; KJA59-Groveland, Fla.; KIV80-Bushnell, Fla.; KIO67-Dade City, Fla.; KIL60-Umatilla, Fla.; KIL59-Astor Park, Fla.; KJB37-Inverness, Fla.; KOB93-Beverly Hill, Fla.; KIO44-Winter Garden, Fla.; KIV81-Montverde, Fla.; KIO43-Kissimmee, Fla.; KIL61-Apopka, Fla.; KJA64-St. Cloud, Fla.; KJA65-Deer Park, Fla.; KJA66-Kenansville, Fla. & WDE22-Walt Disney World, Fla.
- 2388-C1-P-74, United Telephone Company of the Carolinas, Inc. (KJK32) 1413 Prince Street, Beaufort, South Carolina. Lat. 32° 26'08" N., Long. 80° 40'40" W. C.P. to change antenna system and antenna location on freqs. 5945.2H and 6063.8H MHz

toward Lobeco, S.C. on azimuth 336° 30'; freq. 6034.2H MHz toward Laurel Bay, S.C. on azimuth 285° 14'; add freqs. 5945.2V, 6004.5V, and 6123.1V MHz toward a new point of communication at Bluffton, S.C. on azimuth 218° 32'.

2389-C1-P-74, Same (KJH37) Lobeco, South Carolina. Lat. 32° 33'17" N., Long. 80° 44' 59" W. C.P. to add freq. 6404.8V MHz toward Beaufort, S.C. on azimuth 152° 52'; freq. 6404.8H MHz toward Ridgeland, S.C. on azimuth 248° 57'.

Major Amendments

- 7013-C1-P-70, United Video, Inc. (New), 1 Mile North of Sikeston, Missouri (Lat. 36° 53'22" N., Long. 89° 36'28" W.). Application amended to add point of communication on freqs. 5945.2V and 6004.5V (via power split), and 6063.8V MHz on azimuth 83° 06', toward Charleston, Missouri.
- 7014-C1-P-70, Same (New), 0.6 Miles North of New Madrid, Missouri (Lat. 36° 35'31" N., Long. 89° 32'38" W.). Application amended to add freq. 6315.9H toward Caruthersville, Missouri, on azimuth 194° 22'.
- 7015-C1-P-70, Same (New), 0.6 Miles North of Caruthersville, Missouri (Lat. 36° 12'12" N., Long. 89° 40'00" W.). Application amended to change freq. to 5974.8V MHz (via power split) toward Dyersburg, Tennessee, on azimuth 120° 35'.
- 9891-C1-P-73, Same (New), 0.6 Miles North of Caruthersville, Missouri (Lat. 36° 12'12" N., Long. 89° 40'00" W.). Application amended to add freqs. 6034.2V, and 6093.5V MHz toward Blytheville, Arkansas, on azimuth 120° 35'. (NOTE: A waiver of section 21.701(i) is requested by United Video.)
- 40-C1-P-73, Central Telephone Company (New), Amendment of construction permit application to change frequencies 11175H and 10855H MHz to 2164.4V MHz toward Decatur, Tex.
- 41-C1-P-73, Same (KRR56), Amendment of construction permit application to change frequencies 11545H and 11225H MHz to 2114.4V MHz toward Boonsville, Tex. (All other particulars remain the same as reported in Public Notice, dated July 17, 1972.)

Corrections

- 1700-C1-P-74, Michigan Bell Telephone Company (KQK33), Saranac, Michigan. CORRECT to Read: C.P. to add freq. 3810H MHz toward Langston, Mich. (All other particulars same as reported on Public Notice #675, dated 11-19-73.)
- 1707-C1-P-74, Same (KQI62), Stutsmanville, Michigan. CORRECT to Read: C.P. to add freq. 4150H MHz toward Central Lake, Mich. (All other particulars same as reported on Public Notice #675, dated 11-19-73.)
- 2178-C1-P-74, New England Telephone and Telegraph Company (KCK84), White River Junction, Vermont. CORRECT to Read: C.P. to add freq. 11075H MHz toward Hartford, Vt., via Passive Reflector.
- 2180-C1-P-74, Same (KCK81), Pico Peak, Vermont. CORRECT to Read: C.P. to add freqs. 11075V, 10915V MHz toward Rutland, Vt., via Passive Reflector; change 10995V to 10835H MHz toward Hartford, Vt., and add freq. 6264.0H MHz toward Hartford, Vt. (All other particulars same as reported on Public Notice #679, dated 12-17-73.)

[FR Doc. 74-762 Filed 1-9-74; 8:45 am]

FEDERAL ENERGY OFFICE

CONSUMERS ADVISORY COMMITTEE

Notice of Meeting

Notice is hereby given in accordance with Pub. L. 92-463 that a meeting of

the Consumers Advisory Committee will be held Wednesday, January 23, 1974, at 9:00 A.M., in Room 4121, Treasury Building, 15th and Pennsylvania Avenue NW., Washington, D.C.

The Committee was established to advise the Administrator, FEO, with respect to general consumer aspects of interests and problems related to the policy and implementation of programs to meet the current national energy crisis. The agenda for the meeting is as follows:

- I. Old Business.
 - A. Organizational Details.
 - B. Member Reports and Recommendations.
- II. New Business.
 - A. Price Increases.
 - B. Rationing Plan.
 - C. Information Data.
 - D. State Implementation of Rationing and Allocation.
 - E. Miscellaneous.

The meeting is open to the public, however, space and facilities are limited.

Further information concerning this meeting may be obtained from Joseph Dawson, Office of Consumer Affairs, Department of Health, Education, and Welfare, Washington, D.C. 20201, Area Code 202-245-6975. Minutes of the meeting will be made available for public inspection at the Federal Energy Office, Washington, D.C.

Dated: January 8, 1974.

W. E. SIMON,
Administrator.

[FR Doc.74-863 Filed 1-8-74;2:41 pm]

RETAIL DEALERS GROUP Notice of Establishment

This notice is published in accordance with the provisions of section 9(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463). Following consultation with the Office of Management and Budget notice is hereby given that it is in the public interest to establish the Retail Dealers Group, in connection with the performance of duties imposed by law on the Federal Energy Office. A description of the nature and purpose of the Retail Dealers Group is contained in its charter which is published below.

Dated: January 8, 1974.

JOHN SAWHILL,
Deputy Administrator,
Federal Energy Office.

RETAIL DEALERS GROUP

(Established under authority of § 212(f) of the Economic Stabilization Act of 1970, as amended; Executive Order 11748; § 4(a) (iv) of Executive Order 11695; and Cost of Living Council Order No. 47.)

CHARTER

JANUARY 8, 1974.

1. *Official designation.* Retail Dealers Group.

2. *Objectives and scope.* To provide the Federal Energy Office with direct and timely access to the technical knowledge possessed by a wide range of highly

qualified independent businessmen engaged in the retail sale of gasoline/diesel fuel.

3. *Period of time necessary for the Group to carry out its purposes.* Approximately ninety days.

4. *The Agency or official to whom the Group reports.* The Deputy Assistant Administrator for Price and Tax Policy.

5. *The Agency responsible for providing necessary support.* The Federal Energy Office, Office of Price and Tax Planning.

6. *The duties of the Group.* Set forth in paragraph 2 above.

7. *The estimated annual operating cost of the Group.* \$30,000. *The estimated man-years for the Group.* Three months.

8. *The estimated number and frequency of meetings.* The Group will meet approximately six to nine times.

9. *The Group's termination date.* The Group will terminate within four months or such other date as the President may determine.

10. Filed this 8th day of January 1974 with: House Committee on Interior and Insular Affairs, House Government Operations Committee, Senate Committee on Interior and Insular Affairs, Senate Government Operations Committee, and the Library of Congress.

[FR Doc.74-865 Filed 1-8-74;2:41 pm]

FEDERAL POWER COMMISSION NATIONAL GAS SURVEY; TECHNICAL ADVISORY AND COORDINATING COMMITTEE TASK FORCES

Order of Renewal

DECEMBER 28, 1973.

This order renews the terms of the respective Task Forces to the National Gas Survey Technical Advisory Committee—Supply, Technical Advisory Committee—Transmission and Technical Advisory Commission—Distribution¹ and the Coordinating Committee from and after December 21, 1973, to a date not later than December 31, 1974.

The Task Forces were established pursuant to Commission's order issued December 21, 1971, 36 FR 25183. This order is in accord with earlier Commission orders issued February 23, 1971, 36 FR 3851, April 6, 1971, 36 FR 6922, and May 10, 1971, 36 FR 8910. These Task Forces are affected by subsequent Commission orders amending prior orders issued April 25, 1972, 37 FR 8578, June 27, 1972, 37 FR 13306 and December 19, 1972, 37 FR 28658. As so constituted, they are consistent with the provisions of applicable statutory and Executive order requirements.

¹ Renewal of the Task Forces related to the distribution segment is limited to Distribution Technical Advisory Task Force—General. It is intended to request an extension from OMB, also to December 31, 1974, of the terms of the three Distribution Technical Advisory Task Forces—Facilities, Finance, and Regulation and Legislation—not earlier than 60 days prior to the current termination date of May 25, 1974.

By notice published December 20, 1973, 38 FR 34910, the Chairman of the Commission has determined and certified that renewal of the Task Forces for the period set forth herein is necessary in the public interest in connection with the performance of duties imposed on the Commission by law. Pursuant to section 14(a) (1) of the Federal Advisory Committee Act (86 Stat. 776) and Draft OMB Circular A-63 "Committee Management" (para. 9), the Federal Power Commission, prior to the termination date of December 21, 1973, of these Task Forces, requested renewal thereof by letter dated December 7, 1973, to the Office of Management and Budget, Committee Management Secretariat (OMB). On December 11, 1973, OMB ascertained that the renewal of the committees is in accord with the requirements of the Federal Advisory Committee Act, 86 Stat. 770, et seq., and granted the request for renewal.

The Federal Power Commission hereby determines that the continued establishment of the Task Forces herein is in the public interest in connection with the performance of duties imposed on the Commission by law. Reports by the Task Forces have been submitted to the Commission. It is contemplated that they will be published, along with the reports of their parent advisory committees and the Commission's report, during the period February through June 1974.² The rapidly developing energy crisis and long-term energy policy strategy has been more fully delineated since the commencement of this Survey in 1971. Accordingly, it is clear that certain aspects of the present gas shortage originally studied by the Survey require further investigation and analysis.

The Commission establishes and continues these Task Forces in accordance with the provisions of this order, and provisions of an order of the Commission issued February 23, 1973, 38 FR 5940, which restates, for convenience purposes, the content of the Commission's February 23, 1971, order so as to reflect, in one order format, provisions of succeeding orders of this Commission which have changed portions of the February 23, 1971, order as necessary from time-to-time by reason of Commission determinations and subsequently enacted Executive orders and the Federal Advisory Committee Act.

1. *Purpose.* The purposes of the Technical Advisory Committee Task Forces are as set forth in the Commission's April 6, 1971, Order Establishing National Gas Survey Technical Advisory Committees And Designating Initial Membership, and the purposes of the National Gas Survey Coordinating Task Force are to further the discharge of the purposes as set forth in the Commission's May 10, 1971, Order Establishing National Gas Survey Coordinating

² By Commission order issued concurrently herewith, the National Gas Survey Advisory Committees and Coordinating Committee are renewed.

ing Committee And Designating Its Membership And Chairmanship. The Technical Advisory Committee Task Forces are organizationally subordinate to their respective Technical Advisory Committees, and the Coordinating Task Force is organizationally subordinate to the National Gas Survey Coordinating Committee.

The Commission's order issued February 23, 1973, states in part as follows:

To assist the actions of the Commissioners and Commission staff, the Commission will use various advisory committees which shall be conducted under the general direction of the Commission. All will be conducted pursuant to the general requirements as set forth in this order. The Commission contemplates the issuance of specific order or orders from time-to-time establishing each committee and denominating its membership and chairmanship.

The advice of all committees shall be limited to matters relating solely to the planning and carrying out of the National Gas Survey. The Commission will have complete responsibility for the National Gas Survey with respect to its conduct, scope, the ultimate recommendations and the acceptance of the final report. In discharging these responsibilities, the Commission will approve the Survey's objectives, scope of work, organization and schedule of performance, make any required policy determinations and give its advice directed toward the coordination and cooperation between the Survey and any inter-governmental, state, industry, agency or representative, including any other expertise as required.

2. Membership. With respect to each Task Force, the Task Force Chairman (who shall be designated Director), the Deputy Director, the FPC Survey Coordinating Representative and Secretary, the FPC Representative and the other Task Force members, shall be selected by the Chairman of the Commission, with the approval of the Commission, and are designated in the Appendix hereto, and any additional persons that may be designated to serve on the Task Forces shall be selected by the Chairman of the Commission, with the approval of the Commission, provided, however, the Chairman of the Commission may select and designate additional persons to serve in the capacity of Alternate FPC Survey Coordinating Representative and Secretary. The person or persons who are designated as the FPC Survey Coordinating Representative and Secretary shall be full-time salaried officers or employees of the Commission. The FPC Survey Coordinating Representative and Secretary, or alternates, shall be designated by the Chairman and serve as Secretary of the Task Force Committee for which selected. The Directors, Deputy Directors, FPC Survey Coordinating Representatives and Secretaries and alternates, the FPC Representatives and the other Task Force members, as selected and approved in accordance with this order, are designated in the Appendix hereto.

The following paragraphs of the aforementioned Commission order, issued February 23, 1973, are hereby incorporated by reference:

3. Conduct of Meetings.
4. Minutes and Records.
5. Secretary of the Committee.
6. Location and Time of Meetings.
7. Advice and Recommendations Offered by the Committee.
8. Duration of the Committee.

Neither the Executive Advisory Committee, the respective Technical Advisory Committees, the Coordinating Committee, nor such other committee or committees as may be established shall be permitted to receive, compile or discuss data or reports showing the current or projected nonpublic commercial operations of identified business enterprises. Data or reports of a nonpublic nature that are requested from identified business enterprises shall be submitted directly to the Director of the National Gas Survey, or to such person on his staff as designated by the Director, and such data or reports will be composited with that submitted by other identified business enterprises and reported on a composite basis and the provisions of section 8(b) of the Natural Gas Act (15 U.S.C. 717(g)) and the Freedom of Information Act (5 U.S.C. 552(b)(4)) shall apply.

The National Gas Survey Executive Advisory and Coordinating Committee Task Forces, as established, continued, and described by this order, shall terminate not later than December 31, 1974.

The Secretary of the Commission shall file with the Chairman, Committee on Commerce, United States Senate, Chairman, Interstate and Foreign Commerce Committee, House of Representatives, and Librarian, Office of Management and Budget, Department of Justice, Office of Legal Counsel and the Library of Congress, copies of this order, as constituting the charter of the National Gas Survey Committees hereinabove described.

This order is effective January 1, 1974.

The Secretary of the Commission shall cause prompt publication of this order to be made in the FEDERAL REGISTER.

By the Commission.

[SEAL] KENNETH F. PLUMB,
Secretary.

APPENDIX

NATIONAL GAS SURVEY

SUPPLY-TECHNICAL ADVISORY COMMITTEE

Supply-Technical Advisory Task Force—Liquefied Natural Gas (LNG)

TF Director, George D. Carameros, Jr., Vice President, El Paso Natural Gas Company.
TF Deputy Director, Barry Hunsaker, Assistant Vice President, El Paso Natural Gas Company.

TF FPC Survey Coordinating Representative & Secretary, Dr. Paul J. Root, Technical Director, National Gas Survey, Federal Power Commission.

Alternate TF FPC Survey Coordinating Representative & Secretary, Randolph E. Mathura, Industry Economist, Bureau of Natural Gas, Federal Power Commission.

FPC Representative: Robert M. Jameson, Assistant Advisor on Environmental Quality, Office of the Advisor on Environmental Quality, Federal Power Commission.

TASK FORCE MEMBERS

L. C. Ackerman, President, Newport News Shipbuilding & Dry Dock Company.
Richard A. Bleakney, Vice President—Gas Operations, Boston Gas Co.

W. B. Emery II, Manager—Natural Gas Division, Marathon Oil Company.

Charles H. Frazier, Director—Philadelphia Office, National Economic Research Associates, Inc.

Richard E. Hess, Chief, Operations Branch, Division of Oil & Hazardous Materials, Environmental Protection Agency.

John E. Hofmann, Advisor—New LNG Projects, Exxon Corporation.

Amanullah R. Khan, Senior Advisor, Institute of Gas Technology.

Howard A. McKinley, Vice President—New Business Development—Western Hemisphere, Petroleum Division, Continental Oil Company.

Keith C. McKinney, Director of Liquefied Natural Gas Projects, Southern California Gas Company.

Mark J. Millard, Partner, Loeb-Rhoades & Company.

Clayton Norris, Senior Project Officer, Project Development Division, Export-Import Bank of the United States.

Dr. C. M. Slepcevic, Professor of Engineering George Lynn Cross Research, University of Oklahoma.

Arthur E. Uhl, Chief Engineer—Gas & LNG Systems, Bechtel, Inc.

Harold E. Vaughan, Assistant to Vice President, Transco Energy Company.

SUPPLY-TECHNICAL ADVISORY TASK FORCE—NATURAL GAS SUPPLY

TF Director, Ralph W. Garrett, Exploration Analysis Manager, Exxon Company, U.S.A.

TF Deputy Director, Worthy R. Warnack, Exploration Advisor, Exxon Company, U.S.A.

TF FPC Survey Coordinating Representative & Secretary, Dr. Paul J. Root, Technical Director, National Gas Survey, Federal Power Commission.

Alternate TF FPC Survey Coordinating Representative & Secretary, Donald L. Martin, Regional Engineer, Fort Worth Office, Federal Power Commission.

FPC REPRESENTATIVES

Edward A. Albares, Section Head—Supply and Production Section, Bureau of Natural Gas, Federal Power Commission.

Frank E. Baker, Geologist, Bureau of Natural Gas, Federal Power Commission

Robert M. Jameson, Assistant Advisor on Environmental Quality, Office of the Advisor on Environmental Quality, Federal Power Commission.

Dr. Haskell P. Wald, Chief, Office of Economics, Federal Power Commission.

TASK FORCE MEMBERS

Dr. Morris A. Adelman, Professor of Economics, Massachusetts Institute of Technology.

Charles M. Allen, General Natural Gas Geologist, Phillips Petroleum Company.

Burt E. Banks, Adviser to Commissioner Vernon L. Sturgeon, California Public Utilities Commission.

John F. Bricker, Chairman of the Board, Exchange Oil & Gas Corporation.

Charles G. Carlson, Regional Gas Manager, Union Oil Company of California.

F. L. Carpenter, Petroleum Engineering Advisor, Gulf Oil Corporation.

William B. Cleary, President, Cleary Petroleum Corporation.

Joan Davenport, Staff Economist, Office of Technical Analysis, Environmental Protection Agency.

John K. Drisdale, Manager of Petroleum Engineering, Texaco, Inc.

E. S. Garner, Staff Engineer—Reserves, Standard Oil Company of California.

Robert E. Geiger, Evaluation and Analysis Manager, Exploration and Production Department, Mobil Oil Corporation.

Byron B. Gibbs, Manager, Gas Availability Department, United Gas Pipe Line Company.

Patrick N. Glover, Manager of Exploration—Geological, Shell Oil Company.
 Henry J. Gruy, President, H. J. Gruy and Associates, Inc.
 John M. Hanley, Vice President, Northern Natural Gas Company.
 W. Wayne Hardin, Manager—Engineering & Evaluation, George Mitchell & Associates, Inc.
 Kenneth E. Hill, Executive Vice President, Blyth, Eastman Dillon & Company, Inc.
 Alvin F. Humphries, Chief Engineer, Kentucky Public Service Commission.
 Francis X. Jordan, Director of Special Studies, Independent Petroleum Association of America.
 Dr. Kenneth K. Landes, Professor of Geology, University of Michigan.
 Frederick W. Lawrence, Washington Liaison—Stationary Sources, Air Programs, Environmental Protection Agency.
 Frank T. Lloyd, Director of Special Projects, Reservoir Engineering Department, Atlantic Richfield Company.
 William C. Lonquist, Jr., Manager of Contracts and Land, Texas Eastern Transmission Corporation.
 Dr. Edward J. Mitchell, Professor, Graduate School of Business Administration, University of Michigan.
 Dr. J. Robert Moore, Director of Marine Research Laboratory, University of Wisconsin.
 Richard V. Murphy, Petroleum Engineer, Office of Naval Petroleum and Oil Shale Reserves, Department of the Navy.
 H. Alan Nelson, President, Calvert Exploration Company.
 Dr. Bruce C. Netschert, Vice President, National Economic Research Associates, Inc.
 E. A. Rassinier, Director of Resource Planning, Trunkline Gas Company.
 Ralph P. Roe, Staff Engineer, Amoco Production Company.
 Edward Symonds, Vice President, First National City Bank of New York.

Supply-Technical Advisory Task Force—
Natural Gas Technology

TF Director, Lloyd E. Elkins, Director of Production Research, Amoco Production Company.
 TF Deputy Director, Charles H. Atkinson, Project Leader, Bartlesville Energy Research Center, Bureau of Mines.
 TF FPC Survey Coordinating Representative and Secretary, Dr. Paul J. Root, Technical Director, National Gas Survey, Federal Power Commission.
 Alternate TF FPC Survey Coordinating Representative and Secretary, John W. Olson, Geologist, Bureau of Natural Gas, Federal Power Commission.

FPC REPRESENTATIVES

Dr. Jack M. Heinemann, Chief Environmental Biologist, Office of the Advisor on Environmental Quality, Federal Power Commission.
 Clement F. Linder, General Engineer, National Gas Survey, Federal Power Commission.
 David L. Mari, Geologist, Bureau of Natural Gas, Federal Power Commission.

TASK FORCE MEMBERS

Dr. Richard E. Balzhiser, Assistant Director for Science and Technology, Office of Science and Technology, Executive Office of the President.
 Dr. Henry F. Coffey, Vice President, CER Geonuclear Corporation.
 Dr. Frank B. Conselman, Director, International Center for Arid and Semi-Arid Land Studies, Texas Tech University.
 Powell A. Dennie, Assistant to Vice President—Production, Shell Oil Company.
 Dr. Larry A. Franks, Scientist, Environmental Protection Agency.

Dr. Stephen J. Gage, Federal Impact Evaluation Staff, Council on Environmental Quality.
 Dr. Gerald W. Johnson, Director, Division of Applied Technology, Atomic Energy Commission.
 Robert J. Lantz, Geologist—Department of Marine Geology, United States Geological Survey, Department of the Interior.
 Dr. Richard A. Morse, Professor of Petroleum Engineering, Texas A & M University.
 G. W. Oliver, Senior Staff Evaluations Geologist, Chevron Oil Company—Western Division.
 Dr. Fred H. Poettmann, Research Advisor, Marathon Oil Company.
 Dr. Philip L. Randolph, Manager of Nuclear Group, El Paso Natural Gas Company.
 Miles Reynolds, Jr., Vice President, Austral Oil Company.
 Paul B. Smith, Chief, Program Support Branch, Environmental Protection Agency (Denver).
 Dr. Edward Teller, University Professor, Lawrence Livermore Laboratory, University of California.
 Dr. Thomas H. Timmins, Senior Research Engineer, Mobil Research and Development Corp.
 J. Frank Wolfe, Division Production Engineer, Exxon Company, U.S.A.

Supply-Technical Advisory Task Force—
Reformer Gas

TF Director, Leonard A. Goldstein, Manager, Crude Oil Supply, Shell Oil Company.
 TF Deputy Director, Dr. Richard J. Howe, Coordinator, Energy Policy Development, Exxon Company, U.S.A.
 TF FPC Survey Coordinating Representative and Secretary, Dr. Paul J. Root, Technical Director, National Gas Survey, Federal Power Commission.
 Alternate TF FPC Survey Coordinating Representative and Secretary, Charles A. Gallagher, Engineer, National Gas Survey, Federal Power Commission.

FPC REPRESENTATIVES

Robert M. Jameson, Assistant Advisor on Environmental Quality, Office of the Advisor on Environmental Quality, Federal Power Commission.
 James R. Spor, Industry Economist, National Gas Survey, Federal Power Commission.

TASK FORCE MEMBERS

Donald E. Anderson, Executive Manager—Gas Engineering and Construction, Consumers Power Company.
 Murray E. Brooks, Senior Vice President, Engineering Development and Research, The Lummus Company.
 John E. Cohoon, Assistant Vice President, The Brooklyn Union Gas Company.
 Dr. C. Vernon Foster, Manager, Process Engineering Department, Continental Oil Company.
 Richard H. Goode, Vice President, Wellman Power-Gas, Inc.
 Arnold Grossberg, President, Chevron Research Corporation.
 John W. McCutchen, Assistant Manager—Economics and Resources Division, Planning and Economics Department, United Gas Pipe Line Company.
 Dr. John O. Smith, Chief, Office of Engineering Analysis, Control Systems Division, Environmental Protection Agency.
 Charles H. Stanton, Senior Engineer, Columbia Gas System, Service Corporation.
 Elwood R. Volpe, Load Schedule Engineer, Public Service Electric & Gas Company.

Supply-Technical Advisory Task Force—
Regulation and Legislation

TF Director, R. Earle Wright, Vice President, Gas Department, Texaco, Inc.

TF Deputy Director, J. P. Hammond, Associate General Counsel, Standard Oil Company (Indiana).
 TF FPC Survey Coordinating Representative and Secretary, Dr. Paul J. Root, Technical Director, National Gas Survey, Federal Power Commission.
 Alternate TF FPC Survey Coordinating Representative and Secretary, Robert W. Perdue, Assistant General Counsel, Office of the General Counsel, Federal Power Commission.

FPC REPRESENTATIVES

Dr. Jack M. Heinemann, Chief Environmental Biologist, Office of the Advisor on Environmental Quality, Federal Power Commission.
 Dr. David S. Schwartz, Assistant Chief, Office of Economics, Federal Power Commission.

TASK FORCE MEMBERS

J. Donald Annett, Attorney, Texaco, Inc.
 Francis J. Barker, Vice President—Oil and Gas, Union Oil Company of California.
 David W. Calfee, Attorney at Law, Public Interest Research Group (DC).
 Richard J. Denney, Assistant General Counsel—Radiation, Environmental Protection Agency.
 Jack E. Earnest, Vice President, Mobil Oil Corporation.
 Martin N. Erck, Senior Counsel, Exxon Company, U.S.A.
 Kenneth Heady, Associate General Counsel, Phillips Petroleum Company.
 Don D. Little, Manager, Natural Gas Utilization, Standard Oil Company of California.
 Jane R. Mapes, Attorney for the Regulatory Staff, Atomic Energy Commission.
 Warren M. Sparks, Associate General Counsel, Warren Petroleum Company.
 Edward L. Strohbehn, Staff Attorney, Natural Resources Defense Council, Inc. (DC).
 Fred C. Sweat, Manager—Natural Gas Sales, Shell Oil Company.

Supply-Technical Advisory Task
Force—Synthetic Gas-Coal

TF Director, James R. Garvey, President, Bituminous Coal Research, Inc.
 TF Deputy Director, Dr. Henry L. Linden, Director, Institute of Gas Technology.
 TF FPC Survey Coordinating Representative & Secretary, Dr. Paul J. Root, Technical Director, National Gas Survey, Federal Power Commission.
 Alternate TF FPC Survey Coordinating Representative & Secretary, Ellis R. Boyd, Jr., Engineer—PE, Bureau of Natural Gas, Federal Power Commission.

FPC REPRESENTATIVES

Dr. Jack M. Heinemann, Chief Environmental Biologist, Office of the Advisor on Environmental Quality, Federal Power Commission.
 James R. Spor, Industry Economist, National Gas Survey, Federal Power Commission.

TASK FORCE MEMBERS

Robert E. Buss, President, Hall Engineering Company, Centerville, Iowa.
 Neal P. Cochran, Chief—Division of Utilization, Office of Coal Research, Bureau of Mines.
 William L. Crentz, Assistant Director—Energy, Bureau of Mines.
 William E. N. Doty, Vice President, Continental Oil Company.
 Dr. Martin A. Elliott, Corporate Scientific Advisor, Texas Eastern Transmission Corporation.
 Richard E. Harrington, Chief, Air Pollution Technology Branch, Environmental Protection Agency.
 Douglas T. King, Director, Research and Engineering, American Gas Association.

Robert M. Lundberg, General Staff Engineer-Production, Control and Efficiency Department, Commonwealth Edison Company.
 Dr. Maurice F. Okenreiter, Assistant Director of Process Research, American Oil Company.
 John F. Schomaker, Director of Corporate Planning, Panhandle Eastern Pipe Line Company.
 Howard M. Siegel, Manager-Synthetic Fuels, Research Department, Engineering Division, Esso Research and Engineering Co.

TRANSMISSION-TECHNICAL ADVISORY COMMITTEE

Transmission-Technical Advisory Task Force-Economics

TF Director, Wilber H. Mack, Chairman of the Board, American Natural Gas Company.
 TF Deputy Director, Ray J. Lynch, President, Michigan Wisconsin Pipe Line Company.
 TF FPC Survey Coordinating Representative & Secretary, Thomas H. Jenkins, (Acting) Director, National Gas Survey, Federal Power Commission.
 Alternate TF FPC Survey Coordinating Representative & Secretary, Louis W. Mendonsa, Chief, Environmental Evaluations Section, Bureau of Natural Gas, Federal Power Commission.
 FPC Representative, M. Cecile Pinette, Economist, Office of Economics, Federal Power Commission.

TASK FORCE MEMBERS

W. Page Anderson, Vice President, Panhandle Eastern Pipe Line Company.
 Herbert J. Bickel, Vice President & Treasurer, Texas Eastern Transmission Corporation.
 Robert F. Dangel, Treasurer, Michigan Wisconsin Pipe Line Company.
 Roy N. Gamse, Chief, Special Projects, Planning and Evaluations Division, Environmental Protection Agency.
 U. V. Goodwyn, Executive Vice President, Southern Natural Gas Company.
 Virgil W. Meythaler, Senior Vice President, Texas Gas Transmission Corporation.
 Wayne Simpson, Executive Vice President, Natural Gas Pipeline Company of America.
 Charles C. Webb, Vice President, Tenneco Inc.

Transmission-Technical Advisory Task Force-Facilities

TF Director, John W. Morton, President, Cities Service Gas Company.
 TF Deputy Director, Richard C. Jackson, Vice President, Engineering & Purchasing, Cities Service Gas Company.
 TF FPC Survey Coordinating Representative & Secretary, Thomas H. Jenkins, (Acting) Director, National Gas Survey, Federal Power Commission.
 Alternate TF FPC Survey Coordinating Representative & Secretary, Weldon L. Thomas, Engineer, Bureau of Natural Gas, Federal Power Commission.

FPC REPRESENTATIVES

Norman Deutsch, Section Head—Data Management Section, Bureau of Natural Gas, Federal Power Commission.
 Dr. Richard F. Hill, Advisor on Environmental Quality, Office of the Advisor on Environmental Quality, Federal Power Commission.

TASK FORCE MEMBERS

Charles C. Barnett, Senior Vice President-Gas Supply, United Gas Pipe Line Company.
 Alexander H. Carameros, Director of Engineering & Design, El Paso Natural Gas Company.
 Maurice E. Fuller, Manager—Supply Engineering, Southern California Gas Company.
 Lawrence E. Hanna, Vice President—Engi-

neering, Panhandle Eastern Pipe Line Company.

Robert V. Mallonee, Planning and Economics Engineer, Cities Service Gas Company.
 Robert R. Olson, Chief Engineer, Colorado Interstate Corporation.
 Russell A. Sault, Assistant Vice President and Chief Engineer, Northern Illinois Gas Company.
 Charles E. Schorre, Manager—Engineering Planning Transcontinental Gas Pipe Line Corporation.
 Henry D. Van Cleave, Acting Chief—Oil Branch Division of Oil and Hazardous Materials, Environmental Protection Agency.

Transmission-Technical Advisory Task Force-Operations

TF Director, Orval C. Davis, President, Peoples Gas Company.
 TF Deputy Director, Ronald R. MacNicholas, Director, Economic and Financial Planning, Peoples Gas Company.
 TF FPC Survey Coordinating Representative and Secretary, Thomas H. Jenkins (Acting), Director, National Gas Survey, Federal Power Commission.
 Alternate TF FPC Survey Coordinating Representative and Secretary, Ellery K. Johnson, Engineer, Bureau of Natural Gas, Federal Power Commission.
 FPC Representative, Allen F. Crabtree, Environmental Assistant to the Advisor on Environmental Quality, Office of the Advisor on Environmental Quality, Federal Power Commission.

TASK FORCE MEMBERS

James H. Echterhoff, Vice President—Pipeline Operations, United Gas Pipe Line Company.
 L. J. Fast, Executive Assistant—Pipelines, Southern California Gas Company.
 Gerald Mardis, Assistant General Superintendent, Pipelines Department, Florida Gas Transmission Company.
 Henry B. Martch, Chief Systems Engineer, El Paso Natural Gas Company.
 Ernst O. Nelson, Vice President—Transmission Operations, Trunkline Gas Company.
 Thomas Perry, Manager, Administrative Services, Tennessee Gas Pipeline Company.
 Henry D. Van Cleave, Acting Chief—Oil Branch, Division of Oil and Hazardous Materials, Environmental Protection Agency.
 D. S. Wilhelm, Senior Vice President, Transcontinental Gas Pipe Line Corporation.
 Frank T. Zitzo, Director—Engineering Standards, Kansas-Nebraska Natural Gas Company, Inc.

Transmission-Technical Advisory Task Force-Regulation and Legislation

TF Director, George F. Kirby, President, Texas Eastern Transmission Corporation.
 TF Deputy Director, Jack D. Head, Vice President and General Counsel, Texas Eastern Transmission Corporation.
 TF FPC Survey Coordinating Representative and Secretary, Thomas H. Jenkins (Acting), Director, National Gas Survey, Federal Power Commission.
 Alternate TF FPC Survey Coordinating Representative and Secretary, Francis C. Allen, Acting Deputy Chief, Bureau of Natural Gas, Federal Power Commission.
 FPC Representative, Allen F. Crabtree, Environmental Assistant to the Advisor on Environmental Quality, Office of the Advisor on Environmental Quality, Federal Power Commission.

TASK FORCE MEMBERS

Robert L. Baum, Associate General Counsel, Air Quality and Radiation Division, Environmental Protection Agency.
 G. Scott Cuming, Vice President and General Counsel, El Paso Natural Gas Company.

Robert O. Koch, Executive Vice President, Texas Gas Transmission Corporation.
 John Ormasa, Vice President and General Counsel, Pacific Lighting Corporation.
 F. Vinson Roach, Vice President and General Counsel, Northern Natural Gas Company.
 Raymond N. Shibley, General Counsel, Panhandle Eastern Pipe Line Company.
 Peter G. Smith, Executive Vice President and General Counsel, Southern Natural Gas Company.
 Edward L. Strohbehn, Staff Attorney, Natural Resources Defense Council, Inc. (DC).
 Henry P. Sullivan, Vice President and General Counsel, Consolidated Natural Gas Company.

DISTRIBUTION-TECHNICAL ADVISORY COMMITTEE

Distribution—Technical Advisory Task Force-General

TF Director, Ralbern H. Murray, Senior Vice President and General Manager, CNG Energy Company.
 TF Deputy Director, T. Michael Hogan, Administrative Assistant to the President, The East Ohio Gas Company.
 TF FPC Survey Coordinating Representative & Secretary, Charles A. Gallagher, Engineer, National Gas Survey, Federal Power Commission.
 Alternate TF FPC Survey Coordinating Representative & Secretary, James R. Spor, Industry Economist, National Gas Survey, Federal Power Commission.

FPC REPRESENTATIVES

Dr. Charles L. Franklin, Chief, Division of Reports and Statistical Analysis, Office of Economics, Federal Power Commission.
 Robert E. Fullen, Industry Economist, Bureau of Natural Gas, Federal Power Commission.
 Dr. Richard F. Hill, Advisor on Environmental Quality, Office of the Advisor on Environmental Quality, Federal Power Commission.
 Warren E. Morrison, Economist, Office of Economics, Federal Power Commission.
 Gordon K. Zareski, Chief, Planning and Development Division, Bureau of Natural Gas, Federal Power Commission.

TASK FORCE MEMBERS

Dr. Frederick C. Allvine, Associate Professor, Georgia Institute of Technology.
 Leonard L. Beebe, Chief Economist, Columbia Gas System, Inc.
 Walter E. Caine, Vice President, Texas Eastern Transmission Corporation.
 Lucio A. D'Andrea, Natural Gas Specialist, Office of Oil and Gas, Department of the Interior.
 Leonard W. Fish, Vice President and Director, Planning and Statistics, American Gas Association.
 Charles L. Haller, Superintendent, Gas Division, Gas & Electric Department, City of Holyoke, Massachusetts.
 Barry R. Korb, Operations Research Analyst, Office of Planning and Evaluation, Environmental Protection Agency.
 Dillip R. Limaye, Vice President, Management Sciences, Decision Sciences Corporation.
 Carrington Mason, Consultant, Houston Natural Gas Corporation.
 William C. McDonnell, Research Engineer, Southern California Gas Company.
 Thomas M. O'Neill, Special Assistant to the Commissioner on Environmental Protection, New Jersey Department of Environmental Protection.
 Dr. John J. Schanz, Jr., Director, Future Requirements Agency, Denver Research Institute, University of Denver.

Thomas B. Stoel, Staff Attorney, Natural Resources Defense Council, Inc. (DC).

Coordinating Task Force

TF Director, Richard C. Young, Member of Coordinating Committee and Deputy to Mr. Elmer.

TF FPC Survey Coordinating Representative and Secretary, William J. McCabe, Geologist, National Gas Survey, Federal Power Commission.

Alternate TF FPC Survey Coordinating Representative and Secretary, Dr. Paul J. Root, Member of Coordinating Committee and Supply—TAC.²

FPC REPRESENTATIVES

Charles A. Gallagher, Member of Coordinating Committee and Distribution—TAC.²

Thomas H. Jenkins, Member of Coordinating Committee and Transmission—TAC.²

TASK FORCE MEMBERS

Ferdinand L. Gagne, Member of Coordinating Committee, Deputy Vice Chairman, Transmission—TAC.²

Ralbert H. Murray, Member of Coordinating Committee, Deputy Vice Chairman, Distribution—TAC.²

William T. Slick, Jr., Member of Coordinating Committee, Deputy Vice Chairman, Supply—TAC.²

[FR Doc.74-701 Filed 1-9-74; 8:45 am]

FEDERAL RESERVE SYSTEM
CONCORDIA BANC-MANAGEMENT, INC.

Formation of Bank Holding Company

Concordia Banc-Management, Inc., Kansas City, Kansas, has applied for the Board's approval under section 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) to become a bank holding company through acquisition of 82.9 percent of the voting shares of Concordia Bank, Concordia, Missouri. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the office of the Board of Governors or at the Federal Reserve Bank of Kansas City. Any person wishing to comment on the application should submit his views in writing to the Reserve Bank, to be received not later than January 30, 1974.

Board of Governors of the Federal Reserve System, January 3, 1974.

[SEAL] THEODORE E. ALLISON,
Assistant Secretary of the Board.

[FR Doc.74-735 Filed 1-9-74; 8:45 am]

FIRST ABILENE BANKSHARES, INC.

Order Approving Acquisition of Bank

First Abilene Bankshares, Inc., Abilene, Texas, a bank holding company within the meaning of the Bank Holding Company Act, has applied for the Board's approval under section 3(a)(3) of the Act (12 U.S.C. 1842(a)(3)) to acquire 90 percent or more of the voting shares of Hereford State Bank, Hereford, Texas ("Bank").

Notice of the application, affording opportunity for interested persons to submit comments and views, has been given

² TAC—Technical Advisory Committee.

in accordance with section 3(b) of the Act. The time for filing comments and views has expired, and none has been timely received. The Board has considered the application in light of the factors set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

Applicant controls two banks with deposits of \$102 million, representing .3 percent of aggregate deposits of commercial banks in Texas. (All banking data are as of June 30, 1973, and reflect formations and acquisitions approved through November 30, 1973.) While Applicant would become the thirty-third largest banking organization (in terms of deposits) in the State as a result of the acquisition of Bank (\$18 million deposits), consummation of the proposal would not appreciably increase the concentration of banking resources in any relevant area.

Bank, the smaller of two banks operating in the Deaf Smith County banking market, holds 37 percent of total market deposits; the larger bank in the market holds the remaining 63 percent of such deposits. Applicant's closest subsidiary banking office is located in Abilene, 272 miles from Bank's office in Hereford, and no significant present competition exists between these offices. The Deaf Smith County market does not appear to be attractive at the present time for de novo entry, in view of the fact that a charter application for a State bank in Friona 22 miles southeast of Bank was denied recently. Moreover, there does not appear to be any other potential for the development of future competition between Applicant and Bank due to the distances separating their respective banking offices, the presence of banks in the intervening areas, and the restrictions placed on branching by State law.

The financial condition and managerial resources of Applicant, its subsidiary banks, and Bank are considered to be generally satisfactory, and prospects for the group appear favorable. Therefore, considerations relating to the banking factors are consistent with approval of the application. Applicant proposes to assist Bank in establishing a trust department, to make credit card services available, and to improve Bank's data services. The proposed affiliation with Applicant would assist Bank in meeting the seasonal and heavy credit demands of the Deaf Smith County economy, which is primarily dependent on agriculture and livestock. Considerations under this factor are consistent with and lend support to approval of the application. It is the Board's judgment that consummation of the proposed acquisition would be in the public interest and that the application should be approved.

On the basis of the record, the application is approved for the reasons summarized above. The transaction shall not be made (a) before the thirtieth calendar day following the effective date of this Order or (b) later than three months after the effective date of this Order, unless such period is extended for good cause by the Board, or by the Federal Re-

serve Bank of Dallas pursuant to delegated authority.

By order of the Board of Governors,² effective January 3, 1974.

[SEAL] CHESTER B. FELDBERG,
Secretary of the Board.

[FR Doc.74-736 Filed 1-9-74; 8:45 am]

INTERIM COMPLIANCE PANEL
(COAL MINE HEALTH AND SAFETY)

STEVENSON COAL CO. ET AL.

Applications for Initial Permits;
Opportunity for Public Hearing

Applications for Initial Permits for Noncompliance with the Electric Face Equipment Standard have been received for items of equipment in the underground coal mines listed below.

- (1) ICP Docket No. 4001-000, Stevenson Coal Company, Mine No. 1, Mine ID No. 01 00167 0, Stevenson, Alabama.
- (2) ICP Docket No. 4002-000, Chester Meeks Coal Company, Mine No. 19, Mine ID No. 40 00392 0, Trace City, Tennessee.
- (3) ICP Docket No. 4045-000, Armco Steel Corporation, No. 8 Mine, Mine ID No. 46 01266 0, Twilight, West Virginia.
- (4) ICP Docket No. 4052-000, Armco Steel Corporation, No. 7 Mine, Mine ID No. 46 01495 0, Montcoal, West Virginia.
- (5) ICP Docket No. 4065-000, Flat Top Colliery Corporation, Mine No. 3, Mine ID No. 46 01499 0, Oak Hill, West Virginia.
- (6) ICP Docket No. 4068-000, Pale Coal Company, Four A Mine, Mine ID No. 15 01149 0, Crown, Kentucky.
- (7) ICP Docket No. 4067-000, Solid Coal Company, No. 1 Mine, Mine ID No. 15 02552 0, Woodbine, Kentucky.
- (8) ICP Docket No. 4068-000, Clarence Maggard Coal Company, Mine No. 8, Mine ID No. 15 04426 0, Hazard, Kentucky.
- (9) ICP Docket No. 4069-000, Bell Coal Company, Eclipse Mine, Mine ID No. 36 01545 0, California, Pennsylvania.
- (10) ICP Docket No. 4032-000, Blanton Coal Company, Mine No. 2A, Mine ID No. 15 00576 0, Cranks, Kentucky.

In accordance with the provisions of section 305(a)(2) (30 U.S.C. 865(a)(2)) of the Federal Coal Mine Health and Safety Act of 1969 (83 Stat. 742, et seq., Public Law 91-173), notice is hereby given that requests for public hearing as to an application for an initial permit may be filed within 15 days after publication of this notice. Requests for public hearing must be filed in accordance with 30 CFR Part 505 (35 FR 11296, July 15, 1970), as amended, copies of which may be obtained from the Panel upon request.

A copy of each application is available for inspection and requests for public hearing may be filed in the office of the Correspondence Control Officer, Interim Compliance Panel, Room 800, 1730 K Street, NW, Washington, D.C. 20006.

GEORGE A. HORNBECK,
Chairman,
Interim Compliance Panel.

JANUARY 4, 1974.

[FR Doc.74-745 Filed 1-9-74; 8:45 am]

² Voting for this action: Vice Chairman Mitchell and Governors Daane, Brimmer and Holland. Absent and not voting: Chairman Burns and Governors Sheehan and Bucher.

NATIONAL ADVISORY COMMITTEE ON OCEANS AND ATMOSPHERE

ADDENDUM TO NOTICE OF MEETING

JANUARY 7, 1974.

An additional short session of the previously announced January NACOA meeting has been scheduled for Tuesday, January 15 from 1930-2000 in the lobby seminar room of the NOAA Atlantic Oceanographic and Meteorological Laboratories, 15 Rickenbacker Causeway on Virginia Key, Miami, Florida. The time is scheduled to allow further discussion of general NACOA business.

Additional information concerning this meeting may be obtained through the Committee's Executive Director, Dr. Douglas L. Brooks, whose mailing address is: National Advisory Committee on Oceans and Atmosphere, Department of Commerce Building, Room 5225, Washington, D.C. 20230. The telephone number is 202/967-3343.

DOUGLAS L. BROOKS,
Executive Director.

[FR Doc.74-796 Filed 1-9-74;8:45 am]

SECURITIES AND EXCHANGE COMMISSION

BROKER-DEALER MODEL COMPLIANCE PROGRAM ADVISORY COMMITTEE

Extension of Charter

Pursuant to section 9 of the Federal Advisory Committee Act, the Securities and Exchange Commission on January 26, 1973 established the Broker-Dealer Model Compliance Program Advisory Committee. The charter of that committee was to expire on January 1, 1974, but pursuant to the terms of that charter the Commission has determined that it would be appropriate in the public interest in connection with duties imposed on the Commission by law to extend the charter of the Committee until July 1, 1974.

The objective of the Advisory Committee is to advise the Commission in the development of a model compliance program to serve as an industry guide for the broker-dealer community. Assisted by the committee's recommendations the Commission proposes to publish a guide to broker-dealer compliance with the federal securities laws in order to advise broker-dealers of the standards to which they should adhere if investor confidence in the fairness of the marketplace is to be warranted and sustained. The committee's recommendations are not expected to lead to the expansion of Commission rules governing broker-dealers but instead, to suggest how best to inform broker-dealers as to existing requirements and how they may comply with them. Accordingly, the committee is to submit to the Commission recommendations on a model compliance program for a broker-dealer's regulatory responsibilities and obligations to customers as well as supervision of its personnel.

The committee has been meeting regularly since its inception last year in order

to complete its work by January 1, 1974, as provided in its charter but the preparation of its recommendations to the Commission, however, has taken longer than originally was expected. In view of the importance of broker-dealer compliance guidelines to the investment community the Commission now proposes to extend the committee's charter an additional six months to permit the committee to complete its operations.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

DECEMBER 26, 1973.

[FR Doc.74-742 Filed 1-9-74;8:45 am]

[70-5440]

CONSOLIDATED NATURAL GAS CO.

Proposal by Holding Company To Act as Surety on Bond of Public-Utility Subsidiary Company

DECEMBER 26, 1973.

Notice is hereby given that Consolidated Natural Gas Company ("Consolidated"), 30 Rockefeller Plaza, New York, New York 10020, a registered holding company, has filed a declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating section 12(b) of the Act and Rule 45 promulgated thereunder as applicable to the proposed transaction. All interested persons are referred to the declaration, which is summarized below, for a complete statement of the proposed transaction.

On August 20, 1973, Hope Natural Gas Company, a Division of Consolidated's wholly-owned public-utility subsidiary company, Consolidated Gas Supply Corporation ("Supply Corporation"), filed revisions in its rate schedules with the Public Service Commission of West Virginia providing for increased rates and charges approximating \$6,875,495 per year for furnishing natural gas service in the State of West Virginia. By action of the State commission, the effectiveness of the new rates was suspended until January 16, 1974. The new rates may now become effective upon the filing by Supply Corporation of a bond, with satisfactory surety, in the amount of \$7,000,000, for the payment of any customer refunds which the State commission may order. The State commission has indicated that Consolidated may act as surety on such bond. Consolidated proposes, without fee or other consideration, to act as surety on the bond of Supply Corporation to save the cost of securing an outside corporate surety.

The fees and expenses incurred by Supply Corporation in connection with the proposed transaction are estimated at \$2,225, including charges of \$200 for the services, at cost, of Consolidated Natural Gas Service Company, Inc., Consolidated's wholly-owned service company. The declaration states that no State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transaction.

Notice is further given that any interested person may, not later than January 14, 1974, 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 declaration 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 (air mail if the person being served is located more than 500 miles from the point of mailing) upon the declarant at the above-stated address, and proof of service, (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the declaration, as filed or as it may be amended, may be 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] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74-741 Filed 1-9-74;8:45 am]

[File No. 22-3660; 2-22120]

PANHANDLE EASTERN PIPE LINE CO.

Application and Opportunity for Hearing

JANUARY 3, 1974.

Notice is hereby given that Panhandle Eastern Pipe Line Company (the "Company") has filed an application pursuant to clause (ii) of section 310(b)(1) of the Trust Indenture Act of 1939 (the "Act") for a finding by the Commission that the trusteeship of The Chase Manhattan Bank (National Association) ("Chase") under an indenture of the Company dated as of April 1, 1964 (the "1964 Indenture") which was heretofore qualified under the Act, and trusteeship by Chase under a new Indenture dated as of February 1, 1974 which was not qualified under the Act, is not so likely to involve a material conflict of interest as to make it necessary in the public interest or for the protection of investors to disqualify Chase from acting as Trustee under the 1964 Indenture and under the New Indenture.

Section 310(b) of the Act, which is included in section 7.08 of the 1964 Indenture, provides in part that if a trustee under an indenture qualified under the Act has or shall acquire any conflicting interest (as defined in the section), it shall within ninety days after ascertain-

ing that it has such conflicting interest, either eliminate such conflicting interest or resign. Subsection (1) of this section provides, with certain exceptions stated therein, that a trustee under a qualified indenture shall be deemed to have a conflicting interest if such trustee is trustee under another indenture under which any other securities, or certificates of interest or participation in any other securities of the same issuer are outstanding.

The present application, filed pursuant to clause (ii) of section 310(b) (1) of the Act (as set forth in section 7.08 of the 1964 Indenture) seeks to exclude the New Indenture from the operation of section 310(b) (1) of the Act.

The effect of the proviso contained in clause (ii) of section 310(b) (1) of the Act on the matter of the present application is such that the New Indenture may be excluded from the operation of section 310(b) (1) of the Act (as set forth in section 7.08 of the 1964 Indenture) if the Company shall have sustained the burden of proving by this application to the Commission and after opportunity for hearing thereon that the trusteeship of Chase under the 1964 Indenture and under the New Indenture is not so likely to involve a material conflict of interest as to make it necessary in the public interest or for the protection of investors to disqualify Chase from acting as trustee under one of these Indentures.

The Company alleges that:

(1) It has outstanding \$31,363,000 principal amount 4.60 percent Debentures due February 1, 1984 issued under the 1964 Indenture. The Debentures issued pursuant to the 1964 Indenture were registered under the Securities Act of 1933 (File No. 2-22120) and the 1964 Indenture was qualified under the Trust Indenture Act of 1939;

Chase is trustee under the 1964 Indenture;

(2) It proposes to issue and sell \$50,000,000 principal amount 8¾ percent Debentures due February 1, 1989 to be issued under the New Indenture. Chase is trustee under the New Indenture. All the Debentures to be issued pursuant to the New Indenture will be purchased by institutional investors for investment and not with a view to distribution. The issuance of these Debentures is therefore exempt from the registration requirements of the Securities Act of 1933 and the New Indenture is exempt from the qualification provisions of the Trust Indenture Act of 1939;

(3) The 1964 Indenture and the New Indenture are wholly unsecured and no Debentures issued under any of these indentures are subordinate to any Debenture issued under any of these indentures. The only material differences between the indentures and the rights of the holders of the Debentures issued thereunder relate to aggregate principal amounts, dates of issue, maturity and interest payment dates, interest rates, redemption prices and procedures and sinking fund provisions;

(4) It is not in default under the 1964 Indenture;

(5) Neither the differences indicated above, nor any other provisions of the aforementioned indentures are likely to involve a material conflict of interest so as to make it necessary in the public interest or for the protection of any of the Debentureholders to disqualify The Chase Manhattan Bank (National Association) from acting as Trustee under any of the aforementioned indentures.

For a more detailed statement of the matters of fact and law asserted, all persons are referred to said application which is on file in the offices of the Commission at 500 North Capitol Street, Washington, D.C. 20549.

Notice is further given that an order granting the application may be issued by the Commission at any time on or after January 30, 1974, unless prior thereto a hearing upon the application is ordered by the Commission, as provided in clause (ii) of section 310(b) (1) of the Trust Indenture Act of 1939. Any interested person may, not later than ----- 1974, at 5:30 p.m., Eastern Standard Time, in writing, submit to the Commission, his views or any additional facts bearing upon this application on the desirability of a hearing thereon. Any such communication or request should be addressed: Secretary, Securities and Exchange Commission, 500 North Capitol Street, Washington, D.C. 20549, and should state briefly the nature of the interest of the person submitting such information or requesting a hearing, the reasons for such request, and the issues of fact and law raised by the application which he desires to controvert.

For the Commission, by the Division of Corporation Finance pursuant to delegated authority.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74-744 Filed 1-9-74;8:45 am]

TARIFF COMMISSION

[AA1921-132]

ACRYLONITRILE - BUTADIENE - STYRENE TYPE OF PLASTIC RESIN IN PELLET AND POWDER FORM FROM JAPAN

Determination of No Injury

The Treasury Department advised the Tariff Commission on October 5, 1973 that acrylonitrile-butadiene-styrene type of plastic resin in pellet and powder form from Japan (except resin products of Ube Cycon, Ltd.) is being, or is likely to be, sold at less than fair value within the meaning of the Antidumping Act of 1921, as amended. In accordance with the requirements of section 201(a) of the Antidumping Act (19 U.S.C. 160(a)), the Tariff Commission instituted investigation AA1921-132 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.

Notice of the institution of the investigation and of a hearing to be held in connection therewith was published in the FEDERAL REGISTER on October 18, 1973

(38 FR 28984). A public hearing was held on November 14, 1973.

In arriving at its determination, the Commission gave due consideration to all written submissions from interested parties, evidence adduced at the hearing, and all factual information obtained by the Commission staff from questionnaires, personal interviews, and other sources.

On the basis of the investigation, the Commission¹ has unanimously determined that an industry in the United States is not being and is not likely to be injured and is not prevented from being established, by reason of the importation of acrylonitrile-butadiene-styrene type of plastic resin in pellet and powder form from Japan that is being sold at less than fair value within the meaning of the Antidumping Act, 1921, as amended.

STATEMENT OF REASONS²

In our opinion, an industry in the United States is not being injured by reason of the importation of ABS plastic resin from Japan which the Department of the Treasury found is being or is likely to be sold at less than fair value (LTFV) within the meaning of the Antidumping Act of 1921, as amended.

ABS plastic resin imported from Japan and found to have been sold, or likely to be sold, at less than fair value by the Treasury Department is the same as that produced and sold by the U.S. producers of ABS plastic resin. For the purposes of the Commission's determination, the industry considered in this investigation consists of those facilities in the United States that are engaged in the production of ABS plastic resin.

The overall quantity and U.S. market penetration of LTFV imports of ABS plastic resin from Japan have been minimal, and such imports have not caused injury to an industry in the United States.

During the period in which the Treasury found LTFV sales, the domestic industry was operating at full capacity, and enjoyed record sales and increasing profits.

U.S. imports of ABS plastic resin from Japan amounted to 1.1 percent of U.S. apparent consumption in 1971 and increased to 3.1 percent of U.S. apparent consumption in 1972. However, LTFV imports from Japan were valued at \$407,000 during the 5-month period of the Treasury investigation (September 1972-February 1973). On an annual basis, such LTFV imports accounted for only one-half of one percent of U.S. apparent consumption of ABS plastic resin which totaled 813 million pounds in 1972.

Imports of Japanese ABS plastic resin have filled the needs of U.S. consumers when the U.S. plastic resin industry was unable to supply them, owing to a rapidly expanding domestic market. According to data supplied to the Commission, sev-

¹ Commissioners Leonard and Young did not participate in the decision.

² Vice Chairman Parker concurs with the result.

eral of the largest U.S. producers, comprising over one-half of the U.S. industry, have been leading U.S. importers of Japanese ABS powder-form resin from their Japanese joint-venture subsidiaries.

The Commission investigation reveals that several U.S. producers lost sales to LTFV imports, but we believe such lost sales were so few and so scattered that they were not the cause of any injury to an industry in the United States.

Although U.S. producers' prices were lower, on the average, in 1972 than they had been in earlier years, there is no persuasive evidence that such lower prices were the result of sales of LTFV imports from Japan. Such lower prices appeared to be the result of competition between domestic producers.

In 1972, the year in which apparently most LTFV imports from Japan entered, U.S. producers' sales of ABS plastic resin (810 million pounds) were higher than in any of the preceding four years, in each of which increases were registered. In addition, the financial condition of the industry in 1972 was substantially better than it had been in 1971 and earlier years.

Furthermore, nearly all U.S. producers of ABS plastic resin are currently producing at full capacity and have been unable to fill new orders and are allocating existing supplies, largely because of raw material and fuel shortages. U.S. producers' shipments during the first half of 1973 were substantially greater than they had been during the first six months of 1972 and, in fact, were at record levels. In 1973, U.S. producers' prices were generally increasing.

By mid-1973, Japanese producers ceased exporting ABS plastic resin to the United States by reason of raw material shortages plus an increased demand in Japan.

Because of a rapidly expanding world market for ABS plastic resin, and the devaluation of the U.S. dollar vis-a-vis the Japanese yen, it is expected that the Japanese will not expand exports of ABS plastic resin.

In view of the foregoing, the Commission concludes that an industry in the United States is not being nor is likely to be injured by reason of imports of ABS plastic resin from Japan sold, or likely to be sold, at LTFV.

By order of the Commission.

[SEAL] KENNETH R. MASON,
Secretary.

[FR Doc.74-785 Filed 1-9-74;8:45 am]

[22-39]

CHEDDAR CHEESE, CHEESE, AND SUBSTITUTES FOR CHEESE CONTAINING OR PROCESSED FROM CHEDDAR CHEESE

Notice of Investigation and Date of Hearing

At the request of the President (reproduced herein), the United States Tariff Commission, on January 3, 1974, instituted an investigation under subsection (d) of section 22 of the Agricul-

tural Adjustment Act, as amended (7 U.S.C. 624), to determine whether 100,000,000 pounds of the articles described in item 950.08A of Part 3 of the Appendix to the Tariff Schedules of the United States (TSUS) may be imported into the United States during the period ending March 31, 1974, in addition to the quota-quantity specified for such articles under TSUS item 950.08A without rendering or tending to render ineffective, or materially interfering with, the price support program for milk now conducted by the Department of Agriculture, or reducing substantially the amount of products processed in the United States from domestic milk.

The text of the President's letter of January 2, 1974, to the Commission follows:

Pursuant to section 22 of the Agricultural Adjustment Act, as amended, I have been advised by the Secretary of Agriculture, and I agree with him that there is reason to believe that additional quantities of Cheddar cheese, and cheese and substitutes for cheese containing or processed from Cheddar cheese, as provided for in TSUS item 950.08A, may be imported for a temporary period without rendering or tending to render ineffective, or materially interfering with, the price support program for milk now conducted by the Department of Agriculture, or reducing substantially the amount of products processed in the United States from domestic milk.

The Secretary has also advised me, pursuant to section 22(b) of the Agricultural Adjustment Act, as amended, that a condition exists requiring emergency treatment with respect to Cheddar cheese, as described above, and has therefore recommended that I take immediate action under section 22(b) to authorize the importation of 100,000,000 pounds during a temporary period ending March 31, 1974. I have therefore this day issued a proclamation establishing a special temporary quota of 100,000,000 pounds to be effective through March 31, 1974. This quota is in addition to the existing quota of 10,037,500 pounds per annum previously proclaimed under section 22 authority.

The United States Tariff Commission is therefore directed to make an investigation under section 22 of the Agricultural Adjustment Act, as amended, to determine whether the above-described article may be imported in the amount and for the period specified above without rendering or tending to render ineffective, or materially interfering with, the price support program now conducted by the Department of Agriculture for milk, or reducing substantially the amount of products processed in the United States from domestic milk, and to report its findings and recommendations at the earliest practicable date.

Hearing. A public hearing in connection with this investigation will be held in the Tariff Commission's Hearing Room, Tariff Commission Building, 8th and E Streets NW., Washington, D.C., beginning at 10 a.m., e.d.s.t., on January 29, 1974. All parties will be given opportunity to be present, to produce evidence, and to be heard at such hearing. Interested parties desiring to appear at the public hearing should notify the Secretary of the Tariff Commission, in writing, at its offices in Washington, D.C., at least by the close of business on January 24, 1974. The notification should in-

clude the name, address, telephone number, and organization of the person filing the request, and the name and organization of the witnesses who will testify.

Because of the limited time available, the Commission reserves the right to limit the time assigned to witnesses. Questioning of witnesses will be limited to members of the Commission and officials of the Department of Agriculture.

Written submissions. Interested parties may submit written statements of information and views, in lieu of their appearance at the public hearing, or they may supplement their oral testimony by written statements of any desired length. In order to be assured of consideration, all written statements, including briefs, should be submitted at the earliest practicable date, but not later than five days after the conclusion of the public hearing.

With respect to any of the aforementioned written submissions, interested parties should furnish a signed original and nineteen (19) true copies. Business data to be treated as business confidential shall be submitted on separate sheets, each clearly marked at the top "Business Confidential", as provided for in § 201.6 of the Commission's rules of practice and procedure.

By order of the Commission:

Issued: January 7, 1974.

[SEAL] KENNETH R. MASON,
Secretary.

[FR Doc.74-786 Filed 1-9-74;8:45 am]

[337-L-68]

PIEZOELECTRIC CERAMIC 10.7 MH, ELECTRIC WAVE FILTERS

Extension of Time

On November 30, 1973, the U.S. Tariff Commission published notice of the receipt of a complaint received under section 337 of the Tariff Act of 1930, filed by the Vernitron Corporation, Bedford, Ohio, alleging unfair methods of competition and unfair acts in the importation and sale of piezoelectric ceramic 10.7 MH, electric wave filters (38 FR 33127). Interested parties were given until January 4, 1974, to file written views pertinent to the subject matter of a preliminary inquiry into the allegations of the complaint. The Commission has extended the time for filing written views until the close of business February 18, 1974.

By order of the Commission.

Issued: January 4, 1974.

[SEAL] KENNETH R. MASON,
Secretary.

[FR Doc.74-784 Filed 1-9-74;8:45 am]

ATOMIC ENERGY COMMISSION POWER REACTOR GUIDES

Issuance and Availability

The Atomic Energy Commission has issued a revised guide in its Regulatory

Guide series. This series has been developed to describe and make available to the public methods acceptable to the AEC Regulatory staff of implementing specific parts of the Commission's regulations and, in some cases, to delineate techniques used by the staff in evaluating specific problems or postulated accidents and to provide guidance to applicants concerning certain of the information needed by the staff in its review of applications for permits and licenses.

The guide is in Division 1, "Power Reactor Guides." Regulatory Guide 1.60 (Revision 1) "Design Response Spectra for Seismic Design of Nuclear Power Plants," describes an acceptable procedure for defining the ground design response spectra corresponding to the maximum horizontal ground acceleration during the Safe Shutdown Earthquake. This revision incorporates minor changes which eliminate an inconsistency between Table II and the text in the original issue released during October.

Regulatory Guides are available for inspection at the Commission's Public Document Room, 1717 H Street, NW., Washington, D.C. Comments and suggestions in connection with improvements in the guides are encouraged and should be sent to the Secretary of the Commission, U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Chief, Public Proceedings Staff. Requests for single copies of issued guides or for placement on an automatic distribution list for single copies of future guides should be made in writing to the Director of Regulatory Standards, U.S. Atomic Energy Commission, Washington, D.C. 20545. Telephone requests cannot be accommodated. Regulatory Guides are not copyrighted and Commission approval is not required to reproduce them.

Other Division 1 Regulatory Guides currently being developed include the following:

- Availability of Electric Power Sources
- Requirements for Instrumentation to Assess Nuclear Power Plant
- Conditions During and Following an Accident for Water-Cooled Reactors
- Shared Emergency and Shutdown Power Systems at Multi-Unit Sites
- Physical Independence of Safety Related Electric Systems
- Isolating Low Pressure Systems Connected to the Reactor Coolant Pressure Boundary
- Assumptions for Evaluating a Control Rod Ejection Accident for Pressurized Water Reactors
- Assumptions for Evaluating a Control Rod Drop Accident for Boiling Water Reactors
- Requirements for Collection, Storage, and Maintenance of Quality Assurance Records for Nuclear Power Plants
- Requirements for Assessing Ability of Material Underneath Nuclear Power Plant Foundations to Withstand Safe Shutdown Earthquake
- Qualification Tests of Electric Valve Operators for Use in Nuclear Power Plants
- Fire Protection Criteria for Nuclear Power Plants
- Protective Coatings for Nuclear Reactor Containment Facilities
- Inservice Surveillance of Grouted Prestressing Tendons
- Seismic Input Motion to Uncoupled Structural Model

- Primary Reactor Containment (Concrete) Design and Analysis
- Preservice Testing of In-Situ Components
- Category I Structural Foundations
- Quality Assurance Requirements for Installation, Inspection, and Testing of Mechanical Equipment and Systems
- Quality Assurance Requirements for Installation, Inspection, and Testing of Structural Concrete and Structural Steel
- Fracture Toughness Requirements for Vessels Under Overstress Conditions
- Applicability of Nickel-base Alloys and High Alloy Steels
- Material Limitations for Component Supports
- Protection Against Postulated Events and Accidents Outside of Containment
- Design Basis for Tornadoes for Nuclear Power Plants
- Requirements for Auditing of Quality Assurance Programs for Nuclear Power Plants
- Preoperational and Initial Startup Test Programs for Water-Cooled Power Reactors
- Assumptions Used for Evaluating the Potential Radiological Consequences of a Boiling Water Reactor Gas Holdup Tank Failure
- Quality Assurance Requirements for Procurement of Equipment, Materials, and Services
- Quality Assurance Requirements for Lifting Equipment
- Maintenance and Testing of Batteries
- Qualification of Class I Electrical Equipment
- Type Tests for Class I Cables and Connections Installed Inside the Containment
- Seismic Qualification of Class I Electric Equipment
- Fracture Toughness Requirements for Materials for Class 2 and 3 Components
- Maintenance of Water Purity in PWR Secondary Systems
- Plastic Piping Material Properties
- Concrete Radiation Shields for Nuclear Power Plants
- Main Steam Line Sealing System Design
- Guidelines for Boiling Water Reactors (5 U.S.C. 552(a))

Dated at Bethesda, Maryland this 2d day of January 1974.

For the Atomic Energy Commission.

ROBERT B. MINOGUE,
Acting Director
of Regulatory Standards.

[FR Doc.74-754 Filed 1-9-74;8:45 am]

[Docket No. 50-202]

UNIVERSITY OF NEVADA

Order Authorizing Dismantling of Facility

By application notarized July 25, 1973, and supplement dated September 20, 1973, the University of Nevada requested authorization to dismantle their L-77 reactor in accordance with a plan submitted to the Commission. Operation of the facility has been discontinued and all fuel will be removed from the reactor and put in authorized storage containers.

The Commission has reviewed the application in accordance with the provisions of the Commission's regulations and has found that the dismantlement and storage of component parts of the facility in accordance with the regulations in 10 CFR Chapter I will not be inimical to the common defense and se-

curity or to the health and safety of the public, and involves no significant hazards consideration. The bases for the findings are set forth in the Safety Evaluation by the Regulatory staff dated November 27, 1973.

Accordingly, it is hereby ordered that the University of Nevada, may dismantle the L-77 reactor, following transfer of all fuel to authorized storage containers, covered by License No. R-91, as amended, in accordance with the Commission's regulations.

After completion of the dismantling and the decontamination, the submission of a report on the radiation survey to confirm that radiation levels in the facility areas meet the values defined in the decommissioning plan, an inspection by representatives of the Commission, consideration will be given to whether a further order should be issued terminating Facility License No. R-91.

Dated at Bethesda, Maryland this 21 day of December 1973.

For the Atomic Energy Commission.

DONALD J. SKOVHOLT,
Assistant Director for Operating
Reactors, Directorate of Li-
censing.

[FR Doc.74-753 Filed 1-9-74;8:45 am]

ADVISORY COMMITTEE ON REACTOR SAFEGUARDS', SUBCOMMITTEE ON REACTOR FUELS

Notice of Meeting

JANUARY 7, 1974.

In accordance with the purposes of sections 29 and 182b. of the Atomic Energy Act (42 U.S.C. 2039, 2232b.), the Advisory Committee on Reactor Safeguards' Subcommittee on Reactor Fuels will hold a meeting on January 24-25, 1974, at the Ramada Inn, 3737 Quebec Street, Denver, Colorado. The purpose of this meeting will be to discuss nuclear fuel design and performance models with reference to nuclear reactors designed by the General Electric Company and Westinghouse Electric Corporation, and Regulatory Staff review of fuel performance models, in general.

The following constitutes that portion of the Subcommittee's agenda for the above meeting which will be open to the public:

Thursday, January 24, 1974, 9 a.m.-4:30 p.m. Discussion with the AEC Regulatory Staff and General Electric.

Friday, January 25, 1974, 9 a.m.-3:30 p.m. Discussion with the AEC Regulatory Staff and Westinghouse.

In connection with the above agenda items, the Subcommittee will hold executive sessions at the beginning and end of each day of the meeting to discuss its preliminary views and to exchange opinions and formulate recommendations to the ACRS. In addition, following the public portion of the meeting on each day, the Subcommittee may hold a closed session with the Regulatory Staff and G.E. or Westinghouse to discuss priv-

ileged information relating to nuclear fuel design and fuel performance models.

I have determined, in accordance with subsection 10(d) of Public Law 92-463, that the executive session at the beginning and end of each day of the meeting will consist of an exchange of opinions and formulation of recommendations, the discussion of which, if written, would fall within exemption (5) of 5 U.S.C. 552(b) and that a closed session may be held to discuss certain documents which are privileged and fall within exemption (4) of 5 U.S.C. 552(b). It is essential to close such portions of the meeting to protect such privileged information and the free interchange of internal views and to avoid undue interference with Committee operation.

Practical considerations may dictate alterations in the above agenda or schedule.

The Chairman of the Subcommittee is empowered to conduct the meeting in a manner that, in his judgment, will facilitate the orderly conduct of business.

With respect to public participation in the open portion of the meeting, the following requirements shall apply:

(a) Persons wishing to submit written statements regarding the agenda item may do so by mailing 25 copies thereof, postmarked no later than January 17, 1974, to the Executive Secretary, Advisory Committee on Reactor Safeguards, U.S. Atomic Energy Commission, Washington, D.C. 20545. Such comments shall be based upon General Electric and Westinghouse topical reports and various other related documents on file and available for public inspection at the Atomic Energy Commission's Public Document Room, 1717 H Street, NW Washington, D.C. 20545.

(b) Those persons submitting a written statement in accordance with paragraph (a) above may request an opportunity to make oral statements concerning the written statement. Such requests shall accompany the written statement and shall set forth reasons justifying the need for such oral statement and its usefulness to the Subcommittee. To the extent that the time available for the meeting permits, the Subcommittee will receive oral statements during a period of no more than 30 minutes on both January 24 and 25, 1974, at an appropriate time, chosen by the Chairman of the Subcommittee, between the hours of 1 p.m. and 3:30 p.m.

(c) Requests for the opportunity to make oral statements shall be ruled on by the Chairman of the Subcommittee who is empowered to apportion the time available among those selected by him to make oral statements.

(d) Information as to whether the meeting has been cancelled or rescheduled and in regard to the Chairman's ruling on requests for the opportunity to present oral statements, and the time allotted, can be obtained by a prepaid telephone call on January 22, 1974, to the Office of the Executive Secretary of the Committee (telephone 301-973-5651) between 8:30 a.m. and 5:15 p.m., Eastern Daylight Time.

(e) Questions may be propounded only by members of the Subcommittee and its consultants.

(f) Seating for the public will be available on a first-come, first-served basis.

(g) The use of still, motion picture, and television cameras, the physical installation and presence of which will not interfere with the conduct of the meeting, will be permitted both before and after the meeting and during any recess. The use of such equipment will not, however, be allowed while the meeting is in session.

(h) A copy of the transcript of the open portion of the meeting will be available for inspection during the following workday at the Atomic Energy Commission's Public Document Room, 1717 H Street NW., Washington, D.C. 20545. On request, copies of the minutes of the meeting will be made available for inspection at the Atomic Energy Commission's Public Document Room, 1717 H Street NW., Washington, D.C. 20545 on or after March 25, 1974. Copies may be obtained upon payment of appropriate charges.

JOHN C. RYAN,
Advisory Committee
Management Officer.

[FR Doc. 74-901 Filed 1-9-74; 8:45 am]

ADVISORY COMMITTEE ON REACTOR SAFEGUARDS, SUBCOMMITTEE ON THE HOPE CREEK GENERATING STATION (FORMERLY PROPOSED AS NEWBOLD ISLAND GENERATING STATION)

Notice of Meeting

JANUARY 7, 1974.

In accordance with the purposes of sections 29 and 182b. of the Atomic Energy Act. (42 U.S.C. 2039, 2232b.), the Advisory Committee on Reactor Safeguards' Subcommittee on the Hope Creek Generating Station, Units 1 and 2 (relocated from Newbold Island), will hold a meeting on January 23, 1974, in Room 1046, 1717 H Street NW., Washington, D.C. The purpose of this meeting will be to review the application of the Public Service Electric & Gas Co. for a license to construct Units 1 and 2, which will be located in Salem County, New Jersey, about 18 miles south of Wilmington, Delaware.

The following constitutes that portion of the Subcommittee's agenda for the above meeting which will be open to the public:

Wednesday, January 23, 1974, 9 a.m.-3:30 p.m. Review of the application for a construction permit (presentations by the AEC Regulatory Staff and the Public Service Electric & Gas Co. and its consultants, and discussions with these groups).

In connection with the above agenda item, the Subcommittee will hold an executive session at 8:30 a.m. which will involve a discussion of its preliminary views, and an executive session at the end of the day, consisting of an exchange of opinions of the Subcommittee members and internal deliberations and formulation of recommendations to the ACRS. In addition, prior to the executive

session at the end of the day, the Subcommittee may hold a closed session with the Regulatory Staff and Applicant to discuss privileged information relating to plant security and nuclear fuel design, if necessary.

I have determined, in accordance with subsection 10(d) of Public Law 92-463, that the executive sessions at the beginning and end of the meeting will consist of an exchange of opinions and formulation of recommendations, the discussion of which, if written, would fall within exemption (5) of 5 U.S.C. 552(b); and that a closed session may be held, if necessary, to discuss certain documents which are privileged, and fall within exemption (4) of 5 U.S.C. 552(b). It is essential to close such portions of the meeting to protect such privileged information and to protect the free interchange of internal views and to avoid undue interference with agency or Committee operation.

Practical considerations may dictate alterations in the above agenda or schedule.

The Chairman of the Subcommittee is empowered to conduct the meeting in a manner that, in his judgment, will facilitate the orderly conduct of business.

With respect to public participation in the open portion of the meeting, the following requirements shall apply:

(a) Persons wishing to submit written statements regarding the agenda item may do so by mailing 25 copies thereof, postmarked no later than January 16, 1974, to the Executive Secretary, Advisory Committee on Reactor Safeguards, U.S. Atomic Energy Commission, Washington, D.C. 20545. Such comments shall be based upon the application for a construction permit and related documents which are on file and available for public inspection at the Atomic Energy Commission's Public Document Room, 1717 H Street, NW., Washington, D.C. 20545, and the Salem Free Public Library, 112 W. Broadway, Salem, New Jersey 08079.

(b) Those persons submitting a written statement in accordance with paragraph (a) above may request an opportunity to make oral statements concerning the written statement. Such requests shall accompany the written statement and shall set forth reasons justifying the need for such oral statement and its usefulness to the Subcommittee. To the extent that the time available for the meeting permits, the Subcommittee will receive oral statements during a period of no more than 30 minutes at an appropriate time, chosen by the Chairman of the Subcommittee, between the hours of 1 p.m. and 3 p.m. on the day of the meeting, January 23, 1974.

(c) Requests for the opportunity to make oral statements shall be ruled on by the Chairman of the Subcommittee who is empowered to apportion the time available among those selected by him to make oral statements.

(d) Information as to whether the meeting has been cancelled or rescheduled and in regard to the Chairman's ruling on requests for the opportunity to

present oral statements, and the time allotted, can be obtained by a prepaid telephone call on January 21, 1974, to the Office of the Executive Secretary of the Committee (telephone 301-973-5651) between 8:30 a.m. and 5:15 p.m., Eastern Daylight Time.

(e) Questions may be propounded only by members of the Subcommittee and its consultants.

(f) Seating for the public will be available on a first-come, first-served basis.

(g) The use of still, motion picture, and television cameras, the physical installation and presence of which will not interfere with the conduct of the meeting, will be permitted both before and after the meeting and during any recess. The use of such equipment will not, however, be allowed while the meeting is in session.

(h) A copy of the transcript of the open portions of the meeting will be available for inspection during the following workday at the Atomic Energy Commission's Public Document Room, 1717 H Street NW., Washington, D.C. 20545 and within approximately nine days at the Salem Free Public Library, 112 W. Broadway, Salem, New Jersey 08079. On request, copies of the minutes of the meeting will be made available for inspection at the Atomic Energy Commission's Public Document Room, 1717 H Street NW., Washington, D.C. 20545 on or after March 25, 1974. Copies may be obtained upon payment of appropriate charges.

JOHN C. RYAN,
Advisory Committee
Management Officer.

[FR Doc. 74-902 Filed 1-9-74; 8:45 am]

STATE OF NEW MEXICO

Proposed Agreement for Assumption of Certain AEC Regulatory Authority

Notice is hereby given that the U.S. Atomic Energy Commission is publishing for public comment, prior to action thereon, a proposed Agreement received from the Governor of the State of New Mexico for the assumption of certain of the Commission's regulatory authority pursuant to Section 274 of the Atomic Energy Act of 1954, as amended.

A narrative, prepared by the State of New Mexico and describing the State's proposed program for control over sources of radiation, is set forth below as an appendix to this notice. A copy of the program narrative, including all referenced appendices, appropriate State legislation and New Mexico regulations, is available for public inspection in the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. or may be obtained by writing to the Chief, Agreements and Exports Branch, Fuels and Materials, Directorate of Licensing, U.S. Atomic Energy Commission, Washington, D.C. 20545. All interested persons desiring to submit comments and suggestions for the consideration of the Commission in connection with the proposed Agreement should send them, in triplicate, to the Secretary, U.S. Atomic

Energy Commission, Washington, D.C. 20545, Attention: Chief, Public Proceedings Staff by February 11, 1974.

Exemptions from the Commission's regulatory authority, which would implement this proposed Agreement, have been published in the FEDERAL REGISTER and codified as 10 CFR Part 150 of the Commission's regulations.

Dated at Germantown, Maryland, this 7th day of January, 1974.

For the Atomic Energy Commission.

GORDON M. GRANT,
Acting Secretary
of the Commission.

APPENDIX

PROPOSED AGREEMENT BETWEEN THE UNITED STATES ATOMIC ENERGY COMMISSION AND THE STATE OF NEW MEXICO FOR DISCONTINUANCE OF CERTAIN COMMISSION REGULATORY AUTHORITY AND RESPONSIBILITY WITHIN THE STATE PURSUANT TO SECTION 274 OF THE ATOMIC ENERGY ACT OF 1954, AS AMENDED

Whereas, The United States Atomic Energy Commission (hereinafter referred to as the Commission) is authorized under Section 274 of the Atomic Energy Act of 1954, as amended (hereinafter referred to as the Act) to enter into agreements with the Governor of any State providing for discontinuance of the regulatory authority of the Commission within the State under Chapters 6, 7, and 8 and Section 161 of the Act with respect to byproduct materials, source materials, and special nuclear materials in quantities not sufficient to form a critical mass; and

Whereas, The Governor of the State of New Mexico is authorized under Chapter 284, Section 12-9-11, Laws of 1971, to enter into this Agreement with the Commission; and

Whereas, The Governor of the State of New Mexico certified on July 2, 1973, that the State of New Mexico (hereinafter referred to as the State) has a program for the control of radiation hazards adequate to protect the public health and safety with respect to the materials within the State covered by this Agreement, and that the State desires to assume regulatory responsibility for such materials; and

Whereas, The Commission found on ----- that the program of the State for the regulation of the materials covered by this Agreement is compatible with the Commission's program for the regulation of such materials and is adequate to protect the public health and safety; and

Whereas, The State and the Commission recognize the desirability and importance of cooperation between the Commission and the State in the formulation of standards for protection against hazards of radiation and in assuring that State and Commission programs for protection against hazards of radiation will be coordinated and compatible; and

Whereas, The Commission and the State recognize the desirability of reciprocal recognition of licenses and exemption from licensing of those materials subject to this Agreement; and

Whereas, This Agreement is entered into pursuant to the provisions of the Atomic Energy Act of 1954, as amended;

Now, therefore, It is hereby agreed between the Commission and the Governor of the State, acting in behalf of the State, as follows:

Article I

Subject to the exceptions provided in Articles II, III, and IV, the Commission shall discontinue, as of the effective date of this

Agreement, the regulatory authority of the Commission in the State under Chapters 6, 7, and 8, and Section 161 of the Act with respect to the following materials:

- A. Byproduct materials;
- B. Source materials; and
- C. Special nuclear materials in quantities not sufficient to form a critical mass.

Article II

This Agreement does not provide for discontinuance of any authority and the Commission shall retain authority and responsibility with respect to regulation of:

- A. The construction and operation of any production or utilization facility;
- B. The export from or import into the United States of byproduct, source, or special nuclear material, or of any production or utilization facility;
- C. The disposal into the ocean or sea of byproduct, source, or special nuclear waste materials as defined in regulations or orders of the Commission;
- D. The disposal of such other byproduct, source, or special nuclear material as the Commission from time to time determines by regulation or order should, because of the hazards or potential hazards thereof, not be so disposed of without a license from the Commission.

Article III

Notwithstanding this Agreement, the Commission may from time to time by rule, regulation, or order, require that the manufacturer, processor, or producer of any equipment, device, commodity, or other product containing source, byproduct, or special nuclear material shall not transfer possession or control of such product except pursuant to a license or an exemption from licensing issued by the Commission.

Article IV

This Agreement shall not affect the authority of the Commission under subsection 161 b. or 1. or the Act to issue rules, regulations, or orders to protect the common defense and security, to protect restricted data or to guard against the loss or diversion of special nuclear material.

Article V

The Commission will use its best efforts to cooperate with the State and other agreement states in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that State and Commission programs for protection against hazards of radiation will be coordinated and compatible. The State will use its best efforts to cooperate with the Commission and other agreement states in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that the State's program will continue to be compatible with the program of the Commission for the regulation of like materials. The State and the Commission will use their best efforts to keep each other informed of proposed changes in their respective rules and regulations and licensing, inspection and enforcement policies and criteria, and to obtain the comments and assistance of the other party thereon.

Article VI

The Commission and the State agree that it is desirable to provide for reciprocal recognition of licenses for the materials listed in Article I licensed by the other party or by any agreement state. Accordingly, the Commission and the State agree to use their best

efforts to develop appropriate rules, regulations, and procedures by which such reciprocity will be accorded.

Article VII

The Commission, upon its own initiative after reasonable notice and opportunity for hearing to the State, or upon request of the Governor of the State, may terminate or suspend this Agreement and reassert the licensing and regulatory authority vested in it under the Act if the Commission finds that such termination or suspension is required to protect the public health and safety.

Article VIII

This Agreement shall become effective on March 4, 1974 and shall remain in effect unless, and until such time as it is terminated pursuant to Article VII.

Done at Santa Fe State of New Mexico in triplicate, this ____ day of _____

For the United States Atomic Energy Commission.

For the State of New Mexico.

(Bruce King, Governor)

FOREWORD

The State of New Mexico, while recognizing that the scientific, medical, and industrial usages of atomic energy can be beneficial to its citizens, is also cognizant of the hazards inherent to ionizing radiation. With these hazards in mind, and considering that the State is ever committed to attain the highest practicable degree of protection for the public from the harmful effects of all types of radiation exposure and simultaneously permit the many beneficial applications of radiation, the 1971 New Mexico State Legislature enacted the present Radiation Protection Act.

Section 274 of the Atomic Energy Act of 1954, as amended, authorizes the U.S. Atomic Energy Commission (AEC) to enter into an agreement with the governor of a state for purposes of transferring to that state certain functions of licensing and regulatory control of byproduct, source and less than critical quantities of special nuclear material.

Section 12-9-11 of the 1971 New Mexico Radiation Protection Act, Chapter 284, 1953 Compilation (See Appendix I, Item 1), authorizes the Governor, on behalf of the State, to enter into an agreement with the AEC which would provide a discontinuance of certain responsibilities of the AEC relating to ionizing radiation and the assumption of such responsibilities by the State.

The following narrative relates the history, current practices, proposed activities, capabilities, and resources of the State in the field of radiation protection.

HISTORY

The New Mexico Radiation Program was initiated in 1951 with a survey of hand-held fluoroscopes and shoe-fitting machines. During 1957, several uranium mines were surveyed for radon and progeny concentrations. The results of the mine survey and consultation with the United States' Public Health Service (USPHS), Salt Lake City, caused the first effective alarm to be sounded concerning high radon daughter concentrations in United States' uranium mines. In 1959, the first Radiation Protection Act was enacted and in 1961, the Regulations Governing the Health Aspects of Ionizing Radiation were promulgated.

During 1960, initial registration of all radiation equipment was begun, a five member Radiation Technical Advisory Council was

appointed and a comprehensive uranium mine study was initiated. In 1961, a second man was added to the program to obtain the USPHS Uranium Mine Epidemiological Study data and to aid in the first survey of dental x-ray equipment in the state. Also in 1961, the initial registration of the x-ray machines in the State was completed. In 1963, a third man was added to augment the uranium miners study. In addition, the inspection of medical x-ray machines was begun, utilizing recommendations as set forth by the National Council on Radiation Protection and Measurements. As additional personnel were added to the staff, inspection programs were enlarged and inspection frequency was increased.

In 1971, the New Mexico Legislature enacted the present Radiation Protection Act which, in addition to the registration requirements for x-ray machines provided in the 1959 Act, expanded the term x-ray machines to radiation machines; provided a new definition of radiation to include all radiation both particulate and electromagnetic above audible sound and provided for state licensing of all radioactive material. Present Regulations for Governing the Health and Environmental Aspects of Radiation were promulgated by the Environmental Improvement Board on June 16, 1973.

ORGANIZATION, FUNCTIONS AND RESPONSIBILITIES

The New Mexico Environmental Improvement Agency was established on July 1, 1971, under the Environmental Improvement Act (Initiation of radiation to include all radiation I, Item 2). The Agency is responsible for environmental management and consumer protection in the State in order to insure an environment that, in the greatest possible measure:

Confers optimum health, safety, comfort and economic and social well-being on its inhabitants;

Protects this generation as well as those yet unborn from health threats posed by the environment; and

Maximizes the economic and cultural benefits of a healthy people.

The Act established a five-member Environmental Improvement Board, appointed by the Governor with the advice and consent of the Senate. The Board is responsible for promulgating rules, regulations, and standards for radiation protection and other pertinent areas concerning the environment.

The Agency has five operating divisions: 1) General Sanitation; 2) Food Quality; 3) Water Quality; 4) Air Quality; and 5) Occupational and Radiation Protection. Experienced environmental managers have responsibility for programs within the six regions, which correspond to the six planning districts established by Executive Order of the Governor in 1969.

Funding for the Agency is both state and federal. Federal funds assist activities in the categories of air and water pollution control, solid waste management planning, construction of community sewerage facilities, occupational health and safety, and various types of research. Funding for the Radiation Protection Section is 100 percent state. The Agency has aid in the form of personnel, budget, fiscal, and data management services from the Health and Social Services Department, and operates under the administrative direction of the Executive Director of that Department.

Under the Radiation Protection Act of 1971, the Radiation Technical Advisory Council's membership was increased from five to seven members. The council members are appointed by the Governor and possess "scientific training in one or more of the following fields: diagnostic radiology, radiation

therapy, nuclear medicine, radiation or health physics, or related sciences with specialization in radiation." Appendix II lists the membership of the present council. It is the duty of the council to advise the Agency and the Board on technical matters relating to radiation. The New Mexico Environmental Improvement Agency regulates the use of all sources of both ionizing and non-ionizing radiation, except those which it may exempt or are under the jurisdiction of the Federal Government. Discharge of this function is the responsibility of the Radiation Protection Section. A chart showing the organization of the Radiation Protection Section is shown as Appendix III. All members of the Section have a number of years experience in the field of health physics. Members of the Section have participated in applied and theoretical health physics research and all members have experience in operating laboratory and survey equipment. Responsibilities, background and experience of all Agency officials above the Section and all members of the Section are given in Appendix IV.

SCOPE OF ACTIVITIES

The Radiation Protection Section accomplishes the regulatory program associated with licensing of radioactive materials and registration of radiation-producing machines, environmental surveillance, special projects and response to emergency situations involving sources of radiation.

Within the State of New Mexico, there are 1262 registered x-ray machines: 578 dental units; 661 medical units, and 23 in-state industrial radiographic x-ray units. The number of AEC licenses within the State of New Mexico as of December 31, 1972, was 109. It is anticipated that the State will assume approximately 90 of these licenses. The number of facilities using radium sources is estimated at 30. Four particle accelerators are presently being installed or are planned. In addition, it is anticipated that the Clinton P. Anderson Meson Physics Facility will produce a significant quantity of accelerator-produced isotopes. Use of these isotopes throughout the State will be controlled by the Agency.

REGULATORY PROCEDURES AND POLICY

Licensing and Registration. The Radiation Protection Act requires licensing of all radioactive materials and registration of all radiation-producing machines except such sources as may be specifically exempted by regulations.

Licensing procedures, as provided in Part 3 of the New Mexico Radiation Protection Regulations, are consistent with those of the AEC.

General licenses are provided by regulation without filing an application with the Agency or the issuance of a licensing document. General licenses will be issued for specified materials under specified conditions when it is determined that the issuance of specific licenses is not necessary to protect the public and occupational health and safety. Specific licenses or amendments thereto will be issued upon review and approval of an application. A specific license will be issued only to named persons or facilities under the supervision of named persons and will incorporate appropriate conditions and expiration date. Pre-licensing inspections will be conducted when appropriate.

The Agency will request the advice of a four member Medical Isotope Advisory Committee, or appropriate members thereof, with respect to any matter pertaining to a medical license application, or to criteria for reviewing applications. The members of the Medical Isotope Advisory Committee and their backgrounds are listed in Appendix V.

All applications for non-routine medical uses of radioactive materials will be referred to the Medical Isotope Advisory Committee for advice and consultation. Appropriate research protocols will be required as part of an application. The Agency will maintain knowledge of current developments, techniques and procedures for medical uses applicable to the licensing program through continuing contact and information exchange with the AEC, other agreement states and the medical profession.

The registration program will continue the current activity except that (a) all radiation machines will be subject to the applicable provisions of Part 2 of the regulations, and (b) naturally occurring and those radionuclides which were formerly registered will now be licensed.

Inspection. The Agency is presently engaged in an inspection and compliance program for x-ray machine registrants, and is initiating a program for the inspection of accelerator product licensees, both of which are very similar to or identical with the following description of the proposed inspection and compliance program for "agreement materials".

Inspections for the purpose of evaluating radiation safety and determining compliance with appropriate regulations and provisions of licenses will be conducted as scheduled or in response to requests or complaints. Inspection frequency will be based upon the extent of the potential hazard and experience with the particular facility. It is anticipated that state inspections of licensed facilities will be conducted in accordance with a priority schedule similar to that shown below:

Priority	Type of licensee	Initial inspection ¹	Subsequent inspection
I.....	(None at present).....	1 month.....	6 months or less.
II.....	Broad medical..... Broad academic..... Field radiographer.....	6 months.....	1 year or less.
III.....	Industrial.....	6 months.....	2 years or as indicated.
IV.....	Academic..... Medical..... Civil defense.....	12 months.....	As indicated by initial inspection.
V.....	Limited medical..... Limited industrial.....	As indicated.....	If indicated by initial inspection.

¹ Initial inspection of a new licensee or for a license that involves new activity or as deemed appropriate.

Inspections will be made by prearrangement with the licensee, or may be unannounced as the Agency determines to be most constructive.

The New Mexico Radiation Protection Section has personnel trained in regulatory practices and procedures. Additionally, Section personnel have accompanied AEC compliance inspectors on field inspections to gain a higher degree of competence in evaluating radiation safety and determining compliance with appropriate regulations and license provisions. Inspections will include the observation of pertinent facilities, operators, and equipment; a review of use procedures, radiation safety practices and user qualifications; and a review of pertinent records and of radioactive materials—all as appropriate to the scope of the activity, conditions of the license and applicable regulations. In addition, independent measurements will be made, if appropriate.

At the start and conclusion of an inspection, personal contact will be made at management level whenever possible. Following the inspection, results will be discussed with management. Investigations will be made of all reported or alleged incidents to determine the cause, the steps taken for correction and the prevention of similar incidents in the future.

Reports will be prepared covering each inspection or investigation. The reports will be reviewed by the Radiation Protection Section Program Manager.

Compliance and Enforcement. Compliance with regulations and license conditions will be determined by inspections and evaluation of inspection reports. When there are items of non-compliance, the licensee or registrant will be informed at the time of inspection as follows: 1. When the items are minor and the licensee or registrant agrees at the time of inspection to correct them, written inspection findings will be prepared which will list the items of non-compliance, confirm any corrections made during the inspection and require acknowledgement by the person interviewed. The licensee or registrant will be informed that a review of any other corrective action items will be determined at the time of the next regular inspection or by a reinspection. 2. When the non-compliance is

considered serious, the person interviewed will be informed at the time of inspection. The inspection report, mailed to management, will require a written reply to include proposed corrective action and an estimated date of completion of the corrective action. If considered appropriate, an unannounced reinspection will be made shortly after the estimated date of completion. Continued non-compliance as determined by the reinspection may result in an Agency request to the Environmental Improvement Board for a hearing as provided in the Act. Prior to action initiated by the Agency, the Agency shall notify the licensee of its intent to amend, suspend or revoke the license and provide the opportunity for a hearing, if it so decides, the Board is empowered to issue an order to cease and desist, modify or revoke a license. The Board may also initiate proceedings in the district court in which a violation or threatened violation occurs. When shorter term action is required, the Agency may gain injunctive relief.

Upon request by a licensee, or upon the determination by the Agency, the terms and conditions of a license may be amended, consistent with the Act or regulations, to meet changing conditions in operations or to remedy technicalities of non-compliance.

The Agency uses its best efforts to attain compliance through cooperation and education. Only in instances of real or potential hazards, or cases of repeated non-compliance or willful violation, are full legal procedures employed.

Effective Date of License Transfer. Any person who possesses a license for agreement materials issued by the AEC, on the effective date of the agreement with the AEC, shall be deemed to possess a like license issued by the Agency, which shall expire either 90 days after the receipt from the Agency of a notice of expiration of such license, or on the date of expiration specified in the federal license, whichever is earlier.

Administrative Procedures and Judicial Review. The basic standards of procedure for administrative agencies in the State of New Mexico are set forth in the rules of procedure required by New Mexico law with respect to hearings, issuance of orders, judicial review

of findings, and orders of the New Mexico Environmental Improvement Agency.

Compatibility and Reciprocity. In promulgating the present Radiation Protection Regulations, the Board has, insofar as practicable, maintained compatibility with AEC and agreement state regulations; has avoided requiring dual licensing and has provided for reciprocal recognition of other agreement states and federal licenses.

RADIATION LABORATORY SERVICES

The Radiation Protection Section has the capability of evaluating samples collected during routine inspections and for making independent measurements. The laboratory portion of the Radiation Protection Section has capabilities of alpha, beta and gamma spectroscopy, gross alpha-beta counting of environmental samples. The Environmental Laboratory Services (Albuquerque Branch) will provide wet chemistry for the section when needed. In the very near future all routine determinations will be made the Environmental Laboratory.

For more sophisticated non-routine evaluations, arrangements have been made with Sandia Laboratories, Albuquerque, New Mexico and Los Alamos Scientific Laboratory, Los Alamos, New Mexico. These laboratories can provide: environmental sample counting; alpha, beta, and gamma spectroscopy, and wet chemistry when needed.

EMERGENCY RESPONSE

The New Mexico Radiation Protection Section has technically trained personnel and specialized equipment to investigate and evaluate incidents involving ionizing radiation. The Section continues to prepare for such response by providing the following:

1. Trained staff for advisement required to meet any given situation.
2. Trained and equipped staff for emergency field activities.
3. Transportation by air and/or automobile to site of incident.
4. Established liaison with appropriate AEC Operations Offices.
5. Training to key personnel of other state and local agencies.

Radiological assistance in the form of monitoring, liaison with appropriate authorities and recommendations for area security and cleanup are available from the Agency. All Radiation Protection Section personnel will be maintained at an operation-ready level of training. Part of this training will be provided through cooperation with the Albuquerque Operations office of the AEC and the Los Alamos Laboratory.

RADIATION TECHNICAL ADVISORY COUNCIL

- Paul Lee, M.D., Chairman
Radiologist at Los Alamos Medical Center
Certified Radiologist 1956
Charter Member of the Radiation Technical Advisory Council
- Martin W. Fleck, Ph.D., Member
Environmental Consultant in Albuquerque
Professor of Biology, University of New Mexico 1947-70
Charter member of the Radiation Technical Advisory Council
- Charles M. Thompson, M.D., Member
Radiologist in Albuquerque
Certified Radiologist 1945
- Fred G. Hirsh, M.D., Member
Physician, Dept. of Hospitals & Institutions,
State of New Mexico
Assistant Director of Research, Lovelace Foundation, 1965-72
Associate Physician, Argonne National Laboratory, 1959-65
Private Consulting Practice, 1956-69
Director of Medicine and Biomedical Research
Sandia Laboratories 1950-56

Doyle L. Simmons, M.D., Member Radiologist in Albuquerque and Clinical Associate Radiologist, University of New Mexico, School of Medicine, 1969 to present
 Certified Radiologist 1968
 Harold A. O'Brien, Jr., Ph.D., Member Radiolotope Research and Development Program, Clinton P. Anderson Meson Physics Facility,
 Los Alamos Scientific Laboratories, 1970 to present
 Dean D. Meyer, B.S., Member Group Leader, Health Physics Group, Health Division, Los Alamos Scientific Laboratories, 1946 to mid 1973
 Certified Health Physicist 1960

AARON L. BOND, B.S., M.P.H.
 Director, Environmental Improvement Agency

Education

Bachelor of Science, Brigham Young University (1958)—Animal Husbandry and Chemistry.

Master of Public Health, University of California (1962)—Environmental Health.

Graduate Training, Oak Ridge Associated University (1964)—Radiation Physics.

Experience

N.M. Department of Public Health, 1959-61 Sanitarian, San Juan County Health Department, General Sanitation: Animas River Study.

Senior Sanitarian, District 9, 1962-63, Supervised general sanitation activities in three-county district.

Radiological Health Consultant, 1963-65. Develop medical x-ray survey radium control program, general radiological health program for State. Accompany AEC on inspection tours.

Head of Radiological Health Section, 1965-67. Responsible for developing, organizing, and administering radiation control program in the State. Revising and promulgating radiation protection regulations. Represent department in absence of program director at various regional radiological health planning conferences.

Chief, Occupational-Radiation Health and Air Quality Control Division, 1967-May 1973. Responsible for developing, organizing, and administering occupational health, radiation control, and air pollution control programs for the State of New Mexico. Also, supervise and administer various research programs associated with these programs.

Deputy Director, Environmental Improvement Agency, May 1973 to August 1973.

Director, Environmental Improvement Agency, August 1973 to present.

Memberships and Affiliations

The Ex-Officio Secretary to the Radiation Technical Advisory Council.

Member of the American National Standards Institute Ad Hoc Committee on Health and Safety in Nuclear Fields Industry.

Member of the Rocky Mountain Section, American Industrial Hygiene Association.

Member, Board of Directors, Rocky Mountain Section, American Industrial Hygiene Association.

Ex-Officio Member, N.M. Mine Safety Advisory Board.

Member, National Conference of Radiological Health Directors.

Serves as Member of various Air Pollution Committees.

Chairman, N.M. Coal Surface-Mining Commission.

RUSSEL F. RHOADES, B.S., M.P.H.

Division Chief, Occupational/Radiation Protection Division

Education

Bachelor of Science, University of New Mexico—Biology.

Master of Public Health, University of Minnesota—Environmental Health.

Experience

Albuquerque Environmental Health Department, 1966-1968 Public Health Sanitarian. Involved in general food sanitation of commercial and institutional establishments including inspection, evaluation, facility construction and equipment plan review, code enforcement and educational presentations. Provided consultation relative to institutional sanitation problems.

United States Air Force, 1968-1969. Preventive Medicine Technician. Conducted communicable disease surveillance program, plus general sanitary survey and evaluation of military installations. Assisted in performing various occupational health surveys and conducted hearing tests plus evaluation of personnel occupationally exposed to hazardous noise.

University of Minnesota, Health Service, Environmental Health and Safety Division—1969-1971. Public Health Sanitarian. Conducted food and general sanitation inspection/evaluation of university facilities. Conducted routine monitoring program of the university's micro-wave ovens and performed temperature, humidity, ventilation and lighting surveys of university facilities.

New Mexico Environmental Improvement Agency, January 1972-May 1973. Program Manager, Occupational Health and Safety Section. Responsible for overall development, organization, administration and enforcement of the State's Occupational Health and Safety Program, under guidelines prescribed by the Federal Occupational Safety and Health Administration. Developed New Mexico's Occupational Health and Safety Implementation Plan.

New Mexico Environmental Improvement Agency, May 1973-present. Chief, Occupational and Radiation Protection Division. Responsible for the administration of the Radiation Protection and Occupational Health and Safety Programs.

Memberships and Affiliations

The National Environmental Health Association.

EDWARD L. KAUFMAN, B.S.
 Program Manager

Education

Bachelor of Geology, University of Tulsa, (equivalent to M. S. Engineering Geology).

Basic Radiological Health, USPHS, Cincinnati, Ohio. Safety Aspects of Industrial Radiography, AEC, Denver, Colorado.

Health Physics, 10 weeks, Oak Ridge, Associated Universities.

Regulatory Practices and Procedures, AEC, Bethesda, Maryland.

Experience

Engineering Coordinator, Texaco, Inc., 1950-62. Coordinated the activities of engineers, geologists, seismic crews and land departments. Recommended and supervised all drilling operations and training.

Health Science Technician, New Mexico Health and Social Services Department, 1963-68. Uranium Mine environment contamination determinations and evaluation. Developed sampling system for radon daughters, now standardized in all states. Conducted respirator media research in joint effort with LASL, presented paper at APAA-ACGIH, St. Louis, 1968.

Program Manager, Environmental Improvement Agency, Radiation Protection Section, 1968 to present. Supervises the activities of five men in a broad, statewide radiation compliance program including three federal government contracts concerning uranium mines, exposure and research. Conceived and supervised the construction of the Dakota

Laboratory. Authored House Bill 426, Radiation Protection Act. Drafted the Radiation Protection Regulations. Guest lecturer at all New Mexico universities on various radiation projects.

Memberships and Affiliations

Member of the National Conference of Radiation Program Directors Task Force on Radioactive Waste Management.

Health Physics Society, Rio Grande Chapter.

Publications

"DEVELOPMENT OF A URANIUM MINE RESEARCH LABORATORY," Health Physics Journal, Volume 20, No. 1. Journal of Environmental Health, March/April, 1970.

"LEAD-210 BLOOD CONCENTRATIONS AS A MEASURE OF URANIUM MINERS EXPOSURE," (to be published).

ALPHONSO A. TOPP, JR., B.S., M.S.
 Environmental Scientist III

Education

Bachelor of Science in Chemical Engineering, Purdue University.

Master of Science in Applied Physics, University of California at Los Angeles.

Health Physics, 10 weeks, Oak Ridge Associated Universities.

Regulatory Practices and Procedures, AEC, Bethesda, Maryland.

Medical Isotopes, AEC, Houston, Texas.

On-the-job Training, 6 weeks, Materials Licensing Branch, AEC, Bethesda, Maryland.

Experience

Atomic Energy Specialist, U.S. Army, 1942-1970. Participated in research and development of nuclear weapons for the Department of Defense. Catalogued and standardized all nuclear weapons material. Inspected nuclear capable units of all services, all over the world for compliance with all appropriate directives. Provided assurance at the highest military level of the nuclear capability of units and the safety and security of nuclear weapons located worldwide.

Environmental Scientist III, Environmental Improvement Agency, Radiation Protection Section, 1970 to present. Executes the state radiation producing device registration program and inspection of radiation producing devices. Aided in the drafting of the State's Radiation Protection Regulations. Presently designing the State's isotope licensing program.

Guest lecturer for New Mexico universities and technical societies.

Memberships

Triangle, a fraternity of engineers, architects and scientists.

Sigma XI, associate member, UCLA.

Health Physics Society, Rio Grande Chapter.

JOHN S. HAYNIE, B.S., M.S.

Environmental Scientist III

Education

Bachelor of Science, Engineering Technology, Western New Mexico University.

Master of Environmental Science in Radiological Health, University of Oklahoma.

Regulatory Practices and Procedures, AEC, Bethesda, Maryland.

Medical Isotopes, AEC, Houston, Texas.

Industrial Radiography, AEC, Baton Rouge, Louisiana.

Fundamentals of Non-ionizing Radiation, White Sands Missile Range, New Mexico, U.S. Army, Environmental Hygiene Agency.

Experience

Lab Assistant Electronics, Sandia Corporation, Albuquerque, New Mexico, June through September, 1968. Employed as a youth opportunity trainee in an environmental health physics electronic group. Solid

state circuit fabrication, experimentation with semiconductor switching circuits, and general repair of electronic equipment.

Health Physicist, Ingals Nuclear Shipbuilding, Division of Litton Systems, Inc., Pascagoula, Mississippi, 1970 to March, 1972. Research and development work in thermoluminescent dosimetry (TLD) employing Lif (TLD-100) as a possible personnel dosimeter for the shipyard; aiding in managing all personnel dosimetry functions; environmental and area monitoring work; general health physics problems.

Environmental Scientist, Environmental Improvement Agency, Radiation Protection Section, March 1972 to present. Medical and therapeutic x-ray registration. Plans, coordinates and conducts all medical x-ray compliance inspections. Researches into various techniques employed during mammography and the absorbed doses received by the patient. Training courses are expected to result from this research and a paper is to be co-authored with a leading radiologist in the state. Presents lectures on radiation safety to x-ray technicians throughout the state.

Memberships and Affiliations

National Health Physics Society—Full member.

Health Physics Society Rio Grande Chapter.

JOHN C. RODGERS, M.S., M.A.
Environmental Scientist III

Education

Bachelor of Science, Physics, Oregon State University.

Master of Science, Physics, California State College at Los Angeles.

Master of Arts, Philosophy of Science, Indiana University.

Doctoral Candidate, Washington University (St. Louis), in Philosophy of Science.

Health Physics, 100 weeks, Oak Ridge Associated Universities.

Experience

Designed and constructed physics laboratory equipment, California State College at Los Angeles, 1961-63.

Tutor in physics, mathematics and other liberal arts in St. John's College, Santa Fe, 1968-71.

Designed and developed several special physics lab experiments and projects.

Environmental Scientist, Environmental Improvement Agency, Radiation Protection Section, 1971 to present. Developed techniques and standardization procedures for liquid scintillation counting of lead-210. Developed procedures for separating lead-210 activity from interfering materials collected during sampling. Currently working on improved procedures for counting short-lived radon daughters to enable a more precise determination of lead-210 background.

Affiliations and Awards

Pi Mu Epsilon mathematics honorary, Oregon State University.

Sigma Pi Sigma physics honorary, California State College at Los Angeles.

Scientific Papers

"AN EXTRACTION TECHNIQUE FOR SAMPLE PREPARATION FOR LIQUID SCINTILLATION COUNTING OF Pb-210."

"INGROWTH OF LEAD-210 INTO A DYNAMIC RADON-222 ATMOSPHERE."

JOSE A. GUTIERREZ

Environmental Technician III

Education

New Mexico State University, 45 credit hours, Geology major.

University of New Mexico, 15 credit hours, Major, Medical Technology.

Basic Radiological Health, USPHS, Montgomery, Alabama.

Medical X-Ray Protection, USPHS, Las Vegas, Nevada.

Industrial Radiography, AEC, Baton Rouge, Louisiana.

Fundamentals of Non-ionizing Radiation, White Sands Missile Range, New Mexico, U.S. Army, Environmental Hygiene Agency.

Experience

Health-Science Technician, New Mexico Health and Social Services Department, 1969-71. Made personnel exposure determinations and environmental contamination concentration analyses in all active New Mexico uranium mines. Provided consultation to uranium mine management on ventilation techniques for radiation contaminant control. Assumed responsibility in renovation of abandoned uranium mine into a research facility. Maintained the facility in an approved safe condition and supervised the maintenance of the equipment. Supervised the personal safety of all researchers using the facility. Calibrated radiation detection instruments for the department and company operators. Participated in environmental sampling program. Participated in several research projects.

Environmental Technician, Environmental Improvement Agency, 1971 to present. Conducts compliance inspection in x-ray survey program. Developed a dental technique employing a tooth phantom for demonstrating the advantages of high speed dental film. Presented formal courses on dental x-ray protection throughout the State of New Mexico for dental students. Guest lecturer at universities and technical vocational schools.

Memberships and Affiliations

Health Physics Society Rio Grande Chapter.

MEDICAL ISOTOPE ADVISORY COMMITTEE

DOYLE LEE SIMMONS, M.D., Radiologist in Albuquerque and Clinical Associate Radiologist to University of New Mexico School of Medicine, attended Texas Technological College and graduated from Southwestern Medical School, University of Texas; was resident in Radiology, Baylor University, College of Medicine Affiliated Hospitals, Houston, Texas; American Cancer Society fellowship; Armed Forces Institute of Pathology fellowship; Instructor in Radiology, Baylor; is Board Certified, American Board of Radiology; member of numerous professional societies; member of Therapy Subcommittee, Clinton P. Anderson Meson Physics Facility.

JON DURBIN SHOOP, M.D., Chief, Division of Nuclear Medicine, Associate Professor in Radiology and Associate Professor of Pharmacy, University of New Mexico, is a graduate of Tufts University School of Medicine; was Assistant Resident in Radiology, Indiana University Medical Center, Indianapolis; American Cancer Society fellow in radiotherapy; Chief Resident in Radiology, Marlon County General Hospital, Indianapolis, Indiana; Senior Resident in Radiology, Indiana University Medical Center and U.S. Veterans Administration Hospital, Indianapolis, Indiana; Surgeon, U.S. Public Health Service; is Board Certified in Radiology by the American Board of Radiology and Board Certified in Nuclear Medicine by the American Board of Nuclear Medicine; member of numerous professional societies; Chairman, Human Uses Sub-committee, University of New Mexico; Chairman elect of Radiation Control Committee, University of New Mexico; performs liaison between University of New Mexico and Clinton P. Anderson Meson Physics Facility; Chairman, Sub-committee in Isotope Development, LAMPF Bio Medical Users Group; named Young Man of the Year by Albuquerque Jaycees; author of 12 professional papers.

CHESTER R. RICHMOND, Ph.D., Alternate Health Division Leader, Los Alamos Scientific Laboratory, is a graduate of New Jersey State College and the University of New Mexico; has many years of research experience in radiobiology and radiation effects both at Los Alamos Scientific Laboratory and with the AEC in Washington; member of numerous professional societies; member of NCRP Scientific Committees No. 30 and 31, and several other committees concerned with radiation; awarded AEC Special Achievement Certificate, author of 58 professional papers.

F. EUGENE HOLLY, Ph.D., Hospital Radiation Physicist, Albuquerque and Los Angeles, California, earned his B.S. in physics at New Mexico State University in 1957, specializing in Solar Energy; M.S. in Radiological Physics, Vanderbilt University 1960 as a USAEC Special Fellow, Thesis: "Composition and Characteristics of Radiation Trapped in the Lower Van Allen Regions"; Ph.D. in Medical Physics (Radiology), UCLA 1970 Dissertation: "DNA Distributions in Populations of Proliferating Lymphocytes"; extensive experience in industry, the military and national space programs; an expert in radiation dosimetry, having developed several unique instrumentation concepts in the field of microdosimetry; member of numerous professional societies; author of 24 professional papers.

RADIATION LABORATORY AND SURVEY EQUIPMENT

	Quantity
Laboratory equipment:	
Packard Model 3375, liquid scintillation counter.....	1
Nuclear Data Model 101 T Analyzer with typewriter printer and surface barrier alpha detector.....	1
Custom built gross alpha-beta environmental sample counting system.....	1
Nuclear Measurements Corp., proportional counter.....	1
Eberline internal proportional counter.....	1
Eberline SAC-1, 2" P.M. tube with calibrated Lucas Chambers for radon gas counting.....	1
Pulse generator.....	1
Monitoring and Survey Instruments:	
Integrating Meters, Pocket Chambers and Dosimeters:	
Pocket Chambers, Landsverk Model L-60, Rang O-200MR.....	6
Charter-Reader for above chambers, Model L-60.....	1
Pocket Dosimeters, Bendix Model CD V-138.....	10
Charger for the above dosimeters, Model 56.....	1
Condenser R. Meters:	
R-meter, Victoreen Model 570 with medium energy chambers from 0.25R to 25R.....	1
Victoreen Model 188 medium energy chamber 0.025.....	1
Alpha Detection:	
Eberline Model PAC-ISA alpha counter with AC-3 detector.....	1
Eberline Model SPA-1, millipore filter alpha counter.....	2
Eberline Model AC-3 Alpha scintillation probe.....	3
Eberline Model AC-2 gas flow proportional probe.....	2
Eberline Model PAC-3G gas proportional counter.....	2
Eberline Model PAC-4S alpha counter.....	1
Eberline Model PAC-15A portable alpha counter.....	1
Beta-Gamma Detection:	
Radalert Eberline Model.....	1
Eberline Rad Owl, Model RO-1 portable ion chamber.....	2
Nuclear Corp. Model CS-40A portable ion chamber.....	1

	Quantity
Eberline Model E-500B, geiger counter	1
Eberline Model HP-177B beta-gamma hand probe	3
Eberline Model PRM-4 pulse rate meter	1
Gamma Detection:	
Eberline Model PG-1 plutonium gamma probe	1
Eberline Model RT-1 personnel radiation monitor	4
Neutron Detection:	
Eberline Model FN-IA, fast neutron scintillation counter	1

[FR Doc.74-905 Filed 1-9-74; 8:45 am]

INTERSTATE COMMERCE COMMISSION

[Notice No. 2]

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

JANUARY 4, 1974.

The following applications (except as otherwise specifically noted, each applicant (on applications filed after March 27, 1972) states that there will be no significant effect on the quality of the human environment resulting from approval of its application), are governed by Special Rule 1100.247¹ of the Commission's general rules of practice (49 CFR, as amended), published in the FEDERAL REGISTER issue of April 20, 1966, effective May 20, 1966. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with section 247(d)(3) of the rules of practice which requires that it set forth specifically the grounds upon which it is made, contain a detailed statement of protestant's interest in the proceeding (including a copy of the specific portions of its authority which protestant believes to be in conflict with that sought in the application, and describing in detail the method—whether by joinder, interline, or other means—by which protestant would use such authority to provide all or part of the service proposed), and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and one (1) copy of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the requirements of section 247(d)(4) of the special rules, and shall include the certification required therein.

Section 247(f) of the Commission's

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

rules of practice further provides that each applicant shall, if protests to its application have been filed, and within 60 days of the date of this publication, notify the Commission in writing (1) that it is ready to proceed and prosecute the application, or (2) that it wishes to withdraw the application, failure in which the application will be dismissed by the Commission.

Further processing steps (whether modified procedure, oral hearing, or other procedures) will be determined generally in accordance with the Commission's general policy statement concerning motor carrier licensing procedures, published in the FEDERAL REGISTER issue of May 3, 1966. This assignment will be by Commission order which will be served on each party of record. Broadening amendments will not be accepted after the date of this publication except for good cause shown, and restrictive amendments will not be entertained following publication in the Federal Register of a notice that the proceeding has been assigned for oral hearing.

No. MC 2245 (Sub-No. 9), filed November 14, 1973. Applicant: THE O. K. TRUCKING COMPANY, a Corporation, 3000 East Crescentville Road, Cincinnati, Ohio 45241. Applicant's representative: Jack B. Josselson, 700 Atlas Bank Building, Cincinnati, Ohio 45202. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Columbus, Ohio, and Indianapolis, Ind.: From Columbus over Interstate Highway 70 to Indianapolis as an alternate route for convenience only, serving no intermediate points, in connection with carrier's regular route operations, restricted against the transportation of local traffic moving solely between Columbus and Indianapolis.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 3114 (Sub-No. 31), filed November 26, 1973. Applicant: T. H. COMPTON, INC., R.F.D. No. 1, Berkeley Springs, W. Va. 25411. Applicant's representative: William P. Sullivan, 1819 H Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand*, in bulk, from Mapleton Depot (Huntingdon County), Pa., to points in Delaware, Ohio, Maryland, New Jersey (except Cumberland, Salem, Gloucester, Cape May, Atlantic, Camden, and Burlington Counties), New York, and West Virginia.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 7640 (Sub-No. 38), filed November 26, 1973. Applicant: BARNES TRUCK LINE, INC., 506 Mayo Street, Wilson, N.C. 27893. Applicant's repre-

sentative: Harry J. Jordan, 1000 16th St. NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials, including iron and steel articles, lumber, plywood, particleboard or hardboard, poles, and machinery*, from Morehead City and Wilmington, N.C., to points in Connecticut, Delaware, Florida, Georgia, Kentucky, Maryland, Massachusetts, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 15945 (Sub-No. 14), filed November 29, 1973. Applicant: BRINGWALD TRANSFER, INC., 2820 Decker Road, Vincennes, Ind. 47591. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel wire*, from Alton, Ill., to Washington, Ind.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 30844 (Sub-No. 487), filed November 26, 1973. Applicant: KROBLIN REFRIGERATED XPRESS, INC., 2125 Commercial Street, P.O. Box 5000, Waterloo, Iowa 50702. Applicant's representative: Truman A. Stockton, The 1650 Grant Street Bldg., Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from Cade (St. Martin Parish) and Lozes (Iberia Parish), La., to points in Illinois, Indiana, Ohio, and Michigan.

NOTE.—Common control was approved in MC-F-8722 and MC-F-9750. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La., or Washington, D.C.

No. MC 30844 (Sub-No. 488), filed November 28, 1973. Applicant: KROBLIN REFRIGERATED XPRESS, INC., 2125 Commercial Street, P.O. Box 5000, Waterloo, Iowa 50702. Applicant's representative: Truman A. Stockton, The 1650 Grant Street Building, Denver, Colo. 80203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen fruits*, from Biglerville and Fleetwood, Pa., to Bettendorf, Iowa.

NOTE.—Common control was approved in MC-F-8722 and MC-F-9750. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 43716 (Sub-No. 30), filed November 19, 1973. Applicant: BIGGE DRAYAGE CO., 10700 Bigge Avenue, San Leandro, Calif. 94577. Applicant's

representative: Edward J. Hegarty, 100 Bush Street, 21st Floor, San Francisco, Calif. 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ship propellers and ship propellers castings* having a diameter of 12 feet 6 inches or more and *parts* incidental to the installation and use of ship propellers when moving in connection therewith, between Oakland, Calif., on the one hand, and, on the other, points in Texas, Louisiana, Mississippi, Alabama, and Florida.

NOTE.—Applicant states that the requested authority can be tacked with its existing authority at Oakland, Calif., to provide a through service between California, Oregon, and Washington, and the destination points named herein. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 51146 (Sub-No. 343), filed November 21, 1973. Applicant: SCHNEIDER TRANSPORT, INC., 2661 S. Broadway, Green Bay, Wis. 54304. Applicant's representative: Neil DuJardin (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Metal containers, container ends, and container accessories*, from Shoreham, Mich., to Springdale, Ark., and Neosho, Mo.; and (2) *materials and supplies* used in the manufacture and distribution of metal containers, container ends, and container accessories (except commodities in bulk and those which because of size or weight require the use of special equipment), from Springdale, Ark., and Neosho, Mo., to Shoreham, Mich.

NOTE.—Common control was approved in MC-F-10280 and MC-F-11307. Applicant states that the requested authority can be tacked with its existing authority at Shoreham, Mich., in Sub-Nos. 48, 85, 86, 101, 134, and 187 to provide a through service from Green Bay, Wis.; Rockford, Ill.; the plant sites and warehouse facilities of Crown Cork and Seal Company located at Baltimore, Md., St. Louis, Mo., Atlanta, Ga., and North Bergen, N.J.; Fort Worth, Tex.; the plant sites and warehouse facilities of National Can Corporation located at Cambridge, Md., Danbury, Conn., Edison, N.J., and Fairless and Hanover, Pa.; restricted points within the New York, N.Y., Commercial Zone; Birmingham, Ala.; Bartow and Orlando, Fla.; and Spartanburg, S.C., to Springdale, Ark., and 1 Sub-No. 123 at Springdale, Ark., to provide a through service from Chicago, Ill., to Shoreham, Mich. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 59150 (Sub-No. 85), filed November 28, 1973. Applicant: PLOOF TRANSFER COMPANY, INC., 1901 Hill Street, Jacksonville, Fla. 32202. Applicant's representative: Martin Sack, Jr., 1754 Gulf Life Tower, Jacksonville, Fla. 32207. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials, and materials, equipment, and supplies used in the manufacture, distribution, installation, and application of such commodities* (except commodities in bulk), between the plantsite and storage facilities of National Gypsum Company at or near Mobile, Ala., on

the one hand, and, on the other, points in Florida, restricted to traffic originating at and destined to the points named above.

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

No. MC 61592 (Sub-No. 313), filed October 31, 1973. Applicant: JENKINS TRUCK LINES, INC., 3708 Elm Street, Bettendorf, Iowa 52722. Applicant's representative: E. A. DeVine (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products, and articles shipped with meat products, and materials, equipment, and supplies* used in the meat packing, processing, and distribution of the items named above: (1) from the plantsite of Yankton Sioux Industries at or near Wagner, S. Dak., to points in Arizona, Arkansas, California, Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin, and Wyoming, and (2) from points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, Texas, and Wisconsin, to the plantsite of Yankton Sioux Industries at or near Wagner, S. Dak.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 63792 (Sub-No. 21), filed November 21, 1973. Applicant: TOM HICKS TRANSFER COMPANY, INC., 4132 Peters Road, Harvey, La. 70058. Applicant's representative: C. W. Ferebee, P.O. Box 283, Harvey, La. 70058. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, from the plantsite and storage facilities of Steel, Inc., at Port Benville (Pearlington, Hancock County), Miss., to points in Texas, Louisiana, Mississippi, Alabama, Georgia, Florida, Tennessee, Arkansas, Oklahoma, Kansas, and New Mexico.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La., or Houston, Tex.

No. MC 64932 (Sub-No. 520), filed November 28, 1973. Applicant: ROGERS CARTAGE COMPANY, a Corporation, 10735 South Cicero Avenue, Oaklawn, Ill. 60453. Applicant's representative: Carl L. Steiner, 9 S. LaSalle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Plastic synthetic liquid*, in bulk, in tank trucks, from the plantsite of E. I. du Pont, at Seneca, Ill., to points in Connecticut, Florida, Georgia, Iowa, Kansas,

Kentucky, Massachusetts, Michigan, Minnesota, New Jersey, New York, North Carolina, Ohio, Rhode Island, South Carolina, Tennessee, Texas, and Wisconsin, restricted to traffic originating at the above-mentioned plantsite; and (2) *plastic synthetic liquid*, in bulk, in tank trucks, from the plantsite of E. I. du Pont, at Niagara Falls, N.Y., to points in Connecticut, Massachusetts, and Rhode Island, restricted to traffic moving in the same vehicles originating at Seneca, Ill., and stopped at Niagara Falls to complete loading.

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

No. MC 73165 (Sub-No. 334), filed November 14, 1973. Applicant: EAGLE MOTOR LINES, INC., 830 North 33rd Street, P.O. Box 11086, Birmingham, Ala. 35202. Applicant's representative: Eugene T. Lipfert, 1660 L Street NW, Suite 1100, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Electrical transformers, circuit breakers and/or parts* which by reason of size or weight require the use of special equipment and (2) *electrical equipment and parts* which do not require the use of special equipment when moving in connection with the commodities in (1) above, between the plant site of Allis Chalmers Corporation located in Rankin County, Miss., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 78228 (Sub-No. 46), filed November 29, 1973. Applicant: J. MILLER EXPRESS, INC., 152 Wabash Street, Pittsburgh, Pa. 15220. Applicant's representative: John A. Pillar, 2310 Grant Building, Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime and lime products*, from Carntown, Ky., to the plant sites of Jones & Laughlin Steel Corporation located at Aliquippa and Pittsburgh, Pa., and Cleveland, Ohio.

NOTE.—Common control was approved in MC-F-11070. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Pittsburgh, Pa.

No. MC 82492 (Sub-No. 93), filed November 26, 1973. Applicant: MICHIGAN & NEBRASKA TRANSIT CO., INC., P.O. Box 2853, 2109 Olmstead Road, Kalamazoo, Mich. 49003. Applicant's representative: William C. Harris (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except commodities in bulk), from Logansport, Ind., to points in Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri,

Nebraska, North Dakota, South Dakota, Ohio, and Wisconsin, restricted to traffic originating at Logansport, Ind.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Lansing, Mich.

No. MC 99694 (Sub-No. 3), filed November 19, 1973. Applicant: BOLAND TRUCKING COMPANY, INC., 24th & Michigan Streets, San Francisco, Calif. 94107. Applicant's representative: Marvin Handler, 100 Pine Street, San Francisco, Calif. 94111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between docks, piers, wharves, ports, and airports in Alameda, Contra Costa, Marin, Merced, Monterey, Napa, Sacramento, San Francisco, San Mateo, Santa Clara, Santa Cruz, San Joaquin, Solano, Sonoma, and Stanislaus Counties, Calif., on the one hand, and, on the other, points in said counties.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 100666 (Sub-No. 258), filed November 12, 1973. Applicant: MELTON TRUCK LINES, INC., P.O. Box 7666, Shreveport, La. 71107. Applicant's representative: Wilburn L. Williamson, 280 National Foundation Life, 3535 NW 58th, Oklahoma City, Okla. 73112. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Asbestos cement pipe*, from the plantsite and warehouse facilities of Certain-Teed Products Corporation at or near St. Louis, Mo., to points in Alabama, Arkansas, Colorado, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Mississippi, Montana, Nebraska, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Virginia, West Virginia, Wisconsin and Wyoming.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 106497 (Sub-No. 89), filed November 28, 1973. Applicant: PARK-HILL TRUCK COMPANY, a Corporation, Post Office Box 912, Bus. Rte I-44 East, Joplin, Mo. 64801. Applicant's representative: A. N. Jacobs, Post Office Box 113, Joplin, Mo. 64801. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Iron and steel articles*, from points in Maricopa County, Ariz., to points in California, Colorado, New Mexico, Nevada, Texas, and Utah.

NOTE.—Common control was approved in MC-F-10006. Applicant states that the re-

quested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Phoenix, Ariz., or Dallas, Tex.

No. MC 106674 (Sub-No. 115), filed November 28, 1973. Applicant: SCHILLI MOTOR LINES, INC., P.O. Box 123, Remington, Ind. 47977. Applicant's representative: Leonard R. Kofkin, 39 South LaSalle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wooden pallets*, from Frankfort, Ind., to points in Illinois.

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

No. MC 107002 (Sub-No. 445), filed November 26, 1973. Applicant: MILLER TRANSPORTERS, INC., P.O. Box 1123 (U.S. Highway 80 West), Jackson, Miss. 39205. Applicant's representative: John J. Borth, P.O. Box 8573, Battlefield Station, Jackson, Miss. 39204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fuel oil*, in bulk, in tank vehicles, from Moundville, Ala., to points in Arkansas, Georgia, Illinois, Indiana, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and Wisconsin; and (2) *sodium hydrosulfide*, in bulk, in tank vehicles, from Marrero, La., to points in Alabama, Kentucky, Mississippi, and Tennessee.

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

No. MC 107295 (Sub-No. 682), filed November 23, 1973. Applicant: PRE-FAB TRANSIT CO., a Corporation, 100 South Main Street, Farmer City, Ill. 61842. Applicant's representative: Mack Stephenson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Industrial cleaners and washers*, from Paris, Ill., to points in the United States in and east of Montana, Wyoming, Colorado, and New Mexico.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107295 (Sub-No. 683), filed November 23, 1973. Applicant: PRE-FAB TRANSIT CO., a Corporation, 100 South Main Street, Farmer City, Ill. 61842. Applicant's representative: Mack Stephenson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Poly-vinyl chloride (PVC), pipe, tubing, couplings, fittings, and accessories and other extruded plastic products*, from points in Phelps County, Mo., and Mifflin County, Pa., to points in the United States (except Alaska and Hawaii); and (2) *materials and supplies used in the man-*

ufacture of the commodities described in (1) above, from points in the United States (except Alaska and Hawaii), to points in Phelps County, Mo., and Mifflin County, Pa.

NOTE.—Applicant states that the requested authority can be tacked at Footville, Wis., and Phelps County, Mo., to serve points in Washington, Oregon, California, Arizona, Nevada, Utah, and Idaho. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 107295 (Sub-No. 684), filed November 23, 1973. Applicant: PRE-FAB TRANSIT CO., a Corporation, 100 South Main Street, Farmer City, Ill. 61842. Applicant's representative: Mack Stephenson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bridges, structural steel, joists, and accessories*, from Springfield, Mo., to points in the United States (except Alaska and Hawaii).

NOTE.—Applicant states that the requested authority can be tacked at Springfield, Mo.: (a) in Sub-No. 92 to provide a through service from Putnam County, Ill., to points in the United States; (b) in Sub-No. 138 to provide a through service from Connersville, Ind., and Ambridge, Pa., to points in the United States; and (c) in Sub-No. 480 to provide a through service from Waco, Abilene, and Midland, Tex., to points in the United States. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 108341 (Sub-No. 34), filed November 21, 1973. Applicant: MOSS TRUCKING COMPANY, INC., P.O. Box 8409, Charlotte, N.C. 28208. Applicant's representative: Morton E. Kiel, 5 World Trade Center, Suite 6139, New York, N.Y. 10048. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Source, special nuclear, by-products materials, radioactive materials, related radioactive equipment, component parts, and associated materials*, (1) between points in Alabama, Tennessee, Mississippi, Kentucky, Louisiana, Georgia, North Carolina, South Carolina, and Virginia; and (2) between points in the territory named in (1) above, on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

NOTE.—Common control was approved in MC-F-10408. Applicant states that the requested authority can be tacked with its existing size and weight authority in Sub-No. 6 at points in Georgia, South Carolina, North Carolina, and Virginia to provide service between points in Florida, Alabama, Tennessee, Mississippi, Kentucky and Louisiana; and in Sub-No. 28 at Alexandria, Va. (District of Columbia Commercial Zone), to provide service between those points named above and points in Pennsylvania (east of the Susquehanna River), Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Rhode Island, and the District of Columbia. If a hearing is deemed necessary, applicant request it be held at Chattanooga, Tenn.

No. MC 108676 (Sub-No. 56), filed November 21, 1973. Applicant: A. J. METLER HAULING & RIGGING, INC., 117 Chicamauga Avenue NE., Knoxville, Tenn. 37917. Applicant's representative:

Carl U. Hurst, P.O. Box E, Bowling Green, Ky. 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Source, special nuclear, by-products materials, radioactive materials, related radioactive equipment, component parts and associated materials*, (1) between points in Alabama, Tennessee, Mississippi, Kentucky, Louisiana, Georgia, North Carolina, South Carolina, and Virginia; and (2) between points in the territory named in (1) above, on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

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

No. MC 110420 (Sub-No. 694), filed November 23, 1973. Applicant: QUALITY CARRIERS, INC., P.O. Box 186, Pleasant Prairie, Wis. 53158. Applicant's representative: E. Stephens Heisley, 666 Eleventh Street NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Chemicals*, in bulk, in tank vehicles, from South Charleston, W. Va., Taft, La., Texas City, Seadrift, and Brownsville, Tex., Cleveland, Ohio, Carteret, N.J., and Boston, Mass., to Waukegan, Ill.; (2) *liquid chemicals*, in bulk, in tank vehicles, from Iowa City, Iowa, to Allegan, Mich., and Lakewood, N.J.; and (3) *wax*, in bulk, from Port Arthur, Tex., Barnsdall and Tulsa, Okla., to points in Illinois and Wisconsin.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 110525 (Sub-No. 1077), filed November 23, 1973. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. 19335. Applicant's representative: Thomas J. O'Brien (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from Wyandotte, Mich., to points in New Jersey, New York, and Pennsylvania.

NOTE.—Applicant states that the requested authority can be tacked with its existing authority: In Sub-No. 673 on item 403 at Syracuse, N.Y., to serve points in Maine, Massachusetts, New Hampshire, Rhode Island, and Connecticut, and on item 404 at Syracuse, N.Y., to serve points in Vermont; and in Sub-No. 608 on item 387 at points in New Jersey and the New York, N.Y., Commercial Zone to serve points in Maine, Rhode Island, and Connecticut. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Philadelphia, Pa.

No. MC 110541 (Sub-No. 12), filed November 16, 1973. Applicant: MARK E. YODER, INC., P.O. Box 346, Schuylkill Haven, Pa. 17972. Applicant's representative: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. 17101. Authority

sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum coke*, from the refinery of Getty Oil Company at Delaware City, Del., to the plants of Pennsylvania Power & Light Company in Monroe Township (Snyder County); Holtwood, Martic Township (Lancaster County); Derry Township (Montour County); Brunner's Island, East Manchester Township (York County); Martin's Creek, Lower Mount Bethel Township (Northampton County), Pa.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa., or Washington, D.C.

No. MC 111045 (Sub-No. 108), filed November 28, 1973. Applicant: RED-WING CARRIERS, INC., P.O. Box 426, Tampa, Fla. 33601. Applicant's representative: J. V. McCoy (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals, liquid*, in bulk, in tank vehicles, from Le Moyné, Ala., to points in Delaware, Illinois, Indiana, Michigan, Ohio, West Virginia, and New York.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La., or Washington, D.C.

No. MC 111401 (Sub-No. 401), filed November 18, 1973. Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Boulevard, P.O. Box 632, Enid, Okla. 73701. Applicant's representative: Alvin L. Hamilton (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motor fuels*, in bulk, in tank vehicles, from Phillips Petroleum Company, Sweeny Refinery located at Old Ocean, Tex., to points in the United States (except Alaska, Hawaii, Colorado, Kansas, and Oklahoma).

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Houston, Tex., or New Orleans, La.

No. MC 112617 (Sub-No. 309), filed November 19, 1973. Applicant: LIQUID TRANSPORTERS, INC., P.O. Box 21395, Louisville, Ky. 40221. Applicant's representative: L. A. Jaskiewicz, 1730 M Street NW., Suite 501, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Calcined or hydrated alumina*, in bulk, from Paducah, Ky., to the plantsite of Air Products & Chemicals, Inc., at Calvert City, Ky., and (2) *empty shipper-owned Sealand Trailers* used in the above movement, from the plantsite of Air Products & Chemicals, Inc., at Calvert City, Ky., to Paducah, Ky., restricted to movements having a prior movement by rail.

NOTE.—Common control may be involved. Applicant states that the requested authority

cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky., or Washington, D.C.

No. MC 112750 (Sub-No. 304), filed November 21, 1973. Applicant: PUROLATOR COURIER CORP., 2 Nevada Drive, Lake Success, N.Y. 11040. Applicant's representative: John M. Delany (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Commercial papers, documents, written instruments, and business records* (except currency and negotiable securities) as are used in the business of banks and banking institutions, from points in Missouri, to National Stock Yards, Ill., under contract or contracts with Banks and Banking institutions.

NOTE.—Applicant holds common carrier authority in MC-11729 Sub-No. 26 and other Subs, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Chicago, Ill.

No. MC 113459 (Sub-No. 83) (AMENDMENT), filed September 10, 1973, published in the FEDERAL REGISTER issue of November 8, 1973, and republished as amended this issue. Applicant: H. J. JEFFRIES TRUCK LINE, INC., 4720 South Shields Boulevard, P.O. Box 94850, Oklahoma City, Okla. 73109. Applicant's representative: James M. Doherty, Suite 401, First National Life Building, Austin, Tex. 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Structural poles and parts, attachments and accessories for structural poles*, and (2) *materials, equipment, and supplies* used in the manufacture, installation, or processing of item, listed in (1) above, between Houston, Tex., on the one hand, and, on the other, points in the United States including Alaska but excluding Hawaii, restricted to traffic originating at or destined to the plantsites of American Pole Structures, located at or near Houston, Tex.

NOTE.—The purpose of this republication is to indicate that applicant seeks to serve points in Alaska. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 113475 (Sub-No. 19), filed November 30, 1973. Applicant: RAWLINGS TRUCK LINE, INC., P.O. Box 831, Emporia, Va. 23847. Applicant's representative: Harry J. Jordan, 1000 16th Street NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Furniture rounds*, wooden turned, finished and unfinished, (2) *paper, paper products, and pulpboard*, (3) *wallboard*, including *building board and building insulation board*, and (4) *composition board*, from Plymouth, N.C., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Maine, Massachusetts, Michi-

gan, Mississippi, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia, and return shipments of the above-described commodities and packaging material from the designated destination states to Plymouth, N.C.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113678 (Sub-No. 525), filed November 1, 1973. Applicant: CURTIS, INC., 4810 Pontiac Street, Commerce City (Denver), Colo. 80022. Applicant's representative: Richard A. Peterson, P.O. Box 81849, Lincoln, Nebr. 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Candy and confectionery and related products* (except commodities in bulk) and (2) *advertising matter, premiums and display materials*, when shipped in the same vehicles with the commodities in (1) above, in vehicles equipped with mechanical refrigeration, from the plant site and warehouse facilities of M&M/Mars, a Division of Mars, Inc., at Albany, Atlanta, Decatur, and Doraville, Ga., to Colorado, Nebraska, Missouri, and Kansas, restricted to the transportation of traffic originating at the plant site and warehouse facilities of M&M/Mars, a Division of Mars, Inc.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 113678 (Sub-No. 526), filed November 27, 1973. Applicant: CURTIS, INC., 4810 Pontiac Street, Commerce City (Denver), Colo. 80022. Applicant's representative: Richard A. Peterson, P.O. Box 81849, Lincoln, Nebr. 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Imported meats*, from New Orleans, La., to points in Texas, New Mexico, Oklahoma, Colorado, Kansas, Missouri, Kentucky, Nebraska, Iowa, Illinois, Indiana, Ohio, Minnesota, Wisconsin, and Michigan, restricted to the origins and destinations named.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La., or Chicago, Ill.

No. MC 113678 (Sub-No. 528), filed November 27, 1973. Applicant: CURTIS, INC., 4810 Pontiac Street, Commerce City (Denver), Colo. 80022. Applicant's representative: Richard A. Peterson, P.O. Box 81849, Lincoln, Nebr. 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Artificial trees, shrubs, wreaths, and plants*, from the warehouse and storage facilities of American Technical Industries, Inc., at Lexington, Ky., and Elk Grove Village,

Ill., to points in Illinois, Wisconsin, Minnesota, Iowa, Missouri, Nebraska, Kansas, Oklahoma, and Colorado.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., Denver, Colo., or Washington, D.C.

No. MC 113678 (Sub-No. 529), filed November 27, 1973. Applicant: CURTIS, INC., 4810 Pontiac Street, Commerce City (Denver), Colo. 80022. Applicant's representative: Richard A. Peterson, P.O. Box 81849, Lincoln, Nebr. 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paper, and paper articles*, and (2) *plastic bags*, from the plantsite and storage facilities of Hudson Pulp and Paper Corp., in Putnam County, Fla., to points in Illinois, Iowa, Nebraska, Wisconsin, Missouri, Kansas, Mississippi, Arkansas, Texas, Louisiana, and Oklahoma.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at either Orlando, Fla., Washington, D.C., or Denver, Colo.

No. MC 114273 (Sub-No. 153), filed November 26, 1973. Applicant: CEDAR RAPIDS STEEL TRANSPORTATION, INC., P.O. Box 68, Cedar Rapids, Iowa 52406. Applicant's representative: Robert E. Konchar, Suite 315, Commerce Exchange Bldg., 2720 First Ave. NE., P.O. Box 1943, Cedar Rapids, Iowa 52406. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals, in 55-gallon drums*, from the plantsite and storage facilities of Hammond Solvent Recovery, Inc., at Hammond, Ind., to points in Iowa, restricted to traffic originating at and destined to the points named above.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 115524 (Sub-No. 21), filed September 10, 1973. Applicant: BURSCH TRUCKING, INC., 415 Rankin Road NE., Albuquerque, N. Mex. 87107. Applicant's representative: James E. Snead, P.O. Box 2228, 215 Lincoln Avenue, Santa Fe, N. Mex. 87501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Lumber, lumber products, sawmill products, and byproducts*, from points in Taos County, N. Mex., to points in the United States (except Alaska and Hawaii), under contract with Amalia Lumber Company and (2) *sawmill machinery, equipment, and supplies*, from points in the United States (except Alaska and Hawaii), to the sawmill location of Amalia Lumber Company located in Taos County, N. Mex.

NOTE.—Applicant holds common carrier authority in MC 135082, therefore dual oper-

ations may be involved. Common control may also be involved. If a hearing is deemed necessary, applicant requests it be held at Albuquerque, N. Mex., or Phoenix, Ariz.

No. MC 119302 (Sub-No. 21), filed November 19, 1973. Applicant: MILLER TRANSFER AND RIGGING CO., a Corporation, P.O. Box 6077, Akron, Ohio 44312. Applicant's representative: A. David Millner, 744 Broad Street, Newark, N.J. 07102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Tools and appliances, lawn and garden equipment, and component parts thereof; materials, equipment, and supplies* (except in bulk) used in or incidental to the manufacture of tools and appliances and lawn and garden equipment; *plant materials, equipment, and supplies* (except in bulk), weighing less than 2,000 pounds; and *office equipment and files* incidental to personnel relocation weighing less than 1,500 pounds, between the Black & Decker Manufacturing Co. plants located at Tarboro and Fayetteville, N.C., Hampstead, Md., and Ports of Entry on the International Boundary line between the United States and Canada located at or near Ogdensburg and Wellesley Island, N.Y., under a continuing contract or contracts with Black & Decker Manufacturing Company, Towson, Md.

NOTE.—Dual operations may be involved. Common control may be involved. Applicant seeks to enlarge the commodity description of authority otherwise contained in Sub-No. 19. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119741 (Sub-No. 45), filed November 15, 1973. Applicant: GREEN FIELD TRANSPORT COMPANY, INC., P.O. Box 1235, Ft. Dodge, Iowa 50501. Applicant's representative: Donald L. Stern, 7100 West Center Road, Omaha, Nebr. 68106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Edible animal fats, animal oils, and vegetable oils, including products and blends thereof*, with or without emulsifiers, preservatives, coloring, or additives, in packages, and *oleomargarine*, in packages, (1) from the refinery plantsites of Swift & Co. at Bradley, Ill., to points in Missouri, Kansas, Iowa (except Sioux City), Nebraska (except Omaha), North Dakota, and South Dakota and (2) from the storage facilities utilized by Swift & Co. at Bradley and Kankakee, Ill., to points in Missouri, Kansas, Iowa, Nebraska, North Dakota, and South Dakota.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Omaha, Nebr.

No. MC 120910 (Sub-No. 6), filed November 19, 1973. Applicant: SERVICE EXPRESS, INC., P.O. Box 1009, Tuscaloosa, Ala. 35401. Applicant's representative: William P. Jackson, Jr., 919 18th St. NW., Suite 425, Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic*

articles, pipe, valves, fittings, hydrants, castings, and accessories therefore, from the facilities of Central Foundry Company at or near Holt, Ala., to points in Tennessee, Georgia, Florida, North Carolina, and South Carolina, restricted to the transportation of shipments originating at the facilities of Central Foundry Company at or near Holt, Ala.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Tuscaloosa, Ala., or Washington, D.C.

No. MC 121107 (Sub-No. 10), filed November 30, 1973. Applicant: PITT COUNTY TRANSPORTATION COMPANY, INC., P.O. Box 207, Farmville, N.C. 27828. Applicant's representative: Harry J. Jordan, 1000 16th Street NW., Washington, D.C. 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Furniture rounds, wooden turned, finished or unfinished; (2) paper, paper products, and pulpboard; (3) wallboard, including building board and building insulation board; and (4) composition board, from Plymouth, N.C., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Maine, Massachusetts, Michigan, Mississippi, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia, and returned shipments of the above described commodities and packaging material from the designated destination States, to Plymouth, N.C.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 123905 (Sub-No. 14), filed November 26, 1973. Applicant: OLEN BURRAGE TRUCKING, INC., Route 9, Box 22-A, Philadelphia, Miss. 39350. Applicant's representative: Donald B. Morrison, 717 Deposit Guaranty Bank Bldg., P.O. Box 22628, Jackson, Miss. 39205. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) Animal and poultry feed; and (2) animal and poultry feed ingredients, in containers, from Decatur, Ill., to points in Louisiana, under contract with A. E. Staley Manufacturing Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn., or Jackson, Miss.

No. MC 124711 (Sub-No. 23), filed September 17, 1973. Applicant: BECKER & SONS, INC., P.O. Box 1050, El Dorado, Kans. 67042. Applicant's representative: T. M. Brown, 600 Leininger Building, Oklahoma City, Okla. 73112. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid animal feed, supplements, and ingredients, in bulk, in tank vehicles, between points in Butler County, Kans., on the one hand, and, on the other, points in Missouri, Nebraska, Colorado, and Oklahoma.

NOTE.—Common control was approved in MC-F-11370. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., Kansas City, Mo., or Topeka, Kans.

No. MC 126149 (Sub-No. 15), filed November 2, 1973. Applicant: DENNY MOTOR FREIGHT, INC., 617 Indiana Avenue, New Albany, Ind. 46150. Applicant's representative: Donald W. Smith, Suite 2465, One Indiana Square, Indianapolis, Ind. 46204. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Agricultural machinery and implements, attachments for agricultural machinery and implements (other than hand), also such merchandise as is dealt in by lawn and garden dealers (except chemicals and commodities in bulk), from Louisville, Ky., to points in Vermont, New York, Connecticut, Pennsylvania, Maryland, Delaware, Virginia, Ohio, West Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Arkansas, Colorado, Kansas, Missouri, Nebraska, Iowa, Minnesota, Wisconsin, Illinois, Indiana, Michigan, Oklahoma, and Tennessee, restricted to the transportation of traffic originating at the plants, shipping facilities, and warehouses of International Harvester Company, Inc., at Louisville, Ky.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 127274 (Sub-No. 40), filed November 25, 1973. Applicant: SHERWOOD TRUCKING, INC., 1517 Hoyt Avenue, Muncie, Ind. 47302. Applicant's representative: Donald W. Smith, Suite 2465, One Indiana Square, Indianapolis, Ind. 46204. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Paper, paper products, and wood pulp, from Calhoun, Tenn., to points in Indiana on and north of U.S. Highway 40, points in Michigan on and south of U.S. Highway 21 and Bartlesville, Oklahoma City, Tulsa, Muskogee, Okmulgee, Edmond, Catoosa, and Midwest City, Okla.

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

No. MC 127834 (Sub-No. 96), filed November 19, 1973. Applicant: CHEROKEE HAULING & RIGGING, INC., 540-42 Merritt Avenue, Nashville, Tenn. 37203. Applicant's representative: Paul M. Daniell, P.O. Box 872, Atlanta, Ga. 30301. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Source, special nuclear, and byproduct materials, radioactive materials, and related reactor experiment equipment, component parts, and associated materials, (1) between points in Alabama, Tennessee, Mississippi, Kentucky, Louisiana, Georgia, North Carolina, South Carolina, and

Virginia, and (2) between points in the territory named in (1) above, on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

NOTE.—Common control was approved in MC-F-11481. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 133119 (Sub-No. 33), filed November 26, 1973. Applicant: HEYL TRUCK LINES, INC., 235 Mill Street, Akron, Iowa 51001. Applicant's representative: A. J. Swanson, 521 South 14th Street, P.O. Box 81849, Lincoln, Nebr. 68501. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Foodstuffs (except in bulk, in tank vehicles), from points in California, Texas, and Florida, and Chicago, Ill., to ports of entry on the International Boundary line between the United States and Canada located in Idaho, Montana, North Dakota, and Minnesota, restricted to traffic moving in foreign commerce.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, the applicant requests it be held at Omaha, Nebr., or Billings, Mont.

No. MC 133119 (Sub-No. 34), filed November 26, 1973. Applicant: HEYL TRUCK LINES, INC., 235 Mill Street, Akron, Iowa 51001. Applicant's representative: A. J. Swanson, 521 South 14th Street, P.O. Box 81849, Lincoln, Nebr. 68501. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, meat products, meat by-products, and articles distributed by meat packing-houses, as described in Sections A and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from Fergus Falls, Minn., to points in Alabama, Florida, Georgia, North Carolina, South Carolina, Mississippi, Louisiana, Texas, and Tennessee.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Billings, Mont.

No. MC 133492 (Sub-No. 10), filed November 23, 1973. Applicant: CECIL CLAXTON, East Elm Street, Wrightsville, Ga. 31096. Applicant's representative: William Addams, Suite 212, 5299 Roswell Rd. NE., Atlanta, Ga. 30342. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Galvanized steel farm gates and chain link gates, from Dublin, Ga., to points in Florida, Alabama, Maryland, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia, under contract with Farmmaster Products, a division of Wickes Corporation, at Shenandoah, Iowa.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 133566 (Sub-No. 28), filed November 27, 1973. Applicant: GANGLOFF & DOWNHAM CO., INC., P.O. Box 479, Logansport, Ind. 46947. Applicant's representative: William L. Slover, 1224 17th Street NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products and articles distributed by meat packing-houses* (except hides and commodities in bulk), as defined in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plantsite and warehouse facilities of Wilson & Co., Inc., located at or near Cedar Rapids, Iowa, to points in Connecticut, Delaware, the District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont, restricted to traffic originating at and destined to the named points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Oklahoma City, Okla.

No. MC 133566 (Sub-No. 29), filed November 27, 1973. Applicant: GANGLOFF & DOWNHAM TRUCKING CO., INC., P.O. Box 479, Logansport, Ind. 46947. Applicant's representative: William L. Slover, 1224 17th Street NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, and articles distributed by meat packing-houses* (except hides and commodities in bulk), as defined in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site and warehouse facilities of Fischer Packing Co. (a subsidiary of Wilson & Co., Inc.), located at or near Louisville, Ky., to points in Indiana, Michigan, and Ohio, restricted to traffic originating at and destined to the above named points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Oklahoma City, Okla.

No. MC 133966 (Sub-No. 29), filed November 30, 1973. Applicant: NORTH EAST EXPRESS, INC., P.O. Box 127, Mountaintop, Pa. 18707. Applicant's representative: Edward G. Villalon, 1032 Pennsylvania Building, Pennsylvania Ave. & 13th St. NW., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mineral wool, mineral wood products, insulation, and insulation materials* (except commodities in bulk), from the plant site of CertainTeed Products, Williamstown Junction, N.J., and its warehouse and storage facilities in Camden and Cumberland Counties, N.J., to points in Delaware, District of Columbia, Maryland, Pennsylvania, New York, Connecticut, New Hampshire, Rhode Island, Massachusetts, Vermont, Maine, Virginia, West Virginia, Indiana, Ohio, Michigan, and Kentucky.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 134631 (Sub-No. 19), filed November 30, 1973. Applicant: SCHULTZ TRANSIT, INC., P.O. Box 503, Winona, Minn. 55987. Applicant's representative: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn. 55402. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Radio, phonograph, television, and stereo cabinets and equipment, record changer basis and speaker boxes*, from Arcadia, Wis., to Pacoima, Chatsworth, and City of Industry, Calif.; Atlanta, Ga.; Dallas, Tex.; Miami, Fla.; Brooklyn and Glendale, N.Y.; Bayonne and Jersey City, N.J.; and Framingham, Braintree, Cambridge, and Boston, Mass., under continuing contract with Winona Industrial Sales Corp.

NOTE.—Applicant holds common carrier authority in MC 118202 and Subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Minneapolis-St. Paul, Minn.

No. MC 136371 (Sub-No. 10), filed November 27, 1973. Applicant: CONCORD TRUCKING CO., INC., 30 Pulaski Street, Bayonne, N.J. 07002. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are dealt in or used by discount department stores*, between the facilities of Lady Rose Division, located in Westbury, N.Y., on the one hand, and, on the other, Lorain, Ohio; Trenton, N.J.; Johnstown, Dewitt, North Syracuse, Fulton, Oneonta, Lancaster, N.Y.; Duluth, Grand Rapids, Mankato, Willmar, Minn.; and Rockford, Ill., under a contract with Lady Rose Division.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 136371 (Sub-No. 11), filed November 27, 1973. Applicant: CONCORD TRUCKING CO., INC., 30 Pulaski Street, Bayonne, N.J. 07002. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are dealt in or used by discount or department stores*, between the facilities and suppliers of Roda Lee located at New York, N.Y., Commercial Zone as defined by the Commission; Seattle, Tacoma, Spokane, Yakima, Bellevue, Kent, North Spokane, Everett, Richland, Bellingham, Vancouver, Wash.; Great Falls, Mont.; Portland, Eugene, Salem, Oreg.; and Los Angeles, San Francisco, Calif., under continuing contract with Roda Lee.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Seattle, Wash.

No. MC 136786 (Sub-No. 39), filed November 1, 1973. Applicant: ROBCO TRANSPORTATION, INC., Room 205, 3033 Excelsior Blvd., Minneapolis, Minn. 55416. Applicant's representative: Val M. Higgins, 1000 First National Bank Bldg., Minneapolis, Minn. 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* (except hides and commodities in bulk, in tank vehicles), (1) (A) from the plantsites and storage facilities utilized by Flavorland Industries, Inc., at or near West Fargo, N. Dak., to points in Texas, New Mexico, Arizona, Colorado, Utah, Wyoming, Montana, Idaho, Washington, Oregon, California, and Nevada; and (1) (B) from the plantsites and storage facilities utilized by Flavorland Industries, Inc., at or near Sioux City, Iowa; Omaha, Nebr.; and West Fargo, N. Dak., to points in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee, restricted in (1) (A) and (1) (B) to traffic originating at the plantsites and storage facilities utilized by Flavorland Industries at or near West Fargo, N. Dak.; Sioux City, Iowa; and Omaha, Nebr., and destined to points in the named destination States, (2) from Sioux Falls, S. Dak., to points in Oklahoma, Wisconsin, Illinois, Michigan, Indiana, Ohio, Kentucky, Tennessee, Virginia, West Virginia, Maryland, Delaware, New Jersey, New York, Pennsylvania, Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont, Maine, and the District of Columbia, restricted in (2) to traffic originating at the plantsites and storage facilities utilized by Meilman Food Industries, Sioux Falls, S. Dak., and destined to points in the named destination states and (3) from Osceola, Iowa, to points in Washington, Oregon, Idaho, Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Nevada, California, Texas, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, Minnesota, Missouri, Arkansas, Louisiana, Mississippi, Alabama, Tennessee, Florida, Georgia, South Carolina, North Carolina, Kentucky, Indiana, Illinois, Michigan, and Wisconsin, restricted in (3) to traffic originating at the plantsite and storage facilities utilized by Jimmy Dean Meat Co., at or near Osceola, Iowa.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or St. Paul Minn.

No. MC 138404 (Sub-No. 4), filed November 1, 1973. Applicant: DALE FOWLER AND MERLE THRAPP, doing business as D&M TRANSPORT, P.O. Box 38, Spragueville, Iowa 52074. Applicant's representative: Dale Fowler (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Buildings*, complete, knocked down, or in sections, from Readlyn and Oelwein, Iowa, to points in the United

States including Alaska but excluding Hawaii; and (2) *materials, equipment, and supplies* used in the manufacture of commodities described in (1) above (except in bulk), from points in Iowa, Minnesota, South Dakota, Nebraska, Kansas, Missouri, Illinois, and Wisconsin, to the facilities of R-J Industries Inc., Readlyn, Iowa.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 138572 (Sub-No. 3), filed November 26, 1973. Applicant: BRUNSWICK PETROLEUM TRANSPORT LTD., Ashburn Lake Road, Group Box 19, Saint-John, N.B. Canada. Applicant's representative: J. P. Vermette, 7887 Second Avenue, Ville d'Anjou, Que. Canada H1J 1C4. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sodium chlorate*, in bulk, in tank vehicles, from ports of entry on the International Boundary Line between the United States and Canada located in Maine, to Berlin, N.H., and Jay and Woodland, Maine, restricted to traffic having a prior movement in foreign commerce.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Portland, Maine, Montpelier, Vt., or Albany, N.Y.

No. MC 138807 (Sub-No. 1), filed November 19, 1973. Applicant: TOM ALEXANDER, doing business as TOM ALEXANDER & SON, P.O. Box 5717, Jackson, Miss. 39208. Applicant's representative: K. Edward Wolcott, 1600 First Federal Building, Atlanta, Ga. 30303. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Spheres, highway marking strip and glass beads* for blast cleaning packaged in bags, drums, and boxes, from Jackson, Miss., to points in Arizona, California, Nevada, New Mexico, Idaho, Oregon, and Washington, under continuing contract with Cataphote Division of Ferro Corporation.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss., or New Orleans, La.

No. MC 139113 (Sub-No. 2), filed November 29, 1973. Applicant: BRUNDIDGE TRANSPORTATION, INC., P.O. Box 187, Brundidge, Ala. 36010. Applicant's representative: William P. Jackson, Jr., 919 18th St. NW., Suite 425, Washington, D.C. 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Mayonnaise, salad dressing and salad dressing products, mustard, ketchup, jelly, tartar sauce, gelatin and gelatin products*, from the facilities of Brundidge Foods, Inc., at Versailles, Ohio, to points in the United States in and east of North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, and Texas (except Maine, Vermont, and New Hampshire); and (2) *materials, equipment, and supplies* used in the manufacture and distribution of items named in (1) above, from points in the United States in and east of North

Dakota, South Dakota, Nebraska, Kansas, Oklahoma, and Texas (except Maine, Vermont, and New Hampshire), to the facilities of Brundidge Foods, Inc., at Versailles, Ohio, under contract with Brundidge Foods, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Montgomery, Ala.

No. MC 139122 (Sub-No. 1), filed September 24, 1973. Applicant: JACK G. ROBERTS, doing business as JACK'S TRUCKING CO., Route 5, Box 497, Ocala, Fla. 32670. Applicant's representative: Felix A. Johnston, Jr., 547 N. Monroe St., Tallahassee, Fla. 32301. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Mobile and modular homes and house trailers* other than those considered freight by tow-away or haul-away method, between points in Florida, on the one hand, and, on the other, points in North Carolina, South Carolina, Georgia, Alabama, Mississippi, Tennessee, Kentucky, Maryland, Virginia, and the District of Columbia and (2) *mobile homes* for U.S. governmental agencies between points in the United States on and east of a line beginning at the mouth of the Mississippi River, and extending along the Mississippi River to its junction with the western boundary of Itasca County, Minn., thence northward along the western boundaries of Itasca and Koochiching Counties, Minn., to the International Boundary line between the United States and Canada.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Ocala or Gainesville, Fla.

No. MC 139214 (Sub-No. 2), filed November 26, 1973. Applicant: ALBERT BIEBER, Box 307, McLaughlin, S. Dak. 57642. Applicant's representative: Albert Bieber (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Modular houses and related material*, from McLaughlin, S. Dak., to points in North Dakota.

NOTE.—If a hearing is deemed necessary, applicant does not specify a location.

No. MC 139314, filed November 29, 1973. Applicant: WAYNE CRUCHELOW, doing business as CRUCHELOW TRUCK LINE, 1315 39th Street, Des Moines, Iowa 50310. Applicant's representative: William L. Fairbank, 900 Hubbell Building, Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, in dump trucks, from Des Moines, Iowa, to points in Iowa on and west of U.S. Highway 218.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Des Moines, Iowa.

No. MC 139332, filed November 30, 1973. Applicant: SPIRIT OF MERCURY SYSTEMS, INCORPORATED, P.O. Box 303, Efland, N.C. 27243. Applicant's representative: Harry C. Ames, Jr., 805 McLachlen Bank Building, 666 11th Street

NW., Washington, D.C. 20001. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Tires and related articles*, from Fayetteville, N.C., to points in California, Kent and Spokane, Wash., and Denver, Colo., and Portland, Oreg., under contract with Kelly-Springfield Tire Company, Fayetteville, N.C.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 139334, filed December 7, 1973. Applicant: R. J. GLASS, INC., P.O. Box 245, Newry, Pa. 16665. Applicant's representative: John E. Fullerton, 407 N. Front Street, Harrisburg, Pa. 17101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand*, in bulk, from Mapleton Depot (Huntingdon County), Pa., to points in Delaware, Ohio, Maryland, New Jersey (except Cumberland, Salem, Gloucester, Cape May, Atlantic, Camden, and Burlington Counties), New York, and West Virginia.

NOTE.—Applicant presently holds contract carrier authority in MC 134038, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 139340, filed November 21, 1973. Applicant: CONRAD YELVINGTON DISTRIBUTORS, INC., 800 Big Tree Road, P.O. Box 1686, Daytona Beach, Fla. 32015. Applicant's representative: Sol H. Proctor, 2501 Gulf Life Tower, Jacksonville, Fla. 32207. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Pipe*, from Ocala, Fla., to points in Georgia and Alabama; and (2) *iron forms, lumber, machinery parts, and steel mesh*, from points in Georgia and Alabama, to Ocala, Fla., under contract with United States Concrete Pipe Company.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Jacksonville, Fla.

MOTOR CARRIER OF PASSENGERS

No. MC 1515 (Sub-No. 188), (Correction), filed October 23, 1973, published in the FEDERAL REGISTER issue of December 13, 1973, and republished, in part as corrected this issue. Applicant: GREYHOUND LINES, INC., Greyhound Tower, Phoenix, Ariz. 85077. Applicant's representative: L. C. Major, Suite 301 Tavern Square, 421 King Street, Alexandria, Va. 22314. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Passengers and their baggage*, in special operations, in round trip sight-seeing and pleasure tours, beginning and ending at points in Florida (except points in Calhoun, De Soto, Gulf, Hardee, Liberty, Wakulla, and Franklin Counties, Fla.), and points in Appling, Bacon, Barrow, Bartow, Ben Hill, Berrien, Bibb, Bleckley, Brantley, Bryan, Bulloch, Butts, Camden, Candler, Carroll, Catawba, Charlton, Chatham, Chattooga, Clarke, Clay, Clayton, Cobb, Coffee, Cook, Coweta, Crisp, Dade, De Kalb,

Dodge, Dooly, Douglas, Effingham, Elbert, Emanuel, Floyd, Franklin, Fulton, Glynn, Gordon, Gwinnett, Habersham, Hall, Haralson, Harris, Hart, Henry, Houston, Irwin, Jeff Davis, Jefferson, Johnson, Lamar, Laurens, Liberty, Long, Lowndes, McIntosh, Madison, Meriwether, Monroe, Muscogee, Oconee, Pike, Pulaski, Quitman, Richmond, Spalding, Stephens, Talbot, Telfair, Tift, Toombs, Troup, Turner, Twiggs, Walker, Ware, Wayne, Whitfield, and Wilcox Counties, Ga., and extending to points in the United States, including Alaska but excluding Hawaii.

NOTE.—The purpose of this partial republication is to indicate Franklin County, Fla., as an exception to the requested points of origin. Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.; Atlanta, Ga.; and Jacksonville, St. Petersburg, and Miami, Fla. The rest of the notice remains as originally published.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.74-729 Filed 1-9-74; 8:45 am]

[No. MC-114301 (Sub-No. 72)]

**DELAWARE EXPRESS CO., EXTENSION—
21 STATES AND WASHINGTON, D.C.**

JANUARY 4, 1974.

At a Session of the Interstate Commerce Commission, Division 1, Acting as an Appellate Division, held at its office in Washington, D.C., on the 19th day of December, 1973.

Upon consideration of the record in the above-entitled proceeding, and of:

- (1) Petition of Mercury Motor Express, Inc., protestants, filed April 26, 1973, for reconsideration;
- (2) Petition of Hemingway Transport, Inc., protestant, filed May 1, 1973, for reconsideration;
- (3) Petition of applicant, filed May 2, 1973, for reconsideration;
- (4) Reply by Hall's Motor Transit Company, protestant, filed May 18, 1973, to petition in (3) above;
- (5) Reply by Mercury Motor Express, Inc., protestant, filed May 21, 1973, to petition in (3) above;
- (6) Joint-reply by Hemingway Transport, Inc., and The Maryland Transportation Company, protestants, filed May 22, 1973, to petition in (3) above;
- (7) Reply by Virginia-Carolina Freight Lines, Inc., filed May 23, 1973, to petition in (3) above;
- (8) Reply by applicant, filed May 29, 1973, to petitions in (1) and (2) above; and

It appearing, that the pleadings raise an issue concerning the exact location of the supporting shipper's considered facilities near the origin point of Hagerstown, Md.; that such issue was resolved in the proceeding in No. MC-114552 (Sub-No. 67), Senn Trucking Company

Extension—Plastic Pipe, by order of the Commission, Review Board Number 4, of July 18, 1973, wherein it was determined that the involved facilities of Certain-Teed Products Corporation are located six miles from Hagerstown, Md., at Williamsport, Md., of which material fact official notice may be taken; that, in the circumstances present, the exact location of such facilities does not otherwise affect the evidence presented in this proceeding; that modification of the grant of authority made in the order entered herein on March 19, 1973, to reflect the true origin involved is appropriate and necessary, subject to the condition set forth immediately below;

It further appearing, that, because it is possible that other persons, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, to the extent that authority is granted from Williamsport, Md., in lieu of Hagerstown, Md., a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate of public convenience and necessity in this proceeding will be withheld for a period of 30 days from the date of such publication, during which any proper party in interest other than parties of record, may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced; and good cause appearing therefor:

It is ordered, That the order of March 19, 1973, in this proceeding, be, and it is hereby, modified, by substituting the phrase "from Williamsport, Md.," for the phrase "from Hagerstown, Md.," on line 5 of the findings paragraph appearing on page 2 of said order.

It is further ordered, That the petitions in (1), (2), and (3) above, be, and they are hereby denied, for the reason that the findings of Review Board Number 4, as modified herein, are otherwise in accordance with the evidence and applicable law, and that no sufficient or proper cause appears for reopening the proceeding for reconsideration or for granting any of the relief sought.

It is further ordered, That unless compliance is made by applicant with the requirements of Sections 215, 217, and 221(c) of the Interstate Commerce Act, within such additional time as may be authorized by the Commission, the grant of authority shall be considered as null and void, and the application shall stand denied in its entirety effective upon expiration of the said compliance time.

It is further ordered, That the notice of the authority granted in this proceeding be published in the FEDERAL REGISTER.

By the Commission, Division 1, Acting as an Appellate Division.

[SEAL] JOSEPH M. HARRINGTON,
Acting Secretary.

[FR Doc.74-791 Filed 1-9-74; 8:45 am]

[EX PARTE NO. 303]

**INCREASED FREIGHT RATES AND
CHARGES**

JANUARY 4, 1974.

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 3rd day of January, 1974.

It appearing, that on December 5, 1973, the railroads operating in the Western District (western railroads), and certain water and motor carriers having joint rates with those railroads, filed a petition, accompanied by supporting verified statements, requesting the Commission to institute an investigation into the revenue needs of all carriers by railroad operating in the United States and to make all such carriers respondents therein, to authorize the filing of a master tariff, with an appropriate refund rule, and connecting link and other necessary supplements increasing freight rates and charges within Western territory, and from, to, and through Western and Eastern territories by 5 percent, subject to certain exceptions normally observed in applying general increases and excepting rates and charges on unit train and volume movements, and to permit said tariffs to become effective upon not less than 45 days' notice; and that said petition was docketed and titled Increased Freight Rates and Charges, 1973—Within the West and Between the West and East;

It further appearing, that thereafter, the principal representative of the western railroads advised the Commission by letter dated December 13, 1973, that the railroads operating in the Eastern (except the Long Island Rail Road) and Southern District (eastern and southern railroads) would request similar relief in the near future, and in effect, to withhold consideration of their petition pending such action by the eastern and southern railroads:

It further appearing, that on January 2, 1974, the eastern and southern railroads, along with the western railroads, and certain water and motor carriers maintaining joint rates therewith, filed a petition and request that it be considered supplemental to the western railroads' petition of December 5, 1973, and that it be consolidated therewith for consideration; and that it otherwise seeks relief similar to that sought in the petition of December 5, except that certain rates on pulpwood and woodchips moving within the South, which were the subject of an agreement in settlement of a formal proceeding, would not be increased, and except that the southern railroads' concurrence in the proposal "has been given upon the following condition: if the railroads later seek and are granted an expedited rate increase of less than 2 percent to recoup fuel cost increases, X-303 is to be reduced by that percentage; if the expedited rate increase granted to recoup fuel costs is 2 percent or more, X-303 is to be reduced to 3 percent;"

It further appearing, that on December 5, 1973, the date on which the western railroads' original petition was filed, the Commission's report in Ex Parte No. 295, Increased Freight Rates and Charges, 1973, Nationwide, 344 I.C.C. 589, was served; that said report provided that in future proposals for general increases a showing should be made regard (1) efforts to update tariffs, (2) efforts to improve service, and (3) actual revenues obtained from the last authorized general increase; and that the western railroads, along with the eastern and southern railroads, in the supplemental petition give cognizance to those requirements of the said report;

It further appearing, that the evidence submitted in support of the petitions shows that:

1. Since the railroads' submission of evidence in Ex Parte No. 295, supra, the railroads have incurred increases in operating expenses of 4 percent in wage costs effective January 1, 1974, increases in material costs, and increases in equipment rents and other costs, totalling \$782 million, which would require an increase in revenues of 6 percent.

2. The proposed increase will provide estimated net additional revenues of \$100 million to southern railroads, \$199 million to eastern railroads, and \$277 million to western railroads, totalling \$576 million, in contrast to the increased expenses of \$782 million.

3. Economic stabilization considerations and guidelines have been taken into account, and the proposed increases are in the aggregate cost-justified, do not reflect future inflationary expectations, would not increase rate of return on capital, and are the minimum required to assure continued, adequate and safe service or to provide for necessary expansion to meet future requirements, recognizing in this regard expected and obtainable productivity gains which, however, are not in the aggregate of sufficient magnitude to offset the carriers' demonstrated needs for additional revenues to meet increased operating expenses.

4. The proposed increase would not have a significant adverse impact upon the environment, every effort will be made by the railroads to maintain and improve present movements of recyclables, as well as all traffic, including rate adjustments where necessary. The railroads need additional revenue to maintain a service which has an environmental advantage.

5. The railroads are according high priority to the program of updating tariffs, and, pursuant to the requirement in Ex Parte No. 295, they will submit quarterly progress reports.

6. The revenue data called for in Ex Parte No. 295 will be provided as soon as it becomes available.

7. Evidence has been submitted to show improvements in service, as required by Ex Parte No. 295.

It further appearing, that, in consideration of the evidence submitted to show that additional revenue is required to offset partially increased expenses in-

curred since the submission of evidence in Ex Parte No. 295, the railroads should be authorized to file the increase as proposed, subject to protest and suspension; therefore,

It is ordered, That, in view of the consolidation of the petition and the supplemental petition, the title of this proceeding be, and it is hereby, changed to "Increased Freight Rates and Charges, 1974, Nationwide."

It is further ordered, That a proceeding be, and it is hereby, instituted into the revenue needs of the railroads of the United States, and that all common carriers by railroad subject to the Interstate Commerce Act be, and they are hereby, made respondents hereto.

It is further ordered, That in publishing the proposed increases in accordance with the special permission authority hereinafter granted, subject to protest and suspension, the schedules shall be published to become effective upon not less than 45 days' notice, not earlier than February 20, 1974, but not later than March 1, 1974, and shall include an appropriate refund provision.

It is further ordered, That replies heretofore filed will be considered as protests and the parties may rely thereon in lieu of filing protests; that verified statements of fact and argument in opposition to the schedules will be considered as protests and will be made a part of the formal record, along with those filed by the respondents in support of the proposal; and that unverified statements will be received as protests for consideration only in connection with the issue of suspension. For the Commission's use, the original and 24 copies should be sent to the Secretary, Interstate Commerce Commission, Washington, D.C. 20423, but a lesser number of copies may be filed upon a showing of good cause. One copy of each document shall be served (except that where parties are able to do so, 25 copies should be served) upon the representative of the petitioning railroads, Mr. Thorndund A. Miller, American Railroads Building, Room 527, 1920 L St. NW., Washington, D.C. 20036. All statements in opposition shall be filed at least 20 days before the effective date of the tariffs, and the railroads' replies thereto shall be due at least 10 days before the effective date of the tariffs.

It is further ordered, That any person or persons believing that the tariff proposal filed hereunder will have a significant effect upon the quality of the human environment are hereby invited to comment upon this matter in any statements that may be filed.

It is further ordered, That the request for fourth-section relief will be considered following the filing of statements in opposition and replies thereto.

And it is further ordered, That in all other respects the petitions be, and they are hereby, denied.

SPECIAL PERMISSION No. 74-2100

It is ordered, for good cause shown:

1. All petitioning railroads, and water and motor carriers to the extent they have joint rates with said railroads, and

their tariff-publishing agents, be, and they are hereby, authorized to depart from the Commission's tariff-publishing rules when publishing and filing tariffs, and tariff amendments, to become effective upon not less than 45 days' notice, to the Commission and to the public but not earlier than February 20, 1974, nor later than March 1, 1974, providing for increased rates and charges as set forth in the petitions.

(a) By publication and filing of a master tariff of increased rates and charges, and supplements thereto, providing increases by means of conversion tables of rates and charges, which shall include, and maintain in effect, a refund provision reading as follows:

In the event any increases resulting from the application of this tariff exceed the increases subsequently approved or prescribed by the Interstate Commerce Commission, the carriers will refund the difference between the increases resulting from the application thereof and any increases which may subsequently be approved or prescribed by the Interstate Commerce Commission with four percent interest.

In the event of an increase resulting from the application of this tariff is disapproved by the Commission and no increase is authorized, the carriers will refund the full amount of the increase collected with four percent interest.

The master tariff shall bear an expiration date not beyond one year after the effective date, which may not be canceled or extended except upon specific authorization of this Commission, and all relief herein expires with that date. The master tariff must initially contain all provisions for application of the increases (including provisions for no increases, part of the overall proposal) following which (unless suspended) any provisions other than those of a general character may be canceled and transferred to the particular tariffs affected upon a common effective date with appropriate notation to that effect in the master tariff amendment.

(b) By publication and filing of a connecting link supplement to each tariff (to be made subject to the master tariff), connecting such tariffs with the master. Such supplements may be blanket supplements (a common supplement issued to two or more tariffs), provided each copy officially filed is hand marked in the appropriate places as to the supplement number and the I.C.C. number of the tariff it supplements.

(c) By publication and filing of tariffs or amendments to tariffs effective concurrently with the master tariffs and upon the same notice which provide specifically increased rates and charges but which do not result in an increase in charges for transportation and other services greater than those specified in the petition, provided all such publication is identified in the tariffs and made subject to the refund clause worded substantially as in paragraph 1(a) herein.

(d) By publication of provisions in tariffs or amendments thereto subjecting

rates and charges therein to the provisions of the master tariff.

2. (a) The master tariff, as amended, and all other tariffs and amendments to tariffs, that employ the short-form methods authorized herein shall bear the notation:

Form of publication authorized, I.C.C. permission No. 74-2100.

(b) Tariffs or amendments to tariffs publishing specifically increased rates or charges hereunder shall bear a notation reading:

Publication made in accordance with I.C.C. permission No. 74-2100.

3. Connecting-link supplements authorized herein shall be exempt from the Commission's tariff-publishing rules governing the number of supplements and the volume of supplemental matter permissible.

4. Outstanding orders of the Commission are hereby modified only to the extent necessary to permit the filing of tariff publications containing the proposed increases, and all tariff publications filed shall be subject to protest and possible suspension or rejection. In that regard, we direct petitioners' attention to our admonitions in prior general increase proceedings concerning maintenance and preservation of existing port relationships. See for example Increased Freight Rates and Charges, 1972, 341 I.C.C. 288, 336, and Increased Freight Rates, 1970 and 1971, 339 I.C.C. 125, 188. Rate increase tables on grain shall progress in one-half cent increments.

And it is further ordered. That notice of this order be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Division 2.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.74-792 Filed 1-9-74; 8:45 am]

[Notice No. 420]

ASSIGNMENT OF HEARINGS

JANUARY 7, 1974.

Cases assigned for hearing, postponement, cancellation or oral argument appear below and will be published only once. This list contains prospective assignments only and does not include cases previously assigned hearing dates. The hearings will be on the issues as presently reflected in the Official Docket of the Commission. An attempt will be made to publish notices of cancellation of hearings as promptly as possible, but interested parties should take appropriate steps to insure that they are notified of cancellation or postponements of hearings in which they are interested. No amendments will be entertained after January 10, 1974.

MC 7840 Sub-4, St. Lawrence Freightways, Inc., now assigned January 14, 1974, at Washington, D.C., is canceled and application dismissed.

MC 126034 Sub 1, 3, 4, Bucks County Construction Co., now assigned January 28, 1974, at Philadelphia, Pa. is postponed to March 5, 1974, at Philadelphia, Pa., in a hearing room to be later designated.

MC-127238, Sub 8, Dorothy R. Zommo, DBA Air Delivery Service, now being assigned hearing March 7, 1974 (2 days), at Philadelphia, Pa., in a hearing room to be later designated.

MC-48958 Sub. 114, Illinois-California Express, Inc., now being assigned hearing February 25, 1974 (3 weeks), at Salt Lake City, Utah, in a hearing room to be later designated.

MC 113271 Sub 34, Chemical Transport, now assigned January 28, 1974, at Denver, Colo., will be held in Room 595, U.S. Courthouse, 1929 Stout Street.

MC-F-11891, Gray Moving & Storage, Inc.—Purchase—(Portion)—Thomas C. Warner, now assigned January 30, 1974, at Denver, Colo., will be held in Room 595, U.S. Courthouse, 1929 Stout Street.

MC 119777 (Sub-No. 266), Ligon Specialized Hauler, Inc., now assigned February 4, 1974, at Seattle, Wash., will be held in Room 1057, Federal Office Building, 909 First Ave.

MC 112822 Sub-285, Bray Lines, Inc., now assigned February 6, 1974, at Seattle, Wash., will be held in Room 1057, Federal Office Building, 909 First Avenue.

MC 113678 Sub-480, Curtis, Inc., now assigned February 13, 1974, at Seattle, Wash., will be held in Room 1057, Federal Office Building, 909 First Avenue.

MC 106497 Sub-81, Parkhill Truck Company; MC 113855 Sub-272, International Transport, Inc.; and MC 124692 Sub-113, Sammons Trucking, now assigned February 11, 1974, at Seattle, Wash., will be held in Room 1057, Federal Office Bldg., 909 First Avenue.

MC-124423 Sub 6, Jet Messenger Service, Inc., now being assigned February 19, 1974 (3 days), at the Sheraton Inn, Sheraton North Room, 400 Hamilton Street, Allentown, Pa. I&S M 27317, Textile Products, Between Southern and Central States, now assigned January 15, 1974, at Washington, D.C., is postponed to February 20, 1974, at the Offices of the Interstate Commerce Commission, Washington, D.C.

I&S 8910, Motor-Rail Grain Rates, Montana To Oregon & Washington, now being assigned hearing March 25, 1974, at Minneapolis, Minn., in a hearing room to be later designated.

MC-F-12029, Strickland Transportation Co., Inc.—Purchase (Portion)—England Transportation Company, Inc., now being assigned hearing March 7, 1974 (2 days), in the East Courtroom, U.S. Court of Appeals, 600 Camp St., New Orleans, La.

MC-118341 Sub 2, Valley Trucking Co., Inc., now assigned January 21, 1974, at Dallas, Tex., is cancelled and reassigned January 21, 1974, in Grand Jury Room, 4th Floor, P.O. Bldg., 500 East 10th Street, Brownsville, Tex.

MC 112304 Sub 65, Ace Doran Hauling & Rigging Co., now being assigned continued hearing February 11, 1974, at the Offices of the Interstate Commerce Commission, Washington, D.C.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.74-793 Filed 1-9-74; 8:45 am]

FOURTH SECTION APPLICATIONS FOR RELIEF

JANUARY 7, 1974.

An application, as summarized below, has been filed requesting relief from the requirements of section 4 of the Inter-

state Commerce Act to permit common carriers named or described in the application to maintain higher rates and charges at intermediate points than those sought to be established at more distant points.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1100.40) and filed on or before January 25, 1974.

FSA No. 42786—*Caprolactam from Freeport, Texas*. Filed by Southwestern Freight Bureau, Agent (No. B-455), for interested rail carriers. Rates on caprolactam, in tank-car loads, as described in the application, from Freeport, Texas, to Enka, N.C., and Lowland, Tennessee.

Grounds for relief—Market competition.

Tariff—Supplement 10 to Southwestern Freight Bureau, Agent, tariff 11-F, I.C.C. No. 5082. Rates are published to become effective on January 29, 1974.

FSA No. 42789—*Barley or Oats, Feed Grade from Points in Montana*. Filed by North Pacific Coast Freight Bureau, Agent (No. 73-1), for interested rail carriers. Rates on barley or oats, feed grade, in carloads, as described in the application, from points in Montana, to points in Washington and Oregon.

Grounds for relief—Carrier competition.

Tariff—Supplement 22 to North Pacific Coast Freight Bureau, Agent, tariff 13-H, I.C.C. No. 1199. Rates are published to become effective on February 7, 1974.

AGGREGATE-OF-INTERMEDIATES

FSA No. 42790—*Barley or Oats, Feed Grade from Points in Montana*. Filed by North Pacific Coast Freight Bureau, Agent (No. 73-2), for interested rail carriers. Rates on barley or oats, feed grade, in carloads, as described in the application, from points in Montana, to points in Washington and Oregon.

Grounds for relief—Maintenance of depressed rates published to meet carrier competition without use of such rates as factors in constructing combination rates.

Tariff—Supplement 22 to North Pacific Coast Freight Bureau, Agent, tariff 13-H, I.C.C. No. 1199. Rates are published to become effective on February 7, 1974.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.74-788 Filed 1-9-74; 8:45 am]

[Notice No. 2]

MOTOR CARRIER BOARD TRANSFER PROCEEDINGS

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

Each application (except as otherwise specifically noted) filed after March 27, 1972, contains a statement by applicants

that there will be no significant effect on the quality of the human environment resulting from approval of the application. As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings on or before January 30, 1974. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-74853. By order of January 4, 1974, the Motor Carrier Board approved the transfer to Intermodal Transport Systems, Inc., Cambridge, Mass., of Certificate of Registration No. MC-98164 (Sub-No. 1) issued June 8, 1972, to Frank Rose, doing business as Union Transportation, Gloucester, Mass., evidencing the authority to perform a transportation service in interstate or foreign commerce corresponding in scope to the intrastate authority granted in Certificate No. 1726 by the Massachusetts Department of Public Utilities. Mr. Lawrence T. Sheils, Attorney at Law, 316 Summer Street, Boston, Mass. 02210.

No. MC-FC-74867. By order of January 4, 1974, the Motor Carrier Board approved the transfer to Jefferson Terminal and Warehousing, Inc., Hoboken, N.J., of Certificate No. MC-50897 (Sub-No. 1) issued January 22, 1951, to Triangle Trucking, Inc., Paterson, N.J., authorizing the transportation of yarn, piece goods, rags, waste, and rugs between Paterson, N.J., and New York, N.Y. Mr. Robert B. Pepper, Registered Practitioner for Transferee, 168 Woodbridge Avenue, Highland Park, N.J. 08904. Mr. John M. Zachara, Registered Practitioner for Transferor, P.O. Box Z, Paterson, N.J. 07509.

No. MC-FC-74879. By order entered January 2, 1974, the Motor Carrier Board approved the transfer to Statewide Carriers, Inc., Chicago Heights, Ill., of that portion of the operating rights set forth in Certificate No. MC-119577, as corrected, issued January 13, 1965, to Ottawa Cartage, Inc., Ottawa, Ill., authorizing the transportation of various specified commodities, from Marseilles, Ill., to points in Michigan, and rejected shipments of the above commodities on return, from points in Michigan, to Marseilles, Ill.; building and roofing materials, from Marseilles, Ill., to Covington, Ky., Cincinnati, Ohio, and points in In-

diana, Iowa, and that part of Missouri within 50 miles of the Illinois-Missouri State line; roofing and roofing materials, from East St. Louis, Ill., to Roachdale, Ind., and points in Indiana south of U.S. Highway 40; and roofing, roofing materials, and building materials, from Chicago Heights, Ill., to points in that part of Wisconsin on and north of Wisconsin Highway 64. Robert H. Levy, 29 South La Salle St., Chicago, Ill. 60603, attorney for applicants.

No. MC-FC-74885. By order entered January 3, 1974, the Motor Carrier Board approved the transfer to Roofing Wholesale Co., Inc., 1918 W. Grant St., Phoenix, Ariz. 85009, of that portion of the operating rights set forth in Certificate No. MC-128300 (Sub-No. 2) issued March 14, 1973, to Grosby Lumber & Supply Inc., P.O. Box 670, Springerville, Ariz. 85938, authorizing the transportation of roofing, from the plant site of Johns-Manville at or near Los Angeles, Calif., to Globe, Miami, Payson, and Tucson, Ariz. Harley C. Lisherness, 1918 W. Grant St., Phoenix, Ariz. 85009, representative for applicants.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-789 Filed 1-9-74; 8:45 am]

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