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THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
5408 SOUTH DIVISION STREET
CHICAGO, ILLINOIS 60637
TEL. 773-835-3500

MEMORANDUM FOR THE RECORD

TO : [Name]

FROM : [Name]

SUBJECT : [Subject]

[Main body of text, mostly illegible due to fading]

presidential documents

Title 3—The President

PROCLAMATION 4306

United States Customs 185th Anniversary Year

By the President of the United States of America

A Proclamation

July 31, 1974, marked the one hundred eighty-fifth anniversary of the signing by President George Washington of legislation establishing a United States Customs Service. The first customs officers began to collect the revenue and enforce the Tariff Act of July 4, 1789, on August 1, 1789. Since then, the customhouse and the customs officer have stood as symbols of national pride and sovereignty at ports of entry along the land and sea borders of our country.

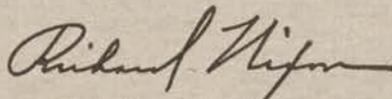
Customs and related duties collected by the Department of the Treasury provided the principal revenues for the young Republic and assured its financial stability, from 1789 until the 20th century.

As the 200th birthday of our Nation approaches, it is especially appropriate that we recognize and salute the historic contributions made to the growth of our Republic by the United States Customs Service.

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, do hereby designate the year 1974 as United States Customs 185th Anniversary Year; and I call upon the United States Customs Service, under the direction of the Secretary of the Treasury, to plan and participate in appropriate observances recognizing the revenue collection and law enforcement contributions of the Customs Service to the general welfare and economic stability of the Nation.

I also call upon appropriate community organizations to cooperate with the Customs Service in recognizing 185 years of mutually beneficial relationships.

IN WITNESS WHEREOF, I have hereunto set my hand this fifth day of August, in the year of our Lord nineteen hundred seventy-four, and of the Independence of the United States of America the one hundred ninety-ninth.



[FR Doc.74-18095 Filed 8-5-74;12:44 p.m.]

presidential documents

The President

Washington

United States Customs 1850

Anniversary Year

at the ...

A Proclamation

Whereas the President of the United States is authorized by the Constitution to see that the Laws are faithfully executed...

And whereas the President is authorized to give Pardon and Reprieve...

Now, therefore, I, JOHN TYLER, President of the United States, do hereby...

Witness my hand and the Great Seal of the United States, at Washington, this ... day of ... 1850.

JOHN TYLER

Approved: ...

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 7—Agriculture

CHAPTER II—FOOD AND NUTRITION SERVICE, DEPARTMENT OF AGRICULTURE

[Amtd. 13]

PART 215—SPECIAL MILK PROGRAM

Free Milk and Rates

On April 16, 1974, there was published (39 FR 13663) a proposed amendment to the regulations governing the Special Milk Program to implement Pub. L. 93-150, approved November 7, 1973, which makes children who are eligible for free meals eligible for free milk as well. In addition, certain nonsubstantive changes were proposed. Meanwhile, the Congress enacted Pub. L. 93-347 (88 Stat. 341), approved July 12, 1974, which requires a reimbursement rate of at least 5 cents per half pint for all milk served to eligible children under the Program. Final amendments to the regulations are hereby published to implement the two Acts. As discussed below, the proposed amendments have been modified on the basis of comments received. Since the amendments implementing the 5 cents per half pint minimum reimbursement rate are required by law and it is necessary to make them effective as soon as possible to facilitate State planning for the new school year, notice and public procedure with respect to such amendments is impracticable and contrary to the public interest.

Several commentators objected to the allocation formula in proposed § 215.4 because it did not take into account the impact of the free milk provision on States' needs for funds. This section has been revised to provide for the initial allocation of part of the funds on the basis of expenditures during the prior fiscal year. The remaining funds, less a small reserve for unforeseen contingencies, will be allocated by February 1 on the basis of projected needs for the remainder of the fiscal year.

Many respondents objected to the provision in proposed § 215.8 which tied the amount of free milk to the number of free meals served. Since there was a sound basis for these objections, that restriction has been removed from the amendment. A substantial proportion of the other comments on § 215.8 contained objections to the failure to permit claims for distribution costs associated with free milk. Historically, distribution costs have come from children's payments rather than Federal reimbursement. The Department believes that distribution costs should be a matter of State discretion. Accordingly, those proposed provisions

regulating the margin that can be used to meet these costs have been deleted.

The Department will rely on the requirements that the Program be operated on a nonprofit basis and that Program funds be used to reduce the price of milk to children to ensure that any margin used to defray distribution costs is not excessive.

Several commentators objected to the amount of data required on the application and claim forms. After reviewing the proposed changes to § 215.7 and § 215.10, some items were removed. The required data represents the minimum amount of information that is consistent with effective management of the Program.

Accordingly, Part 215 is amended as follows:

1. The table of sections for 7 CFR Part 215 is amended by revising § 215.4, and § 215.5 to read as follows:

215.4 Payments of funds to States and FNSROs.

215.5 Method of payment to States.

2. The citation of authority is revised to read as follows:

AUTHORITY: Secs. 3 and 10, 80 Stat. 885, 889, as amended, 42 U.S.C. 1772, 1779.

§ 215.1 [Amended]

3. In § 215.1, the quoted statute is amended by deleting the phrase ", not to exceed \$120,000,000," and inserting in lieu thereof "such sums as may be necessary", and by adding the following four sentences:

Any school or nonprofit child-care institution shall receive the special milk program upon their request. Children that qualify for free lunches under the guidelines set forth by the Secretary shall also be eligible for free milk. For the fiscal year ending June 30, 1975, and for subsequent fiscal years, the minimum rate of reimbursement for a half-pint of milk served in schools and other eligible institutions shall not be less than 5 cents per half-pint served to eligible children, and such minimum rate of reimbursement shall be adjusted on an annual basis each fiscal year thereafter, beginning with the fiscal year ending June 30, 1976, to reflect changes in the series of food away from home of the Consumer Price Index published by the Bureau of Labor Statistics of the Department of Labor. Such adjustment shall be computed to the nearest one-fourth cent.

4. In § 215.2, paragraphs (d), (j), and (o) are deleted; paragraphs (e), (m), (n), (s), (v), and (w) are revised; and paragraphs (w-1) and (x-1) are added, as follows:

§ 215.2 Definitions.

(d) [Deleted]

(e) "Child-care institution" means any nonprofit nursery school (other than nursery schools falling within the definition of school in this section), child-care center, settlement house, summer camp, service institution participating in the Special Food Service Program for Children pursuant to Part 225 of this chapter, or similar nonprofit institution devoted to the care and training of children. "Child-care institution" as used in this part includes, where applicable, the authorized sponsoring agency which has entered into an agreement under the Program for a child-care institution.

(j) [Deleted]

(m) "National School Lunch Program" means the program under which general cash-for-food assistance and special cash assistance are made available to schools pursuant to Part 210 of this chapter.

(n) "Needy children" means: (1) Children who attend schools participating in the Program and who meet the School Food Authority's eligibility standards for free meals approved by the State agency, or FNSRO where applicable, under Part 245 of this chapter; and (2) children who attend child-care institutions participating in the Program and who meet the eligibility standards for free meals approved by the State agency, or FNSRO where applicable, under Part 244 of this chapter.

(o) [Deleted]

(s) "OA" means the Office of Audit of the United States Department of Agriculture.

(v) "School" means an educational unit of high school grade or under operating under public or nonprofit private ownership in a single building or complex of buildings. The term "high school grade or under" includes classes of pre-primary grade when they are conducted in a school having classes of primary or higher grade, or when they are recognized as a part of the education system in the State, regardless of whether such pre-primary grade classes are conducted in a school having classes of primary or higher grade.

(w) "School Breakfast Program" means the program authorized by section 4 of the Child Nutrition Act of 1966, as amended.

(w-1) "School Food Authority" means the governing body which is responsible for the administration of one or more

schools and which has the legal authority to operate a milk program therein. The term "School Food Authority" also includes a nonprofit agency to which such governing body has delegated authority for the operation of a milk program in a school.

(x-1) "Special Food Service Program for Children" means the program authorized by section 13 of the National School Lunch Act, as amended.

5. Section 215.4 is amended by deleting paragraph (c) and by revising the heading and paragraph (a) to read as follows:

§ 215.4 Payments of funds to States and FNSROs.

(a) FNS shall allocate the funds made available for Program reimbursement in the following manner: (1) As soon as possible after funds are appropriated for the fiscal year, 60 percent of the funds made available shall be allocated among the States on the basis of the payments made to schools and child-care institutions in each State for Program reimbursement during the preceding fiscal year; (2) An additional 39 percent of the funds shall be allocated among the States no later than February 1 on the basis of projected needs of each State for additional funds for the balance of the fiscal year; and (3) The remaining one percent of the funds shall be held by FNS in an uncommitted reserve to meet unforeseen contingencies.

(c) [Deleted]

6. Section 215.5 is revised to read as follows:

§ 215.5 Method of payment to States.

(a) Funds shall be made available to States by means of letters of credit issued by FNS to appropriate Federal Reserve Banks in favor of the State agency. Such letters of credit shall be designed to provide funds for the State agency for the operation of the Program in such amounts and at such times as the funds are needed to make reimbursements to School Food Authorities and child-care institutions. As soon as practicable after funds are made available to FNS, FNS shall prepare a letter of credit for each State with which it has an agreement and which has an approved State plan of child nutrition operations. If funds have been authorized by Congress for the operation of the Program under a continuing resolution, letters of credit shall reflect only the amounts authorized for the effective period of the resolution. The State agency shall obtain funds needed to make reimbursement to School Food Authorities or child-care institutions through presentation by designated State officials of a Payment Voucher on Letter of Credit (Form FNS-218) to a local commercial bank for transmission to the ap-

propriate Federal Reserve Bank in accordance with procedures prescribed by FNS and approved by the U.S. Treasury Department. The State agency shall draw only such funds as are needed to pay claims for reimbursement certified for payment and shall use such funds without delay to pay such claims. State agencies shall report information on the status of Program funds on a monthly basis to FNS on a form provided by FNS.

(b) Notwithstanding the foregoing provisions of this section, Program funds shall be made available to the State agency in the District of Columbia by means of Treasury Department checks.

(c) The State agency shall release to FNS any Federal funds made available to it under the Program which are unobligated at the end of each fiscal year. Release of funds by the State agency shall be made as soon as practicable but in no event later than 30 days following demand by FNSRO, and shall be reflected by a related adjustment in the State agency's Letter of Credit.

7. Section 215.7 is revised to read as follows:

§ 215.7 Requirements for participation.

(a) Any school or nonprofit child-care institution shall receive the Special Milk Program upon request. Each School Food Authority or child-care institution shall make written application to the State agency, or FNSRO where applicable, for any school or child-care institution in which it desires to operate the Program, if such school or child-care institution did not participate in the Program in the prior fiscal year.

(b) Each School Food Authority or child-care institution shall also submit for approval, either with the application or at the request of the State agency, or FNSRO where applicable, a free milk policy statement which, if the application is for a school, shall be in accordance with Part 245 of this chapter or, if the application is for a child-care institution, shall be in accordance with Part 244 of this chapter.

(c) As a minimum, applications shall provide information on each of the items listed below, except that State agencies may obtain some of the required information from other program forms or special inquiries or other sources prior to approval of a school or child-care institution for participation. Further exceptions may be made with respect to any of the items which CND determines are not pertinent or necessary in the proper administration of the Program in the specific types of schools or child-care institutions for which a State agency is responsible under its agreement with the Department.

(1) The name and address of the School Food Authority or child-care institution;

(2) The number of schools and child-care institutions in which the Program will operate which (i) provide a food service to children and (ii) provide no food service to children;

(3) Whether the school or child-care institution is public or nonprofit private;

(4) The estimated average daily number of (i) total children, (ii) needy children and (iii) adults;

(5) The opening and closing date of operation within the fiscal year;

(6) The number of days of operation per week;

(7) Whether the school or child-care institution operates a pricing or nonpricing program;

(8) If a pricing program, the cost of milk per half pint (after discount) for each type of milk to be offered in the Program;

(9) If a pricing program, the price of milk per half pint to be charged to paying children.

(d) Each School Food Authority of a school approved for participation in the Program and each approved child-care institution shall enter into a written agreement with the State agency, or FNSRO where applicable. Such agreement shall provide that the School Food Authority or child-care institution shall, with respect to participating schools and child-care institutions under its jurisdiction:

(1) Operate a nonprofit food and milk service or, if no food service is maintained, operate a nonprofit milk service;

(2) Serve milk free of charge at least once during each day of operation, to needy children as defined in this part, and make no discrimination against any needy child because of his inability to pay for the milk;

(3) Comply with the requirements of the Department's regulations respecting nondiscrimination (7 CFR Part 15);

(4) Claim reimbursement only for milk as defined in this Part and in accordance with the provisions of § 215.8 and § 215.10;

(5) Submit claims for reimbursement in accordance with procedures established by the State agency, or FNSRO where applicable;

(6) Maintain full and accurate records of its milk program, including, but not limited to, the number of half pints of milk served free to needy children, and the records used to support the number of half pints of milk served to adults, and retain such records for a period of 3 years after the fiscal year to which they pertain; and

(7) Upon request, make all records pertaining to its milk program available to the State agency and to FNS or OA for audit and administrative review, at any reasonable time and place.

8. Section 215.8 is revised to read as follows:

§ 215.8 Reimbursement payments.

(a) Reimbursement payments shall be made for milk purchased for service to children by participating schools and child-care institutions, except that reimbursement shall not be made for the first half pint of milk served as part of a reimbursed meal served under the National School Lunch Program, the School

Breakfast Program, the Special Food Service Program for Children, or served in commodity only schools as part of a meal meeting the requirements of § 210.15a(b) of this chapter.

(b) (1) For the fiscal year beginning July 1, 1974, the rate of reimbursement per half pint of milk purchased for service to children in nonpricing programs and for service to children other than needy children in pricing programs shall be 5 cents. For each fiscal year thereafter, the Secretary shall prescribe an annual adjustment to the nearest one-fourth cent in the rate of reimbursement. In no event shall the rate of reimbursement be less than 5 cents. (2) Within the limitations set forth in paragraph (c) of this section, the rate of reimbursement for milk purchased for service to needy children in pricing programs shall be equal to the cost (after discount) per half pint of milk. If milk is purchased at more than one price, the average cost (i.e., the total cost of all milk purchased during the month divided by the number of half pints purchased) shall be used.

(c) Reimbursement at the rate equal to the cost (after discount) per half pint of milk purchased for service to needy children shall be limited to one (1) half pint serving per child per operating day in pricing programs which also provide a food service to children, and two (2) half pint servings per child per operating day in pricing programs which do not provide a food service to children. Reimbursement for any additional milk served free to needy children in addition to these limitations shall be made at the rate prescribed in paragraph (b) (1) of this section.

(d) Schools and child-care institutions having pricing programs shall use the reimbursement payments received to reduce the price of milk to children.

§ 215.9 [Amended]

9. Section 215.9 is amended by deleting the term "school" wherever it appears and inserting in lieu thereof the term "School Food Authority."

10. Section 215.10 is revised to read as follows:

§ 215.10 Reimbursement procedure.

(a) Each State agency, or FNSRO where applicable, shall require School Food Authorities and child-care institutions to submit a Claim for Reimbursement on a calendar month basis; *Provided, however*, That not more than 10 days of a beginning or ending month of Program operations in the fiscal year may be combined with the claim of the month immediately following the beginning month or preceding the ending month. Any Claim for Reimbursement combining the ending month of one fiscal year and the beginning month of the next fiscal year shall not be permitted.

(b) Any claim for reimbursement for any fiscal year not received by the State agency, or FNSRO where applicable, within 90 days after the close of the program, or within 90 days of the closing

date of the fiscal year, in the case of programs which operate year-round, may be disqualified from payment, except where the State agency, or FNSRO where applicable, considers that a Reimbursement Voucher has been filed late because of circumstances beyond the control of the School Food Authority of child-care institution.

(c) Each Claim for Reimbursement shall contain information on each of the items listed below, except that State agencies may obtain the approval of CND to secure some of the required information from applications for participation in the Program, or from other approved sources, without requiring the submission of information on each of the items on each claim.

(1) The name and address of the School Food Authority or child-care institution;

(2) The number of schools or child-care institutions in which the Program was operated in each of the following types of operation: (i) non-pricing program; (ii) pricing programs which also provide a food service; and (iii) pricing programs which do not provide a food service;

(3) The month and year for which claim is made;

(4) The number of days of operation;

(5) The total number of half-pints of milk purchased;

(6) The total number of half-pints of milk eligible for Program reimbursement, including milk made available free to needy children, in each type of operation. This amount shall not include (i) the first half-pint of milk served as part of a reimbursed meal served under the National School Lunch Program, the School Breakfast Program, the Special Food Service Program for Children or served in commodity only schools as part of a meal meeting the requirements of § 210.15a(b) of this chapter, and (ii) milk served as a beverage to adult staff members and employees or adults enrolled for care and training as determined by the School Food Authority or child-care institution pursuant to paragraph (e) of this section;

(7) For schools or child-care institutions operating pricing programs, the number of half pints of milk served to needy children in programs which (i) also provide a food service to children, and (ii) do not provide a food service to children.

(8) The total cost of milk purchased or the average per half pint cost of milk purchased;

(9) In the case of pricing programs, the number of children listed on approved applications for free milk in programs which (i) also provide a food service to children, and (ii) do not provide a food service to children.

(d) In submitting a Claim for Reimbursement, each School Food Authority or child-care institution shall certify that the claim is true and correct; that records are available to support the claim; that the claim is in accordance with the existing agreement; and that

payment therefor has not been received.

(e) Milk served as a beverage to adult staff members and employees and adults enrolled for care and training is not eligible for reimbursement. The number of half pints of milk served adults to be reported by a School Food Authority or child-care institution in a Claim for Reimbursement shall be determined by actual daily count, or as a percentage of the total milk purchased. In the absence of a record of actual daily count:

(1) Schools with no adults enrolled for care and training shall compute 3 percent of the total milk purchased as the quantity of milk served to adults;

(2) Schools with adults enrolled for care and training and child-care institutions other than camps shall compute as the quantity of milk served to adult staff members and employees and adults enrolled for care and training, a number of half pints equal to the total milk purchased multiplied by the percentage that the total number of adults was of the total number of persons in average daily attendance, regularly having access to the milk service.

(3) Summer camps shall compute the quantity of milk served to adult staff members and employees and adults enrolled for care and training in the same manner as prescribed in paragraph (e) (2) of this section, and record such quantity on a monthly Claim for Reimbursement Work Sheet.

(4) If no milk was served as a beverage to adult staff members and employees and adults enrolled for care and training, "zero" shall be recorded as the quantity of milk served to adults.

(f) Any School Food Authority or child-care institution which has both a pricing and nonpricing program operating in the same school or child-care institution, may claim reimbursement for:

(1) All milk purchased for service to children under the Program at the rate of 5 cents per half pint or (2) milk purchased for service only in the pricing program at the rates and limitations prescribed for pricing programs in § 215.8 (b) and (c).

11. In § 215.11, paragraph (c) is amended by deleting the term "schools" and by inserting in lieu thereof the term "School Food Authorities"; paragraph (e) is amended by deleting the term "OIG" the first time it appears and inserting in lieu thereof the phrase "The Office of Investigation of the Department (OI)", and by deleting the term "OIG" the second time it appears and inserting in lieu thereof the term "OI"; and paragraph (b) is revised to read as follows:

§ 215.11 Special responsibilities of State agencies.

* * * * *

(b) *State-conducted audit programs.*

(1) A State agency may submit for approval by the Department a plan whereby it will provide for the conduct of audits of the Program in schools and child-care institutions. State agencies shall request OA Regional Offices (32 FR

8822, as amended by 34 FR 2139) to assist in the development of these plans, which shall incorporate provisions for organization, financing, direction and coordination of the State audit functions. Audits performed under the plan may be conducted by the State agencies; by the State Auditor, Officer of State Controller, or comparable State Audit Staff; or by Certified Public Accountants, or State Licensed Public Accountants. All approved State audit plans shall be updated and be resubmitted for approval by the Department every third year from the anniversary date of the last such approval, except that any State agency plan approved prior to July 1, 1974, must be resubmitted for approval by the Department in accordance with this paragraph prior to July 1, 1975.

(2) An audit guide furnished by OA, and as amended by OA from time to time, shall be used in the State agency sponsored audits of schools. The audits shall be performed in accordance with audit standards, guidelines and procedures prescribed by OA in the audit guide, and shall be reviewed by OA to the extent necessary to determine compliance therewith.

(3) While OA shall rely to the fullest extent feasible on State-conducted audits, it shall have the right, whenever considered necessary, to (i) make audits on a statewide basis, (ii) perform on-site test audits of schools and child-care institutions, and (iii) review audit reports and related working papers of audits performed by or for the State agencies. With respect to State-conducted audits, OA shall also have the rights available to it under the provisions of § 215.13.

§ 215.12 [Amended]

12. In § 215.12, paragraphs (a), (b) and (f) are amended by deleting the term "school" wherever it appears and inserting in lieu thereof the term "School Food Authority"; paragraph (d) is amended by deleting the term "OIG" wherever it appears and inserting in lieu thereof the term "OA"; and paragraph (g) is amended by deleting the term "schools" the second and third times that it occurs and inserting in lieu thereof the term "School Food Authorities".

13. Section 215.13 is revised to read as follows:

§ 215.13 Administrative analyses and audits.

(a) Each State agency shall provide FNS with full opportunity to conduct administrative analyses (including visits to schools and child-care institutions) of all operations of the State agency under the Program and shall provide OA with full opportunity to conduct audits of all operations of the State agency under the Program. Each State agency shall make available its records, including records of the receipt and expenditure of funds under such programs, upon a reasonable request by FNS or OA. OA shall also have

the right to make audits of the records and operations of any school or child-care institution.

(b) In making administrative analyses or audits for any fiscal year, the State agency, or OA, may disregard any overpayment which does not exceed \$5 or, in the case of State agency administered programs, does not exceed the amount established under State law, regulations, or procedure as a minimum amount for which claim will be made for State losses generally: *Provided, however,* That no overpayment shall be disregarded where there are unpaid claims of the same fiscal year from which the overpayment can be deducted, or where there is evidence of violation of Federal or State statutes.

14. Section 215.14 is revised to read as follows:

§ 215.14 Nondiscrimination.

The Department's regulations on nondiscrimination in federally assisted programs are set forth in Part 15 of this title. The Department's agreements with State agencies, the State agencies' agreements with School Food Authorities and child-care institutions and the FNSRO agreements with School Food Authorities administering nonprofit private schools and with child-care institutions shall contain the assurances required by such regulations. When different types of milk are served to children, (1) a uniform price for each type of milk served shall be charged to all non-needy children in the school or child-care institution who purchase milk, and (2) needy children shall be given the opportunity to select any type of milk offered.

§ 215.15 [Amended]

15. Section 215.15 is amended by deleting the terms "school", "nonprofit private school" and "nonprofit private schools" wherever they appear and inserting in lieu thereof the term "School Food Authority" and the terms "School Food Authority of a nonprofit private school" and "School Food Authorities of nonprofit private schools", respectively.

§ 215.16 [Amended]

16. Section 215.16 is amended by deleting the term "schools" and inserting in lieu thereof the term "School Food Authorities."

NOTE: The reporting and recordkeeping requirements contained herein have been approved by the Office of Management and Budget in accordance with the Federal Reports Act of 1942.

(Catalog of Federal Domestic Assistance Program No. 10.552, National Archives Reference Services).

Effective date. This amendment becomes effective August 7, 1974.

Dated: August 1, 1974.

RICHARD L. FELTNER,
Assistant Secretary.

[FR Doc.74-17924 Filed 8-6-74; 8:45 am]

CHAPTER XIV—COMMODITY CREDIT CORPORATION, DEPARTMENT OF AGRICULTURE

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[CCC Grain Price Support Regulations—1970 and Subsequent Crops Soybean Supplement, Amendment 3]

PART 1421—GRAINS AND SIMILARLY HANDLED COMMODITIES

Subpart—1970 and Subsequent Crops Soybean Loan and Purchase Program

STORAGE CHARGES

The regulations issued by Commodity Credit Corporation (CCC) published in the FEDERAL REGISTER at 35 FR 13971 and 14501, as amended, containing provisions for price support loans and purchases applicable to the 1970 and subsequent crops of soybeans are further amended as follows:

Section 1421.372 is being amended to delete the provisions relating to warehouse receipts and the soybeans represented thereby being subject to liens for handling and storage charges and to the deduction of storage charges. A new paragraph replaces paragraphs (a) and (b) and requires prepayment of storage charges through the loan maturity date as a loan eligibility requirement on all soybeans tendered as collateral for CCC warehouse storage loans. The amended § 1421.372 reads as follows:

§ 1421.372 Warehouse charges.

Beginning with the 1974 and subsequent crops of soybeans, warehouse receipts representing soybeans to be placed under warehouse storage loan or for purchase by CCC, must indicate that (a) storage charges through the loan maturity date have been prepaid or, (b) that the producer has arranged with the warehouseman for the payment of storage charges through loan maturity and the warehouseman enters an endorsement in substantially the following form on the warehouse receipt, "Warehouse storage charges through (the applicable maturity date) accrued or to accrue prior to the acquisition of the soybeans by CCC on soybeans represented by this warehouse receipt have been paid or otherwise provided for and a lien for such charges will not be asserted by the warehouseman against CCC or against any subsequent holder of the warehouse receipt".

Since the seeding of 1974 crop soybeans has been completed in the soybean-producing area and the provisions of this amendment are needed to carry out the loan program more effectively, compliance with the notice of proposed rulemaking would be impracticable and contrary to the public interest. Therefore, this amendment is issued without following such procedure.

(Sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, 15 U.S.C. 714c; secs. 107, 401, 63 Stat. 1051, 1054; 7 U.S.C. 1441, 1421).

Effective date: August 7, 1974.

Signed at Washington, D.C., on August 1, 1974.

GLENN A. WEIR,
Acting Executive Vice President,
Commodity Credit Corporation.

[FR Doc.74-18046 Filed 8-6-74; 8:45 am]

Title 13—Business Credit and Assistance
CHAPTER I—SMALL BUSINESS
ADMINISTRATION

[Rev. 4; Amdt. 2]

PART 108—LOANS TO STATE AND LOCAL
DEVELOPMENT COMPANIES

Section 501 Loans; Commitment

On June 28, 1974, the Small Business Administration published in the FEDERAL REGISTER (39 FR 24031) a notice of proposed rulemaking which amends Revision 4, § 108.501-1(g).

It eliminates a commitment fee for which no service was rendered.

The public was invited to comment by July 12, 1974. No comments were received and the proposed amendment is adopted. This amendment is effective as of May 24, 1974.

§ 108.501-1 Section 501 loans.

(g) *Firm commitment.* A firm commitment may be given by SBA for a period of one year from the date of approval of a loan application.

Dated: July 25, 1974.

THOMAS S. KLEPPE,
Administrator.

[FR Doc.74-18001 Filed 8-6-74; 8:45 am]

Title 14—Aeronautics and Space
CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 74-EA-29; Amdt. 39-1915]

PART 39—AIRWORTHINESS DIRECTIVES
Vertol Aircraft

The Federal Aviation Administration is amending § 39.13 of Part 39 of the Federal Aviation regulations so as to issue an airworthiness directive applicable to Vertol 107-II type helicopters.

There had been a report of an in-flight failure of a rotor blade which is believed to have originated with a crack in the blade. Since other helicopters of similar type design may have or develop a similar deficiency, an airworthiness directive is being issued requiring an inspection of the rotor blades.

In view of the foregoing and because the deficiency is one which affects air safety, notice and public procedure hereon are impractical and good cause exists for making the amendment effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator, 14 CFR 11.89 (31 FR 13697) § 39.13 of Part 39 of the

Federal Aviation regulations is amended by adding the following new Airworthiness Directive:

VERTOL. Applies to Vertol Model 107-II type helicopters certificated in all categories.

1. Prior to the next flight after the effective date of this AD, unless already accomplished, an inspection program for the rotor blades which has been approved by the Chief, Engineering and Manufacturing Branch, FAA, Eastern Region, subsequent to March 28, 1974 must be initiated.

2. An acceptable program is one afforded by forward and aft rotor blades altered, inspected and maintained in accordance with Boeing Vertol Service Bulletin 107-329 or later FAA approved revisions. The visual checks of the rotor blade pressure indicator required by paragraph 2 of this AD may be performed by the pilot.

This amendment is effective August 13, 1974.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c))

Issued in Jamaica, N.Y., on July 30, 1974.

ROBERT H. STANTON,
Director, Eastern Region.

[FR Doc.74-17957 Filed 8-6-74; 8:45 am]

[Airspace Docket No. 74-SO-56]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Federal Airway

On June 6, 1974, a notice of proposed rulemaking (NPRM) was published in the FEDERAL REGISTER (39 FR 20082) stating that the Federal Aviation Administration (FAA) was considering an amendment to Part 71 of the Federal Aviation regulations that would realign V-241W from Dothan, Ala., to the Tyrone, Ga., intersection.

Interested persons were afforded an opportunity to participate in the proposed rulemaking through the submission of comments. No comments were received.

In consideration of the foregoing, Part 71 of the Federal Aviation regulations is amended, effective 0901 G.m.t., October 10, 1974, as hereafter set forth.

Section 71.123 (39 FR 307) is amended as follows: In V-241 all after "Eufaula, Ala.;" is deleted and "Columbus, Ga.; to the INT Columbus 019° and Rome, Ga., 157° radials, including a W alternate from Dothan via INT Dothan 002° and La Grange, Ga., 191° radials; and La Grange." is substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a)); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c))

Issued in Washington, D.C., on July 31, 1974.

CHARLES H. NEWPOL,
Acting Chief, Airspace and Air
Traffic Rules Division.

[FR Doc.74-17956 Filed 8-6-74; 8:45 am]

[Airspace Docket No. 74-SO-28]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

On June 13, 1974, a notice of proposed rulemaking was published in the FEDERAL REGISTER (39 FR 20702) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation regulations that would alter a portion of the South Carolina transition area.

Interested persons were afforded an opportunity to participate in the rulemaking through the submission of comments. No comments were received.

In consideration of the foregoing, Part 71 of the Federal Aviation regulations is amended, effective 0901 G.m.t., October 10, 1974, as hereinafter set forth.

In § 71.181 (39 FR 440), the South Carolina transition area is amended as follows: All between "longitude 78°31'45" W." and "to latitude 33°19'40" N." is deleted and "to latitude 33°46'15" N., longitude 78°30'25" W.; thence clockwise along a 25-mile radius circle centered on Conway TACAN" is substituted therefor.

(Sec. 307(a), 1110, Federal Aviation Act of 1958 (49 U.S.C. 1348(a), 1510); Executive Order 10854 (24 FR 9565); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c))

Issued in Washington, D.C., on August 1, 1974.

CHARLES H. NEWPOL,
Acting Chief, Airspace and Air
Traffic Rules Division.

[FR Doc.74-17953 Filed 8-6-74; 8:45 am]

[Airspace Docket No. 74-SO-15]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation and Revocation of Reporting Points

On June 7, 1974, a notice of proposed rulemaking (NPRM) was published in the FEDERAL REGISTER (39 FR 20214) stating that the Federal Aviation Administration (FAA) was considering an amendment to Part 71 of the Federal Aviation regulations that would designate three compulsory reporting points and revoke one compulsory reporting point in the vicinity of San Juan, Puerto Rico.

Interested persons were afforded an opportunity to participate in the proposed rulemaking through the submission of comments. No comments were received.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., October 10, 1974, as hereinafter set forth.

Section 71.209 (39 FR 630) is amended as follows:

1. "Hawaii INT," is revoked.

2. "Dorado, Puerto Rico, NDB" is added.

3. "St. Croix, Virgin Islands," is added.

4. "Drake INT: Ponce, Puerto Rico 206° radial 62NM from Ponce," is added.

(Sec. 307(a), 1110, Federal Aviation Act of 1958 (49 U.S.C. 1348(a), 1510); Executive Order 10854 (24 FR 9565); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655 (c)))

Issued in Washington, D.C., on July 31, 1974.

CHARLES H. NEWPOL,
Acting Chief, Airspace and
Air Traffic Rules Division.

[FR Doc.74-17954 Filed 8-6-74;8:45 am]

[Airspace Docket No. 74-WA-27]

PART 75—ESTABLISHMENT OF JET ROUTES AND AREA HIGH ROUTES

Revocation of Area Navigation Route

The purpose of this amendment to Part 75 of the Federal Aviation regulations is to revoke J844R since it is duplicated by another route.

J844R extends from Atlanta, Ga., to Chicago, Ill. J812R extends from Miami, Fla., to Chicago, and passes near Atlanta. On July 18, 1974 (39 FR 17432), J812R was amended in the vicinity of Atlanta so that its alignment north of Atlanta now coincides with J844R. Therefore, J844R is no longer required.

Since this amendment merely revokes a route which is duplicated by another route and does not involve any realignment or alteration to controlled airspace, it is minor in nature and notice and public procedure thereon are unnecessary.

In consideration of the foregoing, Part 75 of the Federal Aviation regulations is amended, effective 0901 G.m.t., October 10, 1974, as hereinafter set forth.

In § 75.400 (39 FR 718 and 38 FR 24204), J844R is revoked.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a)), sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)).)

Issued in Washington, D.C., July 31, 1974.

CHARLES H. NEWPOL,
Acting Chief, Airspace and
Air Traffic Rules Division.

[FR Doc.74-17955 Filed 8-6-74;8:45 am]

Title 19—Customs Duties

CHAPTER I—UNITED STATES CUSTOMS SERVICE, DEPARTMENT OF THE TREASURY

[T.D. 74-213]

PART 1—GENERAL PROVISIONS

Minnesota; Ports of Entry

On March 11, 1974, there was published in the FEDERAL REGISTER (39 FR 9454) a proposal to transfer supervision of the Customs station at Crane Lake, Minnesota, from the Duluth, Minnesota, Customs port of entry to the International Falls/Ranier, Minnesota, Customs port of entry, and supervision of the Customs station at Ely, Minnesota, from the Duluth, Minnesota, Customs port of

entry to the Grand Portage, Minnesota, Customs port of entry. No comments were received in response to this proposal.

Accordingly, the list of Customs stations set forth in § 1.3(d) of the Customs regulations (19 CFR 1.3(d)) is amended by making the following changes in the column headed "Port of entry having supervision" for the two Customs stations shown as being within the Duluth, Minnesota, Customs district:

Opposite the entry for "Crane Lake, Minn" in the column headed "Customs stations", "Duluth," is changed to read "International Falls/Ranier."

Opposite the entry for "Ely, Minn" in the column headed "Customs stations", "Do." (signifying Duluth) is changed to read "Grand Portage."

(Sec. 1, 37 Stat. 434; 5 U.S.C. 301, 19 U.S.C. 1)

Because this amendment pertains solely to a matter of agency organization, good cause is found for dispensing with a delayed effective date under the provisions of 5 U.S.C. 553(d).

Effective date. This amendment shall be effective on August 7, 1974.

[SEAL] VERNON D. ACREE,
Commissioner of Customs.

Approved: July 29, 1974.

DAVID R. MACDONALD,
Assistant Secretary
of the Treasury.

[FR Doc.74-17950 Filed 8-6-74;8:45 am]

[T.D. 74-212]

PART 141—ENTRY OF MERCHANDISE Consignee Liability for Additional Duties

As part of the overall revision of the Customs regulations, notice of the adoption of new Part 141 of these regulations, entitled Entry of Merchandise, was published in the FEDERAL REGISTER on July 2, 1973 (38 FR 17443). It has since come to the attention of the Customs Service that § 141.20 of the Customs regulations (19 CFR 141.20), relating to the filing by a consignee of an actual owner's declaration and superseding bond for the purpose of relieving the consignee from liability for the payment of increased and additional duties, may be subject to misinterpretation as to the precise nature of the liability from which the consignee will be relieved.

In order to remove any possibility of misinterpretation in this regard, it has been decided to amend § 141.20 of the regulations to specify that the liability which may be avoided by the filing of the declaration of the actual owner is a statutory liability, that the liability which may be avoided by the filing of a superseding bond is a contractual liability, and that a superseding bond is a bond of the actual owner. The procedure to be followed in connection with the filing of the declaration of the actual owner has also been set forth in greater detail by a restatement of the requirements of section 485(d) of the Tariff Act of 1930, as amended (19 U.S.C. 1485(d)). In addition,

a new paragraph has been added to § 141.20 to acknowledge that a declaration of the actual owner may be filed by the consignee for purposes other than relief from liability for the payment of increased and additional duties.

Accordingly, paragraphs (a) and (b) of § 141.20 are revised, and a new paragraph (d) is added, as set forth below:

§ 141.20 Actual owner's declaration and superseding bond of actual owner.

(a) *Filing*—(1) *Declaration of owner.* A consignee in whose name an entry is made and who desires, under the provisions of section 485(d), Tariff Act of 1930, as amended (19 U.S.C. 1485(d)), to be relieved from statutory liability for the payment of increased and additional duties shall declare at the time of entry that he is not the actual owner of the merchandise, furnish the name and address of such owner, and file with the district director within 90 days from the date of entry a declaration of the actual owner of the merchandise acknowledging that the actual owner will pay all additional and increased duties. The declaration of owner will be filed on Customs Form 3347.

(2) *Bond of actual owner.* If the consignee desires to be relieved from contractual liability for the payment of increased and additional duties voluntarily assumed by him under the single-entry bond which he filed in connection with the entry, or under his term bond against which the entry was charged, he shall file with the district director within 90 days from the date of entry a bond of the actual owner on Customs Form 7601.

(b) *Appropriate party to execute and file.* Neither the declaration of the actual owner nor the bond of the actual owner shall be accepted unless executed by the actual owner or his duly authorized agent, and filed by the nominal consignee or his duly authorized agent.

(d) *Filing of declaration of owner for purposes other than relief from liability.* Nothing in this section shall be construed to prevent the nominal consignee from filing the actual owner's declaration without the superseding bond for purposes other than relief from statutory liability for the payment of increased and additional duties under the provisions of section 485(d), Tariff Act of 1930, as amended (19 U.S.C. 1485(d)).

(Secs. 485, 623, 46 Stat. 724, as amended, 759, as amended; 19 U.S.C. 1485, 1623) (R.S. 251, as amended, sec. 624, 46 Stat. 759; 19 U.S.C. 66, 1624)

As this amendment is merely a clarification of the existing regulations provisions, notice and public procedure thereon is found to be unnecessary, and good cause exists for dispensing with a delayed effective date under the provisions of 5 U.S.C. 553.

Effective date. This amendment shall become effective on August 7, 1974.

[SEAL]

VERNON D. ACREE,
Commissioner of Customs.

Approved: July 29, 1974.

DAVID R. MACDONALD,
Assistant Secretary
of the Treasury.

[FR Doc.74-17952 Filed 8-6-74;8:45 am]

Title 21—Food and Drugs

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

SUBCHAPTER A—GENERAL

PART 8—COLOR ADDITIVES

Chromium-Cobalt-Aluminum Oxide
Pigment

The Commissioner of Food and Drugs, having evaluated the data in a petition (CAP 12) filed by Davis and Geck, Division of American Cyanamid Co., Danbury, CT 06813, and other relevant material, finds that chromium-cobalt-aluminum oxide pigment is safe under the conditions prescribed in this order for use in coloring linear polyethylene surgical sutures, U.S.P., for use in general surgery and that certification is not necessary for the protection of the public health.

Chromium-cobalt-aluminum oxide is currently provisionally listed in § 8.501 (f) (21 CFR 8.501(f)) for use in polyethylene surgical sutures only. There are no other color additive-petitions or progress reports, as required by the color additive regulations (21 CFR Part 8), for the use of chromium-cobalt-aluminum oxide in drugs. Accordingly, chromium-cobalt-aluminum oxide is being deleted from § 8.501 (f), effective on the effective date of this order.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 706 (b), (c), and (d), 74 Stat. 399-403; 21 U.S.C. 376 (b), (c) and (d)) and the transitional provisions accompanying the Color Additive Amendments of 1960 (sec. 203, 74 Stat. 404-407; 21 U.S.C. 376 note) and under authority delegated to the Commissioner (21 CFR 2.120), Part 8 is amended as follows:

§ 8.501 [Amended]

1. In § 8.501(f) by deleting "Chromium-cobalt-aluminum oxide" from the list of color additives.

2. By adding the following new section to Subpart F:

§ 8.6010 Chromium - cobalt - aluminum oxide.

(a) *Identity.* The color additive chromium-cobalt-aluminum oxide is a blue-green pigment obtained by calcining a mixture of chromium oxide, cobalt carbonate, and aluminum oxide. It may contain small amounts (less than 1 percent each) of oxides of barium, boron, silicon, and nickel.

(b) *Specifications.* Chromium-cobalt-aluminum oxide shall conform to the following specifications:

Chromium, calculated as Cr₂O₃, 34-37 percent.

Cobalt, calculated as CoO, 29-34 percent.

Aluminum, calculated as Al₂O₃, 29-35 percent.

Lead (as Pb), not more than 30 parts per million.

Arsenic (as As), not more than 3 parts per million.

Total oxides of aluminum, chromium, and cobalt not less than 97 percent.

Lead and arsenic shall be determined in the solution obtained by boiling 10 grams of the chromium-cobalt-aluminum oxide for 15 minutes in 50 milliliters of 0.5 N hydrochloric acid.

(c) *Uses and restrictions.* The color additive chromium-cobalt-aluminum oxide may be safely used for coloring linear polyethylene surgical sutures, U.S.P., for use in general surgery, subject to the following restrictions:

(1) For coloring procedure, the color additive is blended with the polyethylene resin. The mixture is heated to a temperature of 500°-550° F. and extruded through a fixed orifice. The filaments are cooled, oriented by drawing, and set by annealing.

(2) The quantity of the color additive does not exceed 2 percent by weight of the suture material.

(3) The dyed suture shall conform in all respects to the requirements of the U.S.P.

(4) When the sutures are used for the purpose specified in their labeling, there is no migration of the color additive to the surrounding tissue.

(5) If the suture is a new drug, an approved new drug application, pursuant to section 505 of the Federal Food, Drug, and Cosmetic Act, is in effect for it.

(d) *Labeling.* The label of the color additive shall conform to the requirements of § 8.32.

(e) *Exemption from certification.* Certification of this color additive is not necessary for the protection of the public health, and batches thereof are exempt from the certification requirements of section 706(c) of the act.

Any person who will be adversely affected by the foregoing order may at any time on or before September 6, 1974, file with the Hearing Clerk, Food and Drug Administration, Rm. 4-65, 5600 Fishers Lane, Rockville, MD 20852, written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order, specify with particularity the provisions of the order deemed objectionable, and state the grounds for the objections. If a hearing is requested, the objections shall state the issues for the hearing, shall be supported by grounds factually and legally sufficient to justify the relief sought; and shall include a detailed description and analysis of the factual information intended to be presented in support of the objections in the event that a hearing is held. Objections may be accompanied by a memorandum or brief in support thereof. Six copies of all documents shall be filed. Received objections may be seen in the above office during working hours, Monday through Friday.

Effective date. This order shall become effective October 7, 1974, except as to any provisions that may be stayed by the filing of proper objections. Notice of the filing of objections or lack thereof will be announced by publication in the FEDERAL REGISTER.

(Sec. 706 (b), (c), and (d), 74 Stat. 399-403; 21 U.S.C. 376 (b), (c), and (d)) and the transitional provisions accompanying the Color Additive Amendments of 1960 (Sec. 203, 74 Stat. 404-407; 21 U.S.C. 376 (note))

Dated: July 31, 1974.

SAM D. FINE,
Associate Commissioner
for Compliance.

[FR Doc.74-17962 Filed 8-6-74;8:45 am]

RULES AND REGULATIONS

Title 24—Housing and Urban Development

CHAPTER X—FEDERAL INSURANCE ADMINISTRATION, DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

SUBCHAPTER B—NATIONAL FLOOD INSURANCE PROGRAM

[Docket No. FI-322]

PART 1914—AREAS ELIGIBLE FOR THE SALE OF INSURANCE

Status of Participating Communities

Section 1914.4 of Part 1914 of Subchapter B of Chapter X of Title 24 of the Code of Federal Regulations is amended by adding in alphabetical sequence a new entry to the table. In this entry, a complete chronology of effective dates appears for each listed community. Each date appearing in the fourth column of the table is followed by a designation which indicates whether the date signifies the effective date of the authorization of the sale of flood insurance in the area under the emergency or the regular flood insurance program. The entry reads as follows:

§ 1914.4 Status of participating communities.

State	County	Location	Effective date of authorization of sale of flood insurance for area	Hazard area identified	State map repository	Local map repository
Colorado	Adams	Brighton, city of	Aug. 2, 1974. Emergency	Feb. 22, 1974		
Do	Delta	Delta, city of	do	May 24, 1974		
Do	Fremont	Canon, city of	do			
Illinois	Cook	Chicago, city of	do			
Louisiana	Richland Parish	Mangham, town of	do	Dec. 7, 1973		
Maine	Aroostook	Houlton, town of	do	May 31, 1974		
Nevada	Elko	Elko, city of	do	Feb. 1, 1974		
New Jersey	Camden	Voorhees, township of	do			
New York	Onondaga	Syracuse, city of	do	Apr. 12, 1974		
Do	Schenectady	Glenville, town of	do			
Utah	Weber	South Ogden, city of	do	Apr. 5, 1974		
Washington	Benton	Kennewick, city of	do	June 7, 1974		
Wisconsin	Portage	Stevens Point, city of	do	Dec. 28, 1974		
Wyoming	Hot Springs	Thermopolls, town of	do	Apr. 12, 1974		

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended (secs. 408-410, Pub. L. 91-152, Dec. 24, 1969) (42 U.S.C. 4001-4127); and Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2680, Feb. 27, 1969)

Issued: July 26, 1974.

RICHARD W. KRIMM,
Acting Federal Insurance Administrator.

[FR Doc.74-17708 Filed 8-6-74; 8:45 am]

[Docket No. FI-323]

PART 1914—AREAS ELIGIBLE FOR THE SALE OF INSURANCE

Status of Participating Communities

Section 1914.4 of Part 1914 of Subchapter B of Chapter X of Title 24 of the Code of Federal Regulations is amended by adding in alphabetical sequence a new entry to the table. In this entry, a complete chronology of effective dates appears for each listed community. Each date appearing in the fourth column of the table is followed by a designation which indicates whether the date signifies the effective date of the authorization of the sale of flood insurance in the area under the emergency or the regular flood insurance program. The entry reads as follows:

§ 1914.4 Status of participating communities.

State	County	Location	Effective date of authorization of sale of flood insurance for area	Hazard area identified	State map repository	Local map repository
Alabama	Pickens	Reform, town of	July 31, 1974. Emergency			
Connecticut	Fairfield	Wilton, town of	do			
Florida	Pinellas	Oldsmar, city of	Sept. 11, 1970. Emergency	June 28, 1974		
			May 21, 1971. Reinstated			
			Sept. 15, 1972. Suspended			
			July 25, 1974. Reinstated			
New York	Albany	Coeymans, town of	July 31, 1974. Emergency	June 28, 1974		
Texas	Harris	Spring Valley, city of	do	do		

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended (secs. 408-410, Pub. L. 91-152, Dec. 24, 1969) (42 U.S.C. 4001-4127); and Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2680, Feb. 27, 1969)

Issued: July 25, 1974.

CHARLES W. WIECKING,
Acting Federal Insurance Administrator.

[FR Doc.74-17709 Filed 8-6-74; 8:45 am]

[Docket No. FI-324]

PART 1914—AREAS ELIGIBLE FOR THE SALE OF INSURANCE

Status of Participating Communities

Section 1914.4 of Part 1914 of Subchapter B of Chapter X of Title 24 of the Code of Federal Regulations is amended by adding in alphabetical sequence a new entry to the table. In this entry, a complete chronology of effective dates appears for each listed community. Each date appearing in the fourth column of the table is followed by a designation which indicates whether the date signifies the effective date of the authorization of the sale of flood insurance in the area under the emergency or the regular flood insurance program. The entry reads as follows:

§ 1914.4 Status of participating communities.

State	County	Location	Effective date of authorization of sale of flood insurance for area	Hazard area identified	State map repository	Local map repository
Florida	Henry	La Belle, city of	July 30, 1974. Emergency	Jan. 16, 1974		
Iowa	Scott	Princeton, city of	do.	Mar. 1, 1974		
Massachusetts	Berkshire	Stockbridge, town of	do.	May 31, 1974		
Michigan	Genesee	Davison, city of	do.	May 17, 1974		
Minnesota	Winona	Elba, city of	do.			
Mississippi	Hinds	Bolton, town of	do.			
New York	Monroe	Gates, town of	do.			
Do.	Onondaga	Salina, town of	do.			
Pennsylvania	Chester	Atglen, borough of	do.			
Tennessee	Haywood	Brownsville, city of	do.	May 3, 1974		

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended (secs. 408-410, Pub. L. 91-152, Dec. 24, 1969) (42 U.S.C. 4001-4127); and Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2680, Feb. 27, 1969).

Issued: July 24, 1974.

GEORGE K. BERNSTEIN,
Federal Insurance Administrator.

[FR Doc.74-17710 Filed 8-6-74;8:45 am]

[Docket No. FI-325]

PART 1914—AREAS ELIGIBLE FOR THE SALE OF INSURANCE

Status of Participating Communities

Section 1914.4 of Part 1914 of Subchapter B of Chapter X of Title 24 of the Code of Federal Regulations is amended by adding in alphabetical sequence a new entry to the table. In this entry, a complete chronology of effective dates appears for each listed community. Each date appearing in the fourth column of the table is followed by a designation which indicates whether the date signifies the effective date of the authorization of the sale of flood insurance in the area under the emergency or the regular flood insurance program. The entry reads as follows:

§ 1914.4 Status of participating communities.

State	County	Location	Effective date of authorization of sale of flood insurance for area	Hazard area identified	State map repository	Local map repository
Idaho	Bonneville	Idaho Falls, city of	do. Emerg.	Feb. 8, 1974		
Missouri	Atchison	Rock Port, city of	do.	May 24, 1974		
Do.	Texas	Houston, city of	do.	Jan. 23, 1974		
Montana	Fergus	Lewistown, city of	do.	Mar. 22, 1974		
New Jersey	Camden	B.ilmawr, borough of	do.	June 21, 1974		
Ohio	Montgomery	Miamisburg, city of	do.	Mar. 1, 1974		
Pennsylvania	Chester	Phoenixville, borough of	do.	Jan. 16, 1974		
Do.	McKean	Hamlin, township of	do.			
Do.	Montgomery	Lower Pottsgrove, town- ship of	do.			
Do.	do.	New Hanover, township of	do.			

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended (secs. 408-410, Pub. L. 91-152, Dec. 24, 1969) (42 U.S.C. 4001-4127); and Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2680, Feb. 27, 1969).

Issued: July 29, 1974.

RICHARD W. KRIMM,
Acting Federal Insurance Administrator.

[FR Doc.74-17711 Filed 8-6-74;8:45 am]

[Docket No. FI-326]

PART 1915—IDENTIFICATION OF SPECIAL HAZARD AREAS

List of Communities With Special Hazard Areas

The Federal Insurance Administrator finds that comment and public procedure and the use of delayed effective dates in identifying the areas of communities which have special flood or mudslide hazards, in accordance with 24 CFR Part 1915, would be contrary to the public interest. The purpose of such identifications is to guide new development away from areas threatened by flooding. Since this publication is merely for the purpose of informing the public of the location of areas of special flood hazard and has no binding effect on the sale of flood insurance or the commencement of construction, notice and public procedure are impracticable, unnecessary, and contrary to the public interest. Inasmuch as this publication is not a substantive rule, the identification of special hazard areas shall be effective on the date shown. Accordingly, Section 1915.3 is amended by adding in alphabetical sequence a new entry to the table, which entry reads as follows:

§ 1915.3 List of communities with special hazard areas.

(24 CFR § 1915.3)

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Alabama	Coffee	Enterprise, city of	H 010045 01 through H 010045 04	Alabama Development Office, Office of State Planning, State Office Bldg., 501 Dexter Ave., Montgomery, Ala. 36104. Alabama Insurance Department, Room 453, Administrative Bldg., Montgomery, Ala. 36104.	Chairman, Planning Commission, City of Enterprise, 203 East Lee St., Enterprise, Ala. 36330.	July 26, 1974.
Do.	Lee	Opelika, City of	H 010145 01 through H 010145 11	do	Mayor, City of Opelika, Opelika, Ala. 36801.	Do.
Arizona	Maricopa	Glendale, city of	H 040045 01 through H 040045 17	Arizona State Land Department, 1624 Wert Adams, Room 406, Phoenix, Ariz. 85007. Arizona Department of Insurance, P.O. Box 7098, 718 West Glenrosa, Phoenix, Ariz. 85011.	Mayor, City of Glendale, Glendale, Ariz. 85301.	Do.
California	Glenn	Willows, city of	H 000059 01	Department of Water Resources, P.O. Box 388, Sacramento, Calif. 95802. California Insurance Department, 107 South Broadway, Los Angeles, Calif. 90012.	Mayor, City Hall, 318 First St., Willows, Calif. 95988.	Do.
Do.	Los Angeles	El Segundo, city of	H 060118 01 through H 060118 02	do	Mayor, City of El Segundo, El Segundo, Calif. 90245.	Do.
Do.	do	Long Beach, city of	H 060136 01 through H 060136 21	do	Office of the City Engineer, Room 700, 205 West Broadway, Long Beach, Calif. 90802.	Do.
Do.	do	Manhattan Beach, city of	H 060138 01 through H 060138 02	do	Mayor, City Hall, City of Manhattan Beach, 1400 Highland Ave., Manhattan Beach, Calif. 90266.	Do.
Do.	do	Santa Monica, city of	H 060159 01 through H 060159 04	do	Mayor, City of Santa Monica, Santa Monica, Calif. 90401.	Do.
Do.	Nevada	Unincorporated areas	H 060210 01 through H 060210 65	do	Chairman, Nevada County Board of Supervisors, County Courthouse, Nevada City, Calif. 95959.	Do.
Do.	Orange	Anaheim, city of	H 060213 01 through H 060213 17	do	Mayor, City of Anaheim, Anaheim, Calif. 92863.	Do.
Do.	San Bernardino	Chino, city of	H 060272 01 through H 060272 04	do	Mayor, City of Chino, Chino, Calif. 91710.	Do.
Do.	San Francisco	San Francisco, city of	H 060298 01 through H 060298 21	do	Mayor, City of San Francisco, San Francisco, Calif. 94102.	Do.
Do.	Souma	Santa Rosa, city of	H 060381 01 through H 060381 12	do	Mayor, City of Santa Rosa, Santa Rosa, Calif. 95403.	Do.
Do.	Contra Costa	Lafayette, city of	H 060637 01 through H 060637 08	do	Office of the City Manager, City of Lafayette, 975 Oakland St., Lafayette, Calif. 94549.	Do.
Do.	Los Angeles	San Marino, city of	H 060507 01	do	City Hall, City of San Marino, 220 Huntington Dr., San Marino, Calif. 91108.	Do.
Colorado	Arapahoe	Aurora, city of	H 680012 01	Colorado Water Conservation Board, Room 102, 1845 Sherman St., Denver, Colo. 80203. Colorado Division of Insurance, 106 State Office Bldg., Denver, Colo. 80203.	Mayor, City of Aurora, Aurora, Colo. 80010.	Do.
Connecticut	Fairfield	Brookfield, town of	H 090003 01 through H 090003 07	Department of Environmental Protection, Division of Water and Related Resources, Room 207, State Office Bldg., Hartford, Conn. 06115. Connecticut Insurance Department, State Capitol Building, 165 Capitol Ave., Hartford, Conn. 06115.	Selectman, Town of Brookfield, Brookfield, Conn. 06805.	Do.
Do.	do	Darien, town of	H 090005 01 through H 090005 05	do	Darien Flood and Erosion Control Board, Planning and Zoning Office, Town Hall, Darien, Conn. 06820.	Do.
Do.	Hartford	Newington, town of	H 090033 01 through H 090033 04	do	City Manager, Town of Newington, Municipal Bldg., Hartford, Conn. 06103.	Do.
Do.	Middlesex	Old Saybrook, town of	H 090089 01 through H 090089 06	do	Old Saybrook Town Hall, 302 Main St., Old Saybrook, Conn. 06457.	Do.
Do.	New Haven	Branford, town of	H 090073 01 through H 090073 12	do	Town Hall, Town of Branford, Branford, Conn. 06405.	Do.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.	New Haven	Seymour, town of.	H 090088 01 through H 090088 08	do.	First Selectman, Town Hall, Town of Seymour, Seymour, Conn. 06483.	Do.
Do.	New London	Waterford, town of.	H 090107 01 through H 090107 11	do.	Selectman, Hall of Records, Town of Waterford, Waterford, Conn. 06385.	Do.
Do.	New Haven	Bethany, town of.	H 090144 01 through H 090144 06	do.	Mayor, Town Hall, Town of Bethany, Bethany, Conn.	Do.
Florida	Washington	Chipley, city of.	H 120325 01	Department of Community Affairs, 2571 Executive Center Circle East, Howard Building, Tallahassee, Fla. 32301. State of Florida Insurance Department, Treasurer's Office, The Capitol, Tallahassee, Fla. 32304.	Chairman, City of Chipley, Chipley, Fla. 32428.	Do.
Indiana	Porter	Portage, city of.	H 180202 01 through H 180202 08	Division of Water, Department of Natural Resources, 608 State Office Bldg., Indianapolis, Ind. 46204. Indiana Insurance Department, 509 State Office Bldg., Indianapolis, Ind. 46204.	Mayor, City of Portage, Portage, Ind. 46368.	Do.
Iowa	Fayette	Oelwein, city of.	H 190126 01 through H 190126 02	Iowa Natural Resources Council, James W. Grimes Bldg., Des Moines, Iowa 50319. Iowa Insurance Department, Lucas State Office Bldg., Des Moines, Iowa 50319.	City Manager, City of Oelwein, Oelwein, Iowa 50662.	Do.
Kansas	Barber	Medicine Lodge, city of.	H 200015 01	Division of Water Resources, State Board of Agriculture, Topeka, Kans. 66612. Kansas Insurance Department, 1st Floor, Statehouse, Topeka, Kans. 66612.	Mayor, City of Medicine Lodge, Medicine Lodge, Kans. 67104.	Do.
Do.	Johnson	Lake Quivira, city of.	H 200166 01	do.	Mayor, City Hall, City of Lake Quivira, Lake Quivira, Kans. 66106.	Do.
Maine	Androscoggin	Turner, town of.	H 230010 01 through H 230010 05	do.	Chairman, Town of Turner, Turner, Maine 04282.	Do.
Do.	Cumberland	Casco, town of.	H 230044 01 through H 230044 05	do.	Planning Board, Town of Casco, Casco, Maine 04015.	Do.
Do.	do.	Freeport, town of.	H 230046 01 through H 230046 13	do.	Planning Board, Town of Freeport, Freeport, Maine 04032.	Do.
Do.	Lincoln	Whitefield, town of.	H 230087 01 through H 230087 05	do.	First Selectman, Town of Whitefield, Whitefield, Maine 04362.	Do.
Do.	Oxford	West Parish, town of.	H 230100 01 through H 230100 04	do.	Chief Selectman, Town of West Parish, West Parish, Maine 04289.	Do.
Do.	Waldo	Burnham, town of.	H 230130 01 through H 230130 06	do.	Burnham Selectmen, Town of Burnham, Burnham, Maine 04922.	Do.
Do.	Washington	Eastport, city of.	H 230137 01 through H 230137 04	do.	City Manager, City of Eastport, Eastport, Maine 04631.	Do.
Maryland	Allegany	Cumberland, city of.	H 240003 01 through H 240003 05	Department of Water Resources, State Office Bldg., Annapolis, Md. 21401. Maryland Insurance Department, 301 West Preston St., Baltimore, Md. 21201.	Mayor, City of Cumberland, Cumberland, Md. 04021.	Do.
Do.	Hartford	Havre De Grace, town of.	H 240043 01 through H 240043 04	do.	Mayor and City Council, Town of Havre De Grace, Havre De Grace, Md. 21078.	Do.
Do.	Kent	Chestertown, town of.	H 240046 01 through H 240046 12	do.	Mayor and Council Office, Cross and Maple Avenues, Chestertown, Md. 21602.	Do.
Do.	do.	Rock Hall, town of.	H 240048 01 through H 240048 02	do.	Mayor, Town of Rock Hall, Rock Hall, Md. 21661.	Do.
Do.	Queen Anne's	Centreville, town of.	H 240056 01 through H 240056 03	do.	Mayor, town of Centreville, Centreville, Md. 21617.	Do.
Do.	Washington	Keedysville, town of.	H 240075 01 through H 240075 02	do.	Mayor and Council, Town of Keedysville, Keedysville, Md. 21756.	Do.
Do.	Charles	Indian Head, town of.	H 240091 01 through H 240091 02	do.	Town Hall, 1107 Strauss Ave., Indian Head, Md. 20640.	Do.
Massachusetts	Barnstable	Dennis, town of.	H 250005 01 through H 250005 11	Division of Water Resources, Water Resources Commission, State Office Bldg., 100 Cambridge St., Boston, Mass. 02202. Massachusetts Division of Insurance, 100 Cambridge St., Boston, Mass. 02202.	Dennis Town Office, Town of Dennis, South Dennis, Mass. 02660.	Do.
Do.	Berkshire	Clarksburg, town of.	H 250020 01 through H 250020 03	do.	Chairman, Town of Clarksburg, Clarksburg, Mass. 01247.	Do.
Do.	do.	West Stockbridge, town of.	H 250045 01 through H 250045 04	do.	Chairman, Town of West Stockbridge, West Stockbridge, Mass. 01266.	Do.
Do.	Bristol	Seekonk, town of.	H 250063 01 through H 250063 04	do.	Chairman, Town of Seekonk, Seekonk, Mass. 02771.	Do.
Do.	Essex	Andover, town of.	H 250073 01 through H 250073 15	do.	Andover Building Inspector, Town Hall, 20 Main St., Andover, Mass. 01810.	Do.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.	do.	Danvers, town of.	H 250079 01 through H 250079 05	do.	Chairman, Town of Danvers, Canvers, Mass. 01923.	Do.
Do.	Bristol.	Berkley, town of.	H 250050 01 through H 250050 03	do.	Mayor, Town of Berkley, Berkley, Mass.	Do.
Do.	Essex.	Essex, town of.	H 250080 01 through H 250080 05	do.	Mayor, Town of Essex, Essex, Mass. 01929.	Do.
Do.	do.	Georgetown, town of.	H 250081 01 through H 250081 05	do.	Chairman, Town of Georgetown, Georgetown, Mass. 01833.	Do.
Do.	do.	Gloucester, city of.	H 250082 0 through H 250082 09	do.	City Hall, City of Gloucester, Gloucester, Mass. 01930.	Do.
Do.	do.	Newburyport, city of.	H 250097 01 through H 250097 05	do.	City Hall, Newburyport, Mass. 01950.	Do.
Do.	do.	Rowley, town of.	H 250101 01 through H 250101 04	do.	Chairman, Town of Rowley, Rowley, Mass. 01909.	Do.
Do.	do.	Salem, city of.	H 250102 01 through H 250102 04	do.	City Planner, City of Salem, Salem, Mass. 09170.	Do.
Do.	do.	Wenham, town of.	H 250107 01 through H 250107 04	do.	Chairman, Town of Wenham, Wenham, Mass. 01984.	Do.
Do.	Franklin.	Colrain, town of.	H 250113 01 through H 25 113 12	do.	Chairman, Town of Colrain, Colrain, Mass. 01340.	Do.
Do.	Hampden.	Blandford, town of.	H 250134 01 through H 250134 12	do.	Chairman, Town of Blandford, Blandford, Mass. 01008.	Do.
Do.	do.	Ludlow, town of.	H 250144 01 through H 250144 08	do.	Chairman, Town of Ludlow, Ludlow, Mass. 01056.	Do.
Do.	do.	Springfield, city of.	H 250150 01 through H 250150 09	do.	City Planning Department, City Hall, Room 226, 36 Court St., Springfield, Mass. 01162	Do.
Do.	Hampden.	Westfield, town of.	H 250153 01 through H 250153 12	do.	Municipal Bldg., 59 Court St., Westfield, Mass. 01085.	Do.
Do.	Middlesex.	Acton, town of.	H 250176 01 through H 250176 02	do.	Engineering Department, 14 Forest Rd., Box 236, Acton, Mass. 01720.	Do.
Do.	do.	Belmont, town of.	H 250182 01 through H 250182 04	do.	Chairman, Town of Belmont, Belmont, Mass. 02178.	Do.
Do.	do.	Hudson, town of.	H 250197 01 through H 250197 04	do.	Chairman, Town of Hudson, Hudson, Mass. 01749.	Do.
Do.	do.	Malden, city of.	H 250202 01 through H 250202 07	do.	Planning Department, City of Malden, Malden, Mass. 02148.	Do.
Do.	do.	Marlborough, city of.	H 250203 01 through H 250203 08	do.	Planning Board, City Hall, City of Marlborough, Marlborough, Mass. 01752.	Do.
Do.	do.	Maynard, town of.	H 250204 01 through H 250204 03	do.	Chairman, Town of Maynard, Maynard, Mass. 01754.	Do.
Do.	do.	Medford, city of.	H 250205 01 through H 250205 05	do.	Planning Board, City of Medford, Medford, Mass. 02155.	Do.
Do.	do.	Natick, town of.	H 250207 01 through H 250207 06	do.	Chairman, Town of Natick, Natick, Mass. 01700.	Do.
Do.	do.	Somerville, city of.	H 250214 01 through H 250214 04	do.	Department of Public Works, Franey Rd., Somerville, Mass. 02143.	Do.
Do.	do.	Wayland, town of.	H 250224 01 through H 250224 06	do.	Chairman, Town of Wayland, Wayland, Mass. 01778.	Do.
Do.	do.	Weston, town of.	H 250226 01 through H 250226 18	do.	Chairman, Town of Weston, Weston, Mass. 02163.	Do.
Do.	Norfolk.	Foxborough, town of.	H 250239 01 through H 250239 06	do.	Chairman, Town of Foxborough, Foxborough, Mass. 02035.	Do.
Do.	Plymouth.	Halifax, town of.	H 250265 01 through H 250265 03	do.	Chairman, Town of Halifax, Halifax, Mass. 02338.	Do.
Do.	do.	Hanover, town of.	H 250266 01 through H 250266 06	do.	Chairman, Town of Hanover, Hanover, Mass. 02339.	Do.
Do.	do.	Pembroke, town of.	H 250277 01 through H 250277 08	do.	Town Hall, 100 Center St., Pembroke, Mass. 02369.	Do.
Do.	Worcester.	Blackstone, town of.	H 250295 01 through H 250295 04	do.	Town of Blackstone, Town Hall, St. Paul St., Blackstone, Mass. 01504.	Do.
Do.	do.	Charlton, town of.	H 250299 01 through H 250299 19	do.	Chairman, Town of Charlton, Charlton, Mass. 01507.	Do.
Do.	do.	Hopedale, town of.	H 250310 01 through H 250310 03	do.	Chairman, Town of Hopedale, Hopedale, Mass. 01747.	Do.
Do.	do.	Milford, town of.	H 250317 01 through H 250317 17	do.	Chairman, Town of Milford, Milford, Mass. 01757.	Do.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.	do.	Northbridge, town of.	H 520322 01 through H 250322 07	do.	Chairman, Town of Northbridge, Northbridge, Mass. 01532.	Do.
Do.	do.	Paxton, town of.	H 250326 01 through H 250326 07	do.	Chairman, Town of Paxton, Paxton, Mass. 01612.	Do.
Do.	do.	West Boylston, town of.	H 250345 01 through H 250345 07	do.	Chairman, Town of West Boylston, West Boylston, Mass. 01585.	Do.
Do.	do.	Westbrookfield, town of.	H 250346 01 through H 250346 11	do.	Mayor, Town of Westbrookfield, Westbrookfield, Mass. 01585.	Do.
Do.	do.	Westminster, town of.	H 250347 01 through H 250347 07	do.	Chairman, Town of Westminster, Westminster, Mass. 01473.	Do.
Michigan	Berrien	Lincoln, township of.	H 260037 00	Water Resources Commission, Bureau of Water Management, Stevens T. Mason Bldg., Lansing, Mich. 48936. Michigan Insurance Bureau, 111 North Homer St., Lansing, Mich. 48913.	Lincoln Township Hall, 5768 St. Joseph Ave., Stevensville, Mich. 49127.	Do.
Do.	do.	New Buffalo, township of.	H 260039 00	do.	City Hall, 224 West Buffalo Rd., New Buffalo, Mich. 49117.	Do.
Do.	Ingham	Delhi Charter, township of.	H 260088 01 through H 260088 10	do.	Township Supervisor, Town Hall, Township of Delhi Charter, 1974 South Cedar, Holt, Mich. 48842.	Do.
Do.	St. Clair	Clyde, township of.	H 260195 00	do.	Township Supervisor, Township of Clyde, 3747 Vincent Rd., North Street, Mich. 48049.	Do.
Minnesota	Scott	Prior Lake, city of.	H 270650 00	Division of Waters, Soils, and Minerals, Department of Natural Resources, Centennial Office, Bldg., St. Paul, Minn. 55101. Minnesota Division of Insurance, R-210 State Office Bldg., St. Paul, Minn. 55101.	City Hall, City of Prior Lake, Prior Lake, Minn. 55372.	Do.
Missouri	Clinton	Gower, town of.	H 290105 01	Water Resources Board, P.O. Box 271, Jefferson City, Mo. 65101. Division of Insurance, P.O. Box 690, Jefferson City, Mo. 65101.	Mayor, City Hall, Town of Gower, Gower, Mo. 64454.	Do.
Do.	Ralls	Center, town of.	H 290303 01	do.	Mayor, City Hall, Town of Center, Center, Mo. 63436.	Do.
Do.	St. Louis	Bella Villa, city of.	H 290329 01	do.	Mayor, City Hall, Town of Bella Villa, 3989 Bayless Rd., Bella Villa, Mo. 63125.	Do.
Do.	do.	Clarkson Valley, town of.	H 290340 01 through H 290340 02	do.	Mayor, City Hall, Town of Clarkson Valley, Route 3, Box 244, Chesterfield, Mo. 63017.	Do.
Montana	Wibaux	Wibaux, town of.	H 300084 01 through H 300084 02	Montana Department of Natural Resources, and Conservation, Water Resources Division, Sam W. Mitchell Bldg., Helena, Mont. 59601. Montana Insurance Department, Capitol Bldg., Helena, Mont. 59601.	Mayor, Town of Wibaux, Wibaux, Mont. 59353.	Do.
Nebraska	Douglas	Waterloo, city of.	H 310073 01 through H 310073 03	Nebraska Natural Resources, Commission, P.O. Box 94725, State House Station, Lincoln, Nebr. 68509. Nebraska Insurance Department, 1335 L St., Lincoln, Nebr. 68509.	Mayor, City of Waterloo, City Hall, Waterloo, Nebr. 68069.	Do.
Do.	Dodge	North Bend, city of.	H 310239 01	do.	City Clerks Office, City of North Bend, North Bend, Nebr. 68649.	Do.
Nevada	Elko	Wells, city of.	H 320024 01 through H 320024 02	Division of Water Resources, Department of Conservation and Natural Resources, Nye Bldg., Carson City, Nev. 89701. Nevada Insurance Division, Department of Commerce, Nye Bldg., Carson City, Nev. 89701.	Mayor, City of Wells, Wells, Nev. 89835.	Do.
New Hampshire	Carroll	Sandwich, town of.	H 330017 01 through H 330017 06	Office of State Planning, Division of Community Planning, State House Annex, Concord, N.H. 03301. New Hampshire Insurance Department, 78 North Main St., Concord, N.H. 03301.	Selectmen, Town of Sandwich, Sandwich, N.H. 03270.	Do.
Do.	do.	Wakefield, town of.	H 330019 01 through H 330019 06	do.	Selectmen, Town of Wakefield, Wakefield, N.H. 03888.	Do.
Do.	Cheshire	Alstead, town of.	H 330020 01 through H 330020 04	do.	Chairman, Town of Alstead, Alstead, N.H. 03602.	Do.
Do.	Coes	Colebrook, town of.	H 330031 01 through H 330031 02	do.	Selectmen, Town Office, Town of Colebrook, Colebrook, N.H. 03576.	Do.
Do.	do.	Stratford, town of.	H 330039 01 through H 330039 10	do.	Selectmen, Town Office, Town of Stratford, North Stratford, N.H. 03590.	Do.
Do.	do.	Whitefield, town of.	H 330040 01 through H 330040 10	do.	Selectmen, Town of Whitefield, Whitefield, N.H. 03598.	Do.
Do.	Hillsborough	Greenville, town of.	H 330088 01 through H 330088 06	do.	Selectmen, Town of Greenville, Greenville, N.H. 03048.	Do.

RULES AND REGULATIONS

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.	Strafford	Dover, city of.	H 330145 01 through H 330145 08	do.	Office of the City Clerk, Municipal Bldg., Central Ave., Dover, N.H. 03820.	Do.
New Jersey	Atlantic	Egg Harbor, city of.	H 340006 01 through H 340006 05	Bureau of Water Control, Department of Environmental Protection, P.O. Box 1390, Trenton, N.J. 08625. New Jersey Department of Insurance, State House Annex, Trenton, N.J. 08625.	Mayor, City Hall, City of Egg Harbor, Egg Harbor, N.J. 08215.	Do.
Do.	do.	Hamilton, township of.	H 340009 01 through H 340009 28	do.	Hamilton Township, Municipal Offices, Second and Cape May Ave., May Landing, N.J. 08330.	Do.
Do.	Bergen	Cresskill, borough of.	H 340024 01 through H 340024 02	do.	Mayor, Borough of Cresskill, Cresskill, N.J. 07626.	Do.
Do.	do.	Franklin Lakes, town of.	H 340036 01 through H 340036 05	do.	Mayor, Town of Franklin Lakes, Franklin Lakes, N.J. 07417.	Do.
Do.	do.	Lyndhurst, township of.	H 340048 01 through H 340048 03	do.	Mayor, Township of Lyndhurst, Lyndhurst, N.J. 07071.	Do.
Do.	Hunterdon	Holland, township of.	H 340059 01 through H 340059 07	do.	Mayor, Township of Holland, Holland, N.J.	Do.
Do.	do.	Holland, township of.	H 340059 01 through H 340059 07	do.	Mayor, Township of Holland, Holland, N.J.	Do.
Do.	Burlington	Mansfield, township of.	H 340102 01 through H 340102 07	do.	Mayor, Township of Mansfield, Mansfield, N.J. 08022.	Do.
Do.	do.	Springfield, township of.	H 340116 01 through H 340116 10	do.	Mayor, Township of Springfield, Springfield, N.J. 08041.	Do.
Do.	do.	Washington, township of.	H 340117 01 through H 340117 28	do.	Mayor, Township of Washington, Municipal Hall, R.D. 2, Box 193, Egg Harbor, N.J. 08215.	Do.
Do.	Camden	Winslow, township of.	H 340148 01 through H 340148 16	do.	Mayor, Township of Winslow, Winslow, N.J. 08037.	Do.
Do.	Cumberland	Stow Creek, township of.	H 340174 01 through H 340174 06	do.	Mayor, Township of Stow Creek, Stow Creek, N.J. 08302.	Do.
Do.	Gloucester	Harrison, township of.	H 340205 01 through H 340205 06	do.	Mayor, 28 North Main St., Township of Harrison, Harrison, N.J. 08062.	Do.
Do.	Hunterdon	Raritan, township of.	H 340240 01 through H 340240 12	do.	Clerk's Office, Township of Raritan, Municipal Bldg., Flemington, N.J. 08822.	Do.
Do.	Ocean	Eagleswood, township of.	H 340372 01 through H 340372 06	do.	Mayor, Township of Eagleswood, Eagleswood, N.J. 08092.	Do.
Do.	do.	South Toms River, borough of.	H 340392 01 through H 340392 02	do.	Mayor, Borough of South Toms River, 144 Mill St., South Toms River, N.J. 08753.	Do.
Do.	Somerset	Bedminster, township of.	H 340427 01 through H 340427 10	do.	Mayor, Township of Bedminster, Bedminster, N.J. 07921.	Do.
Do.	do.	Hillsborough, borough of.	H 340436 01 through H 340436 18	do.	Borough Engineer, Borough of Far Hills, Far Hills, N.J. 07924.	Do.
Do.	do.	Montgomery, township of.	H 340439 01 through H 340439 12	do.	Mayor, Township of Montgomery, Montgomery, N.J. 08502.	Do.
Do.	do.	Somerville, borough of.	H 340444 01 through H 340444 02	do.	Mayor, Borough of Somerville, Somerville, N.J. 08876.	Do.
Do.	Warren	Blairstown, township of.	H 340482 01 through H 340482 08	do.	Mayor, Township of Blairstown, Blairstown, N.J. 07825.	Do.
Do.	do.	Independence, township of.	H 340487 01 through H 340487 06	do.	Mayor, Township of Independence, Independence, N.J. 07838.	Do.
Do.	Hunterdon	East Amwell, township of.	H 340498 01 through H 340498 10	do.	Mayor, Township of East Amwell, Ringoes, N.J. 08551.	Do.
Do.	do.	Delaware, township of.	H 340506 01 through H 340506 10	do.	Mayor, Township of Delaware, Delaware, N.J. 07833.	Do.
Do.	do.	Franklin, township of.	H 340507 01 through H 340507 07	do.	Mayor, Township of Franklin, Franklin, N.J. 07416.	Do.
New York	Broome	Sanford, town of.	H 360054 01 through H 360054 22	New York State Department of Environmental Conservation, Division of Resources, Management Services Bureau, New York, N.Y.; New York State Insurance Department, 123 William St., New York, N.Y. 10038.	Town Supervisor, Town of Sanford, R.D. 1, Deposit, N.Y. 13754.	Do.
Do.	Caharagas	Allegany, town of.	H 360061 01 through H 360061 08	do.	Allegany Town Hall, Main St., Allegany, N.Y. 14706.	Do.
Do.	Cayuga	Ira, town of.	H 360112 01 through H 360112 04	do.	Ira Town Board, Town of Ira, R.D. 3 Cato, N.Y. 13033.	Do.
Do.	do.	Sterling, town of.	H 360126 01 through H 360126 12	do.	Sterling Town Board, c/o Helen Stimpkins, Town of Sterling, Sterling, N.Y. 13156.	Do.
Do.	do.	Victory, town of.	H 360131 01 through H 360131 05	do.	Victory Town Board, Town of Victory R.D. 3 Cato, N.Y. 13033.	Do.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.....	Delaware.....	Davenport, town of.....	H 360192 01 through H 360192 17	do.....	Supervisor, Town of Davenport, East Meredith, N.Y. 13757.	Do.
Do.....	do.....	Delhi, town of.....	H 360193 01 through H 360193 06	do.....	Supervisor, Town of Delhi, Delhi, N.Y. 13753.	Do.
Do.....	do.....	Harpersfield, town of.....	H 360203 01 through H 360203 04	do.....	Supervisor, Town of Harpersfield, Harpersfield, N.Y. 13780.	Do.
Do.....	do.....	Stamford, town of.....	H 360212 01 through H 360212 05	do.....	Supervisor, Town of Stamford, Stamford, N.Y. 12167.	Do.
Do.....	Dutchess.....	Beacon, city of.....	H 360217 01 through H 360217 06	do.....	Mayor, City of Beacon, 427 Main St., Beacon, N.Y. 12508.	Do.
Do.....	do.....	Pleasant Valley, town of.....	H 360221 01 through H 360221 05	do.....	Supervisor, Town of Pleasant Valley, Pleasant Valley, N.Y. 12569.	Do.
Do.....	Greene.....	Greenville, town of.....	H 360230 01 through H 360230 11	do.....	Supervisor, Town of Greenville, Greenville, N.Y. 12083.	Do.
Do.....	Jefferson.....	Dexter, village of.....	H 360333 01	do.....	Mayor, Village of Dexter, Dexter, N.Y. 13634.	Do.
Do.....	Montgomery.....	Charleston, town of.....	H 360444 01 through H 360444 10	do.....	Supervisor, Town of Charleston, Charleston, N.Y. 12166.	Do.
Do.....	Nassau.....	East Rockaway, village of.....	H 360463 01 through H 360463 03	do.....	Mayor, Village Hall, Village of East Rockaway, 376 Atlantic Ave., East Rockaway, N.Y. 11518.	Do.
Do.....	do.....	Great Neck Estates, village of.....	H 360466 01 through H 360466 02	do.....	Mayor, Village of Great Neck Estates, 4 Atwater Plaza, Great Neck, N.Y. 11022.	Do.
Do.....	Onondaga.....	Liverpool, village of.....	H 360582 01	do.....	Mayor, Village of Liverpool, 116 Iroquois Lane, Liverpool, N.Y. 13088.	Do.
Do.....	Ontario.....	Geneva, town of.....	H 360600 01 through H 360600 07	do.....	Town Hall, 32 White Springs Rd., Geneva, N.Y. 14456.	Do.
Do.....	Oswego.....	Richland, town of.....	H 360660 01 through H 360660 08	do.....	Town Supervisor, Town Hall, Richland, N.Y. 13144.	Do.
Do.....	St. Lawrence.....	Ogdensburg, city of.....	H 360707 01 through H 360707 04	do.....	Mayor, City of Ogdensburg, 330 Ford St., Ogdensburg, N.Y. 13669.	Do.
Do.....	Schuyler.....	Dix, town of.....	H 360746 01 through H 360746 05	do.....	Town of Dix, Town Supervisor, R.D. 1, Montour Falls, N.Y. 14865.	Do.
Do.....	do.....	Orange, town of.....	H 360748 01 through H 360748 06	do.....	Town Supervisor, Town of Orange, R.D. 1, Beaver Dams, N.Y. 14812.	Do.
Do.....	Seneca.....	Lodi, town of.....	H 360753 01 through H 360753 04	do.....	Town Supervisor, Town of Lodi, West Williams St., Waterloo, N.Y. 13165.	Do.
Do.....	do.....	Ovid, town of.....	H 360754 01 through H 360754 05	do.....	Town Supervisor, Town of Ovid, West William St., Waterloo, N.Y. 13165.	Do.
Do.....	do.....	Romulus, town of.....	H 360755 01 through H 360755 06	do.....	Town Supervisor, Town of Romulus, West Williams St., Waterloo, N.Y. 13165.	Do.
Do.....	Steuben.....	Woodhull, town of.....	H 360786 01 through H 360786 07	do.....	Town Supervisor, Woodhull Town Board, Town of Woodhull, Woodhull, N.Y. 14898.	Do.
Do.....	Suffolk.....	Babylon, town of.....	H 360790 01 through H 360790 08	do.....	Town Engineer's Office, Town of Babylon, 190 Farmers Ave., Lindenhurst, N.Y. 11757.	Do.
Do.....	do.....	River Head, town of.....	H 360805 01 through H 360805 31	do.....	Building Department, Town of River Head, 220 Roanoke Ave., River Head, N.Y. 11901.	Do.
Do.....	Wyoming.....	Arcade, town of.....	H 360939 01 through H 360939 06	do.....	Town Supervisor, Town of Arcade, Arcade, N.Y. 14009.	Do.
Do.....	do.....	Attica, town of.....	H 360940 01 through H 360940 05	do.....	Town Supervisor, Town Clerk's Office, 33 Washington St., Attica, N.Y. 14011.	Do.
Do.....	do.....	Bennington, town of.....	H 360941 01 through H 360941 08	do.....	Town Supervisor, Town Clerk's Office, 1235 Clinton St., Attica, N.Y. 14011.	Do.
Do.....	do.....	Gainesville, town of.....	H 360944 01 through H 360944 04	do.....	Town Supervisor, Town of Gainesville, Gainesville, N.Y. 14550.	Do.
Do.....	do.....	Orangeville, town of.....	H 360945 01 through H 360945 05	do.....	Town Supervisor, Town of Orangeville, Johnsonburg, N.Y. 14084.	Do.
Do.....	Yates.....	Potter, town of.....	H 360963 01 through H 360963 10	do.....	Town Supervisor, Town of Potter, Potter, N.Y.	Do.
Do.....	Rensselaer.....	Rensselaer, city of.....	H 361032 01 through H 361032 02	do.....	Mayor, City of Rensselaer, Rensselaer, N.Y. 12144.	Do.
Oklahoma.....	Caddo.....	Apache, town of.....	H 400019 01	Oklahoma Water Resources Board, 2241 Northwest 40th St., Oklahoma City, Okla. 73112. Oklahoma Insurance Department, Room 408, Will Rogers Memorial Bldg., Oklahoma City, Okla. 73105.	Mayor, Town of Apache, Apache, Okla. 73096.	Do.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.	do.	Hydro, town of	H 400024 01	do.	City Council, Town of Hydro, Hydro, Okla. 73048.	Do.
Do.	Cimarron	Boise City, city of	H 400042	do.	City Manager, City Hall, Boise City, Okla. 73033.	Do.
Do.	Noble	Perry, city of	H 400134 01 through H 400134 04	do.	Mayor, City Hall, City of Perry, Perry, Okla. 73077.	Do.
Do.	Pittsburg	Halleyville, city of	H 400167 01 through H 400167 02 H 400204 01	do.	Mayor, City Hall, City of Halleyville, Halleyville, Okla. 74546.	Do.
Do.	Tillman	Davidson, town of	H 400211 01 through H 300211 25	do.	Mayor, Town of Davidson, City Hall, Davidson, Okla. 73530.	Do.
Do.	Tulsa and Osage	Sands Springs, city of	H 415592 01 through H 415592 05	do.	Chairman, Sands Springs Planning Commission, Box 607, Sands Springs, Okla. 74063.	Do.
Oregon	Lane	Springfield	H 415592 01 through H 415592 05	Executive Department, State of Oregon, Salem, Oreg. 97310. Oregon Insurance Division, Department of Commerce, 163 12th St., Northeast Salem, Oreg. 97310.	Mayor, City Hall, Springfield, Oreg. 97477.	Do.
Pennsylvania	Allegheny	Fox Chapel, borough of	H 420036 01 through H 420036 04	Department of Community Affairs, Commonwealth of Pennsylvania, Harrisburg, Pa. 17120. Pennsylvania Insurance Department, 108 Finance Bldg., Harrisburg, Pa. 17120.	Borough of Fox Chapel, 401 Chapel Rd., Pittsburgh, Pa. 15238.	Do.
Do.	do.	Monroeville, borough of	H 420054 01 through H 420054 07	do.	Municipal Building, 2700 Monroeville Blvd., Monroeville, Pa. 15146.	Do.
Do.	Bucks	Warwick, township of	H 420200 01 through H 420200 06	do.	Township Building Inspector, Township of Warwick, P.O. Box 364, Jamison, Pa. 18929.	Do.
Do.	Butler	East Butler, borough of	H 420215 01 through H 420215 03 H 420230 01	do.	Butler County Planning Commission, Borough of East Butler, East Butler, Pa. 16029.	Do.
Do.	Cambria	Hastings, borough of	H 420236 01 through H 420236 02	do.	Mayor, Borough of Hastings, Hastings, Pa. 16046.	Do.
Do.	do.	Portage, borough of	H 420259 01 through H 420259 07	do.	Mayor, Borough of Portage, Municipal Bldg., Portage, Pa. 15946.	Do.
Do.	Centre	College, township of	H 420260 01 through H 420260 05	do.	College Township Municipal Bldg., 1481 East College Ave., State College, Pa. 16801.	Do.
Do.	do.	Ferguson, township of	H 420277 01 through H 420277 04	do.	Ferguson Township, Municipal Office, Pine Grove Mills Civic Center, Pine Grove Mills, Pa. 16801.	Do.
Do.	Chester	East Goshen, township of	H 420284 01 through H 420284 02	do.	Township Office, 1580 Paoli Pike, West Chester, Pa. 19380.	Do.
Do.	do.	Oxford, borough of	H 420295 01 through H 420295 04	do.	Mayor, Borough of Oxford, Oxford, Pa. 19363.	Do.
Do.	do.	W. Whiteland, township of	H 420367 01 through H 420367 02	do.	Township of West Whiteland, West Whiteland Municipal Bldg., 200 N. Pottstown Pike, Exton, Pa. 19341.	Do.
Do.	Cumberland	North Middleton, township of	H 420427 01	do.	Township Building, North Middleton Supervisor, Township of North Middleton, R.D. 3, Carlisle, Pa. 17013.	Do.
Do.	Delaware	Prospect Park, borough of	H 420462 01	do.	Borough Chairman, 720 Maryland Ave., Borough of Prospect Park, Prospect Park, Pa. 19076.	Do.
Do.	Fayette	Everson, borough of	H 420463 01 through H 420463 03	do.	Mayor, Borough of Everson, Everson, Pa. 15631.	Do.
Do.	do.	Fairchance, borough of	H 420472 01 through H 420472 02 H 420495 01	do.	Mayor, Borough of Fairchance, Fairchance, Pa. 15436.	Do.
Do.	Franklin	Mont Alto, borough of	H 420511 01	do.	Mayor, Borough of Mont Alto, Mont Alto, Pa. 17237.	Do.
Do.	Indiana	Blairsville, borough of	H 420512 01 through H 420512 06	do.	Mayor, 36 East Market St., Borough of Blairsville, Blairsville, Pa. 15717.	Do.
Do.	Jefferson	Falls Creek, borough of	H 420544 01 through H 420544 06	do.	Borough Manager, Borough of Falls Creek, Falls Creek, Pa. 15840.	Do.
Do.	do.	Punxsutawney, borough of	H 420585 01 through H 420585 07	do.	Borough of Punxsutawney, 103 Gilpin St., Punxsutawney, Pa. 15767.	Do.
Do.	Lancaster	Conestoga, township of	H 420594 01 through H 420594 06	do.	Conestoga Township, Conestoga, Pa. 17516.	Do.
Do.	do.	Denver, borough of	H 420608 01 through H 420608 05	do.	Denver Borough Hall, 437 Main St., Denver, Pa. 17517.	Do.
Do.	Lehigh	Allentown, city of	H 420667 01 through H 420667 07	do.	Allentown City Hall, 435 Hamilton St., Allentown, Pa. 18101.	Do.
Do.	do.	Upper Saucon, township of	H 420679 01 through H 420679 04	do.	Mayor, Township of Upper Saucon, Upper Saucon, Pa.	Do.
Do.	Luzerne	Hanover, township of	H 420679 01 through H 420679 04	do.	Hanover Township, Township Engineer, 7 Marion Ave., Wilkes Barre, Pa. 18702.	Do.
Do.	McKean	Keating, township of	H 420679 01 through H 420679 04	do.	Township of Keating, Township Bldg., East Smethport, Pa. 16730.	Do.
Do.	do.	Liberty, township of	H 420679 01 through H 420679 04	do.	Merle G. Johnson, Township Secretary, R.D. 1, Port Allegheny, Pa. 16743.	Do.
Do.	Mercer	Stoneboro, borough of	H 420679 01 through H 420679 04	do.	Council President, Borough of Stoneboro, Stoneboro, Pa. 16153.	Do.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.	do.	Sharpsville, borough of.	H 420682 01 through H 420682 04	do.	Borough Manager, Borough of Sharpsville, Municipal Bldg., Main St. at 3d, Sharpsville, Pa. 16150.	Do.
Do.	Montgomery	Hatfield, township of.	H 420609 01 through H 420609 03	do.	Hatfield Township, President Board of Commissioners, Township of Hatfield, Township Bldg., School Rd. and Chestnut St., Hatfield, Pa. 19440.	Do.
Do.	do.	Whitpain, township of.	H 420713 01 through H 420713 04	do.	Whitpain Township Bldg., P.O. Box 500, Blue Bell, Pa. 19422.	Do.
Do.	Schuylkill	Palo Alto, borough of.	H 420780 01	do.	Mayor, Borough Office, Borough of Palo Alto, Palo Alto, Pa. 17901.	Do.
Do.	do.	Shenandoah, borough of.	H 420788 01 through H 420788 03	do.	Borough Bldg., 207 South Jardin St., Shenandoah, Pa. 17976.	Do.
Do.	Somerset	Boswell, borough of.	H 420794 01 through H 420794 02	do.	Mayor, Borough of Boswell, Boswell, Pa. 15531.	Do.
Do.	do.	Paint, borough of.	H 420800 01	do.	Mayor, Borough of Paint, Paint, Pa. 15963.	Do.
Do.	Sullivan	Dushore, borough of.	H 420810 01 through H 420810 02	do.	Dushore Borough Council, borough of Dushore, Dushore, Pa. 18614.	Do.
Do.	Washington	McDonald, borough of.	H 420855 01	do.	Mayor, Borough of McDonald, McDonald, Pa. 15067.	Do.
Do.	Wayne	Waymart, borough of.	H 420868 01 through H 420868 02	do.	Mayor, Borough of Waymart, Waymart, Pa. 18472.	Do.
Do.	Westmoreland	Hempfield, township of.	H 420878 01 through H 420878 08	do.	Hempfield Township Supervisors, R.D. 6, Box 500 Woodward Dr., Greensburg, Pa. 15601.	Do.
Do.	do.	Latrobe, borough of.	H 420883 01 through H 420883 05	do.	Mayor, City Hall, Borough of Latrobe, Latrobe, Pa. 15650.	Do.
Do.	Wyoming	Nicholson, borough of.	H 420915 01 through H 420915 02	do.	Mayor, Borough of Nicholson, Nicholson, Pa. 18446.	Do.
Do.	York	Lower Chanceford, township of.	H 420930 01 through H 420930 04	do.	Lower Chanceford, Municipal Bldg., R.D. 2, Airville, Pa. 17302.	Do.
Do.	Lycoming	Pine, township of.	H 420954 01 through H 420954 06	do.	Mr. Paul Grego, Township Secretary, R.D. 1, Morris, Pa. 16938.	Do.
Do.	Lebanon	Bethel, town of.	H 420967 01 through H 420967 11	do.	Lebanon County-City Planning Department, Room 3, Municipal Bldg., Lebanon, Pa. 17042.	Do.
Do.	Bradford	Wysox, township of.	H 420977 01 through H 420977 02	do.	Office of the Township Secretary, Main St., Route 6, and Masonite Rd., Wysox, Pa. 18854.	Do.
Do.	Bucks	New Britain, borough of.	H 420986 01 through H 420986 03	do.	New Britain Borough, Municipal Bldg., Keeley Ave., New Britain, Pa. 18901.	Do.
Do.	Perry	Wheatfield, township of.	H 421035 01 through H 421035 03	do.	Chairman, Board of Supervisors, R.D. 1, Duncannon, Pa. 17020.	Do.
Do.	Carbon	Mahoning, township of.	H 421041 01 through H 421041 02	do.	Mahoning Township Supervisor, R.D. 1, Lehighton, Pa. 18235.	Do.
Do.	Allegheny	Etna, borough of.	H 421062 01 through H 421062 02	do.	Logan-Dougherty Engineers, 819 Mount Royal Blvd., Pittsburgh, Pa. 15223.	Do.
Do.	Bradford	Granville, town of.	H 421066 01 through H 421066 02	do.	Granville Township Supervisor, Town of Granville, Granville Summit, Pa. 16926.	Do.
Do.	do.	N. Towanda, township of.	H 421087 01 through H 421087 04	do.	North Towanda Township Supervisor, R.D. 4, Wyalusing, Pa. 18853.	Do.
Do.	Berks	Tilden, township of.	H 421112 01 through H 421112 06	do.	Mayor, Township of Tilden, Tilden, Pa.	Do.
Do.	Bradford	Towanda, township of.	H 421113 01 through H 421113 05	do.	Towanda Borough Council, Township of Towanda, Towanda, Pa. 18848.	Do.
Do.	Bucks	Haycock, township of.	H 421127 01 through H 421127 02	do.	Chairman, Township Supervisor, Township of Haycock, Haycock, Pa.	Do.
Do.	Columbia	South Center, township of.	H 421137 01 through H 421137 07	do.	South Center Township, Municipal Bldg., Bloomsburg, Pa. 17815.	Do.
Do.	Perry	Howe, township of.	H 421145 01 through H 421145 03	do.	Howe Township Chairman, R.D. 1, Newport, Pa. 17074.	Do.
Do.	Montgomery	Skippack, township of.	H 421149 01 through H 421149 07	do.	Mayor, Town of Skippack, Skippack, Pa. 19474.	Do.
Do.	Butler	Winfield, township of.	H 421225 01 through H 421225 03	do.	Winfield Township Board of Supervisors, Township of Winfield, Winfield, Pa. 17889.	Do.
Do.	do.	Middlesex, township of.	H 421229 01 through H 421229 02	do.	Middlesex Township Building Officer, Township of Middlesex, R.D. 2, Valencia, Pa. 16050.	Do.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.	Erie	Fairview, borough of.	H 421238 01 through H 421238 03	do.	Mayor, Drawer 1, Borough of Fairview, Fairview, Pa. 16415.	Do.
Texas	Comanche	Comanche, city of.	H 480151 01 through H 480151 02	Texas Water Development, Board, P.O. Box 13087, Capitol Station, Austin, Tex. 78711. Texas Insurance Department, 1110 San Jacinto St., Austin, Tex. 78701.	Mayor, 114 West Central, Comanche, Tex. 76442.	Do.
Do.	Irian	Mertzon, city of.	H 480376 01 through H 480376 03	do.	Mayor, City of Mertzon, Mertzon, Tex. 76941.	Do.
Utah	Box Elder	Perry, city of.	H 490010 01 through H 490010 02	Department of Natural Resources, Division of Water Resources, State Capitol Bldg., Room 435, Salt Lake City, Utah 84114. Utah Insurance Department, 115 State Capitol, Salt Lake City, Utah 84114.	Mayor, City of Perry, Perry, Utah. 84302.	Do.
Do.	Carbon	Wellington, city of.	H 490037 01 through H 490037 02	do.	Mayor, City Hall, City of Wellington, Wellington, Utah 84542.	Do.
Do.	Davis	South Weber, city of.	H 490049 01 through H 490049 02	do.	Mayor Le Roy H. Pell, City of South Weber, 1272 East South Weber Dr., South Weber, Utah 84403.	Do.
Do.	Salt Lake	Sandy, city of.	H 490106 01 through H 490106 06	do.	City Manager, City of Sandy, 151 South 300 East, Sandy, Utah 84070.	Do.
Do.	do.	South Jordan, city of.	H 490107 01 through H 490107 04	do.	Mayor, City of South Jordan, 1451 West 10400 South, South Jordan, Utah 84065.	Do.
Vermont	Bennington	Dorset, town of.	H 500014 01 through H 500014 06	Management and Engineering, Division of Water Resources Department, State Office Bldg., Montpelier, Vt. 05602. Vermont Insurance Department, State Office Bldg., Montpelier, Vt. 05602.	Chairman, Dorset Board of Selectmen, Town of Dorset, Dorset, Vt.	Do.
Do.	Chittenden	Huntington, town of.	H 500036 01 through H 500036 05	do.	Chairman, Huntington Board of Selectmen, c/o Town Clerk, Town of Huntington, Huntington, Vt. 05462.	Do.
Do.	Lamoille	Stowe, village of.	H 500067 01 through H 500067 09	do.	Chairman, Stowe Board of Selectmen, Village of Stowe, Stowe, Vt. 05672.	Do.
Do.	Orleans	Troy, town of.	H 500089 01 through H 500089 03	do.	Chairman, Troy Board of Selectmen, c/o Town Clerk, North Troy, Vt. 05859.	Do.
Do.	Rutherland	West Rutland, town of.	H 500104 01 through H 500104 05	do.	Chairman, Town of West Rutland, West Rutland, Vt. 05777.	Do.
Do.	Washington	Barre, city of.	H 500105 01 through H 500105 04	do.	City Manager, City of Barre, Barre, Vt. 05641.	Do.
Do.	do.	Cabot, town of.	H 500108 01 through H 500108 03	do.	Chairman, Cabot Board of Selectmen, Town of Cabot, Cabot, Vt. 05647.	Do.
Do.	Caledonia	Waterford, town of.	H 500200 01 through H 500200 03	do.	Mayor, Town of Waterford, Waterford, Vt.	Do.
Virginia	York	Poquoson, town of.	H 510183 01 through H 510183 11	Bureau of Water Control Management, State Water Control Board, P.O. Box 11143, Virginia. Virginia Insurance Department, 700 Blanton Bldg., P.O. Box 1157, Richmond, Va. 23209.	Town Manager, Town of Poquoson, Poquoson, Va. 23362.	Do.
Washington	Cowlitz	Unincorporated areas.	H 530032 01 through H 530032 04	Department of Ecology, Olympia, Wash. 98501. Washington Insurance Department, Insurance Bldg., Olympia, Wash. 98501.	Mayor, Cowlitz County Courthouse, 5th Avenue Annex, 103 North 5th Ave., Kelso, Wash. 98626.	Do.
Do.	Pierce	Summer, city of.	H 530147	do.	Mayor, City of Summer, Summer, Wash. 98390.	Do.
Do.	Snohomish	Edmonds, city of.	H 530163 01 through H 530163 06	do.	Mayor, City Council, Edmonds, Wash. 98020.	Do.
West Virginia	Harrison	Anmoore, town of.	H 540054 01	Office of Federal-State Relations, Room W115, Capitol Bldg., Charleston, W. Va. 25305. West Virginia Insurance Department, State Capitol, Charleston, W. Va. 25305.	Mayor, Town of Anmoore, Anmoore, W. Va. 26323.	Do.
Do.	Wyoming	Pineville, town of.	H 540220 01 through H 540220 03	do.	Mayor, Town of Pineville, Pineville, W. Va. 24874.	Do.

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended (secs. 408-410, Pub. L. 91-152, Dec. 24, 1969) (42 U.S.C. 4001-4127); and Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2680, Feb. 27, 1969)

Issued: July 29, 1974.

RICHARD W. KRIMM,
Acting Federal Insurance Administrator.

[FR Doc. 74-17712 Filed 8-6-74; 8:45 am]

Title 30—Mineral Resources
**CHAPTER I—BUREAU OF MINES,
 DEPARTMENT OF THE INTERIOR**
**SUBCHAPTER N—METAL AND NONMETALLIC
 MINE SAFETY**
NOISE CONTROL STANDARDS

Pursuant to the authority vested in the Secretary of the Interior under section 6 of the Federal Metal and Nonmetallic Mine Safety Act (30 U.S.C. 725) to develop, revise and promulgate health and safety standards for metal and nonmetal mines, there was published on Wednesday, August 29, 1973, a notice of proposed rulemaking in the FEDERAL REGISTER (38 FR 23383-23388), to amend Parts 55, 56 and 57, Subchapter N, Chapter I, Title 30, Code of Federal Regulations, by revising and revoking certain standards currently in force and by adding new standards. Each of the standards contained in the notice was developed or revised after consultation with the Federal Metal and Nonmetal Mine Safety Advisory Committee appointed pursuant to section 7 of the Act (30 U.S.C. 726).

The notice further provided that each proposed standard which is to be a mandatory standard was so designated by the word "Mandatory" which appeared at the beginning of the standard and if a standard had been recommended by the Federal Metal and Nonmetal Mine Safety Advisory Committee, such standard was identified by the letters "MNMSAC." Under the provisions of subsection 6(e) of the Act (30 U.S.C. 725(e)) a standard recommended by the Advisory Committee was not subject to hearings. Mandatory noise control standards 55.5-50, 56.5-50, and 57.5-50 were recommended by the Advisory Committee.

Interested persons were requested to submit written data, views, arguments and requests for hearings to the Administrator, Mining Enforcement and Safety Administration (MESA) on or before October 15, 1972. All of the data, views and arguments received concerning the standards were given careful consideration.

With the exception of mandatory noise control standards 55.5-50, 56.5-50, and 57.5-50, all standards proposed on August 29, 1973 were promulgated by the Secretary of the Interior on July 1, 1974 (39 FR 24318-24320). The promulgation of mandatory standards 55.5-50, 56.5-50, and 57.5-50 has been delayed for many months as the result of an extensive interagency review. Although these noise control standards are essentially the same as the noise standard being enforced by the Secretary of Labor, under the Walsh-Healy Act, the Environmental Protection Agency (EPA) has expressed its desire to have the standards conform more closely with (1) EPA's current noise exposure recommendation, including lower exposure levels and a complete hearing conservation program, and (2) the current revision of the Occupational Safety and Health Administration Noise Standard being con-

sidered by the Department of Labor. There does not presently exist a noise standard for the metal and nonmetal mining industries. Rather than continue delay in the promulgation and enforcement of mandatory standards 55.5-50, 56.5-50, and 57.5-50, EPA has concurred in the promulgation of these standards subject to assurance by the Department of the Interior that the Department will promptly present to the Federal Metal and Nonmetal Mine Safety Advisory Committee the Department's recommendations for a revision of these noise standards, in accordance with the provisions of section 4 of P.L. 92-574, the "Noise Control Act of 1972."

As a result of the other comments received concerning these standards paragraph (a) has been revised to require that noise level measurements shall be made using a sound level meter meeting the specifications for type 2 meters contained in the American National Standard Institute (ANSI) Standard S1.4-1971, "General Purpose Sound Level Meters," approved April 27, 1971, or by a dosimeter with similar accuracy. The type 2 sound level meters are general purpose instruments generally used to determine noise levels by industrial hygienists and others for evaluating noise hazards. For this reason, the type 2 sound level meters have been selected and specified in the standards.

NOTE: These standards express the permissible noise exposure in a tabular form. However, the values in the table are taken from points on a continuous curve. Therefore, for interpolation of values between these points a formula is provided. When used, this formula gives the common logarithm of the permissible time for exposure to any specified sound level. The formula may only be used between 90 dBA and 115 dBA since any exposure below 90 dBA need not be included and exposures exceeding 115 dBA are not permissible for any time.

The recommendations in advisory standards §§ 55.15-12, 56.15-12, and 57.15-12, that effective ear protection should be worn where noise levels may cause permanent ear damage or noise should be reduced to safe levels, were revoked on July 1, 1974 (39 F.R. 24316-24320).

Effective date. These new mandatory standards shall become effective on August 7, 1974.

Parts 55, 56 and 57 of Chapter I of Title 30 of the Code of Federal Regulations are amended as set forth below.

(Sec. 6, Federal Metal and Nonmetallic Mine Safety Act; 80 Stat. 774; 30 U.S.C. 725)

C. K. MALLORY,
 Deputy Assistant Secretary
 of the Interior.

AUGUST 2, 1974.

PART 55—HEALTH AND SAFETY STANDARDS—METAL AND NONMETALLIC OPEN PIT MINES

Part 55, Title 30, Code of Federal Regulations is amended and revised as follows:

§ 55.5 [Amended]

1. The heading of § 55.5 is revised to read, "Air quality and physical agents."

2. New standard 55.5-50 is added to read as follows:

55.5-50 Mandatory. (a) No employee shall be permitted an exposure to noise in excess of that specified in the table below. Noise level measurements shall be made using a sound level meter meeting specifications for type 2 meters contained in American National Standards Institute (ANSI) Standard S1.4-1971, "General Purpose Sound Level Meters," approved April 27, 1971, which is hereby incorporated by reference and made a part hereof, or by a dosimeter with similar accuracy. This publication may be obtained from the American National Standards Institute, Inc., 1430 Broadway, New York, New York 10018, or may be examined in any Metal and Nonmetal Mine Health and Safety District or Subdistrict Office of the Mining Enforcement and Safety Administration.

PERMISSIBLE NOISE EXPOSURES

Duration per day, hours of exposure:	Sound level, dBA, slow response
8	90
6	92
4	95
3	97
2	100
1½	102
1	105
½	110
¼ or less	115

No exposure shall exceed 115 dBA. Impact or impulsive noises shall not exceed 140 dB, peak sound pressure level.

NOTE: When the daily noise exposure is composed of two or more periods of noise exposure at different levels, their combined effect shall be considered rather than the individual effect of each.

If the sum

$$\frac{C_1}{T_1} + \frac{C_2}{T_2} + \dots + \frac{C_n}{T_n}$$

exceeds unity, then the mixed exposure shall be considered to exceed the permissible exposure. C_n indicates the total time of exposure at a specified noise level, and T_n indicates the total time of exposure permitted at that level. Interpolation between tabulated values may be determined by the following formula:

$$\log T = 6.322 - 0.0602 SL$$

Where T is the time in hours and SL is the sound level in dBA.

(b) When employees' exposure exceeds that listed in the above table, feasible administrative or engineering controls shall be utilized. If such controls fail to reduce exposure to within permissible levels, personal protection equipment shall be provided and used to reduce sound levels to within the levels of the table.

PART 56—HEALTH AND SAFETY STANDARDS—SAND, GRAVEL, AND CRUSHED STONE OPERATIONS

Part 56, Title 30, Code of Federal Regulations is amended and revised as follows:

§ 56.5 [Amended]

1. The heading of § 56.5 is revised to read, "Air quality and physical agents."

2. New standard 56.5-50 is added to read as follows:

56.5-50 Mandatory. (a) No employee shall be permitted an exposure to noise in excess of that specified in the table below. Noise level measurements shall be made using a sound level meter meeting specifications for type 2 meters contained in American National Standards Institute (ANSI) Standard S1.4-1971, "General Purpose Sound Level

Meters," approved April 27, 1971, which is hereby incorporated by reference and made a part hereof, or by a dosimeter with similar accuracy. This publication may be obtained from the American National Standards Institute, Inc., 1430 Broadway, New York, New York 10018, or may be examined in any Metal and Nonmetal Mine Health and Safety District or Subdistrict Office of the Mining Enforcement and Safety Administration.

PERMISSIBLE NOISE EXPOSURES

Duration per day, hours of exposure:	Sound level dBA, slow response
8	90
6	92
4	95
3	97
2	100
1½	102
1	105
½	110
¼ or less	115

No exposure shall exceed 115 dBA. Impact or impulsive noises shall not exceed 140 dB, peak sound pressure level.

NOTE. When the daily noise exposure is composed of two or more periods of noise exposure at different levels, their combined effect shall be considered rather than the individual effect of each.

If the sum $C_1 + C_2 + \dots + C_n$ exceeds unity,

then the mixed exposure shall be considered to exceed the permissible exposure. C_n indicates the total time of exposure at a specified noise level, and T_n indicates the total time of exposure permitted at that level. Interpolation between tabulated values may be determined by the following formula:

$$\log T = 6.322 - 0.0602 SL$$

Where T is the time in hours and SL is the sound level in dBA.

(b) When employees' exposure exceeds that listed in the above table, feasible administrative or engineering controls shall be utilized. If such controls fail to reduce exposure to within permissible levels, personal protection equipment shall be provided and used to reduce sound levels to within the levels of the table.

PART 57—HEALTH AND SAFETY STANDARDS—METAL AND NONMETALLIC UNDERGROUND MINES

Part 57, Title 30, Code of Federal Regulations is amended and revised as follows:

§ 57.5 [Amended]

1. The heading of § 57.5 is revised to read, "Air quality, ventilation, radiation and physical agents."

2. New Standard 57.5-50, which applies to surface and underground, is added to read as follows:

57.5-50 *Mandatory.* (a) No employee shall be permitted an exposure to noise in excess of that specified in the table below. Noise level measurements shall be made using a sound level meter meeting specifications for type 2 meters contained in American National Standards Institute (ANSI) Standard S1.4-1971, "General Purpose Sound Level Meters," approved April 27, 1971, which is hereby incorporated by reference and made a part hereof, or by a dosimeter with similar accuracy. This publication may be obtained from the American National Standards Institute, Inc., 1430 Broadway, New York, New York 10018, or may be examined in any

Metal and Nonmetal Mine Health and Safety District or Subdistrict Office of the Mining Enforcement and Safety Administration.

PERMISSIBLE NOISE EXPOSURES

Duration per day, hours of exposure:	Sound level dBA, slow response
8	90
6	92
4	95
3	97
2	100
1½	102
1	105
½	110
¼ or less	115

No exposure shall exceed 115 dBA. Impact or impulsive noises shall not exceed 140 dB, peak sound pressure level.

NOTE. When the daily exposure is composed of two or more periods of noise exposure at different levels, their combined effect shall be considered rather than the individual effect of each.

If the sum $C_1 + C_2 + \dots + C_n$ exceeds unity, then

the mixed exposure shall be considered to exceed the permissible exposure. C_n indicates the total time of exposure at a specified noise level, and T_n indicates the total time of exposure permitted at that level. Interpolation between tabulated values may be determined by the following formula:

$$\log T = 6.322 - 0.0602 SL$$

Where T is the time in hours and SL is the sound level in dBA.

(b) When employees' exposure exceeds that listed in the above table, feasible administrative or engineering controls shall be utilized. If such controls fail to reduce exposure to within permissible levels, personal protection equipment shall be provided and used to reduce exposure to within permissible levels, personal protection equipment shall be provided and used to reduce sound levels to within the levels of the table.

[FR Doc.74-17963 Filed 8-6-74; 8:45 am]

Title 31—Money and Finance: Treasury

CHAPTER V—OFFICE OF FOREIGN ASSETS CONTROL, DEPARTMENT OF THE TREASURY

PART 515—CUBAN ASSETS CONTROL REGULATIONS

Interpretations and Licensing Policy Statements

Correction

In FR Doc. 74-15673, appearing at page 25317, in the issue for Wednesday, July 10, 1974, following the undesignated paragraph for § 515.543 *Proof of origin*, and immediately preceding paragraph (a), insert the following section heading:

§ 515.544 Gifts of Cuban origin goods.

Title 33—Navigation and Navigable Waters

CHAPTER I—COAST GUARD, DEPARTMENT OF TRANSPORTATION

[CGD 74-58]

PART 117—DRAWBRIDGE OPERATION REGULATIONS

Coosaw River, S.C.

This amendment changes the regulations for the U.S. Highway 21 swingspan

across the Coosaw River (Whale Branch) near Lobeco, South Carolina, to require that the draw open on signal from 6 a.m. to 8 p.m., Monday through Friday, if at least 24 hours notice is given. At all other times the draw need not open for the passage of vessels. This amendment was circulated as a public notice dated March 19, 1974 by the Commander, Seventh Coast Guard District, and was published in the FEDERAL REGISTER as a notice of proposed rulemaking (CGD 74-58) on March 11, 1974 (39 F.R. 9454). Three replies were received. One recommended approval of the proposal and the others offered no objection thereto.

Accordingly, Part 117 of Title 33 of the Code of Federal Regulations is amended by revising subparagraph (8) of paragraph (h) of § 117.245 to read as follows:

§ 117.245 Navigable waters discharging into the Atlantic Ocean south of and including Chesapeake Bay into the Gulf of Mexico, except the Mississippi River and its tributaries and outlets; bridges where constant attendance of draw tenders is not required.

(h) * * *

(8) *Coosaw River (Whale Branch).*

(i) The draw of the Seaboard Coast Line Railroad bridge, mile 5.3, shall open on signal from 6 a.m. to 8 p.m., Monday through Saturday. At all other times the draw shall open on signal if at least 24 hours notice is given.

(ii) The draw of the U.S. Highway 21 bridge, mile 7.0, shall open on signal from 6 a.m. to 8 p.m., Monday through Friday, if at least 24 hours notice is given. At all other times the draw need not open for the passage of vessels.

(Sec. 5, 28 Stat. 362, as amended, sec. 6(g) (2), 80 Stat. 937; 33 U.S.C. 499, 49 U.S.C. 1655 (g) (2); 49 CFR 1.46 (c) (5), 33 CFR 1.05-1 (c) (4)).

Effective date. This revision shall become effective on September 9, 1974.

Dated: August 1, 1974.

R. I. PRICE,
Rear Admiral, U.S. Coast
Guard, Chief, Office of Marine
Environment and Systems.

[FR Doc.74-18040 Filed 8-6-74; 8:45 am]

[CGD 73-203R]

PART 117—DRAWBRIDGE OPERATION REGULATIONS

Genesee River, N.Y.

This amendment changes the regulations for the Stutson Street bridge across the Genesee River, Rochester, New York, to allow closed periods during morning and evening rush hour vehicular traffic. This amendment was circulated as a public notice dated September 18, 1973 by the Commander, Ninth Coast Guard District and was published in the FEDERAL REGISTER as a notice of proposed rulemaking (CGD 73-203P) on September 13, 1973 (38 FR 25455). Forty-one replies received were favorable to the proposal; one had no objection; and one had no objection if the proposal is modi-

fied to include an exception permitting openings at any time for passage of public vessels of the United States. This proposal is accepted and is included in the text of this regulation. Two objections were received which were based on delays and potential hazards to vessels when waiting for a draw opening. The objection regarding delays is valid, however, reasonable scheduling of vessel movement should eliminate almost all delays. The hazardous conditions do exist and are being considered by including in this regulation a provision that the draw open at any time for vessels in distress or seeking shelter from rough weather. One reply requested modification of acknowledging signals from the draw tender to permit the use of a light signal in lieu of a sound signal to eliminate a potential source of noise pollution. This is a valid request and is incorporated in this regulation. The paragraph concerned with appurtenances unessential to navigation has been eliminated because of confusion as to its interpretation. Other minor editorial changes have been made in order to clarify the meaning of the regulations.

In consideration of the foregoing, Part 117 of Title 33 of the Code of Federal Regulations, is amended by:

1. Adding a new § 117.709 immediately after § 117.708 to read as follows:

§ 117.709 Genesee River, Rochester, N.Y., Stutson Street and Penn Central Railroad bridges.

(a) The owners of or agencies controlling these drawbridges shall provide the necessary tenders and the proper mechanical appliances for the safe, efficient openings of the draws.

(b) The draw of the Penn Central Railroad bridge shall open on signal from April 1 through December 15. From December 16 through March 31 the draws shall open on signal if at least 12 hours notice is given.

(c) The draw of the Stutson Street bridge need not open for the passage of vessels from April 1 through December 15 from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m., Monday through Friday, except Federal holidays. However, during these periods, the draw shall open on signal for public vessels of the United States, vessels in distress and vessels seeking shelter from rough weather. At all other times from April 1 through December 15, including Federal holidays, the draw shall open on signal. From December 16 through March 31 the draw shall open on signal if at least 12 hours notice is given.

(d) Signals: (1) Opening signal: One long blast followed by one short blast of a whistle, horn, siren, or by shouting.

(2) Acknowledging signals: (i) When the draw can be opened, same as opening signal.

(ii) When the draw cannot be opened or is open and must be closed—4 short blasts, repeated at regular intervals until acknowledged by the vessel sounding the same signal. As soon as the draw can be opened again, the draw tender shall sound the opening signal.

(iii) In lieu of the sound signals, the draw tender may use a white light located on top of the draw tenders house to indicate that the draw will open promptly.

(e) Clearance gauges, of a type approved by the Commandant, shall be installed on the upstream and downstream sides of each drawbridge by and at the expense of the owner of or agency controlling the bridge and such gauges shall be kept in good repair and legible condition.

§ 117.190 [Amended]

2. Deleting § 117.190(f) (15).

(Sec. 5, 28 Stat. 362, as amended, sec. 6(g) (2), 80 Stat. 937 (33 U.S.C. 499, 49 U.S.C. 1655(g) (2)); 49 CFR 1.46(c) (5), 33 CFR 1.05-1(c) (4)).

Effective date. This revision shall become effective on September 9, 1974.

Dated: August 1, 1974.

R. I. PRICE,
Rear Admiral, U.S. Coast Guard,
Chief, Office of Marine Environment and Systems.

[FR Doc. 74-18039 Filed 8-6-74; 8:45 am]

Title 47—Telecommunication

CHAPTER I—FEDERAL COMMUNICATIONS COMMISSION

PART 0—COMMISSION ORGANIZATION

Reorganization of Common Carrier Bureau

In the matter of editorial amendment of Part 0 of the Commission's rules to reflect a reorganization of the Common Carrier Bureau.

1. Changes in the organization and functions of the Common Carrier Bureau were adopted by the Commission on June 26, 1974. Several of the Divisions in the Bureau were consolidated and renamed. Part 0 of the rules and regulations, which describes the organization of the Commission, is being amended to reflect those changes.

2. The amendments adopted herein pertain to agency organization. The prior notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act are therefore inapplicable. Authority for the amendments adopted herein is contained in sections 4(i) and 5(b) of the Communications Act of 1934, as amended, and in § 0.231(d) of the Commission's rules.

3. In view of the foregoing, *It is ordered*, Effective August 14, 1974, That Part 0 of the rules and regulations is amended as set forth below.

(Secs. 4, 5, 48 Stat., as amended, 1066, 1088 (47 U.S.C. 154, 155))

Adopted: July 31, 1974.

Released: August 1, 1974.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] JOHN M. TORBET,
Executive Director.

1. Section 0.91 remains unchanged and reads as follows:

§ 0.91 Functions of the Bureau.

The Common Carrier Bureau develops, recommends, and administers policies and programs with respect to the regulation of rates, services, accounting, and facilities of communication common carriers involving the use of wire, cable, radio, and space satellites. The Bureau performs the following functions:

(a) Advises and makes recommendations to the Commission and represents the Commission in matters pertaining to common carrier regulation and licensing.

(b) Participates in all phases of international conferences involving common carrier matters.

(c) Collaborates with representatives of State regulatory commissions and with the National Association of Railroad and Utilities Commissioners in the conduct of cooperative studies of regulatory matters of common concern.

(d) Participates, as a party, in adjudicatory hearings in which significant common carrier issues are involved.

(e) Advises and assists members of the public and the industries regulated on communication matters.

(f) Makes recommendations to the Commission on policy and technical determinations regarding the use of space satellites for other than common carrier communication purposes.

(g) Exercises such authority as may be assigned or referred to it by the Commission pursuant to section 5(d) of the Communications Act of 1934, as amended.

2. Section 0.92 is revised to read as follows:

§ 0.92 Units in the Bureau.

- (a) Office of Bureau Chief.
- (b) Tariffs and Services Division.
- (c) Economics Division.
- (d) Facilities Division.
- (e) Mobile Services Division.
- (f) Hearing and Legal Division.

3. New §§ 0.93-0.98 are added to read as follows:

§ 0.93 Office of the Bureau Chief.

The Office of the Bureau Chief is composed of the immediate office of the Chief, a Deputy Chief, an Assistant Chief, a Special Assistant for International Programs, and a Special Projects Staff and a Special Counsel Staff. They assist the Chief of the Bureau in planning, directing, coordinating, executing and evaluating the functions and programs of the Bureau, and conduct special projects and research efforts in common carrier regulation.

§ 0.94 Tariffs and Services Division.

Responsible for administration and enforcement of Communications Act provisions relating to adherence to tariff requirements of the Act and to the establishment and maintenance of just, reasonable, and nondiscriminatory charges, classifications, regulations, and practices for interstate and foreign communications services; delineation of jurisdictional questions between interstate and intrastate in relation to common car-

rier services; the establishment and enforcement of criteria concerning speed, quality, efficiency, reliability and accuracy of communications services; the handling of complaints and inquiries regarding rates or quality of service; and special engineering and legal functions in connection with interconnection of customer-provided equipment or systems with the switched telephone network.

§ 0.95 Economics Division.

The Economics Division is responsible for the determination of revenue requirements and costs of service of both domestic and overseas carriers; the conduct of economic research projects, collection, organization and evaluation of financial and operating data from carriers, and development and publication of statistical compilations; the prescription of depreciation rates for carriers; and development, revision and enforcement of accounting rules applicable to carriers, subject to the Commission's jurisdiction.

§ 0.95 Facilities Division.

Responsible for the development and administration of programs and activities pertaining to the adequacy and efficiency of domestic and overseas communications common carrier transmission facilities and for assuring that the use of facilities by the carriers comply with applicable Commission rules and regulations. Handles applications filed under section 214 or Title III of the Act for construction or modification of

(a) Domestic wireline and microwave radio facilities.

(b) Overseas cable and radio facilities, and

(c) International and domestic space satellite facilities, including earth stations.

§ 0.97 Mobile Services Division.

(a) Responsible for the authorization of facilities and regulation of the common carrier mobile radio services (Domestic Public Land Mobile Radio Service and Rural Telephone Service).

(b) Develops and recommends procedures and rules pertaining to the licensing and regulation of mobile radio facilities.

(c) Reviews applications for the establishment of new facilities or for the modification of existing facilities; issues authorizations or notifications or recommends appropriate action to the Bureau Chief or Commission.

(d) Interprets and assures compliance with technical and operating rules and regulations applying to the mobile radio services; prepares proposed orders designating competing or protested applications for evidentiary hearing, and assists the Hearing and Legal Division in the Conduct of such hearings.

§ 0.98 Hearing and Legal Division.

The Hearing and Legal Division is responsible for the performance of all functions of the Bureau in the preparation and trial of evidentiary hearing proceedings, and handles general legal and enforcement matters, includ-

ing administration and enforcement of the Commission's Equal Employment Opportunity program for carriers.

4. Former § 0.93 is renumbered § 0.99 and reads as follows:

§ 0.99 Field Offices.

Common Carrier Bureau field offices are located in Room 1309X, 90 Church Street, New York, N.Y. 10007; and Room 546, 210 Twelfth Street, St. Louis, Mo. 63101.

[FR Doc.74-17995 Filed 8-6-74;8:45 am]

Title 49—Transportation

CHAPTER V—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 1-5; Notice 12]

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Brake Hose Assembly Tensile Strength

This notice amends Standard No. 106-74, *Brake hoses*, 49 CFR 571.106-74, to provide that hose assemblies of the same internal diameter are subjected to the same tensile strength requirements. This amendment responds to a petition for reconsideration of the most recent amendments of Standard No. 106-74 (Notice 11) filed by Samuel Moore and Company on July 1, 1974.

The National Highway Traffic Safety Administration (NHTSA) is responding to this petition before considering all other comments on Notice 11 because of the effect of this ruling on Standard No. 121, *Air brake systems*, which becomes effective January 1, 1975, for trailers and March 1, 1975, for trucks and buses. The design and testing of air brake systems for the standards has been based in part on the continued availability and use of 3/8-inch OD plastic tubing, a popular substitute for 1/2-inch ID hose in some tractor-to-trailer applications. Samuel Moore has pointed out that, although 3/8-inch tubing and 1/2-inch hose deliver the same air supply under the same circumstances, Standard No. 106-74 subjects the tubing to greater tensile strength requirements than hose. As a result the tubing may have to be withdrawn from the market because it is unable to meet the higher requirements. Designers of the new air brake systems must know immediately if 3/8-inch tubing can continue to be used.

The NHTSA intends that all brake hose subject to the standard, including traditional rubber hose and the newer plastic tubing, be subject to appropriate tests for the environment and use in which they serve. In this situation 3/8-inch OD tubing has the equivalent bore of 1/2-inch ID hose. The NHTSA hereby amends the standard, by adding "in nominal internal diameter" to S7.3.10 and S7.3.11 following each size designation, to test these products to the same tensile strength requirements.

A typographical error in Notice 11 which changed the meaning of the tensile strength requirements is corrected here by the addition of parentheses

around the phrase "other than a coiled nylon tube assembly which meets the requirements of § 393.45 of this title" appearing in S7.3.10 and S7.3.11.

Additionally, Notice 11 attempted to resolve an ambiguity in Notice 10 concerning the deletion of subparagraph (e) of S5.2.2 of the standard. Notice 11 mistakenly referred to S5.2.3, and it should be noted that, in actuality, it was the Notice 10 amendment of S5.2.2 appearing in the FEDERAL REGISTER that appeared to delete paragraph (e), which in fact remains in the standard.

In consideration of the foregoing, Standard No. 106-74 (49 CFR 571.106-74) is amended as follows:

1. S7.3.10 is amended to read:

S7.3.10. *Tensile strength.* An air brake hose assembly (other than a coiled nylon tube assembly which meets the requirements of § 393.45 of this title) designed for use between frame and axle or between a towed and a towing vehicle shall withstand, without separation of the hose from its end fittings, a pull of 250 pounds if it is 1/4 in. or less in nominal internal diameter, or a pull of 325 pounds if it is larger than 1/4 in. in nominal internal diameter. An air brake hose assembly designed for use in any other application shall withstand, without separation of the hose from its end fitting, a pull of 50 pounds if it is 1/4 in. or less in nominal internal diameter, 150 pounds if it is 3/8 or 1/2 in. in nominal internal diameter, or 325 pounds if it is larger than 1/2 in. in nominal internal diameter (S8.9).

2. S7.3.11 is amended to read:

S7.3.11. *Water absorption and tensile strength.* After immersion in distilled water for 70 hours (S8.10), an air brake hose assembly (other than a coiled tube assembly which meets the requirements of § 393.45 of this title) designed for use between frame and axle or between a towed and a towing vehicle shall withstand without separation of the hose from its end fittings a pull of 250 pounds if it is 1/4 in. or less in nominal internal diameter, or a pull of 325 pounds if it is larger than 1/4 in. in nominal internal diameter. After immersion in distilled water for 70 hours (S8.10), an air brake hose assembly designed for use in any other application shall withstand without separation of the hose from its end fittings a pull of 50 pounds if it is 1/4 in. or less in nominal internal diameter, 150 pounds if it is 3/8 or 1/2 in. in nominal internal diameter, or 325 pounds if it is larger than 1/2 in. in nominal internal diameter (S8.9).

Effective date: March 1, 1975.

(Sec. 103, 119, Pub. L. 89-563, 80 Stat. 718 (15 U.S.C. 1392, 1407); delegation of authority at 49 CFR 1.61.)

Issued on August 2, 1974.

JAMES B. GREGORY,
Administrator.

[FR Doc.74-18049 Filed 8-6-74;8:45 am]

[Docket No. 74-27; Notice 1]

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS
Demonstration Procedures

The purpose of this notice is to amend 49 CFR Part 571 by deleting § 571.11, Equivalent Demonstration Procedure, which refers to the substitution of test procedures by manufacturers for those prescribed in the safety standards.

Section 571.11, which was a part of the original procedural rules, provides that an "approved equivalent" demonstration procedure may be substituted for the testing procedure specified in a particular standard. The implication of this provision is that the manufacturer must obtain from the NHTSA approval of any testing procedures he intends to utilize that deviate from the procedures prescribed in the standards. This agency's interpretations of the National Traffic and Motor Vehicle Safety Act since the promulgation of § 571.11, however, are at variance with the requirement implied by that section.

The safety standards establish required performance levels for motor vehicles and motor vehicle equipment. The test procedures in the safety standards are simply objective ways of phrasing the performance requirements. Generally, they represent the procedures that will be followed by the agency in its compliance testing. The manufacturer is not legally obligated to follow these test procedures when determining the compliance of his products for the purposes of certification. The legal requirement is that he exercise due care in assuring himself that his product is capable of meeting the performance requirements of applicable standards when tested in the manner prescribed. He may do this by whatever means he determines to be reliable and necessary.

Accordingly, 49 CFR Part 571 is amended by deleting § 571.11, Equivalent Demonstration Procedure.

Effective date: August 7, 1974. This amendment is clarifying and interpretative in nature, and it is therefore found for good cause shown that notice and public procedure are unnecessary, and that an immediate effective date is in the public interest.

(Sec. 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 August 2, 1974.

JAMES B. GREGORY,
Administrator.

[FR Doc.74-18050 Filed 8-6-74; 8:45 am]

Title 41—Public Contracts and Property Management

CHAPTER 1—FEDERAL PROCUREMENT REGULATIONS

PART 1-1—GENERAL

PART 1-3—PROCUREMENT BY NEGOTIATION

[Federal Procurement Regs. Temporary Reg.]

Increase of Negotiation Authority to \$10,000 for Small Purchases

1. *Purpose.* This FPR Temporary

Regulation amends the provisions of the Federal procurement regulations pertaining to small purchase negotiation authority.

2. *Effective date.* This regulation is effective July 25, 1974.

3. *Expiration date.* This regulation will continue in effect until canceled.

4. *Background.* Public Law 93-356, dated July 25, 1974, amended the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 471 et seq.), and other statutes to increase the authority to negotiate small purchases from \$2,500 to \$10,000. This increased negotiation authority for small purchases will make it possible to achieve significant economies in the future through the use of simplified small purchase procedures. However, the full potential for savings will not be completely realized until additional changes are made in a number of other statutes and regulations which impose thresholds less than \$10,000 and are related to procurements in the price range between \$2,500 and \$10,000. Accordingly, this regulation effects changes to the FPR which will allow agencies to make the maximum use at this time of the \$10,000 negotiation authority and thereby increase economy and efficiency in their small purchasing programs.

5. *Explanation of changes.* a. Paragraph (b) of § 1-1.507-3 is revised to read as follows:

§ 1-1.507-3 Exceptions.

(b) Any negotiated contract in which the aggregate amount involved does not exceed \$10,000.

b. Section 1-3.203 is revised to read as follows:

§ 1-3.203 Purchases not in excess of \$10,000.

Pursuant to the authority of Section 302(c)(3) of the Act (41 U.S.C. 252(c)(3)), purchases and contracts may be negotiated without formal advertising if "the aggregate amount involved does not exceed \$10,000."

(a) *Application.* Contracts or purchases aggregating \$10,000 or less shall be made under the authority of this § 1-3.203 rather than under any of the other sections in this Subpart 1-3.2. In arriving at the "aggregate amount involved," there must be included all property and services which would properly be grouped together in a single transaction and which would be included in a single advertisement for bids if the procurements were being effected by formal advertising. Procurements aggregating more than \$10,000 shall not be broken down into separate procurements of less than \$10,000.

(b) *Procedure.* Purchases and contracts aggregating not more than \$10,000 shall be made in accordance with Subpart 1-3.6, except to the extent that statutory provisions, as implemented by these regulations, impose requirements on contracts in amounts less than \$10,000 not otherwise required by the provisions of the subpart.

c. Section 1-3.600 is revised to read as follows:

§ 1-3.600 Scope of subpart.

This subpart prescribes policies and procedures for the purchasing of supplies and nonpersonal services from commercial sources when the aggregate amount involved in any one transaction does not exceed \$10,000. Such purchases shall be termed "small purchases." This subpart is not applicable to the procurement of supplies and services initially estimated to exceed \$10,000 even though awards under such procurements do not exceed \$10,000. The policies and procedures contained herein shall not be applied to construction contracts estimated to exceed \$2,000 (see Subpart 1-18.3 for policies and procedures pertaining to the procurement of construction by negotiation).

d. Paragraph (d) of § 1-3.602 is revised to read as follows:

§ 1-3.602 Policy.

(d) In arriving at the aggregate amount involved in any one transaction, there must be included all supplies and services which would properly be grouped together in a single transaction and which would be included in a single advertisement for bids if the procurement were being effected by formal advertising. Requirements aggregating more than \$10,000 shall not be broken down into several purchases which are less than \$10,000 merely for the purpose of permitting negotiation or utilizing the small purchase methods authorized under this Subpart 1-3.6.

e. Paragraph (d) of § 1-3.603-1 is revised to read as follows:

§ 1-3.603-1 Solicitation.

(d) Solicitation of quotations may be effected orally for purchases estimated not to exceed \$5,000. Written solicitations shall be used for all purchases estimated to exceed \$5,000, and should be used for purchases not in excess of \$5,000 in such circumstances as where (1) the suppliers are located outside the local area, (2) special specifications are involved, (3) a large number of items are included in a single proposed procurement, or (4) obtaining oral quotations is not considered efficient. Standard Form 18, Request for Quotations, shall be used for written solicitation of quotations in accordance with § 1-16.201.

f. Paragraph (a)(3)(i) of § 1-3.605-2 is revised and new paragraph (b)(3) and (4) is added, to read as follows:

§ 1-3.605-2 Standard Forms 147 and 148, Order for Supplies or Services.

(a) * * *

(3) * * *

(i) A purchase order for small purchases not in excess of \$10,000.

(b) * * *

(3) The following terms and conditions shall be added or incorporated by

reference whenever Standard Form 147 is used for small purchases in excess of \$2,500:

(i) *Examination of Records by Comptroller General* Section 1-7.103-3.

(ii) *Listing of Employment Openings*, Section 1-12.1102-2.

(iii) *Employment of the Handicapped*, Section 1-12.1304.

(iv) *Termination for Convenience of the Government*, Section 1-8.705.

(4) The following terms and conditions shall be added or incorporated by reference whenever required by these regulations:

(i) *Utilization of Small Business Concerns*, Section 1-1.710-3(a). (All actions which may exceed \$5,000.)

(ii) *Utilization of Labor Surplus Area Concerns*, Section 1-1.805-3(a). (All actions which may exceed \$5,000.)

(iii) *Utilization of Minority Business Enterprises*, Section 1-1.1310-2(a). (All actions which may exceed \$5,000.)

(iv) *U.S. Products and Services (Balance of Payments Program)*, Section 1-6.806-4. (All actions subject to the Balance of Payments program in excess of \$2,500.)

(v) *Contract Work Hours and Safety Standards Act*, Section 1-12.303. (All actions in excess of \$2,500 which are not subject to the Service Contract Act of 1965.)

(vi) *Service Contract Act of 1965*, Section 1-12.904-1. (Service contracts in excess of \$2,500.)

(vii) *Service Contract Act of 1965*, Section 1-12.904-2. (Service contracts not exceeding \$2,500.)

h. Paragraph (f) of § 1-3.606-5 is revised to read as follows:

§ 1-3.606-5 Agency implementation.

(f) The use of a blanket purchase arrangement does not authorize purchases not otherwise authorized by law or regulation. For example, the blanket purchase arrangement, being a method of simplifying the making of individual small purchases, shall not be used to avoid the \$10,000 limitation.

1. Section 1-3.606-5 is amended by the addition of the following paragraph (i):

§ 1-3.606-5 Agency implementation.

(i) Individual purchases under blanket purchase arrangements shall not be in excess of \$5,000.

j. Paragraph (a) (1) of § 1-3.805-1 is revised to read as follows:

§ 1-3.805-1 General.

(a) * * *

(1) Procurements not in excess of \$10,000;

6. *Agency implementation*. Pending the enactment of further legislation and appropriate changes to the implementing provisions in the Federal Procurement Regulations raising certain dollar value thresholds that are presently less than \$10,000, agencies in carrying out small purchases shall continue to comply with the requirements of the following provisions:

a. Section 1-1.705 Cooperation with the Small Business Administration.

b. Section 1-1.706 Procurement set-asides for small business.

c. Section 1-1.713 Contracts with the Small Business Administration.

d. Section 1-1.1003 Synopses of proposed procurements.

e. Section 1-4.410-3 Documentation of procurements from unregulated utility suppliers.

f. Section 1-10.103 Bid guarantees.

g. Section 1-10.104 Performance bonds.

h. Section 1-10.105 Payment bonds.

i. Subpart 1-18 Procurement of Construction.

j. Any other applicable provisions of these regulations which are not specifically changed by this Temporary Regulation.

ARTHUR F. SAMPSON,
Administrator of
General Services.

[FR Doc.74-18249 Filed 8-6-74; 12:30 pm]

CHAPTER 60—OFFICE OF FEDERAL CONTRACT OPPORTUNITY, DEPARTMENT TRACT COMPLIANCE, EQUAL EMPLOYMENT OF LABOR

PART 60-5—WASHINGTON PLAN

Extension of Time

On December 22, 1970, the Department of Labor published the Washington Plan

(35 FR 19352). The Washington Plan is intended to implement the provisions of Executive Order 11246 (as amended) and the rules and regulations issued pursuant thereto, requiring a program of equal employment opportunity by Federal contractors and subcontractors in the Washington area, including the District of Columbia, the Virginia cities of Alexandria, Fairfax and Falls Church, the Virginia counties of Arlington, Fairfax, Loudoun and Prince William and the Maryland counties of Montgomery and Prince Georges. It is deemed appropriate to further extend the Washington Plan for an additional one month through August 31, 1974 to provide an opportunity to review the minority employment results obtained through the Washington Plan for purposes of future construction industry requirements in the Washington, D.C., Standard Metropolitan Statistical Area. Therefore, § 60-5.30 Appendix A of the Washington Plan must be included in all invitations or other solicitations for bids on federally involved construction contracts for projects, the estimated total cost of which exceeds \$500,000, in the Washington area until August 31, 1974. The goals contained in § 60-5.30 Appendix A for the year ending May 31, 1974, will be applicable to invitations and other solicitations for bids on federally involved construction contracts covered by the Washington Plan until August 31, 1974, and all invitations or other solicitations should be revised to reflect this extension through a revised Appendix.

Signed this 1st day of August 1974.

PETER J. BRENNAN,
Secretary of Labor.

BERNARD E. DELURY,
Assistant Secretary for
Employment Standards.

PHILIP J. DAVIS,
Director, Office of Federal
Contract Compliance.

[FR Doc.74-18015 Filed 8-6-74; 8:45 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.

DEPARTMENT OF JUSTICE

Immigration and Naturalization Service

[8 CFR Parts 108, 245, 299]

ASYLUM

Notice of Proposed Rule Making

Pursuant to section 553 of Title 5 of the United States Code (80 Stat. 383), notice is hereby given of the proposed issuance of the following rules pertaining to asylum.

To incorporate into the regulations procedures for making application for asylum in the United States and for the adjudication of such applications, it is proposed to add a new Part 108 to Title 8 of the Code of Federal Regulations, as hereinafter set forth. Corollary technical amendments are proposed in §§ 245.4 and 299.1.

In accordance with section 553 of Title 5 of the United States Code (80 Stat. 383), interested persons may submit to the Commissioner of Immigration and Naturalization, Room 7100-C, 425 Eye Street NW., Washington, D.C. 20536, written data, views or arguments, in duplicate, relative to the proposed rules. Such representations may not be presented orally in any manner. All relevant material received before August 30, 1974, will be considered.

The new Part 108 would read as follows:

PART 108—ASYLUM

Sec.
108.1 Application.
108.2 Decision.

AUTHORITY: Sec. 103; 66 Stat. 173 (8 U.S.C. 1103).

§ 108.1 Application.

An application for asylum by an alien who is seeking admission to the United States at a land border port or preclearance station shall be referred to the nearest American consul. An application for asylum by any other alien who is within the United States or who is applying for admission to the United States at an airport or seaport of entry shall be submitted on Form I-589 to the district director having jurisdiction over his place of residence in the United States or over the port of entry. The applicant's accompanying spouse and unmarried children under the age of 18 years may be included in the application.

§ 108.2 Decision.

The applicant shall appear in person before an immigration officer prior to adjudication of the application, except that the personal appearance of any children included in the application may be

waived by the district director. The district director may request the views of the Department of State before making his decision. If the district director's decision will be based in whole or in part upon a statement furnished by the Department of State, the statement shall be made a part of the record of proceeding, and the applicant shall have an opportunity for inspection, explanation, and rebuttal thereof as prescribed in § 103.2(b)(2) of this chapter. The district director may approve or deny the application in the exercise of discretion. The district director's decision shall be in writing, and no appeal shall lie therefrom.

PART 245—ADJUSTMENT OF STATUS TO THAT OF PERSON ADMITTED FOR PERMANENT RESIDENCE

In § 245.4, it is proposed to add a sentence at the end thereof to read as follows:

§ 245.4 Adjustment of status of aliens within the proviso to section 203(a)(7) of the Act.

* * * An alien whose application for asylum pursuant to § 108.1 of this chapter has been approved by the district director shall be exempt from the requirement of submitting Form I-590A.

PART 299—IMMIGRATION FORMS

§ 299.1 [Amended]

It is proposed to amend the listing of forms in § 299.1 *Prescribed forms* by adding the following form and reference thereto in alphabetical and numerical sequence:

Form No.	Title and description
I-589	Request for Asylum in the United States.

(Sec. 103, 66 Stat. 173 (8 U.S.C. 1103))

Dated: August 1, 1974.

L. F. CHAPMAN, JR.,
Commissioner of Immigration
and Naturalization.

[FR Doc.74-17948 Filed 8-6-74; 8:45 am]

DEPARTMENT OF COMMERCE

Patent Office

[37 CFR Part 1]

INVENTOR'S CERTIFICATES IN OATH OR DECLARATION

Extension of Time for Filing Written Comments

The Patent Office is extending from August 1, 1974, to September 30, 1974,

the closing date for the submission of written comments on its proposed revision of Title 37, Code of Federal Regulations, §§ 1.65 and 1.67, to require listing of inventor's certificates and applications therefor in oaths and declarations. Notice of proposed rulemaking was published in the FEDERAL REGISTER issued July 2, 1974, 39 FR 24375.

RENE D. TEGMEYER,
Acting Commissioner of Patents.

July 23, 1974.

Approved: BETSY ANCKER-JOHNSON,
Assistant Secretary for
Science and Technology.

[FR Doc.74-17999 Filed 8-6-74; 8:45 am]

DEPARTMENT OF TRANSPORTATION

Coast Guard

[33 CFR Part 117]

[CGD 74-180]

AIWW MILE 342, LAUDERDALE-BY-THE-SEA, FLA.

Proposed Drawbridge Operation Regulation

At the request of the Town of Lauderdale-By-The-Sea, the Coast Guard is considering amending the regulations for the Commercial Boulevard drawbridge across the Atlantic Intracoastal Waterway, mile 342, to require that from 12 noon to 6 p.m., Monday through Saturday and from 9 a.m. to 6 p.m. on Sunday, from November 1 through May 15 the draw be required to open only on the hour, quarter-hour, half-hour and three-quarter hour if any vessels are waiting to pass. At all other times the draw shall open on signal. Present regulations require the draw to open on signal at all times. A previous proposal was circulated as a public notice dated October 5, 1972 by the Commander, Seventh Coast Guard District, and was published in the FEDERAL REGISTER as a notice of proposed rulemaking (CGD 72-190P) on September 30, 1972. This proposal contained the same general time periods above, except that it also contained a proviso that time clocks would be installed by the Town of Lauderdale-By-The-Sea if the proposal was accepted and the draw would be allowed to remain closed for 15 minutes after each closure, as is presently done at the SE 17th Street bridge in Port Lauderdale, Florida. However, after re-considering this matter, the Town of Lauderdale-By-The-Sea desires the current proposal to be considered.

Interested persons may participate in this proposed rulemaking by submitting

written data, views, or arguments to the Commander, Seventh Coast Guard District (oan), Room 1018, Federal Building, 51 SW. First Avenue, Miami, Florida 33130. Each person submitting comments should include his name and address, identify the bridge, and give reasons for any recommended change in the proposal. Copies of all written communications received will be available for examination by interested persons at the office of the Commander, Seventh Coast Guard District.

The Commander, Seventh Coast Guard District, will forward any comments received before September 6, 1974, with his recommendations to the Chief, Office of Marine Environment and Systems, who will evaluate all communications received and take final action on this proposal. The proposed regulations may be changed in the light of comments received.

In consideration of the foregoing, it is proposed that Part 117 of Title 33 of the Code of Federal Regulations, be amended by adding a new § 117.445 immediately after § 117.443 to read as follows:

§ 117.445 AIWW, Mile 342, Lauderdale-By-The-Sea.

(a) The draw shall open on signal except that from November 1 through May 15 from 12 noon to 6 p.m., Monday through Saturday, and from 9 a.m. to 6 p.m. on Sunday the draw need not open except on the hour, quarter-hour, half-hour and three-quarter hour, except as provided in paragraph (b) of this section.

(b) The draw shall open at any time for the passage of public vessels of the United States, tugs with tows, regularly scheduled cruise boats and vessels in distress. The opening signal from these vessels shall be four blasts of a whistle, horn, or other sound-producing device or by shouting.

(Sec. 5, 28 Stat. 362, as amended, sec. 6(g) (2), 80 Stat. 937; 33 U.S.C. 499, 49 U.S.C. 1655(g) (2); 49 CFR 1.46(c) (5), 33 CFR 1.05-1(c) (4)).

Dated: July 31, 1974.

R. I. PRICE,
Rear Admiral, U.S. Coast Guard,
Chief, Office of Marine Environment and Systems.

[FR Doc.74-18038 Filed 8-6-74;8:45 am]

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 74-80-77]

CONTROL ZONE

Proposed Alteration

The Federal Aviation Administration is considering amending § 71.171 of Part 71 of the Federal Aviation regulations so as to alter the Washington, D.C., Control Zone (39 FR 435).

A review of the requirements for the Washington, D.C., terminal area establishes a need to alter the control zone to provide controlled airspace in accordance with the Terminal Instrument Procedures (TERPs).

Interested parties may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attn: Chief, Air Traffic Division, Department of Transportation, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, New York 11430. All communications received on or before September 6, 1974 will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements may be made for informal conferences with Federal Aviation Administration officials by contacting the Chief, Airspace and Procedures Branch, Eastern Region.

Any data or views presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested parties at the Office of Regional Counsel, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, New York.

The Federal Aviation Administration, having completed a review of the airspace requirements for the terminal area of Washington, D.C., proposes the airspace action hereinafter set forth:

1. Amend § 71.171 of Part 71 of the Federal Aviation Regulations by deleting the description of the Washington, D.C., control zone and by substituting the following in lieu thereof:

Within a 5-mile radius of the center, 38°51'07" N., 77°02'23" W., of Washington National Airport; within 1.5 miles each side of the Washington National Airport ILS localizer south course, extending from the 5-mile radius zone to 1 mile south of the OM; within 2 miles each side of the Washington National Airport ILS localizer south course, extending from the 5-mile radius zone to the OM; within 2.5 miles each side of the extended centerline of Washington National Airport Runway 15, extending from the 5-mile radius zone to 5 miles southeast of the southeast end of the runway; within 2.5 miles each side of the extended centerline of Washington National Airport Runway 33, extending from the 5-mile radius zone to 5 miles northwest of the northwest end of the runway; within 1.5 miles each side of the Washington VOR 320° radial, extending from the 5-mile radius zone to 6.5 miles northwest of the VOR; within 2.5 miles each side of the Washington VOR 326° radial, extending from the 5-mile radius zone to 5.5 miles northwest of the VOR; within 2.5 miles each side of a 190° bearing from 38°55'13" N., 76°57'50" W., extending from said point to 5 miles south; excluding the portion within P-56, the east portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Camp Springs, Md. control zone, the portion of the southeast extension described by reference to the extended centerline of Washington National Airport Runway 15 that coincides with the Camp Springs, Md. control zone and the portion of the north extension described by reference to a 190° bearing from 38°55'13" N., 76°57'50" W., that coincides with the Camp Springs, Md. control zone.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Jamaica, N.Y., on July 25, 1974.

ROBERT H. STANTON,
Director, Eastern Region.

[FR Doc.74-17960 Filed 8-6-74;8:45 am]

[14 CFR Part 71]

[Airspace Docket No. 74-80-77]

CONTROL ZONE AND TRANSITION AREA
Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation regulations that would alter the Savannah, Ga., control zone and transition area.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Federal Aviation Administration, Southern Region, Air Traffic Division, P.O. Box 20636, Atlanta, Ga. 30320. All communications received on or before September 6, 1974 will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Airspace and Procedures Branch. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in light of comments received.

The official docket will be available for examination by interested persons at the Federal Aviation Administration, Southern Region, Room 645, 3400 Whipple Street, East Point, Ga.

The Savannah control zone described in § 71.171 (39 FR 354) would be amended as follows:

Within a 5-mile radius of Savannah Municipal Airport (Lat. 32°07'35" N., Long. 81°12'05" W.); within a 5-mile radius of Hunter AAF (Lat. 32°01'30" N., Long. 81°08'30" W.).

The Savannah transition area described in § 71.181 (39 FR 440) would be amended as follows: " * * * Runway 27 threshold * * * would be deleted and " * * * Runway 27 threshold; within an 8.5-mile radius of Hunter AAF (Lat. 32°01'30" N., Long. 81°08'30" W.) * * * " would be substituted therefor.

The proposed alterations are required to provide controlled airspace protection for IFR operations at Hunter AAF, which is to be reactivated on or about September 15, 1974. Prescribed instrument approach procedures to Hunter AAF, utilizing the U.S. Army VOR and Nondirectional Radio Beacon, are proposed in conjunction with the alteration of this control zone and transition area.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in East Point, Ga., on July 30, 1974.

DUANE W. FREER,
Acting Director, Southern Region.
[FR Doc.74-17958 Filed 8-6-74;8:45 am]

[14 CFR Part 71]

[Airspace Docket No. 74-EA-52]

TRANSITION AREA
Proposed Alteration

The Federal Aviation Administration is considering amending § 71.181 of Part 71 of the Federal Aviation regulations so as to alter the Dover, Del., Transition Area (39 FR 482).

A recent alteration of the VOR Runway 27 instrument approach procedure at Delaware Airpark, Dover-Cheswold, Delaware, will require alteration of the 700-foot floor transition area. Interested parties may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Department of Transportation, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, New York 11430. All communications received on or before September 6, 1974 will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements may be made for informal conferences with Federal Aviation Administration officials by contacting the Chief, Airspace and Procedures Branch, Eastern Region.

Any data or views presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested parties at the Office of Regional Counsel, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, New York.

The Federal Aviation Administration, having completed a review of the airspace requirements for the terminal area of Dover, Delaware, proposes the airspace action hereinafter set forth:

Amend § 71.181 of Part 71, Federal Aviation regulations so as to alter the description of the Dover, Delaware 700-foot floor transition area by adding, "and within 6.5 miles north and 4.5 miles south of the Kenton, Delaware VORTAC 078° and 258° radials extending from 5.5 miles west to 11.5 miles east of the VORTAC." following, "Dover-Cheswold, Del."

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348

and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Jamaica, N.Y., on July 26, 1974.

ROBERT H. STANTON,
Director, Eastern Region.

[FR Doc.74-17959 Filed 8-6-74;8:45 am]

Federal Railroad Administration
[49 CFR Part 232]

[Docket PB-4, Notice No. 2]

POWER OR TRAIN BRAKES

Installation, Inspection, Testing and Maintenance; Advance Notice of Proposed Rulemaking, Correction

On pages 27331 and 27332 of the July 26, 1974 issue of the FEDERAL REGISTER (FR Doc. 74-17141), the Federal Railroad Administration (FRA) published an advance notice of proposed rulemaking soliciting comments on changes in Part 232 that have been proposed by the Association of American Railroads (AAR). Inadvertently, the text of the proposed changes and explanatory notes filed by the AAR were not published as an appendix to the notice. Accordingly, the notice is corrected by addition of an appendix as set forth below.

Issued in Washington, D.C. on July 31, 1974.

JOHN W. INGRAM,
Administrator.

APPENDIX A

Section 232.10 *General Rules: Locomotives.*
A. Air pressure regulating devices must be adjusted to the pressure fixed by the Chief Mechanical Officer of the carrier operating the locomotive, but not less than:

Minimum brake pipe pressure:	Pounds
Road Service (freight)-----	70
Road Service (passenger)-----	90
Switch Service-----	60

NOTE: Corresponds to a portion of existing 232.10(n), but adds a new minimum pressure for passenger service.

B. Maximum brake cylinder piston travel for each unit shall be indicated by stenciling, badge plate, or cab card.

NOTE: This is new.

C. On locomotives so equipped, hand brakes, parts, and connections must be inspected, and necessary repairs made as often as the service requires, with date being suitably stenciled, tagged, or shown on cab card.

NOTE: Identical to existing 232.10(f)(2) except for additional reference to cab card.

Sec. 232.11 *General Rules: Trains.* A. Supervisors are jointly responsible with inspectors, enginemen and trainmen for condition of air brake, and train signal system when used, to the extent that it is possible to detect defective equipment by required tests.

NOTE: Substantially identical to existing 232.11(a).

B. The train signal system, when used, shall be tested and known to be in safe and suitable condition for service before each trip.

NOTE: Corresponds to existing 232.11(b).

C. The automatic air brake must not be depended upon to hold a locomotive, cars or train, when standing on a grade, whether locomotive is attached or detached from cars or train. When required, a sufficient number of hand brakes must be applied to hold train, before air brakes are released. When ready

to start, hand brakes must not be released until it is known that the air brake system is properly charged.

NOTE: Identical to existing 232.13(f).

D. When piston travel is in excess of 10 inches, measured following a service application, the air brakes on that car will be considered as having reduced effectiveness. At other than points specified in Section 232.12A, when a car is discovered in a train with a brake of reduced effectiveness, it may remain entrained and be moved for corrective action to a designated point in direction of movement where facilities are available for such attention, provided that the air brakes on at least 90% of the cars in the train are effective.

NOTE: This is new.

E. Cars with inoperative brakes discovered in a train at other than points specified in section 232.12A, may remain entrained and be moved for corrective action to a designated point in direction of movement where facilities are available for such attention, provided that (1) the air brakes on at least 90% of the cars in the train are effective, and (2) that no more than two cars with inoperative brakes shall be coupled consecutively.

NOTE: This is new.

F. Condensation must be blown from the pipe from which air is taken before connecting yard line or motive power to train.

NOTE: Identical to existing 232.11(d).

G. When the locomotive used to haul the train is provided with means for maintaining brake pipe pressure during service application of the train brakes, this feature must be cut out during train air brake tests.

NOTE: Identical to existing 232.12(b)(3) except for omission of words "at a constant level".

H. Should the locomotive consist include remotely controlled units interspaced in the train or at rear of train, the maintaining feature must be cut out on these units as well as the lead unit during train air brake test.

NOTE: This is new.

I. Yard air brake testing devices that employ a maintaining feature must have this feature cut out while making an air brake test on a train or cut of cars.

NOTE: This is new.

J. During train operation the brake pipe cut out cock on all locomotive units must be closed except on the unit or units controlling the train air brake system.

NOTE: This is new.

Sec. 232.12 *Initial Terminal: Air Brake Inspection and Tests.*

FREIGHT AND PASSENGER TRAINS

A. All trains may be given inspection and test as specified by paragraphs B through J of this section for freight trains, and paragraphs K through S for passenger trains at point where train is originally made up (initial terminal). For freight trains, the inspection specified by Paragraphs B through J of this section may be given at a designated point where facilities are available for such attention, in which case train must receive Section 232.13 D test and meet requirements of sections 232.11 D and 232.11 E. When train is operated over two or more carriers, the date and last point such train received a test under this section shall be known by the engineman handling the train or in the lead unit of the locomotive hauling the train. As covered in section 232.13, intermediate inspection requirements also apply to trains operated over two or more carriers.

NOTE: Similar to existing 232.12 (first undesignated paragraph) except for elimination of clauses (1) and (2), elimination of interchange inspection and test, and addition of last three sentences. Subsequent paragraphs of this rule are revised so as to dis-

tinguish clearly between freight and passenger trains.

FREIGHT TRAINS

B. Train air brake system must be charged to required air pressure, angle cocks and cutout cocks must be secured and positioned for service, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves and retaining valve pipes must be inspected and known to be in condition for service.

NOTE: Substantially identical to existing 232.12(a) except for omission of last sentence, which refers to exclusively passenger equipment.

C. Piston travel of body mounted brake cylinders which is less than 6 inches or more than 9 inches must be adjusted to not less than 6 inches and not more than 7 inches, except cars with double acting slack adjusters, which must have piston travel adjusted to nominally 8 inches.

NOTE: Corresponds to existing 232.12(d)(1). Travel limits and adjustment have been altered.

D. Minimum brake cylinder piston travel of truck mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed by more than two inches, the travel indicated by stencil or badge plate.

NOTE: Identical to existing 232.12(d)(2) except that last sentence has been omitted and new reference to maximum travel has been substituted.

E. Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted to within plus or minus one inch of figure indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.

NOTE: Corresponds to existing 232.12(d)(3).

F. During standing test, brakes must not be applied or released until proper signal is given.

NOTE: Identical to existing 232.12(f).

G. After the air brake system on a freight train is charged to within 15 pounds of the setting of the brake pipe pressure regulating device on the locomotive, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train, and upon receiving the signal to apply brakes for test, a 20-pound service brake pipe reduction must be made in automatic brake operation, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge. Brake pipe leakage must not exceed 5 pounds per minute.

NOTE: Identical to existing 232.12(b)(1) except:

(a) Passenger train references have been omitted;

(b) "Brake pipe pressure regulating device" has been substituted for "feed valve";

(c) A 20-pound service brake pipe reduction has been substituted for the existing requirement of a 15-pound reduction followed by full service;

(d) The last two sentences of the existing rule have been omitted here but inserted below in words identical to those of the existing rule, as paragraphs H and I;

(e) Reference to lapping of brake valve has been omitted; and

(f) Specific reference to leakage has been inserted, identical to existing 232.12(c).

H. Inspection of the train brakes must be made to determine that the brakes are ap-

plied on each car, that piston travel is correct, that brake rigging does not bind or foul and that all parts of the brake equipment are properly secured.

NOTE: See note (d) under G.

I. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.

NOTE: See note (d) under G.

J. When test of air brakes has been completed the engineman and conductor must be advised that train is in proper condition to proceed. Before departing, it must be known that brake pipe pressure is being restored at the rear of the train.

NOTE: Identical to existing 232.12(e) except for new requirement regarding restoration of brake pipe pressure.

PASSENGER TRAINS

K. Train air brake system must be charged to required air pressure, angle cocks and cutout cocks must be secured and positioned for service, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves and retaining valve pipes must be inspected and known to be in condition for service. If train is to be operated in electropneumatic brake operation, brake circuit cables must be properly connected.

NOTE: Substantially identical to existing 232.12(a).

L. Piston travel of body mounted brake cylinders which is less than 6 inches or more than 9 inches must be adjusted to not less than 6 inches and not more than 7 inches.

NOTE: Corresponds to existing 232.12(d)(1). Required adjustment has been rephrased.

M. Minimum brake cylinder piston travel of truck mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.

NOTE: Identical to existing 232.12(d)(2). N. During standing test, brakes must not be applied or released until proper signal is given.

NOTE: Identical to existing 232.12(f).

O. After the air brake system on a passenger train is charged to not less than 75 pounds, and upon receiving the signal to apply brakes for test, a 20-pound service brake pipe reduction must be made in automatic brake operation, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge. Brake pipe leakage must not exceed 5 pounds per minute.

NOTE: Identical to existing 232.12(b)(1) except:

(a) Freight train references have been omitted;

(b) A 20-pound service brake pipe reduction has been substituted for the existing requirement of a 15-pound reduction followed by full service;

(c) The last two sentences of the existing rule have been omitted here but inserted below in words identical to those of the existing rule, as paragraphs P and Q;

(d) Specific reference to leakage has been inserted, identical to existing 232.12(c); and

(e) Charging pressure raised to 75 pounds.

P. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured.

NOTE: See note (c) under O.

Q. When this inspection has been completed, the release signal must be given and

brakes released and each brake inspected to see that all have released.

NOTE: See note (c) under O.

R. When a passenger train is to be operated in electro-pneumatic brake operation, and after completion of tests of brakes as prescribed by paragraphs K through Q of this section, the brake system must be recharged to not less than 90 pounds air pressure and upon receiving a signal to apply brakes for test, a minimum 20-pound electro-pneumatic brake application must be made as indicated by the brake cylinder gauge. Inspection of train brakes must then be made to determine if brakes are applied on each car. Release test must then be made in accordance with paragraph Q of this section.

NOTE: Identical to existing 232.12(b)(2) except for cross-references and change in form but not substance of last sentence.

S. When test of air brakes has been completed, the engineman and conductor must be advised that train is in proper condition to proceed.

NOTE: Identical to existing 232.12(e).

TESTING FROM YARD TEST PLANT FREIGHT AND PASSENGER TRAINS

T. When train air brake system is tested from a yard test plant, an engineer's brake valve or a suitable test device must be used to provide increase and reduction of brake pipe air pressure or electro-pneumatic brake application and release at the same or a slower rate as with engineer's brake valve, and yard test plant must be connected to the end which will be nearest to the hauling road locomotive. Yard testing devices must be inspected and tested as often as conditions require, but not less frequently than once each year.

NOTE: Identical to existing 232.12(g)(1) except for addition of last sentence.

U. When yard test plant is used, the train air brake system must be charged and tested as prescribed by paragraphs B through J of this section for freight trains, and paragraphs K through Q of this section for passenger trains. When practicable, train should be kept charged until road motive power is coupled. After road motive power is coupled to train, an automatic service brake application and release must be made and brakes on rear car inspected for application and release. If train is to be operated in electro-pneumatic brake operation, this test must also be made in electro-pneumatic brake operation before proceeding.

NOTE: Substantially identical to existing 232.12(g)(2).

V. If the train brake system is not kept charged as prescribed in paragraph U of this section, a brake test as prescribed by paragraphs G through I for freight trains, and paragraphs O through Q for passenger trains, must be made after the road motive power is attached.

NOTE: Substantially identical to existing 232.12(g)(3).

W. Before adjusting piston travel or working on brake rigging, cutout cock in brake pipe branch must be closed and air reservoirs must be drained. When cutout cocks are provided in brake cylinder pipes, these cutout cocks only may be closed and air reservoirs need not be drained.

NOTE: Identical to existing 232.12(h).

Sec. 232.13 *Intermediate Points: Air Brake Inspection and Tests, Freight and Passenger Trains.* A. Each carrier shall establish designated intermediate inspection points where additional inspection will be made to determine that:

1. Brake pipe leakage does not exceed 5 pounds per minute following a 20-pound service brake pipe reduction;

2. Brakes apply on each car from not less than a 20-pound service brake pipe reduction;

3. Brake rigging is properly secured and does not bind or foul.

The distance between inspection points shall not exceed 1,000 miles. This section also applies to trains which operate over two or more carriers.

NOTE: Similar to second undesignated paragraph of existing 232.12 except:

- (a) Amount of brake pipe reduction has been specified for leakage test;
- (b) "Not less than" has been inserted before "a 20-pound" in "A. 2";
- (c) "That" has been omitted at the beginning of "A. 3";
- (d) Last two sentences are new.

FREIGHT TRAINS: DETACHING MOTIVE POWER, CABOOSE, OR CONSECUTIVE CARS FROM HEAD END OR REAR END OF TRAIN (WHERE NEITHER MOTIVE POWER NOR CABOOSE IS CHANGED)

B. Automatic train brakes must be applied with not less than a 20-pound brake pipe reduction before angle cocks are closed or motive power, caboose, or consecutive cars at head end or rear end of train are detached. After recoupling motive power or caboose, and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by a gauge at rear of train and that brakes on rear car are released. In the absence of such gauge, application and release tests of brakes on rear car must be made from locomotive.

NOTE: Corresponds to existing 232.13(b), but contains the following differences:

- (a) Sentence structure is changed;
- (b) Detachment of caboose or consecutive cars at head or rear of train is treated the same as detachment of motive power;
- (c) "Gauge at rear of train" is substituted for "caboose gauge".

FREIGHT TRAINS: CUTTING OFF CARS OR CHANGING MOTIVE POWER OR CABOOSE

C. When train consist remains intact except for: (a) changing motive power or caboose; (b) cutting off one or more consecutive cars other than from head end or rear end of train, after train consist is complete, and train brake system is charged to within 15 pounds of the setting of the brake pipe pressure regulating device on the locomotive, but to not less than 60 pounds as indicated at rear of train, a 20-pound service brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly. Before proceeding, it must be known that brake pipe pressure as indicated at rear of train is being restored.

NOTE: Corresponds to freight train provisions of existing 232.13(c) (1) and (2) except:

- (a) Covers consecutive cars cut off except from ends of train;
- (b) "Brake pipe pressure regulating device" is substituted for "feed valve"; and
- (c) "Service" is inserted before "brake pipe reduction".

FREIGHT TRAINS: INTERMEDIATE POINTS: AIR BRAKE TEST

D. If a train has not received test under Rule 232.12 Paragraphs B through J, or when one or more cars are added to a train, after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of train, tests of air brakes must be made to determine that brake pipe leakage does not exceed 5 pounds per minute as indicated by the brake pipe gauge after a 20-pound service brake pipe reduction. After the leakage test is completed, it must be known that the brakes on each of these cars and on the rear car of train apply and

release. The application, release, and brake pipe leakage tests of cars added may be made before attaching to train; however, the application and release test of the brakes on the rear car of train must be made after train consist is complete. Before proceeding it must be known that the brake pipe pressure at the rear of train is being restored. If the brakes are of reduced effectiveness or are inoperative on any of the cars added, the train brakes must meet the requirements of Rule 232.11 paragraphs D or E.

NOTE: Substantially identical to freight train provisions of existing 232.13(d) (1) and 232.13(d) (3) except:

- (a) Heading is changed;
- (b) "Terminal" language is omitted;
- (c) "A 20-pound service brake pipe reduction" is substituted for "a 15-pound brake pipe reduction" plus full service; and
- (d) Third sentence is new and first sentence has been changed to provide exception under 232.12.

E. Cars which have not received a test under Section 232.12, paragraphs B through J, shall receive such test either at point where added or at a designated point where facilities are available for such attention.

NOTE: Similar to existing 232.13(d) (2) (ii), but provides for alternate designated test point.

FREIGHT TRAINS: ADDING A SOLID BLOCK OF PRE-TESTED CARS TO A TRAIN

F. At a point where a solid block of cars which has been previously charged and tested as prescribed by paragraphs B through H of section 232.12 is added to a train, an application and release test of the brakes on the rear car of train must be made after train consist is complete. Before proceeding it must be known that the brake pipe pressure at the rear of train is being restored.

NOTE: Substantially identical to existing 232.13(d) (2) (1) and 232.13(d) (3), except for omission of reference to "terminal" and fuller description of test.

PASSENGER TRAINS: DETACHING OR CHANGING MOTIVE POWER OR CUTTING OFF CARS

G. Automatic train brakes must be applied with a service brake pipe reduction sufficient to hold the train, but not less than a 20-pound service brake pipe reduction, before angle cocks are closed, or motive power is detached or changed, or cars are cut off except from rear of train. After recoupling and angle cocks are opened brake system must be charged to required air pressure, but not less than 75 pounds as indicated by locomotive gauge, and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from locomotive in automatic brake operation. If train is to be operated with electro-pneumatic brakes, tests must also be made to determine that brakes on rear car apply and release from a minimum 20-pound electro-pneumatic brake application as indicated by locomotive brake cylinder gauge.

NOTE: Corresponds to existing 232.13(a) but contains the following differences:

- (a) Sentence structure is changed;
- (b) Detachment of cars except at rear and change of motive power is treated the same as detachment of motive power;
- (c) Requirement of a brake application "sufficient to hold the train" is added, with a minimum specified;
- (d) Electro-pneumatic test is more fully described; and
- (e) Last sentence is omitted.

PASSENGER TRAINS: ADDING CARS TO A TRAIN

H. When the cars added to a train have not received a test under Section 232.12, para-

graphs K through S, such cars may either be given this test at the point where added, or the train air brake system shall be charged to not less than 75 pounds, and upon receiving a signal to apply brakes for test, a 20-pound service brake pipe reduction must be made in automatic brake operation, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge. Brake pipe leakage must not exceed 5 pounds per minute. It must then be determined that the brakes on each of the added cars, and on the rear car, apply and release, in which case these added cars must be given a test under Section 232.12, paragraphs K through S, at a designated point in direction of movement where facilities are available for such attention.

NOTE.—Drawn from passenger portions of existing 232.12(b) (1), 232.13(d) (1), and 232.13 (d) (2) (ii). It differs in that:

- (a) A "20-pound service brake pipe reduction" is substituted for the present 15-pound reduction and lapping, followed by full service;
- (b) Provides for alternate test at "designated point in direction of movement where facilities are available for such attention";
- (c) Specific reference to leakage has been inserted, identical to existing 232.12(c); and
- (d) Charging pressure raised to 75 pounds.

PASSENGER TRAINS: ADDING A SOLID BLOCK OF PRE-TESTED CARS TO A TRAIN

I. When a solid block of cars which has been previously charged and tested as prescribed by paragraphs K through S of section 232.12 is added to the train, test must be made to determine that brakes on the rear car of train apply and release.

NOTE.—Substantially identical to existing 232.13(d) (2) (1).

Sec. 232.14 *Transfer Movements Air Brake Inspection and Test. A.* When a train having brake pipe pressure of 90 pounds or more arrives at a point where it is to be switched or transferred brakes must be applied in emergency before locomotive is detached.

NOTE.—This is new.

B. Transfer movements of less than 10 miles will be covered by specific instructions of carriers involved.

NOTE.—This is new.

C. Transfer movements between 10 and 30 miles may be tested as follows: With the brake pipe pressure regulating device on the locomotive adjusted to 90 pounds, air brake hose coupled between all cars, angle cocks properly positioned, and the brake system charged to not less than 75 pounds, a full service brake pipe reduction must be made to determine that the brakes are applied on rear car. After noting the brakes are applied, make an emergency application and note that an emergency application is obtained on rear car. Brakes may then be released and train may proceed.

NOTE: This is new.

D. Transfer movements not exceeding 30 miles may be tested as described in paragraph C of this section or must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 20-pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

NOTE: Substantially identical to existing 232.13(e) (1) except:

- (a) "30 miles" is substituted for "20 miles"; and
- (b) "20-pound service brake pipe reduction" is substituted for "15-pound service brake pipe reduction".

E. Transfer movements exceeding 30 miles must have brake inspection in accordance

with paragraphs B through J of section 232.12 for freight trains, and paragraphs K through S of section 232.12 for passenger trains.

NOTE: Identical to existing 232.13(e) (2) except for cross-references and substitution of "30 miles" for "20 miles".

Sec. 232.15 *Inbound Brake Equipment Inspection*. A. At points where inspectors are employed to make a general inspection of trains upon arrival, visual inspection must be made of retaining valves and retaining valve pipes, release valves and rods, brake rigging, safety supports, hand brakes, hose and position of angle cocks and make necessary repairs or mark for repair tracks any cars to which yard repairs cannot be promptly made.

NOTE: Identical to existing 232.14(a) except for omission of "at terminals".

B. Freight trains arriving at points at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied with not less than a 20-pound brake pipe reduction so that inspectors can obtain a proper check of the piston travel. No angle cock will be closed, nor will any locomotive be cut off, until the 20-pound minimum brake pipe reduction has been made. Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.

NOTE: Substantially identical to existing 232.14(b) except that "points" is substituted for "terminals".

Sec. 232.16 *Double Heading and Helper Service*. A. When more than one locomotive is attached to a train, the engineman of the leading locomotive shall operate the brakes, on all other motive power units in the train the brake pipe cutout cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. In case it becomes necessary for the leading locomotive to give up control of the train short of the destination of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the locomotive taking control of the train.

NOTE: Identical to existing 232.15(b).

B. The electro-pneumatic brake valve on all motive power units other than that which is handling the train must be cut out, handle of brake valve kept in the prescribed position, and air compressors kept running if practicable.

NOTE: Identical to existing 232.15(a).

PASSENGER TRAINS

Sec. 232.17 *Running Air Brake Test*. A. When motive power, engine crew or train crew has been changed, or angle cocks have been closed except for cutting off one or more cars from the rear end of train, or electro-pneumatic brake circuit cables between power units and/or cars have been disconnected, running test of train air brakes on passenger train must be made, as soon as speed of train permits, by use of automatic brake if operating in automatic brake operation or by use of electro-pneumatic brake if operating in electro-pneumatic brake operation.

NOTE: Identical to first sentence of existing 232.16 except for insertion of "or" before "angle cocks".

B. Power must not be shutoff unless required and running test must be made by applying train air brakes with sufficient force to ascertain whether or not brakes are operating properly. If air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected and running test repeated.

NOTE: Identical to last two sentences of existing 232.16 except for omission of words "Steam or" at beginning.

Sec. 232.18. *Testing and Repairing Air Brakes*. A. When a car having brake equipment due for periodic attention as indicated by standard stenciling or recorded cleaning dates is on shop or repair tracks where facilities are available for making air brake repairs, brake equipment must be given attention in accordance with the requirements of the currently effective AAR Code of Rules for cars in interchange.

NOTE: Identical to existing 232.17(a) (1) except for added reference to stenciling and cleaning dates and elimination of word "freight".

B. When cars are on a shop or repair track hand brakes and connections must be inspected, tested and necessary repairs made to insure they are in a suitable condition for safe and effective operation.

NOTE: Identical to existing 232.17(a) (4).

C. Before a car is released from a shop or repair track, it must be known that brake pipe is securely clamped, angle cocks are in proper position with suitable clearance, valves, reservoirs and cylinders tight on supports and supports securely attached to car.

NOTE: Identical to existing 232.17(a) (2) (iii) except for insertion of "are" after "angle cocks".

D. When a freight car having brake equipment not due for periodic attention as indicated by standard stenciling is on shop or repair tracks where facilities are available for making air brake repairs, brake equipment must be tested by use of single car testing device as prescribed by currently effective AAR Code of Tests,¹ providing such car has not been so tested within the previous 3 months (from date to date) as indicated by stenciling. Piston travel must be adjusted to not less than 6 inches or more than 7 inches on cars having standard single capacity brake, except cars with double acting slack adjusters, which must have piston travel adjusted to nominally 8 inches. Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted to within plus or minus one inch of figure indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder. After piston travel has been adjusted and with brakes released, sufficient brake shoe clearance must be provided.

NOTE: Identical to existing 232.17(a) (2) (i) except:

(a) "3 months (from date to date)" has been substituted for "90 days";

(b) Required piston travel adjustment has been rephrased and expanded; and

(c) Reference to availability of facilities has been added.

E. If triple valve, control valves or brake cylinders on a freight car do not meet requirements during single car test as specified by the currently effective AAR Code of Tests,¹ brake equipment must be given attention specified by currently effective AAR approved Code of Rules¹ for cars in interchange.

NOTE: Identical to existing 232.17(a) (3) (1).

F. When a passenger car having brake equipment not due for periodic attention, as indicated by stenciled or recorded cleaning dates, is on shop or repair tracks where facilities are available for making air brake repairs, brake equipment must be tested by use of single car testing device as prescribed by currently effective AAR Code of Tests.¹ Piston travel of brake cylinders must be adjusted, if required, to the standard travel for that type of brake cylinder. After piston travel has been adjusted and with brakes released, sufficient brake shoe clearance must be provided.

¹ Available at Association of American Railroads.

NOTE: Substantially identical to existing 232.17(2) (ii) except:

(a) Term "passenger car" is used; and
(b) Reference to availability of facilities has been added.

G. If, on passenger equipment cars, triple valves, control valves, brake cylinders, slack adjusters, high speed reducing valves, relay valves, quick service valves, vent valves, brake application valves or conductor's valves do not meet requirements during single car test as prescribed by paragraph F of this section, and if speed governor control, magnet valves, or wheel slide control does not operate properly when tested by a suitable test device, defective part or parts must be repaired or replaced and new cleaning date must be stenciled or recorded as required.

NOTE: Identical to existing 232.17(a) (3) (ii).

Sec. 232.19 *Granting of Relief*. A. Relief from any of these requirements will be granted upon an adequate showing by an individual carrier.

NOTE: This is new.

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FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 20121, RM-2252, etc.]

FM BROADCAST STATIONS

Table of Assignments for Certain States

In the matter of amendment of § 73.202(b), Table of Assignments, FM Broadcast Stations. (Fairfield, Ia.; Mayville, N.D.; Eldon, Mo.; Crete, Neb.; Hurricane, W. Va.; Patterson, N.Y.; Sauk Centre, Minn.; Appomattox, Va.; Warren, Ark.; Gatesville, Tex.; Batesville, Ind.; and Otsego, Mich.) Docket No. 20121, RM-2252, RM-2339, RM-2301, RM-2352, RM-2309, RM-2355, RM-2310, RM-2366, RM-2311, RM-2367, RM-2321, RM-2373.

1. The Commission has under consideration twelve petitions which propose the amendment of § 73.202(b) of the rules, the FM Table of Assignments, by assigning a first FM channel to each of the above-mentioned communities. None of these twelve communities is located in or near any large urbanized area; and the channels can be assigned consistent with the minimum mileage separation requirements.¹ All petitions are unopposed.

RM-2252. Channel 240A to Fairfield, Iowa (Carousel Broadcasting Corporation).

RM-2301. Channel 269A to Mayville, North Dakota (KMAV, Inc.).

RM-2309. Channel 224A to Eldon, Missouri (Dalton C. Wright).

RM-2310. Channel 280 to Crete, Nebraska (Airwaves Broadcast Service, Inc.).

RM-2311. Channel 292A to Hurricane, West Virginia (Putnam Broadcasting Company, Inc.).

RM-2321. Channel 288A to Patterson, New York (Carmel Broadcasting, Inc.).

RM-2339. Channel 232A to Sauk Centre, Minnesota (Dairyland Broadcasters, Inc.).

RM-2352. Channel 296A to Appomattox, Virginia (Theodore J. Gray, Jr.).

¹ In order to meet the minimum spacing requirements of our rules, a site at least 4 miles southeast of Gatesville, Texas, would be required; a site at least 2.5 miles west of Batesville, Indiana, would be required; and a site at least 5 miles northwest of Otsego, Michigan, would be required.

RM-2355. Channel 288A to Warren, Arkansas (Pines Broadcasting Company).

RM-2366. Channel 252A to Gatesville, Texas (George W. McClarin).

RM-2367. Channel 276A to Batesville, Indiana (Batesville Broadcasting Company).

RM-2373. Channel 265A to Otsego, Michigan (Robert V. and Dorothy K. Doll).

A brief description of each petition follows:

2. *Fairfield, Iowa (RM-2252)*. Carousel Broadcasting Corporation filed a petition on August 30, 1973, proposing the deletion of Channel 249A from Ottumwa, Iowa, and its assignment to Fairfield, Iowa. On April 2, 1974, an application for a construction permit (BPH-8881) by Kleeco Radio, Inc., was accepted for filing. It proposes to establish a new FM broadcast station to operate on Channel 249A at Ottumwa. On June 18, 1974, Carousel Broadcasting Corporation filed a supplement to its petition amending its proposal to request that Channel 240A, rather than Channel 249A, be assigned to Fairfield, Iowa. The amended proposal would not affect any existing channel assignment. Fairfield (population 8,715)¹, the seat of Jefferson County (population 15,774) and located 50 miles southwest of Iowa City, has a 250-watt daytime-only AM station, the only broadcast station in Jefferson County. Van Buren County (population 8,643), which lies immediately adjacent to the south, has no station at all.

3. Petitioner states that this area is subject to severe weather from tornadoes and thunderstorms in the summer and severe snow and icing conditions with hazardous travel during the winter months. It asserts that the entire area would benefit from a radio service that could give warning of severe weather and other hazardous conditions at any time. It notes that local high school and college sporting events are widely followed by residents in both Jefferson and Van Buren Counties. Petitioner points out that, due to the severe winters and the remoteness of gymnasiums, residents, especially rural families, do not have the opportunity to attend such games. Petitioner states that, if the proposed channel is assigned, it will file an appropriate application for a construction permit for its use. In view of the need for a first full-time local broadcast service in the area, the proposal to assign FM Channel 240A to Fairfield, Iowa, merits consideration in a rule making proceeding.

4. *Mayville, North Dakota (RM-2301)*. On December 19, 1973, KMAV, Inc., licensee of Station KMAV, Mayville, North Dakota, filed a petition proposing the assignment of Channel 269A to Mayville, North Dakota. Mayville (population 2,554), the largest city in Traill County (population 9,571), is located approximately 35 miles southwest of Grand Forks and has one daytime-only AM station, KMAV, the only station in Traill County.

5. Petitioner states that the city is governed by a mayor and council, and

has industries which include a fertilizer plant, cabinet makers, food processing, fuel distributors, and a creamery. It notes that Mayville had a retail trade of \$18,690,000 in 1972. It has several elementary and secondary schools, a civic club, hospital, medical clinic, various civic and social groups, recreational facilities, and churches of various denominations. Petitioner states that it intends to file an application for a proposed facility on Channel 269A and, if the application is granted, intends to construct. In view of the foregoing information and the fact that there is no local FM broadcast transmission service in Mayville, we believe the proposal merits exploration in a rule making proceeding.

6. *Eldon, Missouri (RM-2309)*. Dalton C. Wright filed a petition on January 14, 1974, proposing the assignment of Channel 224A to Eldon, Missouri. Eldon (population 3,520), located in Miller County (population 15,026), is situated about 30 miles southwest of Jefferson City. It has no local broadcast transmission service.

7. Petitioner states that Eldon had an 11.5 percent gain in population between the years 1960 and 1970. He adds that the community has two banks with assets of 25 million dollars and one savings and loan association with deposits of \$7,500,000; five manufacturing plants; several schools and churches; and is served by the Chicago Rock Island and Pacific Railroad and two motor freight carriers. Petitioner points out that the only news source located in the city is a weekly newspaper and it is therefore apparent that a medium for the rapid dissemination of local news is needed. He states that, if the proposed channel is assigned, he, either individually or in association with others, intends to file an application and, after receiving a construction permit, will construct and operate a station. For these reasons, we believe consideration of the proposal for the assignment of a first Class A FM channel to Eldon, Missouri, is warranted.

8. *Crete, Nebraska (RM-2310)*. On January 15, 1974, Airwaves Broadcast Services, Inc., filed a petition proposing the assignment of Channel 280A to Crete, Nebraska. Crete (population 4,444) located in Saline County (population 12,809) is situated 21 miles southeast of Lincoln. There are no broadcast transmission facilities in Crete or Saline County.

9. Petitioner states that Crete, which has had a population increase of 25.3 percent between 1960 and 1970, is a well-established community with governmental facilities, educational and religious institutions, civic organizations and industrial companies employing hundreds of people. Petitioner points out that Crete has a weekly newspaper; however, there are no AM, FM or TV broadcast stations located in Crete and Saline County. Petitioner states that he will promptly file an application for a construction permit if the proposed channel is assigned to the community.

10. *Hurricane, West Virginia (RM-2311)*. Putnam Broadcasting Company, Inc. (Putnam), licensee of standard

broadcast station WPNS (daytime-only), Hurricane, West Virginia, filed a petition proposing the assignment of Channel 292A to Hurricane, West Virginia. Hurricane (population 3,491), situated in Putnam County (population 27,625), is located directly between the Charleston and the Huntington-Ashland Standard Metropolitan Statistical Areas. Putnam County has only one AM station (WPNS, daytime-only) which is licensed to petitioner.

11. Putnam states that there has been a 77.2 percent increase in population in Hurricane between 1960 and 1970 and a 17.2 percent increase in Putnam County. He adds that, according to projections prepared by state and federal agencies, the population of Putnam County should reach 40,000 by 1990. Putnam asserts that the Putnam County Bank in Hurricane has doubled its depositors since December 1969, and its total assets are presently \$26,000,000. Putnam states that the assignment of an FM channel to Hurricane would provide nighttime service to this community as well as to other communities in Putnam County.

12. On March 6, 1974, Naseeb S. Tweel, licensee of Station WNST, Milton, West Virginia, filed comments in support of Putnam's petition urging that Channel 292A be assigned to Hurricane-Milton. Milton (population 1,597), an unincorporated community, is located 17 miles east of Huntington, 37 miles west of Charleston, and 6 miles west of Hurricane. AM Station WNST (daytime-only) is the only broadcast station operating in Milton. Mr. Tweel notes that Channel 292A meets all the engineering requirements to permit its assignment to Milton as well as to Hurricane. He adds that Milton is separated from substantially larger communities, has a mayor-council form of government, and has its own weekly newspaper. Although Mr. Tweel has suggested assigning the channel on a hyphenated basis, we do not feel that an adequate showing has been made for hyphenating this assignment. Moreover, if the channel is assigned to Hurricane, which is approximately twice the size of Milton and located six miles away, an application for the use of the channel at Milton can be made under Section 73.203 (b) of the Rules, the 10-mile rule for Class A stations. Accordingly, we are therefore inviting comments on the proposal to assign Channel 292A to Hurricane, West Virginia.

13. *Patterson, New York (RM-2321)*. On February 13, 1974, Carmel Broadcasting, Inc., filed a petition proposing the assignment of Channel 288A to Patterson, New York. The town of Patterson (population 4,124) is situated in Putnam County (population 56,696) in the southeastern part of New York state. It has no local broadcast facilities. The only radio service originating in Putnam County is that of a daytime-only AM station (WPUT), licensed to the village of Brewster, eight miles to the south of Patterson.

14. In support, petitioner states that Putnam County, experiencing a population influx from cities to the north and

¹ All population figures are from the 1970 Census.

south, has undergone an increase of 78.7 percent since 1960. It adds that major industries in and about Patterson include U.S. Plywood, Mendel Farms, Dill Wholesalers, Hipotronics, Inc., Castings Corporation, Inc., and others. Petitioner notes that the area also offers many historical sites, museums, public and private recreation areas, including a game farm, three ski areas, a state park and numerous golf courses. It contends that the proposed channel would afford to Patterson and nearby towns in Putnam County a much needed source for local information such as reports on community events, referendums, weather and road conditions, along with school closings, all of which are vitally needed on a full-time basis. Petitioner states that it intends to apply for use of the channel and operate a station on it if the channel is assigned.

15. On May 21, 1974, WBEC, Inc. (WBEC), licensee of FM broadcast Station WQRB (Channel 288A), Pittsfield, Massachusetts, filed a letter referring to this petition and stating that only a very small area is available for the location of a transmitter for Channel 288A for Patterson, New York, because of Station WQRB (FM) and other existing stations. WBEC states that the purpose of its letter is to advise the Commission that it now has plans for a possible improvement of facilities of Station WQRB (FM), which would involve a substandard channel spacing with the proposed Patterson assignment. It states that the proposed improved facilities would, subject to appropriate application approval by the Commission, be relocated at the original site anticipated when the licensee first filed for the station (BPH-4154) in late 1963. (WBEC states that the Commission was advised shortly after that filing that it was not possible at that time for reasons stated, to construct the station at the higher elevation then contemplated.) WBEC asserts that a determination has now been reached to pursue this matter so that additional wider area coverage can be provided to the Pittsfield area.

16. Although WBEC has indicated its intention to improve its service coverage by relocating its antenna to another site, we do not believe it would be in the public interest to withhold action pending receipt of an application. Carmel Broadcasting has proposed an assignment of a Class A channel which would provide for a first local broadcast facility to a community. We believe that the proposal has merit and invite comments on the proposed assignment of Channel 288A to Patterson, New York.

17. *Sauk Centre, Minnesota (RM-2339)*. Dairyland Broadcasters, Inc., filed a petition on March 7, 1974, proposing the assignment of Channel 232A to Sauk Centre, Minnesota. Sauk Centre (population 3,750), in Stearns County (population 95,400), is located about 45 miles northwest of St. Cloud, Minnesota. It has no local broadcast facilities.

18. In support, petitioner states that the entire area is rural in nature with small towns scattered 15 to 25 miles apart. It notes that industries and products in the Sauk Centre area include hatcheries, dairy farms and feeds. Petitioner adds that Sauk Centre has the usual type of civic groups, local schools, churches, social organizations, farm and other groups, and that its local government is conducted through city and county units which are elected. Petitioner contends that a local station could provide information on weather, roads, local government, religion, sports, and other matters. It states that if the proposed channel is assigned to Sauk Centre it intends to file an application for a permit to construct the station. In view of the foregoing information, and the fact that there is no local broadcast transmission service in Sauk Centre, we believe the above proposal merits exploration in a rule making proceeding.

19. *Appomattox, Virginia (RM-2352)*. On March 27, 1974, Theodore J. Gray, Jr., filed a petition for the assignment of Channel 296A to Appomattox, Virginia. Appomattox (population 1,400), seat of Appomattox County (population 9,784), is located about 78 miles southwest of Richmond. It presently has one daytime-only AM station.

20. Petitioner states that Appomattox, which is governed by a mayor and six councilmen, is the only major trading center for the county and has industries which include a garment factory, construction company, dress company, and ready-to-wear clothing manufacturer. He also points out that Appomattox is located in an agricultural area which includes major crops of tobacco, corn, wheat, and soybeans. Petitioner states that if the proposed channel is assigned he will promptly file an application and if the application is granted, will promptly construct and operate the station. In view of the apparent need for a first full-time local broadcast service in the community, the proposal to assign Channel 296A to Appomattox, Virginia, merits consideration in a rule making proceeding.

21. *Warren, Arkansas (RM-2355)*. On March 29, 1974, Pines Broadcasting Company, licensee of Station KWRF, Warren, Arkansas, filed a petition proposing the assignment of Channel 288A to Warren. It presently has one daytime-only AM station, licensed to petitioner. Warren (population 6,433), seat of Bradley County (population 12,778), is located approximately 40 miles south of Pine Bluff.

22. Petitioner states that Warren has a mayor-council form of government, with five councilmen. It notes that the major industries of Warren are wood production, oak and veneer flooring, ready-mix concrete, commercial printing and heavy hauling and construction. Petitioner points out that Bradley County is noted for its excellent hunting and fishing which attracts many sportsmen. It also contends that there is a particular need for providing weather information to the farmers and workers in late evening hours and early morning hours which is not possible with the daytime-only facilities of Station KWRF. Petitioner adds that a full-time facility would also fill an important need for more prompt coverage of important news items including storm alerts and nighttime sports. For these reasons we believe con-

sideration of the proposal for a first Class A FM channel to Warren, Arkansas, is warranted.

23. *Gatesville, Texas (RM-2366)*. George W. McClarin, licensee of Station KCLW, Hamilton, Texas, filed a petition proposing the assignment of Channel 252A to Gatesville, Texas. It has no local broadcast transmission service. Channel 252A could be assigned to Gatesville in conformity with the Commission's minimum mileage separation rule and without affecting present FM assignments, if used at a distance at least 4 miles southeast of Gatesville. Gatesville (population 4,683), seat of Coryell County (population 35,311), is located about 90 miles south of Fort Worth. Petitioner states that Gatesville has experienced a 1.2 percent increase in population between 1960-1970, has a Council-Manager form of government with a Mayor and six Councilmen, and is the focal point of the economic and cultural life of the county. He adds that it has several manufacturing concerns producing livestock feeds, deck boats, and trailer and boat accessories. Petitioner points out that Fort Hood, the largest army installation in the world, is located just four miles south of Gatesville and contributes greatly to the Gatesville economy. He states that a full-time radio station would provide Gatesville and Coryell County with increased local news, sports, civic and weather coverage, particularly concerning impending storms of a serious magnitude, and in the early morning and evening hours would benefit the many working people who do not have the opportunity to listen to the radio during the day. Petitioner asserts that should the proposed FM channel be assigned to Gatesville he would promptly apply for authorization to construct a facility. In view of the foregoing information and the fact that there is no local broadcast transmission service in Gatesville, we believe the proposal merits exploration in a rule making proceeding.

24. *Batesville, Indiana (RM-2367)*. On April 11, 1974, Batesville Broadcasting Company filed a petition proposing the assignment of Channel 276A to Batesville, Indiana. Batesville (population 3,799) is located in two counties, Ripley (population 21,138) and Franklin (16,943). Of the Batesville population, 3,469 are in Ripley County and the remainder reside in Franklin County. Channel 276A could be assigned to Batesville in conformity with the Commission's minimum mileage separation rule and without affecting present FM assignments, if used at a distance of 2.5 miles west of Batesville. There is no local broadcast transmission service in Batesville or Ripley and Franklin Counties.

25. Petitioner states that Batesville is governed by a Mayor-Council form of government. It adds that in Batesville there are two banks with combined assets exceeding \$35 million; industries which manufacture complete hospital room furniture groupings, household furniture, and hand carvings for churches and schools; and a weekly newspaper. Petitioner asserts that if the proposed FM channel is assigned to Batesville it

will promptly file an application therefor, and upon grant, will immediately begin construction of the station. Since this request would supply the community of Batesville and the counties of Ripley and Franklin with their first local broadcast facility, we feel that consideration of this proposal to assign Channel 276A to Batesville is warranted.

26. *Otsego, Michigan (RM-2373)*. On May 1, 1974, Robert V. and Dorothy K. Doll filed a petition proposing the assignment of Channel 265A to Otsego, Michigan. Otsego (population 3,957) located in Allegan County (population 66,575), is situated about 33 miles south of Grand Rapids. It presently has one local broadcast service, a daytime-only AM station. Channel 265A could be assigned to Otsego in conformity with the Commission's minimum mileage separation rule and without affecting present FM assignments, if used at a distance 5 miles northwest of Otsego.

27. Petitioners state that Otsego operates with a city council-city manager form of government. They add that there is substantial manufacturing in the county as well as agricultural activity with retail trade playing an important role in the local economy. Petitioners assert that a local nighttime broadcast facility can serve many vital functions, such as being of great assistance to the county's school system to parents of school children; covering nighttime high school sporting events; aiding the county's 115 manufacturing plants in communicating with employees in emergency situations; providing important weather and road condition information; and inaugurating the county's first local nighttime advertising service. We believe the proposal has merit and invite comments on the proposed assignment of Channel 265A to Otsego, Michigan.

28. Since Mayville, North Dakota, Patterson, New York, Batesville, Indiana, Otsego, Michigan, Hurricane, West Virginia, and Sauk Centre, Minnesota, are located within 250 miles of the United States-Canadian border, these assignments require coordination with the Canadian Government.

29. In view of the foregoing and pursuant to authority contained in sections 4 (f), 303(g) and (r), and 307(b) of the Communications Act of 1934, as amended, and Section 0.281(b) (6) of the Commission's Rules and Regulations, it is proposed to amend the FM Table of Assignments, § 73.202(b) of the Commission's rules and regulations, as follows for the named communities:

City	Channel No.	
	Present	Proposed
Arkansas: Warren.....		288A
Indiana: Batesville.....		276A
Iowa: Fairfield.....		240A
Michigan: Otsego.....		265A
Minnesota: Sauk Centre.....		232A
Missouri: Eldon.....		224A
Nebraska: Crete.....		280A
New York: Patterson.....		288A
North Dakota: Mayville.....		260A
Texas: Gatesville.....		252A
Virginia: Appomattox.....		296A
West Virginia: Hurricane.....		292A

30. *Showings required.* Comments are invited upon the proposals referred to above. Petitioners should also affirm their intention to apply for the channel if assigned and to promptly build on it if the application is granted. Failure of the petitioners to file comments or address the issues raised may result in dismissal.

31. *Cut-off procedure.* The following procedures will govern:

(a) Counterproposals advanced in this proceeding itself will be considered, if advanced in initial comments, so that parties may comment on them in reply comments. They will not be considered if advanced in reply comments.

(b) With respect to petitions for rule making which conflict with the proposals in this Notice, they will be considered as comments in this proceeding, and Public Notice to that effect will be given, as long as they are filed before the date for filing comments herein. If filed later than that, they will not be considered in connection with the decision herein.

32. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules and regulations, interested parties may file comments on or before September 12, 1974, and reply comments on or before September 30, 1974. All submissions by parties to this proceeding or persons acting on behalf of such parties, shall be made in written comments, reply comments, or other appropriate pleadings.

33. In accordance with the provisions of § 1.419 of the Commission's rules and regulations, an original and 14 copies of all comments, reply comments, pleadings, briefs, or other documents shall be furnished the Commission. All filings made in this proceeding will be available for examination by interested parties during regular business hours in the Commission's Public Reference Room at its headquarters, 1919 M Street, NW., Washington, D.C.

Adopted: July 24, 1974.

Released: July 29, 1974.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] WALLACE E. JOHNSON, Chief, Broadcast Bureau.

[FR Doc.74-17996 Filed 8-6-74; 8:45 am]

[47 CFR Part 76]
[Docket No. 20019]

CABLE TELEVISION TECHNICAL STANDARDS

Order Extending Time for Filing Comments and Reply Comments

In the matter of amendment of Part 76 of the Commission's rules and regulations Relative to an Inquiry on the Need For Additional Rules in the Area of Public Proceedings and Qualifications for Franchisees; § 76.31(a) (1) and (2).

1. On April 15, 1974, the Commission adopted a *Clarification of Rules and Notice of Proposed Rule Making* in the above-entitled proceeding Publication was given in the FEDERAL REGISTER on April 22, 1974 (39 FR 14288, 39 FR 26170). Comment and reply comment dates were June 7, 1974, and June 21, 1974, respectively.

2. By an *Order* of the then Acting Chief of the Cable Television Bureau, dated May 1, 1974, the comment and reply comment dates were rescheduled to July 26, 1974, and August 13, 1974, respectively.

3. On July 24, 1974, Buckeye Cablevision, Incorporated, Colony Communications, Inc., Comax Telcom Corporation, Cox Cable Communications, Inc., New Channels Corporation, Ontario Cable Television, Inc., Sammons Communications, Inc., Televents Affiliated Systems, and the TM Communications Company filed a request for extension of time in which to file comments to and including August 2, 1974. The aforementioned parties state that the additional time is necessary because counsel has been engaged in preparing comments in several other dockets which were due in July.

4. We are of the opinion that the public interest would be served by extending the time in this proceeding. *Accordingly, it is ordered,* That the dates for filing comments and reply comments are extended to and including August 2, 1974, and August 20, 1974, respectively.

5. 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 § 0.289 of the Commission's rules.

Adopted: July 26, 1974.

Released: August 1, 1974.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] DAVID D. KINLEY, Chief, Cable Television Bureau.

[FR Doc.74-17997 Filed 8-6-74; 8:45 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 STATE

Agency for International Development HOUSING GUARANTY PROGRAM FOR STATE OF ISRAEL Information for Investors

The Agency for International Development (AID) has advised The State of Israel (the Borrower) that upon execution by an eligible U.S. investor acceptable to AID of an agreement to loan the Borrower an amount not to exceed \$25 million, and subject to the satisfaction of certain further terms and conditions by the Borrower, AID will guaranty repayment of the investor of the principal and interest on such loan. The guaranty will be backed by the full faith and credit of the United States of America and will be issued pursuant to authority, contained in section 221 of the Foreign Assistance Act of 1961, as amended (the Act). Proceeds of the loan will be used to construct public housing projects in the State of Israel.

Eligible investors interested in extending a guaranteed loan to the Borrower should communicate promptly with:

Office of the Israeli Economic Minister, 850 3d Avenue, New York, N.Y. 10022.

Investors eligible to receive a guaranty are those specified in section 238(c) of the Act. They are: (1) U.S. citizens; (2) domestic corporations, partnerships, or associations substantially beneficially owned by U.S. citizens; (3) foreign corporations whose share capital is at least 95 percent owned by U.S. citizens; and (4) foreign partnerships or associations wholly owned by U.S. citizens.

It is estimated that the loan will be fully disbursed by October 31, 1974. However, this estimate may be changed as a result of the negotiations between the parties.

To be eligible for a guaranty, the loan must be repayable in full no later than 25 years from the first disbursement of the principal amount thereof, including a grace period on the repayment of principal of not to exceed ten (10) years during which interest set forth in the loan agreement will be paid to the investor. The interest rate may be no higher than the maximum rate to be established by AID. AID will charge a guaranty fee equal to one-half of 1 percent per annum on the outstanding guaranteed principal amount of the loan, plus \$100,000 to be deducted from disbursements.

Information as to eligibility of investors and other aspects of the AID housing guaranty program can be obtained from:

Director of Housing, Agency for International Development, Room 300E, SA-2, Washington, D.C. 20523.

This notice is not an offer by AID or by the Borrower. The Borrower and not AID will select a lender and negotiate the terms of the proposed loan.

Dated: July 29, 1974.

PETER M. KIMM,
Director of Housing, Agency for
International Development.

[FR Doc.74-17940 Filed 8-6-74; 8:45 am]

DEPARTMENT OF THE TREASURY

Customs Service

[413.38]

MICROPAQUE

Proposed Change in Tariff Classification

Under an established and uniform practice, importations of Micropaque, a barium sulfate product used in obtaining roentgenograms, have been classified under the provision for other drugs, including synthetic drugs, in item 439.50, Tariff Schedules of the United States (TSUS), dutiable at 5 percent ad valorem.

Information from the manufacturer reveals that Micropaque is made with a benzenoid sweetener, saccharin. Evidence indicates that the saccharin is essential to the effective use of the product.

Accordingly, it is proposed that Micropaque be classified under the provision for mixtures in whole or part of any of the [benzenoid] products provided for in this subpart [C], in item 409.00, TSUS. The rate of duty is 3.5 cents per pound plus 22.5 percent ad valorem. Saccharin is a Subpart C product.

As a decision to this effect will result the assessment of duties at a rate higher than that previously assessed, notice is hereby given pursuant to § 152.15, Customs Regulations, that Customs is reviewing the practice of classifying Micropaque.

Consideration will be given to any relevant data, views, or arguments pertaining to the correct classification of this merchandise which are submitted in writing to the Commissioner of Customs, Washington, D.C. 20229, on or before September 6, 1974.

[SEAL] VERNON D. ACREE,
Commissioner of Customs.

Approved: July 29, 1974.

DAVID R. MACDONALD,
Assistant Secretary
of the Treasury.

[FR Doc.74-17951 Filed 8-6-74; 8:45 am]

DEPARTMENT OF DEFENSE

Corps of Engineers, Department of the Army

WINTER NAVIGATION BOARD ON GREAT LAKES AND ST. LAWRENCE SEAWAY

Notice of Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Public Law 92-463) notice is hereby given of a meeting of the Winter Navigation Board to be held on August 26, 1974, at the Executive Motor Inn, Buffalo, New York. The meeting will be in session from 10:00 a.m. to 5:30 p.m.

The Winter Navigation Board is a multi-agency organization which includes representatives of Federal agencies and non-Federal, public and private interests. It was established to direct the Great Lakes and St. Lawrence Seaway navigation season extension investigations being conducted pursuant to Public Law 91-611.

The primary purpose of the meeting is to discuss the test plan for the St. Lawrence River, alternative solutions to winter navigation problems in Little Rapids Cut in the St. Marys River and activities with United States-Canadian interface.

The meeting will be open to the public subject to the following limitations:

a. As the seating capacity of the meeting room is limited, it is desired that advance notice of intent to attend be provided. This will assure adequate and appropriate arrangements for all attendants.

b. Written statements may be submitted prior to, or up to 10 days following the meeting, but oral participation by the public is precluded because of the time schedule.

Inquiries may be addressed to Mr. David Westheuser, U.S. Army Engineer District, Detroit, Corps of Engineers, P.O. Box 1027, Detroit, Michigan 48231, telephone 313-226-6769.

Dated: July 31, 1974.

By Authority of the Secretary of the Army.

FRED R. ZIMMERMAN,
Lt. Colonel, U.S. Army
Chief, Plans Office, TAGO.

[FR Doc.74-18009 Filed 8-6-74; 8:45 am]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management LAS VEGAS DISTRICT ADVISORY BOARD Notice of Tour

Notice is hereby given in accordance with Public Law 92-463 that the Las

Vegas District Advisory Board will tour the Kane Springs Grazing Unit September 6, 1974. The tour will start at 8:00 a.m. from the Standard Service Station, Alamo, Nevada.

The advisory board will make an inspection of the range conditions of the Kane Springs Grazing Unit. They will also review the Ocular Reconnaissance range survey procedures presently being used by B.L.M. in determining the grazing capacity of the Kane Springs Unit.

The tour is open to the public. There is no limitation on the number of persons that may attend the tour in addition to the advisory board members. Public transportation will not, however, be provided.

Interested persons may make oral presentations to the advisory board or file written statements. Such requests should be made to the official listed below—at least ten days prior to the tour.

Further information concerning this tour may be obtained from John Boyles, P.O. Box 5400, Las Vegas, Nevada 89102, telephone 702-385-6403.

FRANK E. BRIGHAM,
*Acting District Manager,
Las Vegas, Nevada.*

[FR Doc.74-18010 Filed 8-6-74;8:45 am]

WESTERN SLOPE GAS CO.

Pipeline Application

JULY 29, 1974.

Notice is hereby given that pursuant to section 28 of the Mineral Leasing Act of 1920 (41 Stat. 449), as amended (30 USC 185), Western Slope Gas Company, P.O. Box 840, Denver, Colorado 80201, has applied for an 18,000-foot long right of way for various 4-inch natural gas gathering pipelines across the following lands in Rio Blanco County, Colorado:

SIXTH PRINCIPAL MERIDIAN, COLORADO
T. 2 S., R. 102 W.,
Sections 12 and 13.
T. 3 S., R. 102 W.,
Sections 5, 6, 7, 16, 17, 20 and 21.

The 4-inch natural gas gathering pipelines will connect the Fuelco 13-5, 7-2, 21-2, 16-2, and 17-2 natural gas wells to Western Slope Gas Company's West Douglas Natural Gas Field Gathering System and thence convey natural gas to the West Douglas-Grand Junction transmission line.

The purposes of this notice are: to inform the public that the Bureau of Land Management will be proceeding with the preparation of environmental and other analyses necessary for determining whether the application should be approved and, if so, under what terms and conditions; to allow interested parties to comment on the application; and to allow any persons asserting a claim to the lands or having bona fide objections to the proposed pipeline right of way to file their objections in this office. Any person asserting a claim to the lands or filing an objection must include evidence that a copy thereof has been served on the applicant. Any comment, claim, or objection must be filed with the Chief, Branch of Land Operations, Bureau of

Land Management, Room 700, Colorado State Bank Building, 1600 Broadway, Denver, Colorado 80202, on or before September 6, 1974.

EVERETT K. WEEDIN,
Chief, Branch of Land Operations.
[FR Doc.74-17939 Filed 8-6-74;8:45 am]

Office of the Secretary

[INT FES 74-43]

PROPOSED DEREGULATION OF NATURAL GAS PRICES

Availability of Final Environmental Statement

Pursuant to section 102(2)(c) of the National Environmental Policy Act of 1969, the Department of the Interior has prepared a final environmental impact statement for proposed legislation to deregulate natural gas prices.

Deregulation of the price of "new" gas (essentially that not under existing contract) is designed to elicit greater supplies of natural gas and to ensure more appropriate allocation of the available supply.

Copies of the statement are available for inspection at the following locations: Office of Communications, Room 7218, Department of the Interior, Washington, D.C. 20240, telephone (202) 343-3171; Office of Research and Development, Room 4458, Department of the Interior, Washington, D.C. 20240, telephone (202) 343-8995. Single copies may be obtained by writing the Office of Research and Development.

Dated: July 29, 1974.

STANLEY D. DOREMUS,
*Deputy Assistant Secretary
of the Interior.*

[FR Doc.74-17938 Filed 8-6-74;8:45 am]

DEPARTMENT OF AGRICULTURE

Animal and Plant Health Inspection Service LABELING AND OFFICIAL MARKS OF INSPECTION ON MEAT AND POULTRY PRODUCTS

Notice of Hearing

On June 20, 1974, a notice of a hearing on labeling and official marks of inspection was published in the FEDERAL REGISTER (Vol. 39, No. 120, pages 22152-58). The notice announced a hearing for Wednesday, August 28, 1974, at 10 a.m. in Room 218A, Administration Building, U.S. Department of Agriculture, 14th and Independence Avenue SW., Washington, D.C. 20250, and further stated that if no one contacted the Director, Issuance Coordination Staff, stating they wished to attend, the hearing would be canceled. Since the publication of that notice, several interested parties have notified the Director that they wished to attend. Therefore, the hearing will be held on the date and time and in the place specified.

Done at Washington, D.C., on August 2, 1974.

F. J. MULHERN,
*Administrator, Animal and Plant
Health Inspection Service.*

[FR Doc.74-18043 Filed 8-6-74;8:45 am]

Office of Operations RECORD COPYING POLICY AND PROCEDURES

Fee Schedule

JULY 26, 1974.

Pursuant to the authority delegated to the Director, Office of Operations, in 7 CFR 2.25(f)(3)(iii), 2.79(a)(3)(iii) and 1.2(b), Section 4a(1) of the Fee Schedule published at 39 FR 26050 is revised to provide for the waiver of fees of less than \$3.00 rather than the present \$1.00. As revised, Section 4a(1) will be as follows:

(1) Where individual collections are \$3.00 or less.

This revision is effective on August 7, 1974.

JOHN J. KEANEY,
Acting Director.

[FR Doc.74-18044 Filed 8-6-74;8:45 am]

Rural Electrification Administration DEPUTY ADMINISTRATOR ET AL.

Delegation of Authority

Pursuant to the Rural Electrification Act of 1936, as amended (7 U.S.C. 901 et seq. and §§ 2.7 and 2.72, Title 7, Code of Federal Regulations), the following delegations of authority are made by the Administrator of the Rural Electrification Administration and the Governor of the Rural Telephone Bank:

1. The Deputy Administrator, or the Acting Deputy Administrator, of the Rural Electrification Administration is delegated authority, to be exercised only during the absence or unavailability of the Administrator, to perform all the duties and exercise all the powers which are now or which may hereafter be delegated to the Administrator of the Rural Electrification Administration and the Governor of the Rural Telephone Bank.

2. The Assistant Administrator-Electric, the Assistant Administrator-Telephone, and the Assistant Administrator-Administration, in that order of succession, are authorized to serve as Acting Deputy Administrator during the absence or unavailability of the Deputy Administrator, and as Acting Deputy Governor of the Rural Telephone Bank during the absence or unavailability of the Deputy Governor, or during vacancies in such offices.

These delegations shall be effective July 24, 1974, and supersede all other delegations in conflict herewith.

Dated: July 24, 1974.

DAVID A. HAMIL,
*Administrator, Rural Electrification
Administration and
Governor, Rural Telephone
Bank.*

[FR Doc.74-18045 Filed 8-6-74;8:45 am]

Soil Conservation Service SUASCO WATERSHED PROJECT, MASSACHUSETTS

Notice of Negative Declaration

Pursuant to section 102(2)(C) of the National Environmental Policy Act of

1969, and part 1500.6e of the Council on Environmental Quality Guidelines issued on August 1, 1973, the Soil Conservation Service, U.S. Department of Agriculture, gives notice that an environmental statement is not being prepared for the SuAsCo Watershed Project, Middlesex and Worcester Counties, Massachusetts.

The environmental assessment of this Federal action indicates that the project will not create significant adverse local, regional, or national impacts on the environment and that no significant controversy is associated with the project. As a result of these findings, Mr. Benjamin Isgur, State Conservationist, Soil Conservation Service, USDA, 29 Cottage Street, Amherst, Massachusetts, has determined that the preparation and review of an environmental statement is not needed for this project.

The project concerns a plan for watershed protection, flood prevention, recreation, and fish and wildlife which was approved August 31, 1959. The environmental assessment concerns the impact of installing one single-purpose flood-water retarding structure. This is the only planned structural measure remaining to be installed.

The environmental assessment file is available for inspection during regular working hours at the following location:

Soil Conservation Service, USDA
29 Cottage Street
Amherst, Massachusetts 01002

No administrative action on implementation of the proposal will be taken until 15 days after the date of this notice.

WM. B. DAVEY,
Deputy Administrator for Water
Resources, Soil Conservation
Service.

JULY 31, 1974.

(Catalog of Federal Domestic Assistance Program No. 10.904, National Archives Reference Services.)

[FR Doc.74-18008 Filed 8-6-74; 8:45 am]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[DESI No's. 10201, 1593 & 11017; Docket No. FDC-D-705; NDA 1-704 etc.]

EFFICACY EVALUATIONS FOR CERTAIN DESI DRUGS

Notice of Opportunity for Hearing

The National Academy of Sciences-National Research Council, Drug Efficacy Study Group evaluated the effectiveness of the drug products described below, found the drugs to be less than effective, and submitted its reports to the Commissioner of Food and Drugs. Copies of those reports have previously been made publicly available and are on display at the office of the Food and Drug Administration's Hearing Clerk. After reviewing the Academy's reports and the available data and information, the Commissioner con-

cluded that the drugs are less than effective and published his conclusions in the FEDERAL REGISTER notices below, stating that the drugs are possibly effective and lack substantial evidence of effectiveness for the labeled indications.

1. DESI 10201 published February 26, 1971 (36 FR 3534). Pontalin Tablets containing chlorbetamide; Winthrop Products, Inc., 90 Park Avenue, New York, NY 10016 (NDA 10-201).

2. DESI 1593 published October 24, 1970 (35 FR 16607). Progestoral Tablets containing ethisterone; Organon, Inc., 375 Mount Pleasant Avenue, West Orange, NJ 07052 (NDA 1-704).

3. DESI 11017 published July 2, 1970 (35 FR 10795). Surfaccaine Aerosol containing cyclomethycaine hydrochloride; Eli Lilly and Co., P.O. Box 618, Indianapolis, Ind. 46206 (NDA 11-017).

Approval of these new drug applications was withdrawn as published on the following dates on the ground of failure to file reports required by section 505(j) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 355(j)).

NDA 10-201 (Pontalin Tablets)—October 14, 1971 (36 FR 19995)

NDA 1-704 (Progestoral Tablets)—October 27, 1971 (36 FR 20619)

NDA 11-017 (Surfaccaine Aerosol)—July 3, 1974 (39 FR 245626)

At the times those notices were published, final conclusions concerning effectiveness had not yet been reached. Those conclusions have now been reached, and the purpose of this notice is to inform all interested persons of such conclusions and offer the opportunity to request a hearing.

All of these drug products have been reclassified as lacking substantial evidence of effectiveness in that no data concerning effectiveness was submitted. On the basis of all of the data and information available to him, the Director of the Bureau of Drugs is unaware of any adequate and well-controlled clinical investigations, conducted by experts qualified by scientific training and experience, meeting the requirements of section 505 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 355) and 21 CFR 314.111(a)(5), demonstrating the effectiveness of the drugs.

Therefore, notice is given to all interested persons that the Director of the Bureau of Drugs finds that on the basis of new information before him with respect to the above drug product(s), evaluated together with the evidence available to him when the applications were approved, there is a lack of substantial evidence that the product(s) will have the effect it purports or is represented to have under the conditions of use prescribed, recommended, or suggested in the labeling.

This notice of opportunity for hearing applies to all persons who manufacture or distribute a drug product which is identical, related, or similar to a drug product named above, as defined in 21 CFR 310.6. It is the responsibility of every drug manufacturer or distributor to review this notice of opportunity for

hearing to determine whether it covers any drug product he manufactures or distributes. Any person may request an opinion of the applicability of this notice to a specific drug product he manufactures or distributes that may be identical, related, or similar to a drug product named in this notice by writing to the Food and Drug Administration, Bureau of Drugs, Office of Compliance (HFD-300), 5600 Fishers Lane, Rockville, MD 20852.

In addition, this notice of opportunity for hearing encompasses all issues relating to the legal status of the drug products named above and all identical, related, or similar drug products as defined in § 310.6; e.g., any contention that any such product is not a new drug because it is generally recognized as safe and effective within the meaning of section 201(p) of the act or because it is exempt from part or all of the new drug provisions of the act pursuant to the exemption for products marketed prior to June 25, 1938, contained in section 201(p) of the act, or pursuant to section 107(c) of the Drug Amendments of 1962; or for any other reason.

In accordance with the provisions of section 505 of the Act (21 U.S.C. 355) and the regulations promulgated thereunder (21 CFR 310, 314), all persons subject to this notice pursuant to 21 CFR 310.6 are hereby given an opportunity for a hearing to contest the finding of lack of substantial evidence of effectiveness and to raise, for administrative determination, all issues relating to the legal status of a drug product named above and of all identical, related, or similar drug products.

If any person subject to this notice pursuant to 21 CFR 310.6 elects to avail himself of the opportunity for a hearing, he shall file (1) on or before September 6, 1974, a written notice of appearance and request for hearing, and (2) on or before October 7, 1974, the data, information, and analyses on which he relies to justify a hearing, as specified in 21 CFR 314.200. Any other interested person may also submit comments on this notice. The procedures and requirements governing this notice of opportunity for hearing, a notice of appearance and request for hearing, a submission of data, information, and analyses to justify a hearing, other comments, and a grant or denial of hearing, are contained in 21 CFR 310.14 as published and discussed in detail in the FEDERAL REGISTER of March 13, 1974 (39 FR 9750), recodified as 21 CFR 314.200 on March 29, 1974 (39 FR 11680).

The failure of any person subject to this notice pursuant to 21 CFR 310.6 to file timely written appearance and request for hearing as required by 21 CFR 314.200 constitutes an election by such person not to avail himself of the opportunity for a hearing concerning the finding of lack of substantial evidence of effectiveness and a waiver of any contentions concerning the legal status of any such drug product. Any such drug

EXHIBIT X6-1—Food and Drug Administration—Permanent Offices

product may not thereafter lawfully be marketed, and the Food and Drug Administration will initiate appropriate regulatory action to remove such drug products from the market. Any new drug NDA is subject to regulatory action at any time.

A request for a hearing may not rest upon mere allegations or denials, but must set forth specific facts showing that there is a genuine and substantial issue of fact that requires a hearing. If it conclusively appears from the face of the data, information, and factual analyses in the request for the hearing that there is no genuine and substantial issue of fact which precludes the finding of lack of substantial evidence of effectiveness or when a request for hearing is not made in the required format or with the required analysis, the Commissioner will enter summary judgment against the person(s) who requests the hearing, making findings and conclusions, denying a hearing.

All submissions pursuant to this notice shall be filed in quintuplicate with the Hearing Clerk, Food and Drug Administration (HFC-20), Room 4-65, 5600 Fishers Lane, Rockville, MD 20852.

All submissions pursuant to this notice, except for data and information prohibited from public disclosure pursuant to 21 U.S.C. 331(j) or 18 U.S.C. 1905, may be seen in the office of the Hearing Clerk during regular business hours, Monday through Friday.

This notice is issued pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (secs. 505, 52 Stat. 1052-53, as amended; 21 U.S.C. 355), and under authority delegated to the Director of the Bureau of Drugs (21 CFR 2.121).

Dated: July 31, 1974.

J. RICHARD CROUT,
Director, Bureau of Drugs.

[FR Doc.74-17961 Filed 8-6-74;8:45 am]

Office of the Secretary

FOOD AND DRUG ADMINISTRATION

Statement of Organization, Functions, and Delegations of Authority

Part 6 (Food and Drug Administration), of the Statement of Organization, Functions, and Delegations of Authority of the Department of Health, Education, and Welfare (35 FR 3685-92, dated February 25, 1970, as amended) is amended to reflect the establishment of FDA District Offices at Nashville, Tennessee, and at Orlando, Florida, and the establishment of the Atlanta Laboratory Division in Atlanta, Georgia.

Exhibit X6-1 is amended as follows:

State	City	Type of office	Address	Zip code
Arkansas	Jefferson	National Center for Toxicological Research		72079
California	Los Angeles	District Office	1521 West Pico Blvd.	90015
	San Francisco	Field/District Office	50 Fulton St., Room 513	94102
Colorado	Denver	do	721 19th St., Room 513	80202
Florida	Orlando	District Office	7200 Lake Ellenor Dr.	32809
Georgia	Atlanta	Field/District Office	880 West Peachtree St., NW	30309
		Atlanta Laboratory Division	do	30309
Illinois	Chicago	Field Office	175 West Jackson Blvd., Room A-1945	60607
		District Office	433 West Van Buren St., Room 1222	60607
Louisiana	New Orleans	do	423 Canal St., Room 222	70130
Maryland	Baltimore	do	900 Madison Ave.	21201
	Rockville	Headquarters	5600 Fishers Lane	20852
Massachusetts	Boston	Field/District Office	585 Commercial St.	02109
	Winchester	Winchester Engineering and Analytical Center	103 Holton St.	01890
Michigan	Detroit	District Office	1560 East Jefferson Ave.	48207
Minnesota	Minneapolis	District Office and Minneapolis Center for Microbiological Investigations	240 Hennepin Ave.	55401
			do	55401
Missouri	Kansas City	Field/District Office	1009 Cherry St.	64106
	St. Louis	National Center for Drug Analysis	1114 Market St.	63101
New Jersey	Newark	District Office	970 Broad St., Room 531	07102
New York	Brooklyn	Field/District Office	860 Third Ave.	11232
	Buffalo	District Office	599 Delaware Ave.	14202
Ohio	Cincinnati	District Office and Cincinnati Research Laboratories	1141 Central Parkway	45292
			1030 Tusculum Ave.	45228
Pennsylvania	Philadelphia	Field/District Office	Second and Chestnut Streets, Room 1204	19106
Puerto Rico	San Juan	District Office	P. O. Box S-4427, Old San Juan Station	00905
Tennessee	Nashville	do	297 Plus Park Blvd.	37217
Texas	Dallas	Field/District Office	3032 Bryan St.	75204
Washington	Seattle	do	909 First Ave., Room 5003	98104

Dated: August 1, 1974.

JOHN OTTINA,
Assistant Secretary for
Administration & Management.

[FR Doc.74-18016 Filed 8-6-74;8:45 am]

ATOMIC ENERGY COMMISSION

ADVISORY COMMITTEE ON REACTOR SAFEGUARDS—SUBCOMMITTEE ON SAFETY FEATURES PROVIDED BY ARCHITECT-ENGINEERS

Notice of Meeting

AUGUST 1, 1974.

In accordance with the purposes of sections 29 and 182 b. of the Atomic Energy Act (42 U.S.C. 2039, 2232 b.), the Advisory Committee on Reactor Safeguards' Subcommittee on Safety Features Provided by Architect-Engineers will hold a meeting on August 22 & 23, 1974 in Room 1046 at 1717 H Street NW., Washington, D.C.

The purpose of the meeting will be to discuss the role of the Architect-Engineer in nuclear plant design and the safety features that are provided by the Architect-Engineer as opposed to those provided by the nuclear steam system supplier.

The following constitutes that portion of the Subcommittee's agenda for the above meeting which will be open to the public:

THURSDAY, AUGUST 22, 1974,
9:00 A.M.—5:00 P.M.

Discussions with Sargent and Lundy Engineers Inc.

FRIDAY, AUGUST 23, 1974,
9:00 A.M.—5:00 P.M.

Discussions with Ebasco Services Inc. and Gilbert Associates Inc.

Representatives of the Architect-Engineers will make presentations on the role of the Architect-Engineer, standardization of plant design, interfaces with the nuclear steam system supplier, operating experience, and specific design features, and other items.

In connection with the above agenda, the Subcommittee will hold executive sessions prior to, and at the close of, each day's public session, which will involve a discussion of its preliminary views, and an exchange of opinions of the Subcommittee members and internal deliberations and formulation of recommendations to the ACRS. In addition, the Subcommittee may hold a closed session with the Regulatory Staff and representatives of the Architect-Engineers to discuss privileged information relating to industrial security and specific plant design features.

I have determined, in accordance with subsection 10(d) of Pub. L. 92-463, that the executive sessions at the beginning and end of each day's session 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 closed sessions may be held, if necessary, to discuss certain documents and information which are privileged and fall within exemption (4) of 5 U.S.C. 552(b). Further, any non-exempt material that will be discussed during the above closed sessions will be inextricably intertwined with exempt material, and no further separation of this material is considered practical. It is essential to

close such portions of the meeting to protect such privileged information and 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, including provisions to carry over an incomplete open session from one day to the next.

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 August 15, 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 subject matter of the meeting as noted above.

(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 1:30 p.m. and 3:30 p.m. on August 22 & 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 August 20, 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) Persons desiring to attend portions of the meeting where proprietary information is to be discussed may do so

by providing to the Executive Secretary, Advisory Committee on Reactor Safeguards, 1717 H Street, NW., Washington, D.C. 20545, 7 days prior to the meeting, a copy of an executed agreement with the owner of the proprietary information to safeguard this material.

(i) A copy of the transcript of the open portions of the meeting will be available for inspection on or after August 27, 1974 at the Atomic Energy Commission's Public Document Room, 1717 H Street, NW., Washington, D.C. 20545. Copies of the transcript may be reproduced in the Public Document Room or may be obtained from Ace Federal Reporters, Inc., 415 Second Street, NE., Washington, D.C. 20002 (telephone 202-547-6222) upon payment of appropriate charges.

(j) 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 after October 22, 1974. Copies may be obtained upon payment of appropriate charges.

JOHN C. RYAN,
Advisory Committee
Management Officer.

[FR Doc.74-17931 Filed 8-6-74;8:45 am]

[Docket Nos. 50-324, 50-325]

CAROLINA POWER & LIGHT CO.

Notice and Order for Evidentiary Hearing

Please take notice that evidentiary hearing with respect to whether considering those matters covered by Appendix D to 10 CFR Part 50, the construction permits held by Carolina Power & Light Company for Brunswick steam electric plant, Units 1 & 2, should be continued, modified, terminated or appropriately conditioned to protect environmental values, shall commence on Monday, August 19, 1974, at 10:00 a.m. in the United States District Court, Second Floor, United States Court House, Federal Building, Water and Princess Streets, Wilmington, North Carolina 28401.

In accordance with the Atomic Energy Commission's Notice of Consideration of Issuance of Facility Operating Licenses and Opportunity for Hearing; Notice of Hearing Pursuant to 10 CFR Part 50, issued October 27, 1972, the Atomic Safety and Licensing Board (Board) will, in accordance with section A.11 of Appendix D of 10 CFR Part 50:

(a) Determine whether the requirements of section 102(2) (C) and (D) of the National Environmental Policy Act of 1969 and Appendix D to 10 CFR Part 50 of the Commission's Regulations have been complied with;

(b) Independently consider the final balance among conflicting factors contained in the record of the proceeding with a view toward determining the appropriate action to be taken; and

(c) Determine, after weighing the environmental, economic, technical and other benefits against environmental cost, and considering available alterna-

tives, whether the construction permits should be continued, modified terminated or appropriately conditioned to protect environmental values.

The parties to this proceeding shall be the applicant, Carolina Power & Light Company, and the Regulatory Staff of the United States Atomic Energy Commission.

At the commencement of the evidentiary hearing, opportunity will be accorded to any person, at the discretion of the Board, who wishes to make a limited appearance pursuant to 10 CFR § 2.715 of the Commission's rules of practice.

Washington, D.C., August 1, 1974.

By order of the Atomic Safety and Licensing Board.

MICHAEL L. GLASER,
Chairman.

[FR Doc.74-17933 Filed 8-6-74;8:45 am]

TENNESSEE VALLEY AUTHORITY

Notice of Proposed Issuance of Amendment to Facility Operating License

The Atomic Energy Commission (the Commission) is considering issuance of an amendment to Facility Operating License No. DPR-33 issued to Tennessee Valley Authority (the licensee) for operation of Browns Ferry Nuclear Plant, Unit 1 (the facility) located in Limestone County, Alabama.

The amendment would revise the provisions in the Technical Specifications relating to new maximum average planar linear heat generation rate (MAPLHGR) curves (fuel densification) in accordance with the licensee's application for amendment dated June 3, 1974, as supplemented June 10, 1974; and will provide modifications of the facility which include pipe whip restraints for sections of High Pressure Coolant Injection (HPCI), Reactor Core Isolation Cooling (RCIC), and Reactor Water Cleanup (RWCU) lines, and relocation and protection of certain instrumentation lines and electrical equipment in accordance with Amendment No. 49 to the application and a report entitled "Concluding Report on the Effects of Postulated Pipe Failure Outside of Containment for Unit 1 of the Browns Ferry Nuclear Plant," transmitted by the licensee's letter dated November 2, 1973.

By September 9, 1974, the licensee may file a request for a hearing and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with the Commission's "Rules of Practice" in 10 CFR Part 2. If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this action, see (1) the application for amendment and supplement thereto dated June 3, 1974, and June 10, 1974, respectively; (2) the Commission's Technical Report on Densification of General Electric Reactor Fuels, dated August 28, 1973,

and Supplement 1, dated December 14, 1973; (3) Amendment No. 49 to the application; (4) the report entitled "Concluding Report on the Effects of Postulated Pipe Failure Outside of Containment for Unit 1 of the Browns Ferry Nuclear Plant," transmitted by the licensee's letter dated November 2, 1973; and (5) the Directorate of Licensing's Safety Evaluation and Errata dated June 26, 1972, and Supplements 1 through 6 thereto. These items are available for public inspection at the Commission's Public Document Room, 1717 H Street, NW, Washington, D.C., and at the Athens Public Library, South and Forrest, Athens, Alabama 35611. When the Safety Evaluation by the Directorate of Licensing and the Technical Specifications to the proposed license amendment become available, they may be inspected at the above locations.

A copy of items (2) and (5) above and, when available, the Safety Evaluation and the Technical Specifications to the proposed license amendment may be obtained upon request to the U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Deputy Director for Reactor Projects, Directorate of Licensing—Regulation.

Dated at Bethesda, Maryland, this 1st day of August, 1974.

For the Atomic Energy Commission.

JOHN F. STOLZ,
Chief, Light Water Reactors
Project Branch 2-1, Directorate
of Licensing.

[FR Doc.74-17932 Filed 8-6-74;8:45 am]

CIVIL AERONAUTICS BOARD

[Docket No. 26918; Order 74-8-6]

AEROVIAS INTERNACIONAL BALBOA, S.A.

Statement of Tentative Findings and Conclusions and Order To Show Cause

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 2d day of August 1974.

By Order E-18378 dated February 7, 1962 and approved by the President on May 23, 1962 the Board issued a foreign air carrier permit to Aerovias Internacional Balboa, S.A. (Balboa) which authorized the carrier to engage in foreign air transportation with respect to property only between a point or points in Panama and the terminal point Miami, Florida and to operate off-route charter trips pursuant to Part 212 of the Board's Economic regulations.

The Board has been advised by the Government of Panama that Balboa's Commercial Air Navigation Services Operation Certificate has been canceled.

Based upon the foregoing, the Board tentatively finds and concludes that the foreign air carrier permit now held by Balboa should be canceled, and that, unless objections are received within 20 days from the date of service of this order, the Board should make such

tentative findings and conclusions final and submit to the President for his approval a final order canceling said permit.

Accordingly, it is ordered, That:

1. All interested parties be and they hereby are directed to show cause why the Board should not make final the tentative findings and conclusions herein which would, subject to the approval of the President, cancel the foreign air carrier permit held by Aerovias Internacional Balboa, S.A.;

2. Any interested person having objection to the issuance, without hearing, of an order making final the tentative findings and conclusions stated herein shall file a statement of objections supported by evidence within twenty days of service of this order. If an evidentiary hearing is requested the objector should state in detail why such hearing is considered necessary and what relevant and material facts he would expect to establish through such hearing which cannot be established in written pleadings.¹

3. If timely and properly supported objections are filed, full consideration will be accorded the matters and issues raised by the objections before further action is taken by the Board;

4. In the event no objections are filed, all further procedural steps shall be deemed waived, and the Board may proceed to enter an order in accordance with the tentative findings and conclusions set forth herein; and

5. Copies of this order shall be served upon the following: Aerovias Internacional Balboa, S.A. and the Ambassador of Panama.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] EDWIN Z. HOLLAND,
Secretary.

[FR Doc.74-18034 Filed 8-6-74;8:45 am]

[Docket No. 26664]

AIR PANAMA INTERNACIONAL, S.A.

Foreign Air Carrier Permit Renewal; Postponement of Prehearing Conference

Notice is given that the prehearing conference now scheduled for August 29, 1974 (39 FR 21004, June 17, 1974), is hereby postponed to September 4, 1974, at 10 a.m. (local time), in Room 503, Universal Building, 1825 Connecticut Avenue, NW., Washington, D.C., before the undersigned.

Dated at Washington, D.C., August 1, 1974.

[SEAL] ALEXANDER N. ARGERAKIS,
Administrative Law Judge.

[FR Doc.74-18036 Filed 8-6-74;8:45 am]

¹ Since provision is made for the filing of objections to this order, petitions for reconsideration of this order will not be entertained.

[Docket No. 22859; Order 74-8-9]

FLYING TIGER LINE INC.

Order of Suspension

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 2nd day of August 1974.

By tariff revisions marked to become effective August 4 and 9, 1974, The Flying Tiger Line Inc. (Tiger) proposes to revise its domestic air freight rates as follows:

1. Increase and decrease bulk general commodity rates in numerous markets at selected weight-breaks;

2. Add new 200-pound bulk general commodity rates in two markets—Hartford to Portland and New York to Los Angeles;

3. Reduce the exception rating for human remains from 235 to 209 percent;

4. Cancel all Type A container general commodity rates with minimum weights below 3,200 pounds; and

5. Increase various container rates and charges in certain long-haul markets including those from Los Angeles, San Francisco, Portland, and Seattle.

Tiger contends that for the most part, its proposed rates, both bulk and container, would be equal to those in effect or proposed by United Air Lines, Inc. (United). In some cases, however, Tiger's 200-pound rates would be equal to United's 100-pound rates.

The carrier further asserts that its proposed bulk rates and certain of its container rates do not exceed industry unit costs calculated in accordance with the methodology of the Bureau of Economics in the *Domestic Air Freight Rate Investigation*, although this does not connote either acceptance of the Bureau's costing methodology or the cost levels utilized herein.¹

Tiger forecasts that for the year ending July 31, 1975, its proposed rate filings will earn gross revenues of approximately \$2.1 million, its operating expenses will rise by \$528,000, chiefly due to higher labor costs, and without considering possible increases in other costs. The carrier states that its domestic return element will rise from \$3.2 million to \$4.0 million, but this will amount only to 5.86 percent return on investment, considerably below the Board's standard.

The proposed rates and charges come within the scope of the *Domestic Air Freight Rate Investigation*, Docket No. 22859, and their lawfulness will be determined in that proceeding. The issue now before the Board is whether to suspend the proposal or to permit it to become effective pending investigation.

¹ In Order 74-7-120, dated July 26, 1974, the Board sets forth in some detail its bases for use of the costing methodology in evaluating tariff increases pending final decision in the *Domestic Air Freight Rate Investigation*. These bases are equally applicable herein and will not be repeated.

The Board has reviewed these proposed rates and charges in the light of industry costs of carrying air freight (including a full return on investment) and including recent fuel price increases, and finds the following proposed rates to be excessive in relation to costs:²

1. Most of the 200-pound bulk general commodity rates involving increases;

2. Most of the increased rates filed for Type D containers;

3. Type B and B-2 container rate increases in the following markets;

Boston to San Francisco
Chicago to Los Angeles
Hartford to San Francisco
New York to Seattle
Hartford to Los Angeles

4. Type B container rate increases in the Chicago to Los Angeles and New York to Seattle markets.

In view of the foregoing and upon consideration of all other relevant factors, the Board finds that the proposal, to the extent it applies to such rates as set forth in detail in Appendices A and B,³ should be suspended. The remaining portions of the proposal appear sufficiently related to costs that the Board will permit them to become effective.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a), 403, 404, and 1002 thereof,

It is ordered, That:

1. Pending hearing and decision by the Board, the rates and charges described in Appendix A hereto² are suspended and their use deferred to and including November 1, 1974; and those in Appendix B hereto² are suspended and their use deferred to and including November 6, 1974; unless otherwise ordered by the Board and that no change be made therein during the period of suspension except by order or special permission of the Board.

2. Copies of this order shall be filed with the tariffs and served upon The Flying Tiger Line Inc.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] EDWIN Z. HOLLAND,
Secretary.

[FR Doc.74-18035 Filed 8-6-74; 8:45 am]

[Docket No. 25280; Order 74-8-8]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Specific Commodity Rates

Issued under delegated authority August 2, 1974.

² Although the carrier contends that many of its proposed rates do not exceed industry costs according to BE's methodology in the *Domestic Air Freight Rate Investigation*, it presents no details of its computations based upon such methodology.

³ Appendices A and B are filed as part of the original document.

An agreement has been filed with the Board pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic regulations between various air carriers, foreign air carriers, and other carriers embodied in the resolutions of the Joint Traffic Conferences of the International Air Transport Association (IATA), and adopted pursuant to the provisions of

Agreement CAB	Specific commodity Item No.	Description and rate
24555:		
R-1	1475	Plants 250 cents per kg., minimum weight 100 kgs., 175 cents per kg., minimum weight 500 kgs., from Abidjan to New York.
R-2	9516	Handicraft Products, ¹ 308 cents per kg., minimum weight 250 kgs., from Blantyre to New York.

¹ See tariff for complete commodity description.

Pursuant to authority duly delegated by the Board in the Board's regulations, 14 CFR 385.14, it is not found that the subject agreement is adverse to the public interest or in violation of the Act, provided that approval is subject to the conditions hereinafter ordered.

Accordingly, it is ordered, That:

1. Agreement C.A.B. 24555, R-1 and R-2, be and hereby is approved, provided that approval shall not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publications; provided further that tariff filings shall be marked to become effective on not less than 30 days' notice from the date of filing.

2. The findings and approval herein shall not be deemed to modify the findings and Order of the Board in its decision in *Agreements Adopted by IATA Relating to North Atlantic Cargo Rates*, Order 73-2-24 of February 6, 1973, Order 73-7-9 of July 5, 1973, Order 73-9-109 of September 28, 1973, Order 74-4-7 of April 2, 1974, and 74-7-130 of July 29, 1974, and are subject, where applicable, to all the provisions of such orders.

Persons entitled to petition the Board for review of this order, pursuant to the Board's regulations, 14 CFR 385.50, may file such petitions within ten days after the date of service of this order.

This order shall be effective and become the action of the Civil Aeronautics Board upon expiration of the above period, unless within such period a petition for review thereof is filed or the Board gives notice that it will review this order on its own motion.

This order will be published in the FEDERAL REGISTER.

[SEAL] EDWIN Z. HOLLAND,
Secretary.

[FR Doc.74-18037 Filed 8-6-74; 8:45 am]

[Docket No. 26775]

TRANS INTERNATIONAL AIRLINES, INC. Enforcement Proceeding; Notice of Hearing

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that hearing in the above-entitled matter is assigned to be held on October 1, 1974, at 10 a.m. (lo-

cal time) in Room 503, Universal Building, 1825 Connecticut Avenue NW, Washington, D.C., before Administrative Law Judge Alexander N. Argerakis.

Dated at Washington, D.C., August 1, 1974.

[SEAL] ROBERT L. PARK,
Chief Administrative
Law Judge.

[FR Doc.74-18033 Filed 8-6-74; 8:45 am]

COMMISSION OF FINE ARTS

Notice of Meeting

AUGUST 5, 1974.

There will be a meeting of the Commission of Fine Arts at 10 a.m. on Wednesday, August 14, 1974, in the Commission offices at 708 Jackson Place NW, Washington, D.C. Inquiries regarding the agenda should be addressed to the Secretary, Commission of Fine Arts, 708 Jackson Place NW, Washington, D.C. 20006, telephone 343-5324.

CHARLES H. ATHERTON,
Secretary.

[FR Doc.74-18132 Filed 8-6-74; 8:45 am]

CIVIL SERVICE COMMISSION

FEDERAL EMPLOYEES PAY COUNCIL

Notice of Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act, Public Law 92-463, notice is hereby given that the Federal Employees Pay Council will meet at 2:00 p.m. on Monday, August 12, 1974, to continue discussions on the fiscal year 1975 comparability adjustment for the statutory pay systems of the Federal Government.

The Director of the Office of Management and Budget and the Chairman of the U.S. Civil Service Commission, in carrying out their joint responsibility as President's agent under 5 U.S.C. 5305 and Executive Order 11721, have established the Federal Employees Pay Council as a forum for discussions with the representatives of Federal employee organizations of a wide variety of issues relating to the setting of pay for the Federal statutory pay systems. Public disclosure of the is-

sues raised and positions taken in these labor-management discussions would inhibit the exchange of candid views, and would thereby severely limit the effectiveness of the Federal Employees Pay Council as a means by which Federal employee organizations can play a meaningful role in the Federal pay comparability process.

Therefore, the President's agent has determined that, since this meeting of the Federal Employees Pay Council will consist of exchanges of opinions which, if written, would fall within exemption (5) of 5 U.S.C. 552(b), the meeting will not be open to the public.

For the President's agent.

RICHARD H. HALL,
Advisory Committee Management
Officer for the President's Agent.

[FR Doc.74-17934 Filed 8-6-74;8:45 am]

COMMITTEE FOR THE IMPLEMENTATION OF TEXTILE AGREEMENTS

CERTAIN WOOL AND MAN-MADE FIBER TEXTILE PRODUCTS PRODUCED OR MANUFACTURED IN MACAU

Entry or Withdrawal From Warehouse for Consumption

AUGUST 2, 1974.

On January 8, 1974, there was published in the FEDERAL REGISTER (39 FR 1378) a letter dated December 20, 1973 from the Chairman, Committee for the Implementation of Textile Agreements, to the Commissioner of Customs implementing those provisions of the Bilateral Wool and Man-Made Fiber Textile Agreement of December 22, 1972, as amended, between the Governments of the United States and Portugal, which establish specific export limitations, among other categories, on Category 219, produced or manufactured in Macau and exported to the United States during the twelve-month period beginning on January 1, 1974 and extending through December 31, 1974. As set forth in that letter, the levels of restraint are subject to adjustment pursuant to paragraphs 5 and 6 of the Bilateral Wool and Man-Made Fiber Textile Agreement of December 22, 1972, as amended, which provide for the limited carryover of shortfalls in certain categories to the next agreement year; and that within the aggregate limit, limits on certain categories may be exceeded by not more than five (5) percent.

Accordingly, pursuant to the provisions of the bilateral agreement referred to above, there is published below a letter of August 2, 1974 from the Chairman of the Committee for the Implementation of Textile Agreements to the Commissioner of Customs amending the level of restraint applicable to man-made fiber textile products in Category 219, produced or manufactured in Macau and exported to the United States dur-

ing the twelve-month period which began on January 1, 1974.

SETH M. BODNER,
Chairman, Committee for the
Implementation of Textile
Agreements, and Deputy As-
sistant Secretary for Re-
sources and Trade Assistance.

COMMITTEE FOR THE IMPLEMENTATION OF
TEXTILE AGREEMENTS

AUGUST 2, 1974.

COMMISSIONER OF CUSTOMS,
Department of the Treasury,
Washington, D.C. 20229.

DEAR MR. COMMISSIONER: On December 20, 1973, the Chairman, Committee for the Implementation of Textile Agreements, directed you to prohibit entry during the twelve-month period beginning January 1, 1974 of wool and man-made fiber textile products in certain specified categories, produced or manufactured in Macau, in excess of designated levels of restraint. The Chairman further advised you that the levels of restraint are subject to adjustment.¹

Pursuant to paragraphs 5 and 6 of the Bilateral Wool and Man-Made Fiber Textile Agreement of December 22, 1972, as amended, between the Governments of the United States and Portugal, and in accordance with the provisions of Executive Order 11651 of March 3, 1972, you are directed to amend, effective as soon as possible, the level of restraint established in the aforesaid directive of December 20, 1973, for man-made fiber textile products in Category 219, produced or manufactured in Macau, to 415,456 dozen.²

The actions taken with respect to the Government of Portugal and with respect to imports of wool and man-made fiber textile products from Macau have been determined by the Committee for the Implementation of Textile Agreements to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the rule-making provisions of 5 U.S.C. 553. This letter will be published in the FEDERAL REGISTER.

Sincerely,

SETH M. BODNER,
Chairman, Committee for the Imple-
mentation of Textile Agreements,
and Deputy Assistant Secretary
for Resources and Trade Assis-
tance.

[FR Doc.74-18018 Filed 8-6-74;8:45 am]

¹The term "adjustment" refers to those provisions of the Bilateral Wool and Man-Made Fiber Textile Agreement of December 22, 1972, as amended, between the Governments of the United States and Portugal which provide, in part, for an additional three million square yards equivalent of man-made fiber textile products which may be exported from Macau in the first agreement year, or divided between the first and second agreement years; for the limited carryover of shortfalls in certain categories to the next agreement year; that within the aggregate limit, limits on certain categories may be exceeded by not more than five percent; and for administrative arrangements.

²This level has not been adjusted to reflect any entries made on or after January 1, 1974.

CONSUMER PRODUCT SAFETY COMMISSION

IMPORTATION OF CONSUMER PRODUCTS Proposed Statement of Policy

The Consumer Product Safety Commission is in the process of developing regulations and procedures applicable to the importation of consumer products subject to its jurisdiction. Fundamental to the development of importation regulations and procedures is this Commission's policy towards the importation of products under its jurisdiction. For this reason, the Commission is publishing a proposed statement of general policy concerning importation of consumer products.

This matter is considered a general statement of policy and, therefore, exempt from the notice and public procedure provisions of 5 U.S.C. 553(b) (3)(A) (Administrative Procedure Act). However, in view of the importance of such a policy, the Commission has decided to allow public comments on the proposed policy. The decision to publish the proposed policy for comment is not intended to establish a precedent to be followed for the implementation of future procedural rules. The proposed policy is set forth below:

The Consumer Product Safety Act regards importation of consumer products subject to its jurisdiction as having the same responsibilities under the law as do domestic manufactures of such products. While this equivalence may not be quite so explicit in the other laws enforced by Consumer Product Safety Commission, it is necessary that Commission policy reflect this principle of equivalence in implementing these other laws as well. Imports of products subject to CPSC jurisdiction have a substantial share of the domestic market for such products and consumer exposure to them can be expected to be high.

Thus, in the interest of giving the U.S. consumer the full measure of protection from hazardous products that was anticipated by Congress in establishing the CPSC, it is the Commission's policy that importers are subject to the same compliance and enforcement policies and procedures as are applicable to domestic manufacturers. Specifically:

(1) Importers have the same responsibilities and obligations as domestic manufacturers under all rules and regulations promulgated by the Commission. This includes responsibility for any certifications, labeling and recordkeeping requirements which the Commission promulgates.

(2) When enforcement actions, including criminal penalties, are appropriate they will be directed toward the senior officials of any importing organization and will not be restricted to action solely against the product.

(3) All imported products under the jurisdiction of the Consumer Product Safety Commission shall, to the maxi-

imum extent possible, be subject to uniform import procedures. The Consumer Product Safety Act will be the primary guide for developing such procedures.

(4) CPSC procedures on imports shall be developed in the context of the overall responsibilities, authorities, priorities, resources, and compliance philosophy of this Commission. Any existing procedures which have been inherited from predecessor agencies will be reviewed and revised, if necessary, to be consistent with the authority and philosophy of this Commission.

Whenever, in the application of this policy, it would appear that barriers to free trade may arise, exceptions to this policy may be considered by the Commission insofar as it can be done without compromising the Commission's responsibility to assure safe products to the consumer.

Interested persons are invited to submit, on or before September 6, 1974, written comments regarding this proposal. Comments and any accompanying material should be submitted, preferably in five copies, addressed to the Secretary, Consumer Product Safety Commission, Washington, D.C. 20207. Comments may be accompanied by a memorandum or brief in support thereof. Received comments may be seen in the Office of the Secretary, tenth floor, 1750 K Street NW., Washington, D.C., during working hours Monday through Friday.

Dated: August 1, 1974.

SHELDON BUTTS,
Acting Secretary, Consumer
Product Safety Commission.

[FR Doc. 74-17935 Filed 8-6-74; 8:45 am]

ENVIRONMENTAL PROTECTION AGENCY

[OPP-32000/95; FRL 245-4]

NOTICE OF RECEIPT OF APPLICATIONS FOR PESTICIDE REGISTRATION

Data To Be Considered in Support of Applications

On November 19, 1973, the Environmental Protection Agency (EPA) published in the FEDERAL REGISTER (38 FR 31862) its interim policy with respect to the administration of Section 3(c)(1)(D) of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA), as amended. This policy provides that EPA will, upon receipt of every application for registration, publish in the Federal Register a notice containing the information shown below. The labeling furnished by the applicant will be available for examination at the Environmental Protection Agency, Room EB-37, East Tower, 401 M Street SW., Washington, D.C. 20460.

On or before October 7, 1974, any person who (a) is or has been an applicant, (b) believes that data he developed and submitted to EPA on or after October 21, 1973, is being used to support an application described in this notice, (c) desires to assert a claim for compensation under section 3(c)(1)(D) for such use of his data, and (d) wishes to pre-

serve his right to have the Administrator determine the amount of reasonable compensation to which he is entitled for such use of the data, must notify the Administrator and the applicant named in the notice in the Federal Register of his claim by certified mail. Notification to the Administrator should be addressed to the Information Coordination Section, Technical Services Division (WH-569), Office of Pesticide Programs, 401 M Street SW., Washington, D.C. 20460. Every such claimant must include, at a minimum, the information listed in the interim policy of November 19, 1973.

Applications submitted under 2(a) or 2(b) of the interim policy will be processed to completion in accordance with existing procedures. Applications submitted under 2(c) of the interim policy cannot be made final until the 60 day period has expired. If no claims are received within the 60 day period, the 2(c) application will be processed according to normal procedure. However, if claims are received within the 60 day period, the applicants against whom the claims are asserted will be advised of the alternatives available under the Act. No claims will be accepted for possible EPA adjudication which are received after October 7, 1974.

APPLICATIONS RECEIVED

EPA File Symbol 34309-R. All States' Products Co., 2616 Guinotte St., Kansas City MO 64120. DE-BUGG SPRAY. Active Ingredients: 0,0-diethyl 0-(2-isopropyl-6-methyl-4-pyrimidinyl) phosphorothioate 0.50%; Pyrethrins 0.06%; Technical piperonyl butoxide 0.30%; Petroleum distillates 97.97%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA Reg. No. 3125-210. Chemagro, Division of Baychem Corp., PO Box 4913, Kansas City MO 64120. DYLOX 4 INSECTICIDE. Active Ingredients: Dimethyl (2,2,2-trichloro-1-hydroxyethyl) phosphate 39%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 6853-RG. Bes-Tex Insecticides Co., Inc., PO Box 664, San Angelo TX 76901. BES-TEX 10% SEVIN MULTI PURPOSE. Active Ingredients: 1 Naphthyl N-methylcarbamate 10%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 432-LGL. S. B. Penick & Co., a Unit CPO International Inc., 100 Church St., New York NY 10007. COATED DETHMOR. Active Ingredients: Warfarin 8-(a-acetylbenzyl)-3-hydroxycoumarin 0.5%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA Reg. No. 6754-50. Dettelbach Pesticide Corp., 4111 Peachtree Rd., N.E., Atlanta GA 30319. PROFESSIONAL DDVP NO. 2 INSECTICIDE EMULSIFIABLE CONCENTRATE. Active Ingredients: 2,2-Dichlorovinyl Dimethyl Phosphate 22.0%; Related Compounds 1.7%; Heavy Aromatic Naphtha 71.3%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 17870-G. Eco-Chem, Inc., PO Box 51476, New Orleans LA 70151. ECOTOX E. Active Ingredients: Disodium Cyanodithioimidocarbonate 6.35%; Ethylenediamine 2.40%; Potassium N-methyldithiocarbamate 8.75%. Method of Support: Application proceeds under 2(b) of interim policy.

EPA File Symbol 17870-U. Eco-Chem, Inc., PO Box 51476, New Orleans LA 70151. ECO-

TOX F. Active Ingredients: Disodium cyanodithioimidocarbonate 3.18%; Ethylenediamine 1.20%; Potassium N-methyldithiocarbamate 4.37%. Method of Support: Application proceeds under 2(b) of interim policy.

EPA Reg. No. 279-2685. FMC Corp., Agricultural Chemical Div., 100 Niagara St., Middleport NY 14105. METHOXYCHLOR 2 E C. Active Ingredients: Methoxychlor, Technical 25.0%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 11743-L. Guardian-IPCO, Inc., PO Box 54, 1315 2nd Ave. North, Birmingham AL 35201. VULCAN #87 ALGACIDE. Active Ingredients: Disodium cyanodithioimidocarbonate 3.18%; Ethylenediamine 1.20%; Potassium N-methyldithiocarbamate 4.37%. Method of Support: Application proceeds under 2(b) of interim policy.

EPA File Symbol 10707-O. Magna Corp., 11808 S. Bloomfield Ave., Santa Fe Springs CA 90670. MAGNACIDE H HERBICIDE. Active Ingredients: Acrolein 92%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 7001-ROT. Occidental Chemical Co., A Division of Occidental Petroleum Corp., PO Box 198, Lathrop CA 95330. DIAZINON 5 GRANULES. Active Ingredients: 0,0-diethyl 0-(2-isopropyl-6-methyl-4-pyrimidinyl) phosphorothioate 5.0%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 7001-ROA. Occidental Chemical Co. BEST ROSE & FLOWER DUST. Active Ingredients: 0,0-Diethyl 0-(2-Isopropyl-4-methyl-6-pyrimidinyl) phosphorothioate 5.0%; Folpet (N-trichloromethylthio) phthalimide 7.5%; Sulfur 10.0%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 7001-ROI. Occidental Chemical Co. TOMATO & VEGETABLE DUST. Active Ingredients: Malathion (0,0-dimethyl dithiophosphate of diethyl mercaptosuccinate) 5%; Carbaryl (1-naphthyl methylcarbamate) 5%; Maneb (managanes ethylene bisdithiocarbamate) 6%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 9123-RA. Magnolia Fertilizer Co., Div. Pace National Corp., 500 7th Ave. South Kirkland WA 98033. MAGNOLIA GREEN-O-GANIC PLUS INSECT CONTROL. Active Ingredients: Technical Chlordane 1.0%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 8449-E. Plantation Garden Co., 4858 West Ave., San Antonio TX 78213. PLANTATION HOUSEHOLD SPRAY. Active Ingredients: (5-Benzyl-3-furyl) methyl 2,2-dimethyl-3-(2-methylpropenyl) cyclopropanecarboxylate 0.250%; Related compounds 0.034%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 3573-UR. Procter & Gamble, P.O. Box 599, Cincinnati OH 45202. TOP JOB ALL PURPOSE FLOOR AND BATHROOM CLEANER. Active Ingredients: Cetyl trimethyl ammonium bromide 2.8%; Essential oils 0.4%. Method of Support: Application proceeds under 2(a) of interim policy.

EPA File Symbol 1202-GNL. Puregro Co., 1052 W. Sixth St., Los Angeles CA 90017. PUREGRO DIAZINON 14G GRANULAR INSECTICIDE. Active Ingredients: 0,0-diethyl 0-(2-isopropyl-6-methyl-4-pyrimidinyl) phosphorothioate 14.3%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 538-REN. O. M. Scott & Sons Co., Marysville OH 43040. (SCOTTS) SUPER TURF BUILDER PLUS WEED

CONTROL 32-4-4. Active Ingredients: 2,4-Dichlorophenoxyacetic acid 1.10%; 2-(2-Methyl-4-chlorophenoxy) propionic acid 1.10%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 538-RER. O. M. Scott & Sons Co., Marysville OH 43040. (SCOTTS) PROTURF NEW SUPER BONUS FOR DICHONDRA 25-0-0. Active Ingredients: Diphenamid (N,N-Dimethyl-2,2-diphenylacetamide) 5.30%; Neburon (1-Butyl-3-(3,4-dichlorophenyl)-1-methylurea) 1.06%; Monuron 3-(p-chlorophenyl)-1,1-dimethylurea 0.17%; Chlorpyrifos O,O-diethyl-O-(3,5,6-trichloro-2-pyridyl) phosphorothioate 0.26%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 538-REE. O. M. Scott & Sons Co., Marysville OH 43040. (SCOTTS) SUPER BONUS-I BRAND WEED AND INSECT CONTROL PLUS FERTILIZER. Active Ingredients: Diphenamid (N,N-Dimethyl-2,2-diphenylacetamide) 3.50%; Monuron [3-(p-chlorophenyl)-1,1-dimethyl urea] 0.17%; Neburon [1-Butyl-3-(3,4-dichlorophenyl)-1-methylurea] 1.06%; Chlorpyrifos [0,0-diethyl O-(3,5,6-trichloro-2-pyridyl) phosphorothioate] 0.26%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 11682-EG. Sim-Chem Minerals and Chemicals Div., J. R. Simplot Co., dba Sim-Chem, PO Box 810, Mountain Home ID 83647. SIM-CHEM THIODAN 3 EC INSECTICIDE. Active Ingredients: Endosulfan (Hexachlorohexahydromethano-2,4,3-benzodioxathiepin oxide) 33.70%; Xylene base aromatic petroleum solvent 60.50%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 3743-GGL. Southern Agricultural Chemicals, Inc., PO Drawer 527, Kingstree SC 29556. ROYAL BRAND TOMATO SPECIAL. Active Ingredients: Carbaryl (1-Naphthyl N-Methylcarbamate) 7.5%; Maneb (Manganese ethylenebis(dithiocarbamate) 6.4%. Method of Support: Application proceeds under 2(c) of interim policy.

Dated: July 26, 1974.

JOHN B. RITCH, Jr.,
Director, Registration Division.

[FR Doc.74-17719 Filed 8-6-74; 8:45 am]

[FRL 247-1; FIFRA Docket No. 301]

CANCELLATION OF REGISTRATION OF 707-X KILLS-CONTROLS RATS-MICE 707 WARFARIN MOUSE & RAT KILLER

Notice of Postponement of Hearing

Take notice that hearings in this proceeding under the Federal Insecticide, Fungicide and Rodenticide Act, as amended, (86 Stat. 973; 7 U.S.C. 136 *et seq.*) and involving the intent to cancel the above registrations (EPA Reg. Nos. 1193-17 and 1193-48) originally noticed to commence on August 5, 1974, (39 FR 22089, June 26, 1974) are postponed to commence at 10 a.m. on August 8, 1974, at the U.S. Tax Court, Room 2132, Courtroom 1, 1111 Constitution Avenue NW., Washington, D.C.

FREDERICK W. DENNISTON,
Administrative Law Judge.

JULY 31, 1974.

[FR Doc.74-17964 Filed 8-6-74; 8:45 am]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 20122; FCC 74-819]

FISHING VESSELS

International Radiotelephone and Radiotelegraph Regulations

In the matter of International radiotelephone and radiotelegraph regulations for fishing vessels: Second draft of [IMCO] Convention on Safety of Fishing Vessels.

1. In this Notice of Inquiry the Commission is initiating action into the matter of preparation for a conference to be convened by the Inter-Governmental Maritime Consultative Organization (IMCO), possibly in 1976, on radio regulations to be included in a new Convention on Safety of Fishing Vessels.

2. While the final conference is some two years away, there is an immediate need for general preliminary or guidance information to be used by a United States delegation in discussions of this subject at the IMCO Subcommittee on Radiocommunications (SOR), which will convene in London during the period September 9 through 13, 1974. This general preliminary or guidance information must be available as soon as practicable so that it may be coordinated at the final meeting of that United States delegation. Further and more detailed comments will be required from time to time as the work progresses in preparation for the conference to consider the new convention.

3. Useful background information concerning those actions which have occurred in and outside of IMCO, and which lead up to the present date, are set forth in the "Report of the Maritime Safety Committee on its Thirtieth Session" (MSC XXX/17), under Agenda Item VII, paragraphs 79 through 89, which have been excerpted from that Report and are attached as Appendix 1. It will be noted that advance preparation looking to the development of the new convention falls under the IMCO Subcommittee on Safety of Fishing Vessels (SFV). It will also be noted that the Maritime Safety Committee has requested (paragraph 88) the IMCO SOR (London, September 9-13, 1974) to submit its comments to the sixteenth session of the IMCO SFV.

4. Turning now to Chapter X and the material requiring immediate consideration, it is contained in the attached Appendix 2. In Appendix 2 we have excerpted from IMCO SFV Document No. PFV XVI/3, dated 30 April 1974, which includes the covering two sheets of that document, pages 20, 30, 31, 102 through 118, and page 132. The material included in Appendix 2 is as follows: The covering two sheets provide explanatory information, supplementing the additional information appearing in Appendix 1. Page 20 sets forth the proposed categories to which the appropriate parts of the radio regulations would apply. Pages 30 and 31 set forth Regulation 8 on

the "Issue of Certificates." Pages 102 through 118 set forth the applicable radio regulations; and page 132 provides for the drafting of a form to be used as the Safety Certificate for Fishing Vessels.

5. The fishing vessels to which Chapter X of the new convention would apply are prescribed by Regulation 1, which appears on page 20 of Appendix 2. In brief summary, this is: any fishing vessel of 24 meters (78 feet, 9 inches) and above, except vessels exclusively used for sport or recreation or to processing vessels, which operate:

Category 1: unlimited sea areas;
Category 2: up to 200 n.m. from a place of shelter;
Category 3: up to 50 n.m. from a place of shelter.

6. The radio installation prescribed to be fitted by Regulation 3, Chapter X, for the respective categories of vessel (exemptions omitted) is as follows:

Category 1: Radiotelegraph and radiotelephone (see Regulations 6, 7 and 12);
Category 2: Unless fitted with a radiotelegraph station, shall be fitted with a radiotelephone station (see Regulations 11 and 12);
Category 3: Same as Category 2, unless the vessel is always within range of a land station(s), in which latter case it shall be fitted with VHF (see Regulation 13).

7. With regard to the above application criteria, it will be noted that the Communications Act of 1934, as amended, and the IMCO Safety of Life at Sea Convention are based on the use of tonnage, whereas the proposed Convention on Safety of Fishing Vessels is based on vessel length and distance operated from shore (shelter).

8. In view of the foregoing, a Notice of Inquiry is hereby adopted. Authority for this action is contained in sections 4(i), 303 and 403 of the Communications Act of 1934, as amended.

9. Interested persons may file comments on or before August 30, 1974, and reply comments on or before September 16, 1974. Comments and reply comments shall be filed pursuant to section 1.419(b) which requires among other things, an original and 14 copies of all filings. All relevant and timely comments and reply comments filed in this Docket will be considered by the Commission before further action is taken. The Commission may also take into account other pertinent information before it in addition to specific comments elicited by the Notice in this proceeding.

10. Responses will be available for public inspection during regular business hours in the Commission's Public Reference Room at its headquarters in Washington, D.C.

Adopted: July 31, 1974.

Released: August 2, 1974.

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

APPENDIX I—EXCERPTS FROM REPORT OF THE MARITIME SAFETY COMMITTEE ON ITS THIRTIETH SESSION (MCS XXX/17 3 APRIL 1974)

VIII. SAFETY OF FISHING VESSELS

Report of the Joint FAO/ILO/IMCO Meeting of Consultants on Safety on Board Fishing Vessels (MSC XXX/9(a)). 79. The Committee considered in general the Report of the Joint FAO/ILO/IMCO Meeting of Consultants on Safety on Board Fishing Vessels, held at IMCO Headquarters from 11-15 February 1974 and took note with satisfaction of the outcome of the meeting.

80. The Committee approved the final text of Part B, Safety and Health Requirements for the Construction and Equipment of Fishing Vessels of the Code of Safety for Fishermen and Fishing Vessels, as revised by the Joint Meeting (Annex III of CSFV/7 under cover of MSC XXX/9(a)) and instructed the Secretariat to proceed with the publication of Part B in English, French, Russian and Spanish on behalf of the FAO, ILO and IMCO as soon as it has also been approved by the appropriate bodies of FAO and ILO.

81. The Committee further approved the amendments proposed by the Joint Meeting to Part A of the Code (Annex IV of CSFV/7 under cover of MSC XXX/9(a)) and noted that the complete text of revised Part A will be published on behalf of the three Organizations in due course by ILO.

82. The Committee, considering the recommendation by the Joint Meeting for the continuation of co-operation between the three Organizations in drafting voluntary guidelines for the design, construction and equipment of fishing vessels of less than 24 m in length, recalled that the Sub-Committee on Safety of Fishing Vessels had already initiated the necessary preparation.

83. Concerning the procedure for future amendments to both Parts of the Code, the Committee considered that any amendments should be effected as expeditiously as possible. It was suggested that non-controversial amendments could be approved by correspondence, but Joint Meetings of Consultants for which no ready agreement by correspondence can be reached.

84. Recognizing that the majority of items covered by the Code are within the scope of IMCO and noting the different working procedures within the three Organizations, which for the ILO could involve time-consuming correspondence with many consultants, whereas the IMCO Sub-Committee on Safety of Fishing Vessels holds regular meetings once or twice a year, the Committee agreed that:

(a) IMCO should act as a focal point for co-ordinating proposed amendments to the Code and in particular the IMCO Secretariat should undertake to receive any proposed amendments, to distribute them to the Organizations and to collate their respective comments;

(b) Any Joint Meeting of Consultants should be held, whenever possible, in conjunction with a meeting of the Sub-Committee; and

(c) Any proposed amendments should always be subject to the final approval of the appropriate bodies of the three Organizations.

85. The Committee requested the Secretariat to bring the above views to the attention of the appropriate bodies of FAO and ILO which are invited to concur with the outlined amendment procedure for both Parts of the Code.

86. The Committee considered the question of information on stationing support ships in all principal fishing grounds which could provide hospital, rescue and emergency repair facilities and weather forecasts and agreed to request all Member Governments

to submit such information. Those Member Governments which have previously supplied such information (MSC XIX/18/1/Add.2) should be requested to update it where necessary. The Secretariat was requested to circulate a questionnaire to that effect.

Report of the Sub-Committee on Safety of Fishing Vessels. (MSC XXX/9(b), MSC XXX/9(b)/1) 87. The Committee considered and approved in general the reports of the fourteenth and fifteenth sessions of the Sub-Committee on Safety of Fishing Vessels.

88. In particular the Committee requested the Sub-Committee on Radio-communications to consider at its thirteenth session draft Chapter IX of the 1976 draft Convention on Safety of Fishing Vessels, prepared by the Secretariat, and to submit its comments to the sixteenth session of the Sub-Committee on Safety of Fishing Vessels.

89. The Committee took note of the Sub-Committee's concern in respect of the number of meetings prior to the 1976 Conference and that a firm proposal for additional meeting weeks for 1975 will be forwarded to the next session of the Committee.

APPENDIX 2

PREPARATION FOR THE CONFERENCE ON SAFETY OF FISHING VESSELS, DRAFT CONVENTION, NOTE BY THE SECRETARIAT

APRIL 30, 1974.

Following the request by the Sub-Committee at its last session (paragraph 6 of PFV XV/7) the Secretariat has prepared the attached text of a second draft of the Convention on Safety of Fishing Vessels with the assistance of the United Kingdom delegation in preparing Chapters VI, VIII, IX and XI. This second draft takes account of comments made at the last session on the first draft (PFV XV/3). In submitting the second draft the following should be noted:

(a) In order to assist the Sub-Committee in considering the second draft, footnotes have been added to the text where necessary to reflect the discussion at the Sub-Committee's last session and/or to point out certain problems.

(b) Chapter II has been rearranged inasmuch as the Regulations and Steering Gear and on Bulwarks, Rails and Guards are now embodied in Chapters V and VII respectively and Regulations 2 to 14 of Chapter III of the first draft, as well as a new regulation on watertight doors have been added to Chapter II.

(c) Chapter III on freeboard has to be developed when more information is available.

(d) The regulations concerning emergency procedures, musters and drills have been segregated from Chapter VIII (first draft) and are now proposed to form a self-contained Chapter IX because the provisions concern not only the abandoning of the ship, but also deal with fire drills and periodical testing of the means of closures in watertight bulkheads.

(e) In accordance with the decision by the Sub-Committee at its fifteenth session, the Sub-Committee on Radiocommunications is invited to review Chapter X on Radiocommunications at its thirteenth session (9-13 September 1974).

(f) In the draft of Chapter XI—Shipborne Navigational Equipment—provisions already covered by Chapter V of the 1960 Safety Convention have not been included except in Regulation 5 (1) and (2), which have been put in square brackets for particular consideration by the Sub-Committee.

(g) In Appendix II the form of certificate concerning radio communications has to be developed. The Sub-Committee is invited to consider whether there should be two forms to cover radiotelegraphy and radiotelephony or one form to cover both installations, or

whether radio communications should be a part of a general safety certificate.

(h) Appendix IV has to be completed in respect of inflatable and inflated lifeboats, taking into account drafts to be proposed by France and the Federal Republic of Germany (paragraph 6 of PFV XV/7).

2. The Sub-Committee at its last session (paragraph 7 of PFV XV/7) invited Members to submit comments on all aspects of the second draft of the Convention by 1 August 1974, including technical and legal points such as scope, control, certifications, definitions, etc.

ANNEX—REGULATIONS FOR CONSTRUCTION AND EQUIPMENT OF FISHING VESSELS

Chapter I—General Provisions

Regulation 1—Application

(1) Unless expressly provided otherwise, the provisions of this Annex shall apply to (new) (decked) fishing vessels of 24 metres in length and above⁴.

(2) The provisions of this Annex shall not apply to vessels exclusively used for sport or recreation or to processing vessels⁵.

(3) For the purposes of this Annex, fishing vessels shall be divided into the following three categories:⁶

Category 1—Vessels for unlimited sea areas;

Category 2—Vessels intended for fishing operations in sea areas of up to 200 nautical miles from a place of shelter;

Category 3—Vessels intended for fishing operations in sea areas up to 50 nautical miles from a place of shelter.

Except expressly provided otherwise, the provisions of this Annex shall apply to vessels of all categories.

(c) Intermediate surveys at intervals specified by the Administration but not exceeding (two) years concerning the structure and machinery of the vessel, as referred to in Chapters II, III, IV, V, and VI of this Annex. The survey shall be such as to ensure that alterations which would affect the safety of the vessel or the crew have not been made. Such intermediate surveys shall be endorsed on the International Fishing Vessel Safety Construction Certificates issued under Regulation 8 of this Annex.

(2) Surveys of the vessel as regards enforcement of the provisions of this Annex shall be carried out by officers of the Administration. The Administration may, however, entrust the surveys either to surveyors nominated for the purpose or to organizations recognized by it. In every case the Administration concerned fully guarantees the completeness and efficiency of the surveys.

(3) After any survey of the vessel under this Regulation has been completed, no significant change shall be made in the structure, equipment, fittings, arrangements or material covered by the survey without the sanction of the Administration, except the

⁴ Application of certain provisions of the convention to existing fishing vessels may be referred to in respective chapters. This matter needs to be reconsidered.

⁵ Reference to processing vessels may create difficulties concerning interpretation of application of the 1960 Safety Convention which, in the opinion of some delegates, applies also to processing vessels.

⁶ Some delegates considered that categories of operation should be covered in the definitions (Regulation 2). One delegation proposed to include seasonal zones as in the Load Line Convention and another preferred complete deletion of categories in the Convention.

⁷ Reference may not be necessary.

direct replacement of such equipment or fittings.

Regulation 8—Issue of Certificates

(1) The following certificates²¹ shall be issued to any vessels (engaged in voyages to ports under the jurisdiction of other Parties to the present Convention):²²

(a) A certificate called an International Fishing Vessel Safety Construction Certificate (1976) shall be issued after survey of a vessel which complies with the applicable requirements of Chapters II, III, IV,²³ V and VI and any other relevant requirements of this Annex.

(b) A certificate called an International Fishing Vessel Safety Equipment Certificate (1976) shall be issued after survey to a vessel which complies with the applicable requirements of Chapters II, III, IV, V, VI, VII, VIII, and XI and any other relevant requirements of this Annex.

(c) A certificate called an International Fishing Vessel Safety Radiocommunications Certificate (1976) shall be issued after survey to a vessel which complies with the requirements of Chapter IX and any other relevant requirements of this Annex.

(d) When an exemption is granted to a vessel under, and in accordance with, the provisions of this Annex, a certificate called an International Fishing Vessel Exemption Certificate (1976) shall be issued in addition to the certificates prescribed in this Regulation.

(2) The Certificates referred to in this Regulation shall be issued either by the Administration or by any person or organization duly authorized by it. In every case, that Administration assumes full responsibility for the certificate.

Regulation 9—Issue of a Certificate by another Government

(1) The Government of a Party to the Convention may, at the request of the Administration of another Government of a Party to the Convention, cause a vessel to be surveyed and, if satisfied that the provisions of this Annex are complied with, shall issue or authorize the issue of certificates to the vessel in accordance with the provisions of this Annex.

(2) A copy of the certificate and a copy of the survey report shall be transmitted as soon as possible to the requesting Administration.

(3) A certificate so issued shall contain a statement to the effect that it has been issued at the request of the Administration and it shall have the same force and receive the same recognition as the certificates issued under Regulation 8 of this Annex.

CHAPTER X—RADIOTELEGRAPHY AND RADIOTELEPHONY

Regulation 1—General

No provision in this Chapter shall prevent the use, by a vessel or survival craft in distress, of any means at its disposal to attract attention, make known its position and obtain help.

²¹ The Sub-Committee is invited to consider whether all or any of the certificates could be combined into one certificate, e.g. an International Fishing Vessel Safety Certificate, as in the case of passenger ships, or an International Fishing Vessel Safety Construction and Equipment Certificate, to cover construction and equipment other than radiocommunications installations.

²² Alternative text: "engaged in voyages to the sea areas under the jurisdiction of other Parties to the present Convention".

Regulation 2—Terms and Definitions

For the purpose of this Chapter the following terms shall have the meanings defined below. All other terms which are used in this Chapter and which are also defined in the Radio Regulations shall have the same meanings as defined in those Regulations:

(a) "Radio Regulations" means the Radio Regulations annexed to, or regarded as being annexed to, the most recent International Telecommunication Convention which may be in force at any time.

(b) "Radiotelegraph auto alarm" means an automatic alarm receiving apparatus which responds to the radiotelegraph alarm signal and has been approved by the Administration.

(c) "Radiotelephone auto alarm" means an automatic alarm receiving apparatus which responds to the radiotelephone alarm signal and has been approved by the Administration.

(d) "Radio Officer" means a person holding at least a first or second class radiotelegraph operator's certificate, a radiotelegraph operator's special certificate or a radiocommunication operator's general certificate for the maritime mobile service, complying with the provisions of the Radio Regulations.

(e) "Radiotelephone operator" means a person holding an appropriate certificate complying with the provisions of the Radio Regulations.

Regulation 3—Radio Stations

(1) Every vessel of Category 1, unless exempted under Regulation 4 of this Chapter, shall be fitted with a radiotelegraph station complying with the provisions of Regulations 6 and 7 of this Chapter. The radiotelegraph station shall also include a radiotelephone transmitter and receiver complying with the provisions of Regulation 12 of this Chapter.

(2) Vessels of Category 2 and 3, unless fitted with a radiotelegraph station, shall be fitted with a radiotelephone station complying with the provisions of Regulations 11 and 12 of this Chapter.

(3) Vessels of Category 3, if always within VHF cover of land stations may, instead of the requirements of paragraph (2) above, be fitted with a VHF radiotelephone station complying with the provisions of Regulation 13 of this Chapter.

Regulation 4—Exemptions from Regulation 3

(1) It is highly desirable not to deviate from the application of Regulation 3 of this Chapter; nevertheless the Administration may grant to individual vessels exemptions of a partial and/or conditional nature, or complete exemption from the requirements of Regulation 3 of this Chapter.

(2) The exemptions permitted under paragraph (1) of this Regulation shall be granted only to a vessel engaged on a voyage where the maximum distance of the vessel from the shore, the length of the voyage, the absence of general navigational hazards, and other conditions affecting safety are such as to render the full application of Regulation 3 of this Chapter unreasonable or unnecessary. When deciding whether or not to grant exemptions to individual vessels, Administrations shall have regard to the effect that exemptions may have upon the general efficiency of the distress service for the safety of all vessels.

(3) Each Administration shall submit to the Organization as soon as possible after the first of January in each year a report showing all exemptions granted under paragraphs (1) and (2) of this Regulation during the previous calendar year and giving the reasons for granting such exemptions.

Regulation 5—Watches

(1) Each vessel which in accordance with Regulation 3 of this Chapter is fitted with a

radiotelegraph station shall carry at least one radio officer and, while at sea, maintain continuous watch on the radiotelegraph distress frequency. Such watch may be kept by means of a radiotelegraph auto alarm equipment complying with the provisions of Regulation 8 of this Chapter. In addition continuous watch shall be maintained on the radiotelephone distress frequency in the place on board from which the vessel is usually navigated, by use of a radiotelephone distress frequency watch receiver, using a loudspeaker, a filtered loudspeaker or radiotelephone auto alarm.

(2) Vessels fitted with a radiotelephone station shall carry at least one radio officer or radiotelephone operator and shall, while at sea, maintain continuous watch on the radiotelephone distress frequency in the place on board from which the vessel is usually navigated, by use of a radiotelephone distress frequency watch receiver, using a loudspeaker, a filtered loudspeaker or radiotelephone auto alarm.

(3) Vessels fitted with a VHF radiotelephone station only, shall carry at least one radiotelephone operator and shall, while at sea, maintain listening watch on the bridge for such periods and on such channels as may be required by the Administration.

Regulation 6—Radiotelegraph Stations

(1) The radiotelegraph station shall be so located that no harmful interference from extraneous mechanical or other noise will be caused to the proper reception of radio signals. The station shall be placed as high in the vessel as is practicable, so that the greatest possible degree of safety may be secured.

(2) There shall be provided between the radiotelegraph operating room and the bridge and one other place, if any, from which the vessel is navigated, an efficient two-way system for calling and voice communication which shall be independent of the main communication system on the vessel.

(3) The radiotelegraph installation shall be installed in such a position that it will be protected against the harmful effects of water or extremes of temperature. It shall be readily accessible both for immediate use in case of distress and for repair.

(4) A reliable clock with a dial not less than 125 millimetres in diameter and a concentric seconds hand, the face of which is marked to indicate the silence periods prescribed for the radiotelegraph service by the Radio Regulations, shall be provided. It shall be securely mounted in the radiotelegraph operating room in such a position that the entire dial can be easily and accurately observed by the radio officer from the radiotelegraph operating position and from the position for testing the radiotelegraph auto alarm receiver.

(5) A reliable emergency light shall be provided in the radio telegraph operating room, consisting of an electric lamp permanently arranged so as to provide satisfactory illumination of the installation and of the clock required by paragraph (4) of this Regulation, except that where the clock and the radio installation are separate, the lighting need only illuminate the radio installation.

Regulation 7—Radiotelegraph Installations

(1) Except as otherwise expressly provided in this Regulation:

(a) The radiotelegraph station shall include a transmitter, main receiver, radio telephone distress frequency watch receiver and source of energy.

(b) A main and a reserve aerial shall be provided and installed, provided that the Administration may except any vessel from the provision of a reserve aerial if it is satisfied that the fitting of such an aerial is im-

practicable or unreasonable, but in such case a suitable spare aerial completely assembled for immediate installation shall be carried. In addition, sufficient aerial wire and insulators shall in all cases be provided to enable a suitable aerial to be erected.

The main aerial, if suspended between supports liable to whipping, shall be suitably protected against breakage.

(2) (a) The transmitter shall be capable of being quickly connected with and tuned to the main aerial, and the reserve aerial if one is fitted.

(b) The receivers shall be capable of being quickly connected with any aerial with which they are required to be used.

(3) The transmitter shall be capable of transmitting on the radiotelegraph distress frequency using a class of emission assigned by the Radio Regulations for that frequency. In addition, the transmitter shall be capable of transmitting on at least two working frequencies in the authorized bands between 405 kHz and 535 kHz, using classes of emission assigned by the Radio Regulations for these frequencies.

(4) The transmitter shall, if modulated emission is prescribed by the Radio Regulations, have a depth of modulation of not less than 70 percent and a note frequency between 450 and 1,350 cycles per second.

(5) The transmitter shall, when connected to the main aerial, have a minimal normal range of 150 nautical miles, that is to say, it must be capable of transmitting clearly perceptible signals from vessel to vessel by day and under normal conditions and circumstances over that range.* (Clearly perceptible signals will normally be received if the R.M.S. value of the field strength at the receiver is at least 50 microvolts per metre).

(6) (a) The main receiver shall be capable of receiving the radiotelegraph distress frequency and the classes of emission assigned by the Radio Regulations for that frequency.

(b) In addition, the main receiver shall permit the reception of such of the frequencies and classes of emission used for the transmission of time signals, meteorological messages and such other communications relating to safety of navigation as may be considered necessary by the Administration.

(c) The radiotelephone distress frequency watch receiver shall be preset to this frequency. It shall be provided with a filtering unit or a device to silence the loudspeaker if on the bridge in the absence of radiotelephone alarm signal. The device shall be capable of being easily switched in and out and may be used when, in the opinion of the master, conditions are such that maintenance of the listening watch would interfere with the safe navigation of the vessel.

(7) The main receiver shall have sufficient sensitivity to produce signals in headphones or by means of a loudspeaker when the receiver input is as low as 50 microvolts.

(8) There shall be available at all times, while the vessel is at sea, a supply of electrical energy sufficient to operate the installation over the normal range required by paragraph (5) of this Regulation as well as for the purpose of charging any batteries forming part of the radiotelegraph station. The voltage of the supply for the installation shall be maintained as near the rated voltage

as possible and, if practicable, within ± 10 percent.

(9) A reserve source of energy shall be provided independent of the propelling power of the vessel and of the vessel's electrical installation.

(10) The reserve source of energy shall preferably consist of batteries, which may be charged from the vessel's electrical system, and shall under all circumstances be capable of being put into operation rapidly and of operating the transmitter and receivers for at least six hours continuously under normal working conditions besides any of the additional loads mentioned in paragraphs (12) and (13) of this Regulation.*

(11) Where a source of energy consists of a battery or batteries, the radio station shall be provided with a means of assessing the charge condition.

(12) (a) The reserve source of energy shall be used to supply the installation and the automatic alarm signal keying device specified in paragraph (17) of this Regulation if it is electrically operated.

(b) The reserve source of energy may also be used to supply:

- (i) the radiotelegraph auto alarm;
- (ii) the emergency light specified in paragraph (5) of Regulation 6 of this Chapter;
- (iii) the direction-finder;
- (iv) the VHF installation;
- (v) the device for generating the radiotelephone alarm signal, if provided;
- (vi) any device, prescribed by the Radio Regulations, to permit change-over from transmission to reception and vice versa.

(c) Subject to the provisions of paragraph (13) of this Regulation, the reserve source of energy shall not be used other than for the purposes specified in this paragraph.

(13) Notwithstanding the provisions of paragraph (12) of this Regulation, the Administration may authorize the use in vessels of the reserve source of energy for a small number of low-power emergency circuits which are wholly confined to the upper part of the vessel, such as emergency lighting on the boat deck, on condition that these can be readily disconnected if necessary, and that the source of energy is of sufficient capacity to carry the additional load or loads.

(14) The reserve source of energy and its switchboard shall be as high as practicable in the ship and readily accessible to the radio officer. The switchboard shall, wherever possible, be situated in a radio room; if it is not, it shall be capable of being illuminated.

(15) While the vessel is at sea, batteries shall be brought up to the normal fully-charged condition daily.

(16) All steps shall be taken to eliminate so far as is possible the causes of, and to suppress, radio interference from electrical and other apparatus on board. If necessary, steps shall be taken to ensure that the aerials attached to broadcast receivers do not cause interference to the efficient or correct working of the radiotelegraph installation. Particular attention shall be paid to this requirement in the design of new vessels.

(17) In addition to a means for manually transmitting the radiotelegraph alarm signal, an automatic radiotelegraph alarm signal keying device shall be provided, capable of

*For the purpose of determining the electrical load to be supplied by the reserve source of energy, the following formula is recommended as a guide:

$\frac{1}{2}$ of the transmitter current consumption with the key down (mark) + $\frac{1}{2}$ of the transmitter current consumption with the key up (space) + current consumption of receivers and additional circuits connected to the reserve source of energy.

keying the transmitter so as to transmit the radiotelegraph alarm signal. The device shall be capable of being taken out of operation at any time in order to permit immediate manual operation of the transmitter. If electrically operated, this keying device shall be capable of operation from the reserve source of energy.

(18) All equipments forming part of the radio installation shall be reliable, and shall be so constructed that they are readily accessible for maintenance purposes.

Regulation 8—Radiotelegraph Auto Alarms

(1) Any radiotelegraph auto alarm shall comply with the following minimum requirements:

(a) In the absence of interference of any kind it shall be capable of being actuated, without manual adjustment, by any radiotelegraph alarm signal transmitted on the radiotelegraph distress frequency by any coast station, ship's emergency or survival craft transmitter operating in accordance with the Radio Regulations, provided that the strength of the signal at the receiver input is greater than 100 microvolts and less than 1 volt.

(b) In the absence of interference of any kind, it shall be actuated by either three or four consecutive dashes when the dashes vary in length from 3.5 to as near 6 seconds as possible and the spaces vary in length between 1.5 seconds and the lowest practicable value, preferably not greater than 10 milliseconds.

(c) It shall not be actuated by atmospheric or by any signal other than the radiotelegraph alarm signal, provided that the received signals do not in fact constitute a signal falling within the tolerance limits indicated in sub-paragraph (b) of this paragraph.

(d) The selectivity of the radiotelegraph auto alarm shall be such as to provide a practically uniform sensitivity over a band extending not less than 4 kHz and not more than 8 kHz on each side of the radiotelegraph distress frequency and to provide outside this band a sensitivity which decreases as rapidly as possible in conformity with the best engineering practice.

(e) If practicable, the radiotelegraph auto alarm shall, in the presence of atmospheric or interfering signals, automatically adjust itself so that within a reasonably short time it approaches the condition in which it can most readily distinguish the radiotelegraph alarm signal.

(f) When actuated by a radiotelegraph alarm signal, or in the event of failure of the apparatus, the radiotelegraph auto alarm shall cause a continuous audible warning to be given in the radiotelegraph operating room, in the radio officer's sleeping accommodation and on the bridge. If practicable, warning shall also be given in the case of failure of any part of the whole alarm receiving system. Only one switch for stopping the warning shall be provided and this shall be situated in the radiotelegraph operating room.

(g) For the purpose of regularly testing the radiotelegraph auto alarm, the apparatus shall include a generator pre-tuned to the radiotelegraph distress frequency and a keying device by means of which a radiotelegraph alarm signal of the minimum strength indicated in sub-paragraph (a) of this paragraph is produced. A means shall also be provided for attaching headphones for the purpose of listening to signals received on the radiotelegraph auto alarm.

(h) The radiotelegraph auto alarm shall be capable of withstanding vibration, humidity and changes of temperature, equivalent to severe conditions experienced on

*In the absence of a direct measurement of the field strength, it may be assumed that this range will be obtained with 76 metre-amperes or 71 W total aerial power. The term "metre-amperes" represents the product of the maximum height of the aerial above the deepest load water line in metres and the aerial current in amperes (R.M.S. value).

board vessels at sea, and shall continue to operate under such conditions.

(2) Before a new type of radiotelegraph auto alarm is approved, the Administration concerned shall be satisfied, by practical tests made under operating conditions equivalent to those obtaining in practice, that the apparatus complies with paragraph (1) of this Regulation.

(3) In vessels fitted with a radiotelegraph auto alarm, its efficiency shall be tested by a radio officer at least once every 24 hours while at sea. If it is not in working order, the radio officer shall report that fact to the master or officer on watch on the bridge.

(4) A radio officer shall periodically check the proper functioning of the radiotelegraph auto alarm receiver, with its normal aerial connected, by listening to signals and by comparing them with similar signals received on the radiotelegraph distress frequency on the installation.

(5) As far as practicable, the radiotelegraph auto alarm, when connected to an aerial, shall not affect the accuracy of the direction-finder.

Regulation 9—Direction-Finders

(1)(a) A direction-finding apparatus, if fitted, shall be efficient and capable of receiving signals with the minimum of receiver noise and of taking bearings from which the true bearing and direction may be determined.

(b) It shall be capable of receiving signals on the radiotelegraph frequencies assigned by the Radio Regulations for the purposes of distress and direction-finding and for maritime radio beacons.

(c) In the absence of interference the direction-finding apparatus shall have a sensitivity sufficient to permit accurate bearings being taken on a signal having a field strength as low as 50 microvolts per metre.

(d) As far as is practicable, the direction-finding apparatus shall be so located that as little interference as possible from mechanical or other noise will be caused to the efficient determination of bearings.

(e) As far as is practicable, the direction-finding aerial system shall be erected in such a manner that the efficient determination of bearings will be hindered as little as possible by the close proximity of other aerials, derricks, wire halyards or other large metal objects.

(f) An efficient two-way means of calling and voice communication shall be provided between the direction finder and the bridge.

(g) All direction finders shall be calibrated to the satisfaction of the Administration on first installation. The calibration shall be verified by check bearings or by a further calibration whenever any changes are made in the position of any aerials or of any structures on deck which might affect appreciably the accuracy of the direction-finder. The calibration particulars shall be checked at yearly intervals, or as near thereto as possible. A record shall be kept of the calibrations and of any checks made of their accuracy.

(2)(a) Radio equipment for homing on the radiotelegraph distress frequency shall be capable of taking direction-finding bearings on that frequency without ambiguity of sense within an arc of 30 degrees on either side of the bow.

(b) All reasonable steps shall be taken to ensure the homing capability required by this paragraph*. In cases where due to tech-

nical difficulties the homing capability cannot be achieved, Administrations may grant to individual vessels exemptions from the requirements of this paragraph.

Regulation 10—Portable Radio Apparatus for Survival Craft

Vessels of Categories 1, 2 and 3 shall carry either portable radio transmitter/receivers, capable of transmission and reception at least on the frequency 2182 kHz and incorporating the two-tone alarm signal generating device; or an emergency position-indicating radio beacon (EPIRB).

Regulation 11—Radiotelephone Stations

(1) The radiotelephone station shall be in the upper part of the vessel and so located that it is sheltered to the greatest possible extent from noise which might impair the correct reception of messages and signals.

(2) There shall be efficient communication between the radiotelephone station and the bridge.

(3) A reliable clock shall be securely mounted in such a position that the entire dial can be easily observed from the radiotelephone operating position.

(4) A reliable emergency light shall be provided, independent of the system which supplies the normal lighting of the radiotelephone installation, and permanently arranged so as to be capable of providing adequate illumination of the operating controls of the radiotelephone installation, of the clock required by paragraph (3) of this Regulation and of the card of instructions required by paragraph (6) of this Regulation.

(5) Where a source of energy consists of a battery or batteries, the radiotelephone station shall be provided with a means of assessing the charge condition.

(6) A card of instructions giving a clear summary of the radiotelephone distress procedure shall be displayed in full view of the radiotelephone operating position.

Regulation 12—Radiotelephone Installations

(1) The radiotelephone installation shall include a transmitter, a main receiver, a radiotelephone distress frequency watch receiver, and a source of energy.

(2) The transmitter shall be capable of transmitting on the radiotelephone distress frequency and on at least one other frequency in the bands between 1,605 kHz and 2,850 kHz using the classes of emission assigned by the Radio Regulations for these frequencies. In normal operation a double sideband transmission or a single sideband transmission with full carrier (i.e., A3H) shall have a depth of modulation of at least 70 per cent at peak intensity. Modulation of a single sideband transmission with reduced or suppressed carrier (A3A, A3J) shall be such that the intermodulation products shall not exceed the values given in the Radio Regulations.

(3) The transmitter shall have a minimum normal range of 150 nautical miles, i.e., it shall be capable of transmitting clearly perceptible signals from vessel to vessel by day and under normal conditions and circumstances over this range*. (Clearly perceptible signals will normally be received if the R.M.S. value of the field strength produced at the receiver by the unmodulated carrier is at least 25 microvolts per metre)

(4) The transmitter shall be fitted with a device for generating the radiotelephone alarm signal by automatic means so designed as to prevent actuation by mistake. The de-

* In the absence of field strength measurements, it may be assumed that this range will be obtained by a power in the aerial of 15 watts (unmodulated carrier) with an aerial efficiency of 27 per cent.

vice shall be capable of being taken out of operation at any time in order to permit the immediate transmission of a distress message. Arrangements shall be made to check periodically the proper functioning of the device on frequencies other than the radiotelephone distress frequency using a suitable artificial aerial.

(5) The device required by paragraph (4) of this Regulation shall comply with the following requirements:

(a) The tolerance of the frequency of each tone shall be ± 1.5 percent;

(b) The tolerance on the duration of each tone shall be ± 50 milliseconds;

(c) The interval between successive tones shall not exceed 50 milliseconds;

(d) the ratio of the amplitude of the stronger tone to that of the weaker shall be within the range 1 to 1.2.

(6) The main receiver required by paragraph (1) of this Regulation shall be capable of receiving the radiotelephone distress frequency and at least one other frequency available for maritime radiotelephone stations in the bands between 1,605 kHz and 2,850 kHz, using the classes of emission assigned by the Radio Regulations for these frequencies. In addition the main receiver shall permit the reception of such other frequencies, using the classes of emission assigned by the Radio Regulations, as are used for the transmission by radiotelephony of meteorological messages and such other communications relating to the safety of navigation as may be considered necessary by the Administration. The main receiver shall have sufficient sensitivity to produce signals by means of a loudspeaker when the receiver input is as low as 50 microvolts.

(7) The radiotelephone distress frequency watch receiver shall be preset to this frequency. It shall be provided with a filtering unit or a device to silence the loudspeaker in the absence of a radiotelephone alarm signal. The device shall be capable of being easily switched in and out and may be used when, in the opinion of the master, conditions are such that maintenance of the listening watch would interfere with the safe navigation of the vessel.

(8) To permit rapid change-over from transmission to reception when manual switching is used, the control for the switching device shall, where practicable, be located on the microphone or the telephone handset.

(9) While the vessel is at sea, there shall be available at all times a main source of energy sufficient to operate the installation over the normal range required by paragraph (3) of this Regulation. If batteries are provided they shall under all circumstances have sufficient capacity to operate the transmitter and receiver for at least six hours continuously under normal working conditions*. In addition a reserve source of energy shall be provided in the upper part of the vessel unless the main source of energy is so situated.

(10) The reserve source of energy may be used only to supply:

(a) The radiotelephone installation;

(b) The emergency light required by paragraph (4) of Regulation 11 of this Chapter;

*For the purpose of determining the electrical load to be supplied by batteries required to have six hours reserve capacity, the following formula is recommended as a guide:

$\frac{1}{2}$ of the current consumption necessary for speech transmission + current consumption of receivers + current consumption of all additional loads to which the batteries may supply energy in time of distress or emergency.

* When installing and testing the equipment due regard should be given to the relevant recommendation of the International Radio Consultative Committee (CCIR).

(c) The device required by paragraph (4) of this Regulation, for generating the radiotelephone alarm signal.

(11) Notwithstanding the provisions of paragraph (10) of this Regulation, the Administration may authorize the use of the reserve source of energy for a direction-finder, if fitted, and for a number of low-power emergency circuits which are wholly confined to the upper part of the vessel such as emergency lighting on the boat deck, on condition that the additional loads can be readily disconnected, and that the source of energy is of sufficient capacity to carry them.

(12) While at sea, any battery provided shall be kept charged so as to meet the requirements of paragraph (9) of this Regulation.

(13) An aerial shall be provided and installed and, if suspended between supports liable to whipping, shall be protected against breakage. In addition, there shall be a spare aerial completely assembled for immediate replacement or, where this is not practicable, sufficient aerial wire and insulators to enable a spare aerial to be erected. The necessary tools to erect an aerial shall also be provided.

Regulation—13—VHF Radiotelephone Stations

(1) When a Very High Frequency radiotelephone station is provided it shall be in the upper part of the vessel and include a transmitter and receiver, a source of power capable of actuating them at their rated power levels, and an antenna suitable for efficient radiating and receiving signals at the operating frequencies.

(2) Such a VHF installation shall conform to the requirements laid down in the Radio Regulations for equipment used in the VHF International Maritime Mobile Radiotelephone Service and shall be capable of operation on those channels specified by the Radio Regulations and as may be required by the Administration.

(3) The transmitter R.F. carrier power output shall not be greater than 10 watts. The antenna shall, in so far as is practicable, have an unobstructed view in all directions.*

(4) Control of the VHF channels required for navigational safety shall be immediately available on the bridge convenient to the conning position.

Regulation 14—Radiotelephone Auto Alarms

(1) The radiotelephone auto alarm shall comply with the following minimum requirements:

(a) The frequencies of maximum response of the tuned circuits, and other tone selecting devices, shall be subject to a tolerance of ± 1.5 percent in each instance; and the response shall not fall below 50 percent of the maximum response for frequencies within 3 percent of the frequency of maximum response;

(b) in the absence of noise and interference, the automatic receiving equipment shall be capable of operating from the alarm signal in a period of not less than four and not more than six seconds;

(c) the automatic receiving equipment shall respond to the alarm signal, under conditions of intermittent interference caused by atmospheric and powerful signals other than the alarm signal, preferably without

* For guidance purposes, it is assumed that each ship would be fitted with a vertically polarized unity gain antenna at a nominal height of 9.15 metres above water, a transmitter R.F. power output of 10 watts, and a receiver sensitivity of 2 microvolts across the input terminals for 20 db signal-to-noise ratio.

any manual adjustment being required during any period of watch maintained by the equipment;

(d) the automatic receiving equipment shall not be actuated by atmospheric or by strong signals other than the alarm signal;

(e) the automatic receiving equipment shall be effective beyond the range at which speech transmission is satisfactory;

(f) the automatic receiving equipment shall be capable of withstanding vibration, humidity, changes of temperature and variations in power supply voltage equivalent to the severe conditions experienced on board vessels at sea, and shall continue to operate under such conditions;

(g) the automatic receiving equipment should, as far as practicable, give warning of faults that would prevent the apparatus from performing its normal functions during watch hours.

(2) Before a new type of radiotelephone auto alarm is approved, the Administration concerned shall be satisfied by practical tests, made under operating conditions equivalent to those obtained in practice, that the apparatus complies with paragraph (1) of this Regulation.

Regulation 15—Radio Logs

A radio log in a form approved by the Administration shall be kept at the place where radio watch is maintained. Every radio officer or radio operator carrying out radio watch shall enter in the log, with his name, the details of all incidents connected with the radio service which occurred during his watch.

Form of Safety Radio Communications Certificate for Fishing Vessels.

INTERNATIONAL FISHING VESSEL SAFETY RADIO-COMMUNICATIONS CERTIFICATE

(To be developed.)

[FR Doc.74-17992 Filed 8-6-74; 8:45 am]

[FCC 74-864]

PRIME TIME ACCESS RULE PROCEEDING

Ten Day Extension of Time and Denial or Further Extension

AUGUST 1, 1974.

Following the partial reversal of its January 1974 decision modifying the prime time access rule, the Commission adopted on July 9, 1974, a Further Notice Inviting Comments in the proceeding concerning that rule (Docket 19622, FCC 74-756, released July 17, 1974). Comments in response to the Further Notice are now due August 16 and reply comments August 30, 1974.

Westinghouse Broadcasting Company, Inc. (Westinghouse), in a petition filed July 26, 1974, has requested that the time for comments be extended a month or to September 16 and September 30, 1974, respectively. It is asserted that the matters set forth in the Further Notice are broad and important to the decision, and in some cases require substantial factual research, so that the time permitted is inadequate; and the same is said to apply to comments by "public" groups whose participation was strongly suggested by the Court. It is also urged that the difficulty of meeting the dead-

line is increased by the fact that the dates involved are within what has traditionally been a vacation period, and that the August 16 date falls within the week of the American Bar Association's annual meeting, which counsel for Westinghouse has a long-standing commitment to attend.

The Commission is of the view that this petition must, in general, be denied. As mentioned in the Further Notice, the Commission believes it important to reach a further decision in Docket 19622 as soon as possible, in order to remove the existing uncertainty. Considering the extent to which parties such as Westinghouse have participated in this proceeding before, it does not appear that time much beyond that permitted is necessary for the preparation of meaningful comments by these parties. We do not have a request by a "public" group before us, so grant of the request on that basis would not be warranted.

A 10-day extension, is warranted in view of the ABA conflict mentioned, other informal inquiries and the fact that this will not significantly delay a decision in this matter. Accordingly, the time for comments and reply comments in response to the Further Notice Inviting Comments in Docket 19622, is extended to and including August 26 and September 10, 1974, respectively; and the Westinghouse petition is granted to that extent and otherwise denied.

FEDERAL COMMUNICATIONS COMMISSION,¹

[SEAL] VINCENT J. MULLINS,
Secretary.

[FR Doc.74-17993 Filed 8-6-74; 8:45 am]

FEDERAL POWER COMMISSION

[Docket No. G-7214, etc.]

CERTIFICATES, ABANDONMENT OF SERVICE AND PETITIONS TO AMEND CERTIFICATES¹

Notice of Applications

JULY 29, 1974.

Take notice that each of the Applicants listed herein has filed an application or petition pursuant to section 7 of the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service as described herein, all as more fully described in the respective applications and amendments which are on file with the Commission and open to public inspection.

Any person desiring to be heard or to make any protest with reference to said applications should on or before August 22, 1974, file with the Federal Power Commission, Washington, D.C. 20426, petitions to intervene or protests in accordance with the requirements of the

¹ Action by the Commission August 1, 1974. Commissioners Wiley (Chairman), Lee, Reid, Hooks, Washburn and Robinson.

² This notice does not provide for consolidation for hearing of the several matters covered herein.

Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing there-in must file petitions to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure a hearing will be held without further notice before the Commission on all ap-

plications in which no petition to intervene is filed within the time required herein if the Commission on its own review of the matter believes that a grant of the certificates or the authorization for the proposed abandonment is required by the public convenience and necessity. Where a petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

MARY B. KIDD,
Acting Secretary.

Docket No. and date filed	Applicant	Purchaser and location	Price per Mcf	Pressure base
G-7214..... D 6-24-74	The California Co., a division of Chevron Oil Co., 1111 Tulane Ave., New Orleans, La. 70112.	Texas Eastern Transmission Corp., Gist Field, Newton and Jasper Counties, Tex.	Nonproductive.	-----
CI04-980..... D 6-27-74	Ashland Oil, Inc., P.O. Box 1503, Houston, Tex. 77001.	Texas Gas Transmission Corp., Bastrop Area, Morehouse Parish, La.	Uneconomical	-----
CI66-1106..... C 6-26-74	CRA, Inc., P.O. Box 7305, Kansas City, Mo. 64116.	Northern Natural Gas Co., Cody Bell Field, Irion County, Tex.	1 45.0	14.65
CI68-91..... C 7-5-74	Shell Oil Co., P.O. Box 2463, Houston, Tex. 77001.	Michigan Wisconsin Pipe Line Co., Eugene Island and South Marsh Island Areas, offshore Louisiana.	2 43.86	15.025
CI68-497..... 6-27-74	Cabot Corp. (SW), P.O. Box 1101, Pampa, Tex. 79065.	(C)		
CI71-593..... D 7-17-74	The California Co., a division of Chevron Oil Co.	Texas Gas Transmission Corp., acreage in Acadia, Lafayette, and St. Landry Parishes, La.	Nonproductive.	-----
CI72-681..... E 7-9-74	Pennzoil Producing Co. (successor to Pennzoil Co.), 900 Southwest Tower, Houston, Tex. 77002.	Texas Eastern Transmission Corp., Kildare Field, Cass County, Tex.	35.0	14.65
CI73-225..... E 6-21-74	Petro-Lewis Oil Income Program/71-9 et al. (successor to Petro Lewis Corp.), 1600 Broadway, Denver, Colo. 80202.	Southern Natural Gas Co., Coffee Bay Field, Lafourche Parish, La.	4 26.9875	15.025
CI73-226..... E 6-21-74	do	Southern Natural Gas Co., Lake Enfermer Field, Lafourche Parish, La.	4 26.9875	15.025
CI73-350..... D 6-28-74	Glynn D. Buie (operator) et al., 861 The Main Bldg., Houston, Tex. 77002.	Texas Eastern Transmission Corp., Skull Creek Field, Colorado County, Tex.	(D)	-----
CI73-671..... E 7-1-74	Pennzoil Producing Co. (successor to Pennzoil Co.), 900 Southwest Tower, Houston, Tex. 77002.	Natural Gas Pipeline Co. of America, Escobas Field, Zapata County, Tex.	5 17.06375	14.65
CI73-840..... E 7-9-74	do	do	7 47.79	14.65
CI74-372..... A 1-14-74 ⁸	Shell Oil Co., P.O. Box 2463, Houston, Tex. 77001.	Natural Gas Pipeline Co. of America, Vermilion Block 321 Field, offshore Louisiana.	1 2 43.88	15.025
CI74-386..... C 7-12-74	Skelly Oil Co., P.O. Box 1650, Tulsa Okla. 74102.	El Paso Natural Gas Co., acreage in Rio Arriba County, N. Mex.	2 47.5506	15.025
CI74-518..... A 3-18-74 ¹⁰	Mitchell Energy Corp., 3900 One Shell Plaza, Houston, Tex. 77002.	Natural Gas Pipeline Co. of America, Seven Oaks Field, Polk County, Tex.	1 10 43.0	14.73
CI74-519..... A 3-18-74 ¹⁰	Mitchell Energy Offshore Corp.	Natural Gas Pipeline Co. of America, Block 176-S Field, offshore Texas.	1 10 43.0	14.73
CI74-528..... C 7-2-74	Exxon Corp., P.O. Box 2180, Houston, Tex. 77001.	El Paso Natural Gas Co., Sand Hills Field, Crane County, Tex.	4 51.93	14.65
CI74-734..... A 6-18-74	The Superior Oil Co., P.O. Box 1521, Houston, Tex. 77001.	Michigan Wisconsin Pipe Line Co., Vermilion Block 182, offshore Louisiana.	1 32.0	15.025
CI74-735..... A 6-5-74	Burmah Oil & Gas Co., Golden Center I, 2800 North Loop West, Houston, Tex. 77018.	Texas Eastern Transmission Corp., Block 321, East Cameron Area, offshore Louisiana.	1 12 60.0	15.025
CI74-737..... B 6-14-74	Texaco, Inc., P.O. Box 60252, New Orleans, La. 70160.	Transcontinental Gas Pipe Line Corp., Bancker Field, Vermilion Parish, La.	Nonproductive	-----
CI74-739..... (CI68-634) B 6-21-74	W. B. McCarter, Jr. (Operator) et al., 708 Southwest Tower, Houston, Tex. 77002.	United Gas Pipe Line Co., Bayou Portugeuse Field, Lafourche Parish, La.	(12)	-----
CI74-740..... (CI70-707) B 6-24-74	Stephens Production Co., P.O. Box 243, Fort Smith, Ark. 72901.	Arkansas Louisiana Gas Co., Tidwell Field, Sequoyah County, Okla.	Nonproductive	-----
CI74-745..... A 6-24-74	Exxon Corp., P.O. Box 2180, Houston, Tex. 77001.	El Paso Natural Gas Co., Jamison Strawn Field, Coke and Sterling counties, Tex.	14 37.0	14.65

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

See footnotes at end of table.

NOTICES

Docket No. and date filed	Applicant	Purchaser and location	Price per Mcf	Pressure base
CI74-740 A 6-24-74	Suburban Propane Gas Corp., 2210 Mercantile Bank Bldg., Dallas, Tex. 75201.	Northern Natural Gas Co., Ozona Area, Crockett County, Tex.	1 35.0	14.6
CI74-749 A 6-24-74	Placid Oil Co., 2500 First National Bank Bldg., Dallas, Tex. 75283.	Michigan Wisconsin Pipe Line Co., Vermillion Block 182, offshore Louisiana.	1 32.0	15.025
CI74-751 (CS71-152) F 6-18-74	Phillips Petroleum Co. (successor to North American Royalties, Inc.), Bartlesville, Okla. 74004.	Northern Natural Gas Co., acreage in Hill County, Mont.	1 40.0	15.02
CI74-752 (CI70-691) B 6-24-74	Glen Humphrey, d.b.a. B & T Oil Co., Box 6121, Corpus Christi, Tex. 78411.	Cities Services Oil Co., Agua Dulce Field, Nueces County, Tex.	Depleted	-----
CI74-754 (CI66-481) F 6-24-74	J. Lee Youngblood, Trustee (successor to The Superior Oil Co.), 1965 First National Bank Bldg., Dallas, Tex. 75201.	Arkansas Louisiana Gas Co., Paw Paw Field, Sequoyah County, Okla.	45.0	14.65
CI74-755 A 6-27-74	Champion Petroleum Co., P.O. Box 9365, Fort Worth, Tex. 76107.	Cities Service Gas Co., Hugoton Field, Kansas, Finney, Morton, and Stanton Counties, Kans.	1 18.5	14.65
CI74-756 A 6-26-74	Arkla Exploration Co., P.O. Box 1734, Shreveport, La. 71151.	Arkansas Louisiana Gas Co., Shattuck Area, Ellis County, Okla.	1 65.0	14.65
CI74-760 (CS67-68) B 6-28-74	Elizabeth M. Brown et al., 911 Fort Worth National Bank Bldg., Fort Worth, Tex. 76102.	United Gas Pipe Line Co., acreage in Goliad County, Tex.	(#)	-----
CI75-1 A 7-1-74	Stephens Production Co., P.O. Box 248, Fort Smith, Ark. 72901.	Arkansas Louisiana Gas Co., Shattuck Area, Ellis County, Okla.	1 65.0	14.65
CI75-2 (CS71-801) B 7-1-74	L. A. Douglas, C-117 Petroleum Center, San Antonio, Tex. 78209.	Texas Eastern Transmission Corp., Violet Field, Nueces County, Tex.	Depleted	-----
CI75-3 (G-5349) (G-5350) F 7-1-74	Cabot Corp. (SW) (successor to Skelly Oil Co.) P.O. Box 1101, Pampa, Tex. 79065.	Panhandle Eastern Pipe Line Co., Herring "B" Well, Hutchinson County, Tex.	13.25	14.65
CI75-4 (G-11958) B 7-1-74	Mobil Oil Corp., 3 Greenway Plaza East, Suite 800, Houston, Tex. 77046.	Texas Eastern Transmission Corp., Henze Field, De Witt County, Tex.	Depleted	-----
CI75-5 (CI69-468) F 7-2-74	Colorado Oil & Gas Corp. (successor to Texas Crude Oil Inc. (Operator), et al.), 5 Greenway Plaza East, Houston, Tex. 77046.	Southern Natural Gas Co., Stuard's Bluff Field and Chaudelour Sound Block 73 Area, St. Bernard Parish, La.	1 22.0	15.025
CI75-6 (CI69-1089) B 7-2-74	Colorado Oil & Gas Corp.	Kansas-Nebraska Natural Gas Co., Inc., Pony Creek Field, Fremont County, Wyo.	Depleted	-----
CI75-7 (G-11156) B 7-5-74	TransOcean Oil, Inc., First City East Bldg., Houston, Tex. 77002.	Florida Gas Transmission Co., East Aransas Pass Field, Aransas County, Tex.	Lease expired	-----
CI75-8 (G-8114) B 7-3-74	Exxon Corp., P.O. Box 2180, Houston, Tex. 77001.	El Paso Natural Gas Co., Cooper Jal Field, Lea County, N. Mex.	Contract expired.	-----
CI75-9 A 7-8-74	Texaco, Inc., P.O. Box 60252, New Orleans, La. 70160.	Tennessee Gas Pipeline Co., a division of Tenneco Inc., Raphael Pass Field, Plaquemines Parish, La.	1 53.7	15.025
CI75-10 B 7-3-74 ¹⁹	Mobil Oil Corp.	Burmah Oil & Gas Co., Milroy Field, Carter and Stephens Counties, Okla.	Depleted	-----
CI75-11 7-3-74 ¹⁹	do.	Burmah Oil & Gas Co., Sho-Vel-Tum Field, Stephens County, Okla.	Depleted	-----
CI75-16 A 7-12-74	Exxon Corp.	Columbia Gas Transmission Corp., Grand Isle Block 16 Field, offshore Louisiana.	1 50.0	15.025
CI75-17 (G-20567) B 7-12-74	Shell Oil Co., P.O. Box 2463, Houston, Tex. 77001.	Columbia Gas Transmission Corp., East Cameron Block 17 (South) Field, Cameron Parish, La.	Depleted	-----
CI75-18 (G-15301) B 7-12-74	do.	Columbia Gas Transmission Corp., East Cameron Block 17 Field, Cameron Parish, La.	Depleted	-----
CI75-19 A 7-10-74	Texas Eastern Exploration Co., P.O. Box 2521, Houston, Tex. 77001.	Texas Eastern Transmission Corp., Block 147 Field, Vermillion Area, offshore Louisiana.	1 50.0	15.025
CI75-19 A 7-10-74	do.	Texas Eastern Transmission Corp., Block 201 Field, Vermillion Area, offshore Louisiana.	1 50.0	15.025
CI75-19 A 7-10-74	do.	Texas Eastern Transmission Corp., Block 222 Field, Eastern Cameron Area, offshore Louisiana.	1 50.0	15.025
CI75-19 A 7-10-74	do.	Texas Eastern Transmission Corp., Block 513 Field, West Cameron Area, offshore Louisiana.	1 50.0	15.025
CI75-20 A 7-11-74	Sun Oil Co., P.O. Box 2880, Dallas, Tex. 75221.	United Gas Pipe Line Co., East Dykesville Field, Clairborne Parish, La.	# 52.79	15.025
CI75-21 A 7-15-74	Perry R. Bass et al., 1200 Ft. Worth National Bank Bldg., Fort Worth, Tex. 76102.	Natural Gas Pipeline Co. of America, Big Eddy No. 40 Area, Eddy County, N. Mex.	1 60.0	14.65
CI75-22 A 7-15-74	Kewanee Oil Co., P.O. Box 2239, Tulsa, Okla. 74101.	Michigan Wisconsin Pipe Line Co., Vermillion Block 182, offshore Louisiana.	1 32.0	15.025
CI75-23 A 7-15-74	Mesa Petroleum Co., P.O. Box 2009, Amarillo, Tex. 79105.	El Paso Natural Gas Co., acreage in Eddy County, N. Mex.	1 43.0	14.73
CI75-24 A 7-15-74	Ashland Oil, Inc., P.O. Box 1803, Houston, Tex. 77001.	Michigan Wisconsin Pipe Line Co., Vermillion Block 182, offshore Louisiana.	# 43.8612	15.025
CI75-25 A 7-15-74	Arkla Exploration Co., P.O. Box 1734, Shreveport, La. 71151.	Arkansas Louisiana Gas Co., Rocky Mount Field, Bossier Parish, La.	1 60.0	15.025
CI75-26 A 7-15-74	Pennzoil Co., 900 Southwest Tower, Houston, Tex. 77002.	Transwestern Pipeline Co., South Carlsbad Field, Eddy County, N. Mex.	# 55.275	14.65
CI75-27 A 7-17-74	Tideway Oil Co., Inc., P.O. Box 92, Jackson, Miss. 39207.	Texas Gas Transmission Corp., East Dykesville Field, Webster Parish, La.	43.0	14.73

Docket No. and date filed	Applicant	Purchaser and location	Price per Mcf	Pressure base
CP75-28 (C166-742) B 7-12-74	Oil & Gas Futures, Inc., of Texas, 2200 South Post Oak Rd., Houston, Tex. 77027.	Florida Gas Transmission Co., Fausee Point Field, St. Martin Parish, La.	Depleted	-----
CP75-29 F 7-12-74	American Petrofina Co. of Texas (successor to Duer Wagner & Co.), P.O. Box 2159, Dallas, Tex. 75221.	Tennessee Gas Pipeline Co., a division of Tenneco Inc., Calallen Field, Nueces County, Tex.	\$ 43.0	14.65
CP75-31 (G-18291) B 7-17-74	Exxon Corp., P.O. Box 2180, Hous- ton, Tex. 77001.	Texas Gas Transmission Corp., Red Rock-N. Shongaloo Field, Webster Parish, La.	Contract expired.	-----
CP75-32 (G-3117) B 7-17-74	do	Tennessee Gas Pipeline Co., a divi- sion of Tenneco Inc., South Crowley Field, Acadia Parish, La.	Depleted	-----

¹ Subject to upward and downward Btu adjustment.

² Subject to upward and downward Btu adjustment and subject to a deduction for compression by buyer.

³ Petition to amend to change point of receipt of exchange gas from Transwestern Pipeline Co. from Gray County to Carson County, Tex.

⁴ Subject to Btu adjustment.

⁵ Less of lease due to expiration of primary term.

⁶ Subject to downward Btu adjustment.

⁷ Includes 2.79 cents per Mcf upward Btu adjustment.

⁸ Being retitled, because by letter filed July 5, 1974, Applicant requests a higher price.

⁹ Subject to upward and downward Btu adjustment and includes tax reimbursement.

¹⁰ Being retitled, because by letter filed July 2, 1974, Applicant requests a higher price.

¹¹ Includes 3.35 cents per Mcf upward Btu adjustment and 0.99 cent per Mcf for substantial gathering.

¹² Applicant is willing to accept a certificate in accordance with Opinion No. 699.

¹³ The only well subject to this contract is now used as a salt water disposal well.

¹⁴ Applicant is willing to accept a certificate in accordance with Opinion No. 682.

¹⁵ Applicant is willing to accept a certificate in accordance with Order No. 435.

¹⁶ Production has ceased and the properties have reverted to the landowner.

¹⁷ Subject to downward Btu adjustment and includes 0.75¢ tax reimbursement.

¹⁸ Price applied for is 50.861 cents per Mcf.

¹⁹ Abandonment of a percentage-type sale.

²⁰ Includes 1.93 cents per Mcf upward Btu adjustment.

²¹ Includes 0.275 cent per Mcf upward Btu adjustment.

[FR Doc.74-17837 Filed 8-6-74; 8:45 am]

[Docket No. E-8924]

ALABAMA POWER CO.

Notice of Service Agreement

AUGUST 1, 1974.

Take notice that on July 22, 1974, Alabama Power Company (Alabama) tendered for filing a service agreement between itself and the City of Opelika (Opelika). Alabama states that the agreement provides for an increase in the capacity of the No. 3 substation from 10,000 Kva to 14,000 Kva as well as for a new delivery point (No. 5) to Opelika.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, NE, Washington, D.C. 20426, in accordance with §§ 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before August 19, 1974. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this application are on file with the Commission and are available for public inspection.

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17972 Filed 8-6-74; 8:45 am]

[Docket Nos. RP71-7 and RP73-77]

ALABAMA-TENNESSEE NATURAL GAS CO.

Notice of Proposed PGA Rate Adjustment

AUGUST 1, 1974.

Take notice that on July 23, 1974, Alabama-Tennessee Natural Gas Company (Alabama-Tennessee) tendered for filing as part of its FPC Gas Tariff, Third Revised Volume No. 1, Fourth Revised Sheet No. 3-A. This filing is proposed to become effective as of July 8, 1974.

Alabama-Tennessee states that the sole purpose of Fourth Revised Sheet No. 4-A is to adjust Alabama-Tennessee's rates pursuant to the PGA provisions of Paragraph 20 of the General Terms and Conditions of its tariff to reflect the increase of 0.16 cent per Mcf contained in a revised R&D filing also made on July 23, 1974 by its sole supplier, Tennessee Gas Pipeline Company, to become effective as of July 8, 1974.

Alabama-Tennessee states that copies of the filings have been mailed to all of its jurisdictional customers and affected State regulatory Commissions.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street NE, Washington, D.C. 20426, in accordance with §§ 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before August 14, 1974. Protests will be considered by the Commission in deter-

mining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17970 Filed 8-6-74; 8:45 am]

[Docket No. CP75-14]

ALGONQUIN LNG, INC. AND ALGONQUIN GAS TRANSMISSION CO.

Notice of Application

AUGUST 1, 1974.

Take notice that on July 15, 1974, Algonquin Gas Transmission Company (Algonquin Gas) and its wholly-owned subsidiary, Algonquin LNG, Inc. (Algonquin LNG), 1284 Soldiers Field Road, Boston, Massachusetts 02135, filed in Docket No. CP75-14 an application pursuant to section 7 of the Natural Gas Act for a certificate of public convenience and necessity authorizing the use of Algonquin LNG's intrastate LNG storage facilities at Providence, Rhode Island¹ to render a limited-term warehousing service in liquefied natural gas (LNG) for participating natural gas resale companies, all as more fully set forth in the application, which is on file with the Commission and open to public inspection.

The application states that Algonquin LNG has a 600,000 bbl. capacity LNG storage tank currently being used for the benefit of Providence Gas Company (PGC) as part of the local distribution system serving the Providence area. Said tank will have approximately 425,000 bbl. of capacity available during the 1974-1975 heating season.² The application further states that there will be liquefaction capacity in excess of LNG storage capacity in New England during the 1974 summer. Consequently, the

¹ The application states that these facilities are the intrastate phase (Phase I) of the *Eascogas* LNG project, pending in Docket No. CP73-47, et al. Algonquin LNG has filed an application in Docket No. CP73-139 for authorization to construct and operate facilities to be used in the interstate phase of the project (Phase II). Applicants state that since no Phase II facilities are to be used in rendering the service proposed in the instant docket, this application will not affect the *Eascogas* project. However, Algonquin LNG, according to the application, will receive from the proposed storage service no income, as such, since all its revenues are being charged to construction work in progress.

² PGC has leased and is using only 174,000 bbl. of the tank capacity, according to the application.

application proposes to use the available capacity in the Providence storage tank to store LNG for use during the 1974-1975 winter, principally for the regular distributor customers of Algonquin Gas. Participating customers, according to the application, will be able to curtail interruptible sales of gas this summer and store such gas for use in the winter. Applicants further propose to abandon this service on May 1, 1975, after the winter season. No new facilities are proposed to be constructed.

Algonquin LNG states that it is in the process of securing letter agreements from resale companies interested in this service, at a rate of \$4.50 per barrel of LNG stored, and that the following have stated a desire to receive the service:

Company:	Bbls. of LNG to be Stored
Fall River Gas Co.-----	15,000
Town of Middleborough, Mass.---	2,000
New Bedford Gas and Edison Light Co.-----	80,000
Northeast Utilities Service Co.---	30,000
The Southern Connecticut Gas Co.-----	30,000
Valley Gas Co.-----	60,000

Algonquin LNG requests authority to provide the proposed service at an aggregate total volume not to exceed 426,000 bbl. for all customers. Deliveries will be made to the storage tank by truck or barge, and redeliveries will be made in the liquid phase by truck or barge.

Algonquin Gas requests authorization to make redeliveries in the gaseous phase to those customers who so desire.³ Algonquin Gas proposes to charge 15 cents per Mcf for such deliveries. The application states that total redeliveries of regasified LNG are expected to exceed 50,000 Mcf per day.⁴

Any person desiring to be heard or to make any protest with reference to said application should on or before August 23, 1974, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to

³ Algonquin LNG will gasify the stored LNG and deliver it to PGC. Algonquin Gas will then deliver equivalent volumes to the customers.

⁴ Applicants state that, due to the limited term use of the facilities, as proposed in the application, scheduling of deliveries, handling of boiloff and arranging other matters related to the service will require coordination between PGC and those storage customers desiring delivery in the gaseous phase. The application states that the details of these arrangements have not yet been completed.

the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17981 Filed 8-6-74; 8:45 am]

[Docket No. G-4627, etc.]

AMOCO PRODUCTION CO.

Notice of Petition To Amend

JULY 30, 1974.

Take notice that on July 15, 1974, Amoco Production Company (Petitioner), Security Life Building, Denver, Colorado 80202, filed in Docket No. G-4627, et al., a petition to amend the orders issuing certificates of public convenience and necessity in said dockets pursuant to section 7(c) of the Natural Gas Act to Midwest Oil Corporation (Midwest) by authorizing Petitioner to continue in lieu of Midwest sales of natural gas in interstate commerce under rate schedules on file with the Commission, all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

Petitioner states that it has acquired all of the oil and gas leasehold rights of Midwest, except those in the Light Oil and Tensleep Units, Salt Creek Field, Natrona County, Wyoming, and proposes to continue without change sales of natural gas in interstate commerce authorized to be made by Midwest.

Any person desiring to be heard or to make any protest with reference to said petition to amend should on or before August 23, 1974, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules.

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17965 Filed 8-6-74; 8:45 am]

[Docket Nos. E-8621, etc.]

ARIZONA PUBLIC SERVICE CO.

Notice of Extension of Time and Postponement of Hearing

AUGUST 1, 1974.

On July 25, 1974, Arizona Public Service Company (APS) filed a motion for revision of the procedural dates fixed by order issued July 15, 1974, in the above-designated proceeding. The motion states that neither Staff Counsel nor Arizona Electric Cooperative object to the proposed change in dates.

Upon consideration, notice is hereby given that the procedural dates in the above proceeding are modified as follows:

Service of prepared testimony and exhibits by APS, September 10, 1974.
Service of prepared testimony and exhibits by Staff, November 12, 1974.
Service of prepared testimony and exhibits by interveners, December 3, 1974.
Service of rebuttal testimony and exhibits by APS, December 16, 1974.
Hearing, January 7, 1975 (10 a.m. e.d.t.).

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17983 Filed 8-6-74; 8:45 am]

[Docket No. RP75-2]

CAROLINA PIPELINE CO. AND SOUTHERN NATURAL GAS CO.

Notice of Complaint and Request for an Order To Show Cause

JULY 31, 1974.

Take notice that on July 3, 1974, Carolina Pipeline Company (Complainant), I-20 East and Alpine Road Interchange, Columbia, South Carolina 29206, filed in Docket No. RP75-2 a complaint that the sale by Southern Natural Gas Company (Defendant) of an additional 90,000 Mcf of natural gas per day to Atlanta Gas Light Company (Atlanta) for resale to Georgia Power Company (Georgia Power) is in violation of Defendant's currently effective curtailment plan, the Natural Gas Act and the Commission's rules and regulations. Complainant requests that the Commission issue an order requiring Defendant to show cause why it should not cease and desist forthwith its delivery of the additional 90,000 Mcf of gas per day to Atlanta and pay back the volumes delivered.

Complainant states that Defendant commenced deliveries of an additional 90,000 Mcf of gas per day to Atlanta for a 15-day period ending July 9, 1974, under the claimed authority of § 157.22 of the Commission's regulations (18 CFR 157.22) and § 9.5 of the General Terms and Conditions of Defendant's FPC Gas Tariff, for resale to Georgia Power for use as steam electric generation boiler fuel in the latter's Plant Yates, located at Newnan, Georgia. Complainant claims that these additional deliveries were commenced, upon a request from Georgia Power through Atlanta to Defendant, in response to Georgia Power's contention that it was faced with a fuel supply emergency—specifically, that Plant Yates had an inadequate fuel stockpile (less than 15 days) to assure

the continuing reliability of the Plant's capacity.

Complainant alleges that such deliveries are unlawful. Complainant states that under § 9.3 of the General Terms and Conditions of Defendant's FPC Gas Tariff, during the period from April 1 through October 31, there is first curtailed electric generation fuel requirements of a customer in excess of contract quantity for each delivery point. Complainant reasons that since Defendant now has in effect this Step 1 of its curtailment plan, deliveries by Defendant for Plant Yates in the volumes now being sold are not permissible under the tariff.

Now, Complainant states, Atlanta proposes in Docket No. RP74-6 to continue these "emergency deliveries" to Georgia Power for 30 more days, beyond the 15-day period for which relief has been provided.¹ Complainant adds, however, that Defendant indicates it will not provide Atlanta with the necessary gas to continue such deliveries without Commission approval because the Commission has indicated (by letter dated June 28, 1974, in Docket No. RP74-6 et al.) its uncertainty as to whether an "emergency" exists within the meaning of § 9.5 of Defendant's Tariff and whether Atlanta and Georgia Power had exhausted all other remedies available to them.

Complainant contends that the relief granted and proposed to Georgia Power under § 9.5² of Defendant's currently effective curtailment plan has not been justified. Complainant alleges that despite Atlanta's reliance on § 141.60 of the Commission's regulations (18 CFR 141.60) to support the claim that Georgia Power's critically low stockpile of coal at Plant Yates constitutes an "emergency", this definition does not operate automatically to negate the terms of said curtailment plan. Complainant asserts that 1) there has been no showing by Atlanta and/or Georgia Power of exhaustion of all other remedies, and 2) capacity deficiencies, constituting the alleged "emergency", have been overcome by a) interchange arrangements on behalf of Georgia Power and b) the return on line of Georgia Power's McDonough,

¹ It is stated that in its July 2, 1974, letter to the Commission Atlanta requests that the Commission expedite the investigation referred to in the Commission's letter of June 28, 1974; that a conference be scheduled "with the Commission Staff and interested parties at the earliest possible date in order to ascertain what additional information, if any, may be required"; and that hearings be provided for immediately. Finally, Atlanta requests that the Commission authorize the requested relief "pendente lite, or until further order of the Commission."

² It is stated that Section 9.5 of the General Terms and Conditions of Defendant's FPC Gas Tariff provides as follows:

"9.5 Variations in Curtailment Procedures: Variations in the curtailment procedures provided in this Section 9 may be permitted by [Defendant] when necessary to avoid damage to industrial plant or spoilage of product and during emergency situations."

Atkinson, and Hammond³ generating plants.

Further, Complainant states that additional information is needed from the parties involved to determine if Georgia Power is faced with a bona fide emergency, to wit:

FROM GEORGIA POWER

(1) The amounts and types of fuel consumed at each plant of Georgia Power by days from June 1, 1974, to the present together with the inventory of each fuel on hand at each plant for each day of the same period.

(2) Continuous requests and changes in requests for electrical energy from power pools or other utilities on each day from June 1, 1974, to the present.

(3) Cost of natural gas, oil and coal per million Btu at each plant of Georgia Power on each day from June 15, 1974, to the present.

(4) Megawatt output for each plant by units for each hour from each plant of each day of service from June 1, 1974, to the present.

(5) Specify each request by Georgia Power to any Federal or State authority for relief allocations of fuel from June 1, 1974, to the present.

FROM ATLANTA

(1) Deliveries by Atlanta to all interruptible customers by days commencing June 24, 1974 to the present.

(2) Purchases from Transcontinental Gas Pipe Line Corporation (Transco) and the volumes available from Transco by delivery points for each day commencing June 1, 1974, to the present.

(3) Volumes of gas tendered by Atlanta to Transco for storage under the terms of Transco's GSS and LGA Rate Schedules and storage balances by days commencing June 1, 1974, to the present.

FROM DEFENDANT

(1) A statement of the volumes of gas which Defendant has curtailed each customer, direct and resale, for each day commencing June 24, 1974, to the present.

(2) A statement of the daily injections of gas by Defendant into its Muldon storage field for 1974 and the remaining volumes proposed to be injected for this year.

Complainant states that Atlanta's request for relief from curtailment does not satisfy the requirements of § 2.78 (a)(ii) of the Commission's General Policy and Interpretations (18 CFR 2.78 (a)(ii)) regarding information to be submitted as part of a request for relief from curtailment.

Finally, Complainant claims that consistent with Order 467-C issued on April 4, 1974, the Commission would impose a condition upon the grant of interim

³ Complainant states that since Yates Plant can fuel only 315 Mw with natural gas, the 500 Mw capacity of Hammond Plant alone was sufficient to avert the "emergency" problem.

curtailment relief, as sought by Atlanta, requiring the draw-down of alternate fuel reserves before volumes of natural gas available under the relief granted could be used. Complainant asserts that Atlanta and Georgia Power are effectively seeking the opposite—to preserve their alternate coal supplies by obtaining natural gas for steam electric generating boiler fuel.

Accordingly, Complainant requests that the Commission:

(1) Institute a formal investigation into the validity of Defendant's sales of an additional 90,000 Mcf per day to Atlanta for resale to Georgia Power.

(2) Issue an order to Defendant to show cause why it should not cease and desist forthwith its delivery of said gas.

(3) Require the submission of the aforementioned additional information.

(4) Deny Atlanta's request for interim curtailment relief.

(5) Impose, as circumstances warrant, a payback requirement for the deliveries of 90,000 Mcf of gas per day, if interim relief is granted.

Any person desiring to be heard or to make any protest with reference to said complaint and request for an order to show cause should on or before August 23, 1974, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules.

MARY B. KIDD,
Acting Secretary.

[FR Doc. 74-17989 Filed 8-6-74; 8:45 am]

[Docket No. RP74-99]

CASCADE NATURAL GAS CO.

Order Suspending Proposed Rate Increase, Permitting Intervention and Establishing Procedures

AUGUST 1, 1974.

On June 17, 1974, Cascade Natural Gas Company, Colorado-Utah Division, (Cascade) tendered for filing Fourth Revised Sheet No. 2, and First Revised Sheet Nos. 8 and 15 and Alternate Fourth Revised Sheet No. 2 and Alternate First Revised Sheet No. 8 to its FPC Gas Rate Schedule Original Volume No. 1. This filing reflects a proposed increase in rates in both "old gas" and "incremental gas" (the distinction being drawn in Cascade's Rate Schedule) resulting in a \$2.25 million increase in annual revenues (based on the twelve months ending April 30, 1974) from Cascade's sole customer under its Rate Schedule No. 1, Mountain Fuel Supply Company (Moun-

tain Fuel). The filing also proposes a modification of Cascade's present purchased gas adjustment clause to reflect a revision in the base period cost of gas and to provide for the combination of the "old gas" and "incremental gas" rates into a single rate (should this proposed combination ultimately be approved).

According to Cascade, the major reasons for its filing are to cover increased purchased gas costs and increased operating expenses, and to provide for an increase in rate of return and an increase in depreciation rate (partially the product of a change in depreciation method). By this filing, Cascade is proposing to combine its "old gas" rate and "incremental gas rate" into a single composite rate, but in the event of objections to this single rate, Cascade has proposed alternate tariff sheets which retain the two-rate distinction. Cascade proposes an effective date of August 2, 1974. In addition, Cascade requests waiver of the filing requirements (contained in § 154.63 (b) (3) of the Commission's regulations) applicable to Class A pipeline companies on the ground that it has provided all information necessary to support its proposed increase by complying with the Class B pipeline company filing requirements.

Notice of the filing was issued on June 26, 1974, with protests and interventions due on or before July 8, 1974. On July 8, 1974, Mountain Fuel filed a timely petition to intervene wherein it protested the level of the proposed increase and requested a hearing and suspension of the proposed rate for the full statutory period. On July 9, 1974, Rocky Mountain Natural Gas Company filed an untimely petition to intervene wherein it stated that though it did not oppose the proposed rates becoming immediately effective and did not request a hearing, it did wish to become a party to the proceedings in this docket due to its being a party to a Transportation Agreement with Cascade, filed with this Commission on May 19, 1974. We believe that good cause exists to grant this untimely petition.

Our review of Cascade's filing indicates that although sufficient information has been provided for us to analyze Cascade's proposed increase, the proposed rate increase has not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory, preferential or otherwise unlawful. Accordingly, we shall suspend the proposed increase for one day and establish hearing procedures to determine the justness and reasonableness of the proposed change in rates and the terms and conditions contained therein.

The Commission finds: (1) The proposed changes in rates and charges tendered by Cascade in its Fourth Revised Sheet No. 2, and First Revised Sheet Nos. 8 and 15 on June 17, 1974, should be accepted for filing, and Alternate Fourth Revised Sheet No. 2 and Alternate First Revised Sheet No. 8 should be deemed withdrawn, subject to the conditions hereinafter specified.

(2) It is necessary and proper in the public interest and to aid in the enforcement of the Natural Gas Act that the Commission enter upon a proceeding pursuant to section 4 concerning the lawfulness of the rates and charges proposed by Cascade in this docket.

(3) Good cause exists to permit the intervention of the above-named intervenors.

(4) Good cause exists to grant Cascade waiver of the Class A pipeline company filing requirements under § 154.63(b) (3) of the Commission's regulations. *

The Commission orders: (A) Pending a hearing and a decision thereon, the proposed changes in rates and charges tendered in Cascade's Fourth Revised Sheet No. 2, and First Revised Sheet Nos. 8 and 15; on June 17, 1974, are accepted for filing and suspended for one day and the use thereof deferred until August 3, 1974, or until such time as they are made effective in the manner provided by the Natural Gas Act. Accordingly, Cascade's Alternate Fourth Revised Sheet No. 2, and Alternate First Revised Sheet No. 8 are deemed withdrawn.

(B) Pursuant to the authority of the Natural Gas Act, particularly section 4 thereof, and the Commission's rules of practice and procedure and the regulations under the Natural Gas Act (18 CFR, Chapter I), a public hearing shall be held on October 29, 1974 at 10 a.m., in a hearing room of the Federal Power Commission, 825 North Capitol Street NE., Washington, D.C. 20426, concerning the lawfulness of Cascade's proposed rate increase.

(C) On or before September 16, 1974, the Commission Staff shall serve its prepared testimony and exhibits. Any prepared testimony and exhibits of the intervening parties shall be served on or before September 30, 1974. Any rebuttal evidence by Cascade shall be served on or before October 14, 1974.

(D) A Presiding Administrative Law Judge to be designated by the Chief Administrative Law Judge for that purpose (See Delegation of Authority, 18 CFR 3.5(d)), shall preside at the hearing in this proceeding, shall prescribe relevant procedural matters not herein provided, and shall control this proceeding in accordance with the policies expressed in the Commission's rules of practice and procedure.

(E) The above named petitioners are hereby permitted to intervene in this proceeding, subject to the rules and regulations of the Commission; Provided, however, that the participation of such intervenors shall be limited to matters affecting the rights and interests specifically set forth in the respective petition, to intervene; specifically set forth and Provided, further, that the admission of such intervenor shall not be construed as recognition that it might be aggrieved because of any order or orders issued by the Commission in this proceeding.

(F) Waiver of the Class A pipeline company filing requirements under § 154.63(b) (3) of the Commission's regulations is granted.

(G) The Secretary of the Commission shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

[SEAL]

MARY B. KIDD,
Acting Secretary.

[FR Doc. 74-17982 Filed 8-6-74; 8:45 am]

[Project No. 2205]

CENTRAL VERMONT PUBLIC SERVICE CORP.

Application for Approval of Joint Use of Project Lands and Waters

JULY 30, 1974.

Public notice is hereby given that application for approval of joint use of project lands and waters was filed May 30, 1974, under the Federal Power Act (16 U.S.C. 791a-825r) by Central Vermont Public Service Corporation (correspondence to: Mr. Donald L. Rushford, Vice President and General Counsel, Central Vermont Public Service Corporation, 77 Grove Street, Rutland, Vermont 05701) for constructed Project No. 2205, known as the Lamoille River Project, located on the Lamoille River, a navigable waterway of the United States, in Franklin and Chittenden Counties, Vermont.

The proposed joint use would permit the withdrawal of water from Arrowhead Mountain Lake (impounded by the Clark Falls development of Project No. 2205) for the purpose of providing make-up water for an oil-fired combined cycle 328.7 MW steam-electric generating station. There would be no discharge back into the lake.

The anticipated withdrawal would amount to approximately 2,850 gallons per minute, or 6 cubic feet per second (about .05 percent of the 1,187 cfs average daily inflow to the reservoir).

A submerged intake facility and 160 feet of submerged pipeline would be located in Arrowhead Mountain Lake within the project boundary (the 290 foot contour). A pumphouse, approximately one mile of pipeline, and the main generating station would be located outside the project boundary.

The intake facility would be located in the Town of Georgia, Franklin County, about one mile Southeast of the intersection of U.S. Highway 7 and Interstate Highway 89 and about ¾ mile west of the Central Vermont Railroad tracks.

Any person desiring to be heard or to make protest with reference to said application should on or before September 11, 1974, file with the Federal Power Commission, Washington, D.C. 20426, petitions to intervene or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to a proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance

with the Commission's rules. The application is on file with the Commission and available for public inspection.

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17968 Filed 8-6-74; 8:45 am]

[Docket No. CP73-329]

CHATTANOOGA GAS CO.

Notice of Proposed PGA Rate Adjustment

AUGUST 1, 1974.

Take notice that on July 15, 1974, Chattanooga Gas Company, (Chattanooga) tendered for filing proposed changes to Original Volume No. 1 of its FPC Gas Tariff to be effective on July 22, 1974, consisting of the following revised tariff sheets:

Fourth Revised Sheet No. 5 and Fourth Revised Sheet No. 6.

Chattanooga states that the sole purpose of these Revised Tariff Sheets is to adjust Chattanooga's LNG rates pursuant to the FPC Tariff to reflect increased purchased gas costs resulting from a rate increase by one of its suppliers, Southern Natural Gas Company, (Southern) in Docket No. RP72-91 (Phase II) et al. The proposed change would increase the LNG rates by .4¢ per MMBTU resulting from increases in the levels for advance payments of \$28,939,531 above the advance payment level presently reflected in Southern's rates.

Chattanooga requests that its Fourth Revised Sheet No. 5 and Fourth Revised Sheet No. 6 be made effective on July 22, 1974, the proposed effective date of the underlying filing of Southern.

Chattanooga states that copies of the filing have been mailed to all of its jurisdictional customers.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street NE., Washington, D.C. 20426, in accordance with §§ 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before August 12, 1974. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17974 Filed 8-6-74; 8:45 am]

[Docket No. RP73-65]

COLUMBIA GAS TRANSMISSION CORP.

Notice of Proposed Changes in Gas Tariff

AUGUST 1, 1974.

Take notice that Columbia Gas Transmission Corporation (Columbia), on

July 16, 1974, tendered for filing proposed changes in its FPC Gas Tariff, Original Volume No. 1. Columbia states that these proposed changes result from the implementation of its Purchased Gas Cost Adjustment Provision contained in section 20 of the General Volume No. 1. These changes have a proposed effective date of September 1, 1974.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, Union Center Plaza Building, 825 North Capitol Street, NE, Washington, D.C. 20426, in accordance with §§ 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.10). All such petitions or protests should be filed on or before August 19, 1974. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17973 Filed 8-6-74; 8:45 am]

[Docket Nos. CP71-68, etc.]

COLUMBIA LNG CORPORATION, ET AL.

Order Reopening Proceedings and Scheduling Formal Hearing on Limited Issues; Correction

JULY 17, 1974.

In The Order Reopening Proceedings and Scheduling Formal Hearing on Limited Issues issued July 15, 1974, and published in the FEDERAL REGISTER July 24, 1974, 39 FR 26937. Please change ordering paragraph (B), page 26937, line 9: Change September 25, 1974 to October 21, 1974.

KENNETH F. PLUMB,
Secretary.

[FR Doc.74-17944 Filed 8-6-74; 8:45 am]

[Project No. 2338]

CONSOLIDATED EDISON COMPANY OF NEW YORK, INC.

Order Fixing Hearing on Remand

JULY 30, 1974.

In Scenic Hudson Preservation Conference v. F.P.C., 453 F. 2d 463 (CA2 1971), cert. denied, 407 U.S. 926 (1972) (Scenic Hudson II), the Court affirmed our order issuing a license to Consolidated Edison authorizing the construction and operation of the Cornwall Pumped Storage Project. The Court, in Scenic Hudson I had previously set aside a license order and required, among other things, that the record be reopened in order that the whole question of the Hudson River fishery might be reconsidered. See Scenic Hudson Preservation Conference v. F.P.C., 354 F. 2d 608 (CA2 1965), cert. denied, 384 U.S. 941 (1966).

In 1965, upon recommendation of the Department of the Interior and the N.Y. State Department of Environment and Conservation (DECON),¹ the Commission required the licensee to provide for further fish conservation studies. As a result there was formed the Hudson River Policy Committee, consisting of parallel committees, policy and technical, composed of personnel of the Department of the Interior, New York State, New Jersey (and ultimately Connecticut), under the chairmanship of DECON. It was the function of the Committee to oversee these studies.

As early as 1953, the Department of the Interior, in the course of its striped bass program, had recommended that a study be made of the spawning grounds of striped bass in the Hudson. A sampling study, involving one spawning season, was subsequently undertaken and its results published in 1957.² Under the direction of the Hudson River Policy Committee,³ an intensive study was made from 1965 to 1968 of the distribution of eggs and larval and juvenile fish in the Hudson River and a substantial amount of information was obtained as to the life history of striped bass. By virtue of Article 36 of the license,⁴ studies, under the general guidance of the Hudson River Policy Committee were made in 1973 and are continuing in 1974. In the spawning season of 1973, spawning distribution, was studied again, using more efficient gear which, permitting sampling in shallows as well as at greater depths than was possible from 1965 to 1968, produced relevant additional information.

The Hudson River Policy Committee published its findings before the license was issued but after the record was

¹ See 34 FPC 1083, 1093-5. DECON was then called the N.Y. State Conservation Department.

² See Rathjen & Miller, *Aspects of the Early Life History of the Striped Bass (Roccus saxatilis) in the Hudson River*, 4 N.Y. Fish & Game J. 43-60 (1957) (Item-by-Ref. G).

³ The Hudson River Policy Committee is presently composed of representatives of the Bureau of Sport Fisheries and Wildlife of the U.S. Department of the Interior, the National Marine Fisheries Service of the U.S. Department of Commerce, the Fish and Wildlife Division of DECON, and the Division of Fish, Game and Shell Fisheries of the N.J. Department of Environmental Protection.

⁴ Article 36 of the license provides for continuing biological and engineering studies (pre-operational studies). Further, studies are required to be made during the first three years of operation to assess fully the actual effect of project operations on fish populations and their habitat. The scope of the work in progress includes survival studies of hatchery-reared striped bass, sampling, study of fish distribution and movement, impingement studies, pressure studies, and dynamic prediction of the effects of entrainment, impingement, and long-term impact of the plant on fish populations using a life stage mathematical model.

closed.⁵ See Report of the Hudson River Policy Committee, Hudson River Fisheries Investigations 1965-1968 (HRFI Report). The HRFI Report is popularly known as the "Carlson-McCann Report," because Mr. Frank T. Carlson, of the Department of the Interior, and Dr. James McCann, presently acting chief of research of the Department's Bureau of Sport Fisheries and Wildlife, were co-authors of the report of the biological findings of the investigations which substantiated the conclusions of the Hudson River Policy Committee. See HRFI Report, pp. 5-6. In our Opinion No. 584 (44 FPC 223), accompanying the license order, we officially noticed the HRFI Report and, in affirming the license order, the Court took judicial notice of it. See *Scenic Hudson II* (453 F. 2d 463, 476).

The Hudson River Fishermen's Association (HRFA), an intervenor which had participated in the proceedings leading to the issuance of a license, filed, in February 1973, a petition for a hearing on the ground that the HRFI Report had not been the subject of cross-examination. In support of its allegations HRFA referred to excerpts from the testimony of Dr. C. Philip Goodyear, a research ecologist of the Oak Ridge National Laboratory of the Atomic Energy Commission, given at a hearing on an application for an operating license for Indian Point No. 2. *Scenic Hudson* attached to its petition, filed in March, 1973, an affidavit of Dr. Charles A. S. Hall, an AEC biologist, who collaborated with Dr. Goodyear in the preparation of computer model studies on behalf of the AEC regulatory staff in the Unit No. 2 operating license proceedings. It was the view of HRFA and *Scenic Hudson*, based in part on opinions of these AEC witnesses, that the authors of the HRFI Report, in failing to include the effect of tidal recycling of striped bass eggs and larvae, underestimated the percentage of such life forms which would be subject to entrainment by the Cornwall Project.

The licensee supplied the Commission with letters of the Hudson River Policy Committee to HRFA and to Consolidated Edison, the substance of which was that not factoring in tidal recycling of eggs and larvae was a deliberate decision signed to avoid making unnecessary or inappropriate assumptions.⁶

⁵ The hearings commenced in early 1964 and fishery evidence was received, at intervals, until May 12, 1969 when the record was finally closed. In addition to other evidence, such as the testimony of biologists and engineers experienced in the design and operation of fish protective devices, the basic data summarized in the HRFI Report were introduced into the hearing record when they were released, from time to time, by the Department of the Interior. See 44 FPC 350, 397.

⁶ These letters are described in our order, issued May 31, 1973 (49 FPC 1227), denying the petitions. The letter to Consolidated Edi-

On May 8, 1974 the Court vacated our denial of the petition of HRFA and remanded the issue of fish conservation for immediate hearing. See *Hudson River Fishermen's Ass'n v. F.P.C.*, — F. 2d —, 6 ERC 1545 (CA2 1974), rehearing denied July 1, 1974. In its opinion the Court referred to findings and conclusions of an AEC Safety and Licensing Board with reference to the Hudson River striped bass. See, e.g., HRFA, supra (6 ERC 1545, n. 2).⁷

The Court held, in vacating our order denying HRFA's petition, that the tidal assumption in the HRFI Report was an apparent error which should have been corrected and that we abused our discretion by relying on unsworn statements of the authors of the Report to rebut the claimed inadequacy instead of deciding the issue after "adequate hearings and expert consideration". See HRFA, supra (6 ERC 1545, 1548). The Court noted:

The Study Report was not issued until after the hearings concluded and the Policy Committee was, therefore, never subjected to cross-examination. *Id.* at 1546.

The Court continued that thereafter the "potential impact of the Committee's failure to assess the effect of the tidal flow was not evident until 1972-1973 when the Atomic Energy Commission held hearings on Consolidated Edison's license to operate the nuclear power plant at Indian Point, a few miles south of Cornwall." *Ibid.* The Court concluded an "unsworn statement * * * from one of the authors of the report" was "insufficient to rebut the claimed inaccuracy." *Id.* at 1548.

In accordance with the Court's direction we shall, under section 4 of the

son stated that the analytical technique employed "made the evaluation of the Plant's effect more critical" than calculations considering tidal influences, as natural mortality is so high that it "would completely mask any possible effects that the plant alone might have on the fishes." The letter concluded as follows: "In summary, the Committee feels that the Cornwall report used all available data and avoided making any unknown basic assumptions. Committee members still agree that the technique used provides the most critical evaluation of the potential effects that the Cornwall plant might have on the fishes of the Hudson River."

⁷ See *In re Consolidated Edison Company of New York, Inc.*, AEC Docket No. 50-247, RAI-73-9 at 751-792 (ASLB Sept. 25, 1973) (initial decision issuing operating license for Indian Point No. 2). Various findings and conclusions of the ASLB, such as those relating to the range and commercial value of the Hudson River striped bass, were substantially modified by the AEC Appeal Board. See *id.*, RAI-74-4 at 323-409 (ALAB April 4, 1974) (decision on exceptions to ASLB initial decision). On April 25, 1974 the Appeal Board allowed the AEC staff 60 days to petition for reconsideration. See *id.*, RAI-74-4 at 475-77 (ALAB April 25, 1974).

Federal Power Act,⁸ request the Secretary of the Interior to make Dr. McCann and Mr. Carlson available as witnesses at the hearing for the purpose of cross-examination by all parties, including the Commission's staff. We shall make a similar request to the Chairman of the Atomic Energy Commission with reference to Dr. Goodyear and Dr. Hall.

On May 16, 1974, there was filed a letter from Mr. Doig, Chairman of the Hudson River Policy Committee, enclosing a copy of the charter of the Hudson River Fish and Wildlife Management Cooperative (Hudson Cooperative), founded in November, 1973.⁹ According to Mr. Doig "the Federal and State resource agencies that are a party to * * * Project No. 2338" joined to form the Hudson Cooperative. A purpose of the organization is to identify fish resources of the Hudson River which are of interstate significance and evaluate adverse impact upon them on an estuary-wide basis. The Hudson Cooperative requests a clarification of Article 36 of the license with specific reference to the striped bass survival studies required by the article and certain ancillary subjects. We are treating the communication and its enclosure as a formal petition to intervene and are granting intervention.¹⁰

The Court has directed us to determine, by January 1, 1975, the issue of the extent to which the Cornwall pumped storage plant poses a danger to fish life and whether such danger can, as a practical matter, be eliminated or greatly minimized or mitigated. See HRA, supra, 6 ERC 1545 and slip opinion denying rehearing (July 1, 1974). We are limiting the hearing on remand to this

⁸ Under section 4(a) of the Federal Power Act (16 U.S.C. 797(a)), the Commission is authorized and empowered to "make investigations and to collect and record data concerning the utilization of the water resources of any region to be developed, the water-power industry and its relation to other industries and to interstate or foreign commerce, and concerning the location, capacity, development costs, and relation to markets of power sites * * *".

With reference to such investigations, section 4(c) provides, in part: "for such purpose the several departments and agencies of the National Government are authorized and directed upon the request of the Commission to furnish such records, papers, and information in their possession as may be requested by the Commission, and temporarily to detail to the Commission such officers or experts as may be necessary in such investigations."

⁹ Mr. Doig is also Director of the Division of Fish and Wildlife of the N.Y. State Department of Environment and Conservation (DECON).

¹⁰ The signatories of the charter are the regional directors of the Federal agencies and the directors of the State agencies listed in footnote 3 as presently constituting the Hudson River Policy Committee. It is to be noted concerning these agencies that only the Secretary of the Interior formally intervened in the proceeding on the license application.

issue.¹¹ In ordering paragraphs (A) and (B), *infra*, we have prescribed procedures designed to avoid undue delay.

We also take note of the Court's direction that if we find that the danger to fish life is found to be greater than previously predicted and if the plant or plant operations cannot be altered effectively to remove or substantially prevent this danger, then the Commission itself must decide whether to reopen completely the licensing proceedings to determine whether the benefits to be provided by this plant outweigh its costs in terms of danger to fish life.

The Commission finds: (1) A hearing should be held to supplement the record in accordance with the direction of the United States Court of Appeals for the Second Circuit, rendered on May 8 and July 1, 1974.

(2) The participation in these proceedings of the Hudson River Fish and Wildlife Management Cooperative would be in the public interest.

(3) The hearing should be expedited in a manner to enable the Commission to act on the merits by January 1, 1975, provided the requirements of due process can be met.

The Commission orders: (A) Pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by the Federal Power Act, particularly sections 4(a), 4(c), 4(e), 10(a), and 308 thereof, and the Commission's rules of practice and procedure, a further public hearing shall be held in this proceeding in a Commission hearing room in Washington, D.C., under the direction of an Administrative Law Judge to be designated by the Chief Administrative Law Judge of the Commission, for the receipt of additional evidence, both oral and written to carry out the mandate of the Court in its opinions rendered May 8, and July 1, 1974 *Supra*.

(B) In accordance with ordering paragraph (A), the Presiding Administrative Law Judge, shall promptly convene a prehearing conference, in Washington, D.C., at a time to be designated by him, in order to develop means of expediting the hearing. He shall attempt to adhere, to the extent practicable, to our procedure of distributing the prepared direct testimony of experts in advance of their cross-examination. However, latitude should be extended in the reception of 1974 fish sampling evidence, and he

¹¹ Petitions by participants in the license proceedings on other subjects are presently pending before us as follows: (1) a petition for a hearing on the availability of other sources of power, suggesting also a relocation of the powerhouse, filed by the City of New York on April 26, 1973; (2) petitions to intervene filed by Scenic Hudson and the Cornwallville Yacht Club, Inc., on May 17 and 21, 1974, respectively, in response to a notice of an application for approval of Exhibits F and K; (3) a petition for a stay of construction, filed by Scenic Hudson on May 22, 1974. Consolidated Edison was given until July 25, 1974 to answer the motion for a stay of construction.

should arrange for its reception at such times, during the course of the hearing as it becomes available after evaluation by experts. Following the compilation of an adequate record the Presiding Administrative Law Judge shall certify the record so made directly to the Commission, without rendering an intermediate decision thereon. He shall also establish an appropriate briefing schedule in the light of the Court's requirement that we should determine the fish conservation issue by January 1, 1975 provided the requirements of due process can be met.

(C) The Hudson River Fish and Wildlife Management Corporation is hereby permitted to intervene in the above-entitled proceeding subject to the rules and regulations of the Commission.

By the Commission.

[SEAL] KENNETH F. PLUMB,
Secretary.

[FR Doc. 74-17946 Filed 8-6-74; 8:45 am]

[Docket No. RP75-5]

CONSOLIDATED GAS SUPPLY CORP.

Notice of Filing of Proposed Research and Development Cost Adjustment Provision

AUGUST 1, 1974.

Take notice that Consolidated Gas Supply Corporation (Consolidated), on July 19, 1974, tendered for filing proposed changes to First Revised Volume No. 1 of its FPC Gas Tariff, under § 154.38(d) (5) (b) of the Commission's regulations. The proposed change includes the following tariff sheets.

Original Sheet Nos 52-H, 52-I and 52-J
Substitute First Revised Sheet No. 53
Substitute Original Sheet No. 53-A
Pro Forma Sheet No. 8

Consolidated requests an effective date of September 1, 1974.

Consolidated states that the sole purpose of the proposed tariff sheets is to include a Research and Development Cost Adjustment provision in Consolidated's tariff applicable to jurisdictional gas sales (Sheet Nos. 52-H through 52-J) and to make necessary conforming changes of Sheet Nos. 8, 53 and 53-A. Consolidated states that implementation of the proposed Research and Development Cost Adjustment is proposed at this time. Consolidated indicated it will make every effort to have the Research and Development Cost Adjustment changes coincide with its semi-annual PGA adjustments which have effective dates of May 1 and November 1.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, NE, Washington, D.C. 20426, in accordance with §§ 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before August 14, 1974. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make pro-

testants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

MARY B. KIDD,
Acting Secretary.

[FR Doc. 74-17979 Filed 8-6-74; 8:45 am]

[Docket No. RI74-220]

DINERO OIL CO.

Notice of Extension of Time and Postponement of Prehearing Conference

AUGUST 1, 1974.

On July 26, 1974, Staff Counsel filed a motion for an extension of the procedural dates fixed by the order issued July 23, 1974, in the above-designated matter. The motion states that neither the applicant nor the intervener object to the proposed extension.

Upon consideration, notice is hereby given that the procedural dates in the above matter are modified as follows:

Service of direct testimony and evidence by Dinero and Tennessee, August 21, 1974. Prehearing Conference, September 4, 1974 (10 a.m. e.d.t.).

MARY B. KIDD,
Acting Secretary.

[FR Doc. 74-17975 Filed 8-6-74; 8:45 am]

[Docket Nos. RP71-15, etc.]

EAST TENNESSEE NATURAL GAS CO.

Notice of Proposed PGA Rate Adjustment

AUGUST 1, 1974.

Take notice that on July 24, 1974, East Tennessee Natural Gas Company (East Tennessee) tendered for filing Eighth Revised Sheet No. 4 to Sixth Revised Volume No. 1 of its FPC Gas Tariff to be effective on July 8, 1974.

East Tennessee states that the purpose of this revised tariff sheet is to revise its PGA rate increase reflected on Fourth Substitute Seventh Revised Sheet No. 4 as filed on May 16, 1974, and revised on June 7, 1974, to reflect a further revised R&D rate increase filed by Tennessee Gas Pipeline Company, a Division of Tenneco Inc. (Tennessee), on July 23, 1974, in Docket No. RP74-73. East Tennessee further states that the proposed effective date of Eighth Revised Sheet No. 4 is July 8, 1974, the effective date of the underlying increase of Tennessee pursuant to the Commission's order of July 9, 1974, as required by § 22.3 of the General Terms and Conditions of East Tennessee's tariff.

East Tennessee states that copies of the filing have been mailed to all of its jurisdictional customers and affected state regulatory commissions.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, NE, Washington, D.C. 20426, in accordance with §§ 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8, 1.10). All such peti-

tions or protests should be filed on or before August 19, 1974. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Persons presently parties to this proceeding need not file additional petitions to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17976 Filed 8-6-74; 8:45 am]

[Docket No. RP75-1]

FLORIDA GAS TRANSMISSION CO.

Filing and Suspending Proposed Increase in Rates, Providing for Hearing, and Establishing Procedures

JULY 31, 1974.

On July 1, 1974, Florida Gas Transmission Company (Florida) tendered for filing in the above docket certain revised sheets¹ to its FPC Gas Tariff proposed to become effective on August 1, 1974. The revised tariff sheets provide for an increase in revenues from Florida's jurisdictional resale and transportation services of \$6,021,575 annually based on a test year ended March 31, 1974, as adjusted.

In support of the proposed increased rates, Florida cites reduced deliveries of gas due to declining deliverability from connected gas supplies, increases in operating expenses including labor costs and taxes, increased purchased gas costs and costs related to an advance payment of \$10 million for exploration and development in order to acquire rights to purchase gas. Florida also requests a return on its net investment rate base of 10 percent.

Notice of Florida's proposed rate increase was issued on July 9, 1974, providing for protests or petitions to intervene to be filed on or before July 26, 1974. As of July 24, 1974, no protests or petitions to intervene had been received. Any petitions to intervene which may be filed will be considered by separate order.

Our review of Florida's filing indicates that certain issues are raised which may require development in an evidentiary hearing. The proposed increases in rates and charges have not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory, preferential, or otherwise unlawful.

We shall therefore accept the proffered tariff sheets for filing, order that the rates be suspended for the full statutory period of five months, and set the matter for hearing.

Our review of the filing also indicates that Florida has used the unmodified Atlantic Seaboard method of cost classification and allocation in determining its proposed rates. All parties should address their attention and evidence to the question of the propriety of the use of the Atlantic Seaboard method or any alternate methods of cost classification and allocation which may be more appropriate in light of current fuel price and gas supply considerations. In this respect see especially United Gas Pipeline Company, Opinion No. 671 and 671-A, and Michigan-Wisconsin Pipe Line Company, Docket No. RP73-102, order issued June 26, 1974.

The Commission finds: It is necessary and proper in the public interest in carrying out the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the rates and charges proposed herein by Florida Gas Transmission Company, and that such rates and charges be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders: (A) Pursuant to the authority of the Natural Gas Act, particularly sections 4, 5, and 15 thereof, and the Commission's rules and regulations, a public hearing shall be held commencing on January 7, 1975, in a hearing room of the Federal Power Commission, Washington, D.C. 20426, concerning the lawfulness of the rates, charges, classification, and services contained in Florida's FPC Gas Tariff, as proposed to be amended herein.

(B) Pending hearing and a decision thereon, Florida's proposed tariff sheets tendered for filing on July 1, 1974, are hereby suspended for five months and the use thereof deferred until January 1, 1975.

(C) On or before November 8, 1974, the Commission Staff shall serve its prepared testimony and exhibits. The prepared testimony and exhibits of any and all intervenors shall be served on or before November 27, 1974. Any rebuttal evidence by Florida shall be served on or before December 18, 1974.

(D) A Presiding Administrative Law Judge to be designated by the Chief Administrative Law Judge for that purpose (See Delegation of Authority, 18 CFR 3.5(d)) shall preside at the hearing initiated by this order, and shall conduct such hearing in accordance with the Natural Gas Act, the Commission's rules and regulations, and the terms of this order.

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

By the Commission.

[SEAL] MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17990 Filed 8-6-74; 8:45 am]

[Docket No. CP74-299]

KANSAS-NEBRASKA NATURAL GAS CO., INC.

Notice of Amendment to Application

AUGUST 1, 1974.

Take notice that on July 3, 1974, Kansas-Nebraska Natural Gas Company, Inc. (Applicant), P.O. Box 608, Hastings, Nebraska 68901, filed in Docket No. CP74-299 an amendment to its application filed in said docket pursuant to section 7(b) of the Natural Gas Act by proposing emergency plant start-up service to four of Applicant's five interruptible gas customers to whom Applicant had proposed, in the original application, total abandonment of service, all as more fully set forth in the amendment which is on file with the Commission and open to public inspection.

In this docket, Applicant seeks authority to abandon, by progressively reducing in annual increments, natural gas service to the following five of Applicant's interruptible gas customers which utilize natural gas for boiler fuel in the generation of electric power:

Direct pipeline customers—

1. Central Nebraska Public Power and Irrigation District, Canaday power plant near Lexington, Nebraska (CNPPID).
2. The City of Grand Island power plant at Grand Island, Nebraska.
3. The City of Hastings power plant at Hastings, Nebraska.
4. The Central Kansas Power Company, Inc., Ross Beach power plant at Hill City, Kansas.

Customer of Applicant's distribution system in Scottsbluff, Nebraska—

5. Nebraska Public Power District, Bluffs power plant at Scottsbluff, Nebraska.

In its original application Applicant proposed to provide to CNPPID a special plant start-up service of gas deliveries totaling not more than 4,000 Mcf per year. Applicant states that since the filing of the original application, it has been requested by each of the other four electric power generating customers affected by this application for similar special service of a quantity of natural gas for fuel oil burner ignition, flame stabilization and fuel oil heating. Applicant asserts that such gas would be required for plant start-up in the event of a total shut-down and would not be used for boiler fuel in the generation of electric power. Applicant estimates that the total volume of such gas supplied to all customers involved should not exceed 70,000 Mcf per year or 500 Mcf per unit per start-up. Applicant states that the special service would have a lower priority than Applicant's firm residential and commercial gas service and would itself be interruptible.

Included in the facilities Applicant proposed to abandon and remove in the original application were approximately 4,000 feet of 6-inch pipeline serving the City of Grand Island, Nebraska, power plant. In order to provide the special service contemplated herein, Applicant

now proposes to utilize that short section of 6-inch line. Accordingly, Applicant no longer requests authority to abandon said pipeline which extends from a point on Applicant's transmission line in Hall County, Nebraska, to the City of Grand Island's power plant.

Any person desiring to be heard or to make any protest with reference with said amendment should on or before August 23, 1974, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules.

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17977 Filed 8-6-74; 8:45 am]

[Docket No. RP73-43]

MID LOUISIANA GAS CO.

Order Accepting for Filing and Suspending Proposed PGA Rate Increase

JULY 31, 1974.

On June 17, 1974, Mid Louisiana Gas Company (Mid Louisiana) tendered for filing a revised tariff sheet¹ pursuant to its PGA Clause to reflect an increase under Rate Schedules G-1, SG-1 and I-1 of 3.05¢ per Mcf in its cost of purchased gas and a surcharge of 6.97¢ per Mcf to recover the balance (\$628,718) in the unrecovered gas cost account. Also reflected is an increase under Rate Schedule E-1 as a result of its supplier's PGA increase in Docket No. RP72-133.² Included in Mid Louisiana's gas costs is a small producer purchase of 547,500 Mcf at a rate of 53.2375¢ per Mcf which exceeds the applicable nationwide rate established by Opinion No. 699.

To recover the above costs Mid Louisiana proposes a 9.91¢ per Mcf increase in rates under Rate Schedules G-1, SG-1 and I-1 and an increase under Rate Schedule E-1 of 6.34¢ per Mcf. Protests and petitions to intervene under this filing were due on or before July 15, 1974. No such protests or petitions were received.

As stated previously, our review of the June 17, 1974, filing indicates that Mid Louisiana is making gas purchases from a small independent producer at a rate in excess of the area rate established by

¹ Eighth Revised Sheet No. 3a to First Revised Volume No. 1.

² United Gas Pipe Line Company's PGA rate increase filing of May 16, 1974, which was accepted, effective July 2, 1974.

Opinion No. 699. Therefore, the proposed rates have not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory or otherwise unlawful. Accordingly, we shall accept Mid Louisiana's proposed rate increase filing, suspend it for one day, until August 2, 1974, when it shall be permitted to take effect, subject to refund. With regard to the question of the small producer purchases, we note that the Supreme Court has recently remanded the small independent rulemaking in order for the Commission to enunciate the standards it would apply in determining the justness and reasonableness of the prices for small producer purchases.³ We believe, therefore, that it would be premature to establish a hearing schedule in this docket at this time.

Further review of Mid Louisiana's June 17, 1974, filing indicates that the claimed increase costs other than those costs pertaining to small producer purchases are fully justified and comply with the standards set forth in Docket No. R-406. Accordingly, we shall approve that portion of Mid Louisiana's increase reflecting costs other than those costs reflecting small producer purchases referred to in this order and permit these costs to take effect through Mid Louisiana's wholesale rates on August 1, 1974. Furthermore, we shall require Mid Louisiana to file a substitute tariff sheet to be effective August 1, 1974, consistent with these findings.

The Commission finds: It is necessary and appropriate in the public interest and to aid in the enforcement of the Natural Gas Act that:

(1) The proposed increase submitted by Mid Louisiana on June 17, 1974, be accepted for filing, suspended and permitted to become effective August 2, 1974, pending further Commission order in this docket.

(2) The claimed increased costs other than those costs relating to small independent producer purchases listed previously in this order have been reviewed and found fully justified and in compliance with the standards set forth in Docket No. R-406.

The Commission orders: (A) Mid Louisiana's filing of June 17, 1974, is hereby accepted for filing, suspended and permitted to become effective August 2, 1974, subject to refund pending further Commission order in this docket.

(B) Mid Louisiana shall file, to be effective August 1, 1974, substitute tariff sheets reflecting that portion of Mid Louisiana's rate as filed on June 17, 1974, which reflects costs other than those costs associated with small independent producer purchases discussed previously in this order.

(C) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

³ Federal Power Commission v. Texaco, Inc., et. al., Docket Nos. 72-1490 and 72-1491, Opinion issued June 10, 1974.

By the Commission.

[SEAL]

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17991 Filed 8-6-74; 8:45 am]

[Docket Nos. RP71-16, etc.]

MIDWESTERN GAS TRANSMISSION CO.

Notice of Proposed Substitute PGA Rate Adjustment

JULY 30, 1974.

Take notice that on July 24, 1974, Midwestern Gas Transmission Company (Midwestern) tendered for filing Second Substitute Fifth Revised Sheet No. 5 to Third Revised Volume No. 1 of its FPC Gas Tariff to be effective on August 1, 1974.

Midwestern states that the sole purpose of the filing is to revise its PGA rate filing of June 14, 1974, to reflect the revised R&D rate adjustment filing made by Tennessee Gas Pipeline Company, a Division of Tenneco Inc., on July 23, 1974, as required to conform with the Commission's order of July 9, 1974, in Docket No. RP74-73. Midwestern further states that in all other respects, Second Substitute Fifth Revised Sheet No. 5 is identical with its filing of June 14, 1974.

Midwestern states that copies of the filing have been mailed to all of its jurisdictional customers and affected state regulatory commissions.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street NE., Washington, D.C. 20426, in accordance with §§ 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before August 12, 1974. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene; provided, however, that any person who has previously filed a petition to intervene in this proceeding is not required to file a further petition. Copies of this filing are on file with the Commission and are available for public inspection.

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17966 Filed 8-6-74; 8:45 am]

[Docket No. E-8494]

MINNESOTA POWER AND LIGHT CO.

Notice of Extension of Time and Postponement of Prehearing Conference and Hearing

JULY 31, 1974.

On July 25, 1974, Staff Counsel filed a motion for postponement of the procedural dates fixed by notice issued June 26, 1974, in the above-designated

matter. The motion states that neither Minnesota Power and Light Company nor the interveners have any objection to the requested postponement.

Upon consideration, notice is hereby given that the procedural dates in the above matter are further modified as follows:

Service of testimony by Staff, August 23, 1974.
Service of testimony by Interveners, September 16, 1974.

Service of rebuttal evidence by Minnesota Power and Light Company, October 11, 1974.

Prehearing Conference and Hearing, November 18, 1974 (10 a.m., e.d.t.).

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17967 Filed 8-6-74; 8:45 am]

[Docket No. E-8847]

NEW ENGLAND POWER CO.

Notice of Petition of Rhode Island Consumers' Council to Convene Joint Hearing Board

JULY 30, 1974.

Take notice that on June 3, 1974, the Rhode Island Consumers' Council, on its own behalf and on behalf of the Governor of Rhode Island, filed in the above docket a petition requesting the Commission to convene a joint hearing board composed of representatives of the F.P.C. and the state regulatory commissions of the states of Rhode Island, Massachusetts, and New Hampshire, as permitted by section 209 of the Federal Power Act and § 1.37 of the Commission's rules of practice and procedure.

Petitioners state the purpose of the joint hearing board would be to permit a "thorough regulatory inspection" of the New England Electric System, all as more fully set forth in the petition.

New England Power Company filed its answer in opposition to the petition on July 15, 1974. Any other interested persons wishing to do so may file comments concerning the subject petition. All such comments should be submitted to the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, not later than August 15, 1974. The Commission will consider the answer of New England Power Company and any additional comments received in determining the proper action to be taken herein. Copies of the said petition are on file with the Commission and available for public inspection.

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17969 Filed 8-6-74; 8:45 am]

[Docket No. E-8930]

NORTHERN INDIANA PUBLIC SERVICE CO.

Notice of Tariff Change and Supplemental Agreement

AUGUST 1, 1974.

Take notice that the Northern Indiana Public Service Company on July 24, 1974, tendered for filing proposed changes in

its FPC Electric Service Tariff, First Revised Volume No. 1: Second Revised Sheet No. 3—Map.

The map has been revised to include two new Rural Electric Membership Delivery Points; Point No. 64—Indian Lakes Delivery Point of Lagrange County REMC and Point No. 65—Kuhn Farm Delivery Point of Kosciusko County REMC.

Northern Indiana Public Service Company, on July 24, 1974, also tendered for filing a supplement to its service agreement with Kosciusko County Rural Electric Membership Corporation, covering supply of electric energy for resale at the Kuhn Farm Delivery Point located in Washington Township, Tasciusko County, Indiana. The above supplement to service agreement provides for service to be furnished under Rate VA11 of Northern Indiana Public Service Company's FPC Electric Service Tariff, First Revised Volume No. 1.

Any person desiring to be heard or to protest said application should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street NE., Washington, D.C. 20426, in accordance with §§ 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before August 19, 1974. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this application are on file with the Commission and are available for public inspection.

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17980 Filed 8-6-74; 8:45 am]

[Docket No. RP73-36]

PANHANDLE EASTERN PIPE LINE CO.

Order Accepting for Filing and Suspending Proposed PGA Rate Increase

JULY 31, 1974.

On June 14, 1974, Panhandle Eastern Pipe Line Company (Panhandle) tendered for filing a revised tariff sheet¹ pursuant to its PGA Clause which would reflect an increase of approximately \$26 million in the current cost of gas purchased from Trunkline Gas Company and producer suppliers. Approximately \$8.5 million of the increase is made up of a 2.12¢ per Mcf surcharge to clear the balance in the deferred purchased gas cost account as of April 30, 1974. The proposed PGA increase also reflects small producer purchases and, in addition, a number of emergency purchases. Panhandle proposes an effective date of August 1, 1974, for its tendered tariff sheet.

Notice of Panhandle's tendered increase was issued on June 21, 1974, with protests or petitions to intervene due on

¹Ninth Revised Sheet No. 3A to FPC Gas Tariff, Original Volume No. 1.

or before July 8, 1974. No such protests or petitions were received.

Our review indicates that the proposed rates have not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory or otherwise unlawful. Panhandle's proposed tariff sheet will therefore be accepted for filing, suspended for one day, and permitted to become effective thereafter subject to refund.

With regard to the question of the small producer purchases, we note that the Supreme Court in *Federal Power Commission v. Texaco, Inc., et al.*² recently remanded the question of the standards the Commission must use in determining the justness and reasonableness of the prices for small producer purchases pursuant to Commission Order No. 428. Similarly, the Commission's Order No. 491 regarding emergency purchases is presently the subject of court action.³ We believe, therefore, that it would be premature to establish a hearing schedule in this docket at this time. We shall permit the rates proposed herein to be charged subject to refund as of August 2, 1974, pending further order in this docket.

The Commission finds: It is necessary and appropriate in the public interest and to aid in the enforcement of the Natural Gas Act that Panhandle's proposed PGA rate increase filing should be accepted for filing, suspended and permitted to become effective subject to refund pending further Commission order in this docket.

The Commission orders: (A) Panhandle's June 14, 1974, PGA rate increase filing is hereby accepted for filing, suspended and permitted to become effective on August 2, 1974, subject to refund pending further Commission order in this docket.

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

By the Commission.

[SEAL] KENNETH F. PLUMB,
Secretary.

[FR Doc.74-17943 Filed 8-6-74; 8:45 am]

[Docket No. E-8878]

POTOMAC EDISON CO.

Order Accepting for Filing and Suspending Proposed Rate Increase, Instituting Investigation, Denying Motion To Reject, Permitting Intervention and Establishing Procedures

JULY 31, 1974.

On July 1, 1974, Allegheny Power Service Corporation (APSCO)⁴ submitted for filing on behalf of the Potomac Edison Company (PE): 1) proposed revisions to PE's existing wholesale tariff schedules⁵

²Docket Nos. 72-1490 and 72-1491, Opinion issued June 10, 1974.

³*Consumer Federation of America, v. F.P.C., CADC*, Docket No. 73-2009, petition filed September 21, 1973.

⁴An affiliate of Potomac Edison in the Allegheny Power System (APS).

⁵See Appendix A for designations.

to provide for new customers acquired in a merger with subsidiaries and APSCO affiliate²; 2) a proposed amendment to the electric service agreement with the Borough of Chambersburg, Pennsylvania; and 3) notices of cancellation concerning rate schedules and tariffs formerly in effect for wholesale customers of PE's subsidiaries and affiliates. The proposed tariff revision would make PE's existing tariff schedules effective throughout the service area now encompassed as a result of the merger and would effect a net increase in PE's jurisdictional revenues of approximately \$395,765 based on estimated sales for the 12 months ended May, 1975.³ Potomac Edison requests waiver of the 30 day notice requirement and proposes an effective date of May 31, 1974 to coincide with the effective date of the acquisition and merger.

Notice of the filing was issued on July 12, 1974, with protests and petitions to intervene due on or before July 29, 1974.

On July 29, 1974, the Town of Front Royal, Virginia (Front Royal) filed a Motion to Reject or, in the alternative, Protest, Petition to Intervene, Objection, and Request for Hearing and Maximum Suspension Period. Front Royal alleges that PE's filing is deficient because it contains no information pertaining to PE's cost of serving Front Royal, but, rather is based on the cost of service of Potomac Edison of Maryland as it existed in 1970 because it incorporates by reference the cost of service submitted in Docket No. E-7723. Front Royal objects to the requested waiver of § 35.13 of the regulations. Front Royal also states that the filing constitutes a breach of an existing contract between Front Royal and PE and its successors or assigns, which prohibits PE from unilaterally seeking a rate increase under Section 205 of the Federal Power Act. Front Royal cites the following provision in the contract:

The Rate Schedule and Agreement are subject to the jurisdiction of any govern-

² On May 31, 1974, PE and its subsidiaries, Potomac Edison Company of Pennsylvania (PE-Pa), Potomac Edison Company of Virginia (PE-Va), and Potomac Edison Company of West Virginia (PE-WVa) merged, with the parent company PE the surviving corporation. PE as of that date also acquired the electric utility operations of its APS affiliate Monongahela Power Company (Monongahela) located in Garrett County, Maryland, and of Monterey Utilities, Inc. (MU) a subsidiary of Monongahela located in Highland County, Virginia.

³ The customers who would experience an overall net increase under the proposed change are Borough of Chambersburg, Pennsylvania, Metropolitan Edison Company, Shenandoah Valley Electric Coop. Inc. (at Baker), Shenandoah Valley Electric Coop. Inc. (at Morrefield), and Town of Front Royal, Virginia. Those who would experience a net decrease are Borough of Mont Alto, Pennsylvania and Bath-Allegheny-Rockbridge Counties' Electric Coop. (BARC).

mental agencies or authorities having jurisdiction in the premises and may be changed from time to time upon duly authorized order entered by authorized authority or authorities. Each party will use its best efforts to make the Rate Schedule and Agreement effective as soon as practicable after execution hereof.

Front Royal states its belief, however, that the language above does not bar PE from requesting that the Commission initiate a hearing under section 206 of the Federal Power Act. Finally, Front Royal objects to the request for waiver of the Commission's notice requirements, and requests that, if the filing is treated as a filing under section 205 of the Act, as to Front Royal, it be suspended for the full statutory period and the proposed fuel clause rejected as failing to comply with the regulations.

Our review of the filing indicates that it has not been shown to be just and reasonable and may be unjust, unreasonable, discriminatory, or otherwise unlawful. Nor do we believe that good cause has been shown to waive the notice requirements of the Commission's regulations. With respect to the applicability of the proposed increase to Front Royal, it would appear that any increase which may be found to be just and reasonable can apply to Front Royal only after final Commission order.⁴ Accordingly, we shall accept the proposed rates for filing and suspend them effective subject to refund for all customers other than Front Royal. As to Front Royal, we shall construe the PE filing as a request for an investigation under section 206 of the Act, and institute such an investigation to be concurrent with the section 205 proceeding ordered herein.

The Commission finds: (1) Good cause exists to initiate an investigation pursuant to section 206 of the Federal Power Act on the terms and conditions of PE's contract with Front Royal. The section 206 investigation should be consolidated with the section 205 proceeding ordered below.

(2) The proposed tariff change tendered on July 1, 1974 affecting customers other than Front Royal should be accepted for filing as of that date as hereinafter ordered.

(3) It is necessary and proper in the public interest and to aid in the enforcement of the Federal Power Act that the Commission enter upon a proceeding pursuant to section 205 concerning the lawfulness of the rates and charges PE proposes in this docket for customers other than Front Royal. These rates should be suspended as hereinafter ordered.

(4) The motion to reject filed by Front Royal should be denied.

(5) The participation of Front Royal may be in the public interest.

(6) Good cause does not exist to grant waiver of the notice requirements of the Commission's regulations.

⁴ See: *Indiana and Michigan Electric Co.*, Docket No. E-7740 Order on Reconsideration, June 3, 1974.

(7) The disposition of these proceedings should be expedited in accordance with the procedure set forth below.

The Commission orders: (A) The proposed tariff revisions filed by APSCO on behalf of PE on July 1, 1974 are accepted for filing subject to the conditions hereinafter specified.

(B) Pending hearing and a final decision thereon, PE's proposed tariff sheets in Docket No. E-8876, as they would affect customers other than Front Royal, are hereby suspended for one day and the use thereof deferred until August 2, 1974.

(C) As to PE's contract with Front Royal, an investigation under section 206 of the Federal Power Act is hereby instituted to determine whether rates charged thereunder are in the public interest and such investigation shall be joined with and made a part of the proceeding ordered herein.

(D) Pursuant to the authority of the Federal Power Act, particularly section 205(e) thereof, and the Commission's rules of practice and procedure and the regulations under the Federal Power Act (18 CFR, Chapter I), a public hearing shall be held on December 3, 1974, at 10 a.m., in a hearing room of the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, concerning the lawfulness of the PE's Rate Schedules as proposed to be amended herein.

(E) On or before October 23, 1974, the Commission Staff shall serve its prepared testimony and exhibits any prepared testimony and exhibits of the intervening parties shall be served on or before November 5, 1974. Any rebuttal evidence by PE shall be served on or before November 19, 1974.

(F) A Presiding Administrative Law Judge to be designated by the Chief Administrative Law Judge for that purpose (See Delegation of Authority, 18 CFR 35.(d)), shall preside at the hearing in this proceeding, shall prescribe relevant procedural matters not herein provided, and shall control this proceeding in accordance with the policies expressed in the Commission's Rules of Practice and Procedure.

(G) Front Royal is hereby granted permission to intervene in this proceeding, subject to the rules and regulations of the Commission: *Provided, however*, That the participation of Front Royal shall be limited to matters affecting the rights and interests specifically set forth in its petition to intervene; *and provided, further*, that the admission of such intervenor shall not be construed as recognition that it might be aggrieved because of any order or orders issued by the Commission in this proceeding.

(H) PE's request for waiver of the notice requirements of the Commission's regulations is hereby denied.

(I) Front Royal's motion to reject is denied.

(J) The Secretary of the Commission shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

[SEAL] MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17986 Filed 8-6-74; 8:45 am]

[Project No. 199]

**SOUTH CAROLINA PUBLIC SERVICE
AUTHORITY**

**Order Setting Hearing on Application for
New License and Other Matters**

JULY 30, 1974.

On January 25, 1974, South Carolina Public Service Authority (SCPSA), licensee for its constructed Santee-Cooper Project No. 199, filed a motion for hearing on several applications and motions it has pending before the Commission relating to project utilization, specifically the matters of Exhibit R, proposed development of Pintail Island, and proposed land exchange with Oakland Hunt Club (Club).

Project No. 199 occupies portions of Berkeley, Calhoun, Clarendon, Orangeburg, and Sumter Counties in southeastern South Carolina. The project includes Lake Marion, a 90,775 acre reservoir adjacent to the Santee River; Lake Moultrie, a 60,400 acre reservoir adjacent to the headwaters of the Cooper River; a 7.5 mile diversion canal connecting the two above-named bodies; and a four mile tailrace canal emptying into the Cooper River. Project land totals 41,825 acres, and 475 miles of shoreline encircle project waters.

In response to a July 28, 1969, order (42 FPC 245) SCPSA on July 30, 1970 filed for Commission approval an Exhibit R (Recreational Use Plan) under the original license for Project No. 199. Public notice of this proposed Exhibit R was issued October 12, 1970. Letters of comment were received from the South Carolina Department of Parks, Recreation, and Tourism; Santee-Cooper Counties Promotion Commission; and the United States Department of Health, Education, and Welfare. Santee-Cooper Counties Promotion Commission's comment specifically protested this Exhibit R.

After further study SCPSA submitted a revised Exhibit R on September 30, 1971. Interested agencies again were invited to comment, and such comments were received from the Orangeburg County, South Carolina, Commission; United States Department of the Army Chief of Engineers; Santee-Cooper Counties Promotion Commission; and the United States Department of the Interior. SCPSA replied to these agency comments in letters filed with the Commission June 6, 1973.

Application was also filed by SCPSA November 29, 1971, and supplemented January 7, 1972, for approval of SCPSA's planned conveyance of 409.7 acres of project land to the Club in exchange for an equivalent amount of land from the

Club. Public notice of this proposed "land swap" was issued. SCPSA would give up a large tract on the Cooper River and a tract contiguous to the Project Diversion Canal in exchange for one parcel near the junction of the Diversion Canal with Lake Moultrie. According to the application neither tract to be conveyed by SCPSA would be suitable for recreational or project purposes. It is contemplated that Club would use the land for hunting purposes.

On April 21 and May 17, 1972, we granted intervention in the proceeding on revised Exhibit R to (1) William M. Campbell, Walter T. Rucker, Nicholas D. Atria, and John B. Grimball, individually, and the Columbia Chapter of the National Audubon Society (Audubon Society); (2) South Carolina Bass Association; (3) Environmental Coalition; and (4) Environmental Law Society of Columbia. Generally, the petitions alleged that the project area is of great historical significance; that Exhibit R would alter the character of the lakes to one of commercial and industrial exploitation; that Exhibit R would endanger the environmental attributes of the project area; and that SCPSA holds its lands in public trust for the citizens of South Carolina. SCPSA denied these allegations.

SCPSA filed an environmental report on a proposed single family residential and recreational development to be known as Pintail (formerly Butler) Island on January 26, 1973, supplemented by an application for approval of use of project property on March 7, 1973. Public notice of the application was issued, and a comment opposing the development was received from the United States Department of the Interior.

On May 29, 1973, SCPSA filed a motion to dismiss all previously granted petitions to intervene, contending its answers thereto in conjunction with the revised Exhibit R completely refuted the material allegations of the petitions. Alternatively, SCPSA stated that no substantial reason existed for not deciding on the merits the above-discussed applications pertaining to the Club and Pintail Island.

We received a complaint on August 2, 1973, from D. W. Wells and Arthur G. Brewer regarding alleged preferential leasing policies of SCPSA; leasing of lots which are without adequate facilities for the disposal of sewage; and development harmful to the ecology of the area. SCPSA denied these allegations.

On August 27, 1973, Audubon Society filed a petition to intervene in the proceeding on the Pintail Island application. The petition alleged that development would limit use of Pintail to a small number of persons of influence; that SCPSA's leasing and renting practices discriminate by race; that botanical, biological, and environmental impacts of the development would be deleterious to the project. SCPSA denied these allegations.

On September 4, 1973, SCPSA submitted an application for new major license; supplemental filings and corrections to the application have been re-

quested from SCPSA. The present license will expire April 1, 1976. Public notice of the filing was issued. We are requested by this application to approve certain plans which will commit the resources of Project No. 199 for the term of a new license.

Audubon Society timely filed a petition to intervene in the proceeding on the new license application, alleging that SCPSA's land management practices restrict recreation on project lands and waters; that persons of political influence have advantages in leasing; that the general public is not given opportunity to purchase and lease real property; that environmental, aesthetic and recreational factors are not considered in planning and decision-making; that public use patterns of project lands and waters have not been evaluated. SCPSA denied these allegations.

All of the matters and issues¹ raised by the pending applications, complaints, and motions merit a hearing. To avoid duplicative and time consuming procedures, we will consolidate these matters and issues and any applications² of a similar nature into a single proceeding.

Before we rule on the application for a new license for Project No. 199 and the other applications, we wish to have among others, studies of the nature we ordered September 10, 1973, in Projects No. 271 and 516. There, we ordered an examination into the intensified use of project land and waters in conformity with the public and recreation considerations required under section 10(a) of the Federal Power Act for the purpose of achieving a comprehensive inventory and assessment of the characteristics and potential of the resource involved, and the present and future public use that project lands and waters could be subjected to without causing deterioration of their quality.

Here too, we are concerned with the practice of allowing increased use of project lands and waters on a piecemeal basis rather than being related to a comprehensive consideration of their capacity to serve known and foreseeable proposed uses which might be imposed upon them. Thus, we prescribe this consolidated hearing.

The Commission finds: (1) It is appropriate and in the public interest to grant SCPSA's January 25, 1974, motion for hearing on pending applications before the Commission. The hearing should be consolidated to include the new license application and any other issues and matters discussed herein.

(2) It is appropriate and in the public interest to deny SCPSA's Motion to Dismiss filed May 29, 1973, and the Alternative Motions therein regarding Oakland Hunt Club and Pintail Island.

¹ We direct attention in this regard to the Rivers and Harbors Act of 1968, 82 Stat. 731, which authorized the "Cooper River Rediversion Project."

² Recently, SCPSA filed on behalf of Santee Public Service District an application for approval of the construction of an effluent outfall line in Lake Marion. Public notice of this filing has not been issued.

(3) It is appropriate and in the public interest to grant the petition of the Columbia Chapter of the National Audubon Society to intervene on the Pintail Island and new license applications as amendatory to its original petition. Additionally, all previously granted petitions to intervene remain in effect, and such intervenors are formal parties for all purposes of this proceeding.

The Commission orders: (A) Pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by the Federal Power Act, particularly sections 8, 10(a), 15, 306, 307 and 308 thereof, and the Commission's rules of practice and procedure, a public hearing shall be held in a hearing room of the Federal Power Commission, 825 North Capitol St. NE., Washington, D.C., respecting the matters involved and the issues presented in this proceeding.

(B) The following procedure is prescribed for this proceeding:

(1) On or about October 15, 1974, the Presiding Administrative Law Judge shall hold a public hearing session in the vicinity of the project for the purpose of receiving statements of position from interested members of the public. Public notice of the public hearing session shall be given in the vicinity of the project prior to such hearing session.

(2) On May 5, 1975, the Applicant shall file with the Secretary of the Commission an original and 10 copies of all testimony, including qualifications of the witnesses, and exhibits to be presented in Applicant's direct case. Copies of such testimony and exhibits shall be served on all parties.

(3) On May 5, 1975, the Commission Staff shall file an original and 10 copies of the Commission Staff's draft environmental impact statement. Copies of this statement shall be served on all parties.

(4) At the same time that the Commission Staff's draft environmental impact statement is filed with the Secretary, public notice of the availability of the Commission Staff's statement shall also be given, and the draft statement shall be made available for comment to the parties to this proceeding, the Council on Environmental Quality, the general public and other appropriate Federal, State, and local agencies. All comments thereon shall be filed with the Secretary by June 20, 1975.

(5) On September 3, 1975, the Commission Staff shall file Staff's final environmental impact statement. Copies of the final environmental impact statement shall be served on all participants. Applicant, may on this date file and serve any updated testimony and exhibits.

(6) On September 3, 1975, Commission Staff and Intervenors, respectively, shall file with the Secretary an original and 10 copies of all direct testimony and exhibits, including qualification of witnesses, with copies served on all parties.

(7) In order that the parties may have a sufficient period of time in which to prepare cross-examination on the Staff's final environmental impact statement

and any updated testimony, the hearing in this proceeding shall commence on September 30, 1975. The final environmental impact statement shall be offered into evidence at the hearing, and cross-examination thereon shall be permitted.

(8) For good cause shown the Presiding Administrative Law Judge may change the procedural dates set out above.

(C) All motions to strike prepared testimony, including the final environmental impact statement and exhibits, and replies to such motions shall be filed with the Presiding Administrative Law Judge within periods of time to be set by the Presiding Administrative Law Judge.

(D) All of the testimony, except exhibits and the final environmental impact statement, shall be in question and answer form.

(E) No exhibits, except those of which official notice may properly be taken, shall contain narrative material other than brief explanatory notes.

(F) Any party submitting more than one exhibit shall enclose a cover sheet listing the title of each exhibit and the sequence in which it is to be marked for identification.

(G) The Presiding Administrative Law Judge will specify the order of cross-examination and time to be permitted for preparation of rebuttal evidence.

(H) If upon motion filed 20 days in advance of the due date for submission for prepared direct testimony and a showing of fact upon which the Presiding Administrative Law Judge finds it would be an economic hardship to prepare written testimony, the Presiding Administrative Law Judge may permit a party to present sworn direct oral testimony. Notwithstanding the foregoing, one copy of the written testimony will be served on counsel for all parties.

(I) If upon motion filed 40 days in advance of the opening date of the hearing and a showing of the presentation of a witness in Washington, D.C., will constitute a hardship, the Presiding Administrative Law Judge may permit cross-examination of such witness during a hearing session in the vicinity of the project.

(J) If it becomes apparent that a saving of time or money may be achieved in clarifying relevant issues to be tried, the Administrative Law Judge shall hold a pre-hearing conference at which, among other matters, the admission into evidence of relevant but uncontroverted facts without the necessity of presenting a sponsoring witness therefor shall be considered.

(K) If the Administrative Law Judge finds that it will expedite the hearing procedure, avoid repetitious and cumulative cross-examination and the necessity for recalling witnesses, all cross-examination on any particular area or subject matter receiving evidentiary treatment by the parties and treatment in the final environmental impact statement may be conducted at one time.

Witnesses deemed necessary to complete such cross-examination shall be subject to recall as needed.

(L) The Commission's rules of practice and procedure shall apply in this proceeding except to the extent they are modified or supplemented herein.

(M) Applicant's Motion to Dismiss filed May 29, 1973, and the Alternative Motions therein are hereby denied without prejudice.

(N) For purposes of this proceeding, intervenors shall mean those individuals and groups granted leave to intervene by Commission orders in Project No. 199 issued April 21 and May 17, 1972. The scope of intervenors' inquiry will cover issues raised in the original petitions upon which leave to intervene was granted. The scope of the Columbia Audubon Society's inquiry will be broadened to include new issues raised in its petitions to intervene on Pintail Island and the application for new license, which to the extent of those new issues raised, are now granted as amendatory of Columbia Audubon Society's original petition.

By the Commission.

[SEAL] KENNETH F. PLUMB,
Secretary.

[FR Doc.74-17941 Filed 8-6-74;8:45 am]

[Docket No. RP71-130, etc.]

TEXAS EASTERN TRANSMISSION CORP.
Notice of Proposed Changes in FPC Gas Tariff

AUGUST 1, 1974.

Take notice that Texas Eastern Transmission Corporation, on July 26, 1974, tendered for filing proposed changes in its FPC Gas Tariff, Fourth Revised Volume No. 1. The proposed changes would extend until August 1, 1975, the provision in the General Terms and Conditions which exempts small customers (10,000 Mcfd or less) of Texas Eastern from curtailment on a daily basis by allowing them to take a daily quantity of gas up to their MDQ contractual entitlements on days of peak demand.

This provision was initially filed October 16, 1973, and approved by Commission Order dated November 2, 1973 to be effective November 1, 1973. By its express terms the provision was to expire August 31, 1974 or on the date an Order of the Commission made effective an approved curtailment plan for Texas Eastern in the subject Docket, whichever occurred first. As a result of conferences held on June 27, 1974 and July 16, 1974 in this Docket, Texas Eastern agreed to continue the effectiveness of the small customer exemption provision for another year.

Copies of the filing were served upon the company's jurisdictional customers, interested state commissions, and parties of record.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal

Power Commission, 825 North Capitol, NE., Washington, D.C. 20426, in accordance with §§ 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before August 15, 1974. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17978 Filed 8-6-74; 8:45 am]

[Docket No. RP74-25]

TEXAS GAS TRANSMISSION CORP.
Notice of Extension of Time and Postponement of Hearing

AUGUST 1, 1974.

On July 29, 1974, Staff Council filed a motion on behalf of all the parties to the proceeding for an extension of the procedural dates fixed by notice issued March 22, 1974, in the above-designated matter.

Upon consideration, notice is hereby given that the procedural dates in the above matter are further modified as follows:

Service of evidence by interveners, October 16, 1974.
Service of interveners' rebuttal evidence, October 30, 1974.
Service of Company's Rebuttal evidence, November 13, 1974.
Hearing, November 20, 1974 (10 a.m. e.d.t.).

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17985 Filed 8-6-74; 8:45 am]

[Docket No. RP72-156]

TEXAS GAS TRANSMISSION CORP.

Order Accepting for Filing and Suspending Proposed Purchased Gas Adjustment Increase for One Day

JULY 31, 1974.

On June 13, 1974, Texas Gas Transmission Corporation (Texas Gas) tendered for filing a proposed tariff sheet¹ providing for approximately a \$28,278,555 PGA rate increase. In its June 13, 1974, filing, Texas Gas states that the proposed increase reflects increased purchased gas costs and recovery of the balance in the unrecovered purchased gas cost account as of April 30, 1974. Furthermore, Texas Gas requested an effective date of August 1, 1974. Texas Gas' filing of June 13, 1974, was noticed on July 3, 1974, with comments, protests and petitions to intervene due on or before July 16, 1974. No such petitions

to intervene, protests or comments have been received by this Commission.

Our review of the June 13, 1974, filing indicates that Texas Gas is making emergency purchases from eleven (11) producers (See Appendix A) at rates above the area rate established by Opinion No. 699.² Therefore, the proposed rates have not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory or otherwise unlawful. Accordingly, we shall accept Texas Gas' proposed rate increase filing, suspend it for one day, until August 2, 1974, when it shall be permitted to take effect, subject to refund. With regard to the emergency purchases, we note that the standards the Commission must use in determining the justness and reasonableness of the prices for emergency purchases is presently the subject of court action.³ We believe, therefore, that it would be premature to establish a hearing schedule in this docket at this time.

Further review of Texas Gas' filing indicates that the claimed increase costs other than those costs pertaining to emergency purchases are fully justified and comply with the standards set forth in Docket No. R-406. Accordingly, we shall approve that portion of Texas Gas' proposed increase reflecting costs other than those costs reflecting the emergency purchases listed in Appendix A and permit these costs to take effect through Texas Gas' wholesale rates on August 1, 1974. Furthermore, we shall require Texas Gas to file a substitute tariff sheet to be effective August 1, 1974, consistent with these findings.

The Commission finds: It is necessary and appropriate in the public interest and to aid in the enforcement of the Natural Gas Act that:

(1) The proposed rate increase submitted by Texas Gas on June 13, 1974, be accepted for filing, suspended and permitted to become effective August 2, 1974, pending further Commission order in this docket.

(2) The claimed increase costs other than those costs relating to emergency purchases listed in Appendix A have been reviewed and found fully justified and in compliance with the standards set forth in Docket No. R-406.

The Commission orders: (A) Texas Gas' filing of June 13, 1974, is hereby accepted for filing, suspended and permitted to become effective August 2, 1974, subject to refund pending further Commission order in this docket.

(B) Texas Gas shall file, to be effective August 1, 1974, substitute tariff sheets

¹ Opinion No. 699, Docket No. R-389-B, Opinion And Order Prescribing Uniform National Rate For Sales Of Natural Gas Produced From Wells Commenced On Or After January 1, 1973, And New Reductions Of Natural Gas To Interstate Commerce On Or After January 1, 1973, issued June 21, 1974.

² Consumer Federation of America v. FPC, CADC, Docket No. 73-2009, petition filed September 21, 1973.

reflecting that portion of Texas Gas' rate as filed on June 13, 1974, which reflects costs other than those costs associated with the emergency purchases listed in Appendix A.

(C) The Secretary shall cause prompt publication of this order.

By the Commission.

[SEAL] MARY B. KIDD,
Acting Secretary.

APPENDIX A

Producer:	Rate
Texas Gas Explor. Co.....	65¢
Quintana Prod. Co.....	60
Richard A. Campbell.....	55
Robert J. Hewitt.....	60
North Am. Royalties, Inc.....	60
Clinton Oil Co.....	55
Wayne J. Spears.....	63.7 and 60
Lone Star Prod. Co.....	55
Union Oil of Calif.....	71.79
Huisache Operating Co.....	66.66

[FR Doc.74-17987 Filed 8-6-74; 8:45 am]

[Docket Nos. RP72-23, etc.]

TRUNKLINE GAS CO.

Order Accepting for Filing and Suspending Proposed Rate Increase, Establishing Procedures and Permitting Intervention

JULY 31, 1974.

On June 14, 1974, Trunkline Gas Company (Trunkline) tendered for filing a proposed revised tariff sheet¹ reflecting additional advance payments and increases in the current cost of purchased gas and to recover deferred purchased gas costs. The proposed increase provides for an increase of 3.04¢ per Mcf to recover the purchased gas costs and 2.37¢ per Mcf to recover costs associated with advance payments for an approximate increase in jurisdictional revenues of \$23,000,000. Trunkline requests an effective date of August 1, 1974.

Notice of Trunkline's filing was issued on June 21, 1974. The Commission Staff filed comments on June 28, 1974, stating that the proposed tracking of advance payments may not be reasonable and appropriate and recommended that the filing be suspended and that the matter be set for hearing. Consumers Power Company, on July 8, 1974, filed a petition to intervene in these proceedings.

Our review of this filing and the proposed rates included therein indicates that the proposed rates have not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory or preferential or otherwise unlawful. That part of the proposed rate increase which is based on advance payments to producers made pursuant to Orders Nos. 465 and 499 has not been shown to be reasonable and appropriate in that the advance payments may be in excess of costs for exploration, development and production incurred by the producers involved within a reasonable time from the date such amounts are

¹ Substitute Ninth Revised Sheet No. 3A to Original Volume No. 1.

¹ Tenth Revised Sheet No. 7 to FPC Gas Tariff Third Revised Volume No. 1.

to be included in Trunkline's rate base.² That part of the proposed rate increase which reflects increases in the current cost of purchased gas and which is to recover deferred purchased gas costs includes amounts purchased pursuant to our Order No. 491³ regarding emergency purchases. This order is presently the subject of court action.⁴ Accordingly, we believe that it would be premature to establish a hearing schedule on the issues raised by this part of Trunkline's filing at this time.

In light of the above, we shall accept Trunkline's proposed rate increase for filing, suspend it for one day when it shall be permitted to become effective, subject to refund, pending hearing on the advance payment portion of the proposed increase and pending further order establishing additional procedures with respect to the part of the filing reflecting increases in the cost of purchased gas.

The Commission finds: (1) Trunkline's proposed rate increase should be accepted for filing and suspended for one day when it will be permitted to become effective, subject to refund, as herein-after ordered.

(2) Good cause exists to permit the intervention of the above-mentioned petitioner.

(3) It is necessary and proper in the public interest and to aid in the enforcement of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the rates and charges in Trunkline's proposed revised tariff sheet with respect to the amounts attributable to advance payments included therein.

The Commission orders: (A) Trunkline's proposed rate increase is hereby accepted for filing, suspended for one day when it will be permitted to become effective, subject to refund, pending hearing and decision with respect to the advance payments and pending further order with respect to the increase in purchased gas costs.

(B) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 5 thereof, the Commission's rules and regulations (18 CFR, Chapter I) a hearing shall be held on December 17, 1974, at 10 a.m., e.d.t., in a hearing room of the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426 concerning the lawfulness of the rates to be charged as a result of the inclusion of the effect of advance payments to producers in Trunkline's proposed rate filing.

(C) On or before September 24, 1974, Trunkline shall file its direct testimony

² Order No. 499 — FPC —, Docket No. RM74-4, issued December 28, 1973; rehearing denied, February 22, 1974. See also Southern Natural Gas Company, Docket Nos. RP73-64 and RP72-91, issued June 28, 1974; Order No. 465, 48 FPC 1550 (1972).

³ Issued September 14, 1973.

⁴ Consumer Federation of America v. FPC, CADC, Docket No. 73-2009, petition filed September 21, 1973.

and exhibits. On or before November 5, 1974, the Commission Staff shall file its prepared testimony and exhibits. Any intervenor testimony and exhibits shall be filed on or before November 19, 1974, and any rebuttal testimony and exhibits by Trunkline shall be filed on or before December 3, 1974.

(D) A Presiding Administrative Law Judge to be designated by the Chief Administrative Law Judge for that purpose (See Delegation of Authority, 18 CFR 3.5(d)), shall preside at the hearing in this proceeding, shall prescribe relevant procedural matters not herein provided, and shall control this proceeding in accordance with the policies expressed in § 2.59 of the Commission's rules of practice and procedure.

(E) The above-mentioned petitioner is hereby permitted to intervene in this proceeding, subject to the rules and regulations of the Commission; *Provided, however,* That the participation of such intervenor shall be limited to matters affecting the rights and interests specifically set forth in its petition to intervene; and *Provided, further,* That the admission of such intervenor shall not be construed as recognition that it might be aggrieved because of any order or orders issued by the Commission in this proceeding.

(F) Nothing contained herein shall be construed as limiting the rights of the parties to this proceeding regarding the convening of conferences or offers of settlement pursuant to § 1.18 of the Commission's rules of practice and procedure.

(G) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

[SEAL] KENNETH F. PLUMB,
Secretary.

[FR Doc.74-17942 Filed 8-6-74; 8:45 am]

[Docket Nos. RP74-83 and RP74-20]

UNITED GAS PIPE LINE CO.

Order Permitting Untimely Intervention

JULY 31, 1974.

By order of May 16, 1974, the Commission accepted for filing and suspended an increase in jurisdictional rates proposed by United Gas Pipe Line Company in Docket No. RP74-83 and consolidated the proceeding with that instituted in Docket No. RP74-20. A number of interventions have been permitted.

On July 8, 1974, the Alabama Public Service Commission (Alabama) filed an untimely notice of intervention. We believe that the participation of Alabama in this proceeding may be in the public interest and we shall accordingly permit Alabama to intervene.

The Commission finds: The participation of Alabama in this proceeding may be in the public interest.

The Commission orders: (A) Alabama is hereby permitted to intervene in this

proceeding, subject to the rules and regulations of the Commission; *Provided, however,* that the participation of such intervenor shall be limited to matters affecting rights and interests specifically set forth in the petition to intervene; and *Provided, further,* that the admission of such intervenor shall not be construed as recognition by the Commission that it might be aggrieved because of any order or orders issued by the Commission in this proceeding.

(B) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

[SEAL] KENNETH F. PLUMB,
Secretary.

[FR Doc.74-17944 Filed 8-6-74; 8:45 am]

[Docket No. RP74-85]

WESTERN GAS INTERSTATE CO.

Notice of Extension of Time and Postponement of Hearing

AUGUST 1, 1974.

On July 24, 1974, Staff Counsel filed a motion for an extension of the procedural dates fixed by order issued June 14, 1974, in the above-designated matter. The motion states that the Company, the only other party to the proceeding, has no opposition to the motion.

Upon consideration, notice is hereby given that the procedural dates in the above matter are modified as follows:

Service of evidence by the Staff, August 30, 1974.

Service of Rebuttal Evidence, September 30, 1974.

Cross-examination, October 16, 1974 (10 a.m. e.d.t.).

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-17984 Filed 8-6-74; 8:45 am]

GENERAL SERVICES ADMINISTRATION

REGIONAL ADVISORY PANEL ON ARCHITECTURAL AND ENGINEERING SERVICES

Notice of Meeting

Pursuant to Pub. L. 92-463, notice is hereby given of a meeting of the Regional Public Advisory Panel on Architectural and Engineering Services, August 20, 1974, from 9 a.m. to 4 p.m., Room 1033, GSA Regional Headquarters Building, GSA Center, Auburn, Washington. This meeting will be for the purpose of reviewing the development of the Professional Services Contractor's design concepts for the proposed new Federal Building and Parking Facility in Anchorage, Alaska. The meeting will be closed to the public, in accordance with the provisions set forth in section 10(d) of Pub. L. 92-463.

Dated: July 30, 1974.

MARVIN L. BLAYLOCK,
Acting Regional Administrator.

[FR Doc.74-18000 Filed 8-6-74; 8:45 am]

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

[Notice 74-44]

NASA HISTORICAL ADVISORY COMMITTEE

Notice of Meeting

The NASA Historical Advisory Committee will meet on September 13, 1974, in Room 966, Building 2, of the Lyndon B. Johnson Space Center, Houston, Texas. Members of the public will be admitted to the open portions of the meeting beginning at 8:15 a.m. on a first-come, first-served basis, up to the seating capacity of the room, which is about 25 persons.

The committee advises NASA on the agency's historical program, including preservation of records, research, writing, and publication. Composed of 5 members, the committee is chaired by Professor Walter Rundell of the University of Maryland.

The agenda is:

- 8:15 to 11:15—Historical activities of the past year; status of major historical projects; policy and future plans. Open session.
- 1:45 to 3:30—Tour selected facilities at the Center.
- 3:45 to 4:45—Evaluation of historical program, including current and potential contractor authors. Closed session.
- 4:50 to 5:30—Formulation of recommendations. Open session.

During the closed session, the committee will consider and make recommendations on candidates for undertaking various NASA historical activities. The discussion will involve expression of the committee members' views on the personal and professional qualifications of individuals who are not members of the committee, and public discussion would constitute unwarranted invasion of their personal privacy.

For further information, call Monte D. Wright, area code 202, 755-3612.

BOYD C. MYERS, II,
Assistant Associate Administrator
for Organization and
Management, National Aeronautics
and Space Administration.

AUGUST 1, 1974.

[FR Doc. 74-17947 Filed 8-6-74; 8:45 am]

OFFICE OF MANAGEMENT AND BUDGET

CLEARANCE OF REPORTS

List of Requests

The following is a list of requests for clearance of reports intended for use in collecting information from the public received by the Office of Management and Budget on August 2, 1974 (44 U.S.C. 3509). The purpose of publishing this list in the FEDERAL REGISTER is to inform the public.

The list includes the title of each re-

quest received; the name of the agency sponsoring the proposed collection of information; the agency form number, if applicable; the frequency with which the information is proposed to be collected; the name of the reviewer or reviewing division within OMB, and an indication of who will be the respondents to the proposed collection.

The symbol (x) identifies proposals which appear to raise no significant issues, and are to be approved after brief notice through this release.

Further information about the items on this Daily List may be obtained from the Clearance Office, Office of Management and Budget, Washington, D.C. 20503, (202-395-4529).

NEW FORMS

DEPARTMENT OF COMMERCE

National Bureau of Standards, Shirley Highway Corridor Carpooler Survey, Form NBS 793, Single Time, Strasser, Carpoolers on Northern Virginia Arterials.

ENVIRONMENTAL PROTECTION AGENCY

Assortment of descriptive letters and questionnaires, Form ----, Annual, Weiner, Mass Merchandisers and Motor Vehicle owners in 6 metropolitan areas.

DEPARTMENT OF TRANSPORTATION

Departmental Recreation Access Survey Questionnaire, Form ----, Single Time, Strasser, Adults in Atlanta and Boston.

REVISIONS

DEPARTMENT OF LABOR

Bureau of Labor Statistics, Retail Gasoline Survey, Forms BLS 3036A, 3036B, and 3036, Semi-monthly, Weiner, Retail Gasoline Outlets.

EXTENSIONS

None.

PHILLIP D. LARSEN,
Budget & Management Officer.

[FR Doc. 74-18130 Filed 8-6-74; 8:45 am]

SECURITIES AND EXCHANGE COMMISSION

AMERICAN ALL-SERVUS CORP.

[File No. 500-1]

Notice of Suspension of Trading

JULY 30, 1974.

The common stock of American All-Servus Corp. being traded on the National Stock Exchange pursuant to provisions of the Securities Exchange Act of 1934 and all other securities of American All-Servus Corp. being traded otherwise than on a national securities exchange; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such exchange and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to sections 19(a) (4) and 15(c) (5) of the Securities Exchange Act of 1934, trading in such securities on the above mentioned exchange and otherwise than on a national securities exchange is suspended, for the period

from 2:15 p.m. (e.d.t.) July 30, 1974 through midnight (e.d.t.) August 8, 1974.

By the Commission.

GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc. 74-17927 Filed 8-6-74; 8:45 am]

[812-3664]

ENERGY FUND INC.

Application for Exemption

AUGUST 1, 1974.

Notice is hereby given that Energy Fund Incorporated ("Applicant"), a diversified, open-end management investment company registered under the Investment Company Act of 1940 ("Act"), has filed an application for an order of the Commission pursuant to section 6(c) of the Act declaring that Frederick P. Rose ("Rose") shall not be deemed an "interested person" of Applicant within the meaning of section 2(a) (19) of the Act solely by reason of his status as a director of Home Life Insurance Company ("Home Life"). All interested persons are referred to the application on file with the Commission for a statement of the representations made therein, which are summarized below.

Rose, a member of the Board of Directors of Applicant, is also a director of Home Life. Home Life is a mutual life insurance company organized under the laws of the State of New York on May 1, 1860, and has continuously engaged in the insurance business since that time. It is licensed to conduct a life insurance, annuity and health insurance business in all fifty states, the District of Columbia, and the Commonwealth of Puerto Rico. Solely because it sells variable annuity contracts Home Life has registered as a broker-dealer under the Securities Exchange Act of 1934 ("Exchange Act") and is a member of the National Association of Securities Dealers, Inc. Applicant represents that Home Life, which is not in the business of effecting securities brokerage transactions, has never effected any securities brokerage transactions on Applicant's behalf. Applicant further represents that so long as Rose remains a director of Home Life, Applicant will not effect any securities brokerage transactions with Home Life.

Rose's principal occupation is as President of Rose Associates, Inc., a real estate investment firm. Applicant represents that Rose does not participate in the day-to-day operations of Home Life.

Section 2(a) (19) of the Act, in pertinent part, defines an "interested person" of an investment company to include any broker or dealer registered under the Exchange Act, or any affiliated persons of such broker or dealer. Section 2(a) (3) of the Act defines an affiliated person of another person to include any director of such other person.

Rose, as director of Home Life, is an affiliated person of a broker or dealer, and is thus an "interested person" of Applicant.

Section 6(c) of the Act provides that the Commission may conditionally or unconditionally exempt any person, security, or transaction, or any class or classes of persons, securities, or transactions from any provision of the Act or from any rule or regulation under the Act if and to the extent such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Applicant contends that Rose should not be deemed an "interested person" of Applicant because his affiliation with Home Life does not affect, and will not impair, his independence in acting on behalf of Applicant and its shareholders, and the requested exemption is therefore consistent with the provisions of section 6(c) of the Act.

Notice is further given that any interested person may, not later than August 26, 1974 at 5:30 p.m., submit to the Commission in writing a request for hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request, and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon Applicant at the address stated above. Proof of such service (by affidavit, or in case of an attorney-at-law, by certificate) shall be filed contemporaneously with the request. As provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the matter will be issued as of course following said date, unless the Commission thereafter orders a hearing upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

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

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74-17929 Filed 8-6-74; 8:45 am]

[File No. 500-1]

EQUITY FUNDING CORPORATION OF AMERICA

Notice of Suspension of Trading

JULY 30, 1974.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock, warrants to purchase the stock, 9½ percent debentures due 1990, 5½ percent convertible subordinated debentures

due 1991, and all other securities of Equity Funding Corporation of America being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, trading in such securities otherwise than on a national securities exchange is suspended, for the period from July 31, 1974 through August 9, 1974.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74-17928 Filed 8-6-74; 8:45 am]

INDUSTRIES INTERNATIONAL, INC.

[File No. 500-1]

Notice of Suspension of Trading

JULY 30, 1974.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Industries International, Inc. being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, trading in such securities otherwise than on a national securities exchange is suspended, for the period from July 31, 1974 through August 9, 1974.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74-17926 Filed 8-6-74; 8:45 am]

ZENITH DEVELOPMENT CORP.

[File No. 500-1]

Notice of Suspension of Trading

JULY 30, 1974.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Zenith Development Corporation being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, trading in such securities otherwise than on a national securities exchange is suspended, for the period from July 31, 1974 through August 9, 1974.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74-17925 Filed 8-6-74; 8:45 am]

SMALL BUSINESS ADMINISTRATION

ATLANTA DISTRICT ADVISORY COUNCIL

Notice of Meeting

Members of the Atlanta District Advisory Council will meet at 1 p.m. (East-

ern Daylight Time) on Wednesday, August 21, 1974, at the Small Business Administration Conference Room, Third Floor, 1401 Peachtree Street NE., in Atlanta, Georgia, to discuss plans for the program for the October meeting of the whole council, to discuss interest rates with visiting key bankers who have been invited to the meeting and banker members of the council and to review any other matters presented by those attending and the staff of the Small Business Administration.

Dated: August 1, 1974.

JOHN JAMESON,
Director,
Office of Advisory Council.

[FR Doc.74-18007 Filed 8-6-74; 8:45 am]

CHARLOTTE DISTRICT ADVISORY COUNCIL

Notice of Meeting

The Small Business Administration Charlotte District Advisory Council will meet at 9 a.m. e.d.t., on Thursday, September 12, 1974, at the Holiday Inn (Downtown Inn), 900 North Tryon Street, Charlotte, North Carolina, to discuss such business as may be presented by council members and the staff of the Small Business Administration.

Dated: August 1, 1974.

JOHN JAMESON,
Director,
Office of Advisory Councils.

[FR Doc.74-18006 Filed 8-6-74; 8:45 am]

[Declaration of Disaster Loan Area 1088]

FLORIDA

Declaration of Disaster Loan Area

Whereas, it has been reported that during the month of June, because of the effects of a certain disaster, damage resulted to property located in the State of Florida;

Whereas, the Small Business Administration has investigated and received reports of other investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act, as amended:

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) (1) of the Small Business Act, as amended, may be received and considered by the office below indicated from persons or firms whose property situated in Charlotte, Citrus, DeSoto, Collier, Hernando, Hillsborough, Lee, Manatee, Marion, Orange, Pasco, Pinellas, Polk, Sarasota and Brevard Counties, Florida, and adjacent affected areas, suffered damage or destruction resulting from heavy rains and flooding which occurred June 27, 1974, to July 1, 1974. Adjacent areas include only counties within the state for which the

declaration is made and do not extend beyond state lines.

OFFICE

Small Business Administration, District Office, University Federal Savings and Loan Building, 2222 Ponce de Leon Boulevard, Coral Gables, Florida 33134.

2. Applications for disaster loans under the authority of this declaration will not be accepted subsequent to September 30, 1974.

Dated: July 30, 1974.

THOMAS S. KLEPPE,
Administrator.

[FR Doc.74-18003 Filed 8-6-74; 8:45 am]

[License Application 06/06-5174]

LOUISIANA VENTURE CAPITAL CORP.
Notice of Application

An application for a license to operate as a small business investment company under the provisions of section 301(d) of the Small Business Investment Act of 1958, as amended (15 U.S.C. 661 et seq.), has been filed by Louisiana Venture Capital Corp. (applicant), with the Small Business Administration pursuant to 13 CFR 107.102 (1974).

The officers and directors of the applicant are as follows:

Ben D. Johnson, 214 High Street, Natchitoches, Louisiana 71457, President, Director.

Milton Wilson, Jr., 218 East Village, Natchitoches, Louisiana 71457, Vice President, Executive Director.

Edward Ward, Jr., 831 Fifth Street, Natchitoches, Louisiana 71457, Secretary/Treasurer, Director.

The applicant, a Louisiana corporation, with its principal place of business located at 315 North Street, Natchitoches, Louisiana 71457, will begin operations with \$500,000 of paid-in capital and paid-in surplus derived from the sale of 2,548 shares of Class A Common Stock to Mr. Ben D. Johnson, 2,450 shares of Class A Common Stock to Winnfield Life Insurance Co., and 1 share of Class A Common Stock each to Milton Wilson, Jr., and Edward Ward, Jr. Mr. Ben D. Johnson owns 95 percent of the voting securities of Winnfield Life Insurance Co.

As a small business investment company under section 301(d) of the Act, the applicant has been organized and chartered solely for the purpose of performing the functions and conducting the activities contemplated under the Small Business Investment Act of 1958, as amended from time to time, and will provide assistance solely to small business concerns which will contribute to a well-balanced national economy by facilitating ownership in such concerns by persons whose participation in the free enterprise system is hampered because of social or economic disadvantages.

Matters involved in SBA's consideration of the applicant include the general business reputation and character of the proposed management, and the probability of successful operation of the ap-

plicant under their management, including adequate profitability and financial soundness, in accordance with the Small Business Investment Act and SBA rules and regulations.

Any person may, on or before August 22, 1974, submit to SBA written comments on the proposed applicant. Any such communication should be addressed to the Deputy Associate Administrator for Investment, Small Business Administration, 1441 L Street NW., Washington, D.C. 20416.

A copy of this notice shall be published in a newspaper of general circulation in Natchitoches, Louisiana.

Dated: July 31, 1974.

JAMES THOMAS PHELAN,
Deputy Associate Administrator
for Investment.

[FR Doc.74-18004 Filed 8-6-74; 8:45 am]

[Declaration of Disaster Loan Area 1081;
Amdt. 1]

PENNSYLVANIA

**Amendment to Declaration of Disaster
Loan Area**

As a result of unusually heavy rains and flooding which occurred during the period June 30-July 4, 1974, the State of Pennsylvania was declared a disaster loan area. This amendment further defines the incidence period to include severe storms and flooding which occurred during the period July 10-11, 1974. This amendment further provides applications for disaster relief loans will be accepted by the Small Business Administration from disaster victims in the following additional county: Washington, and adjacent affected areas. Adjacent areas include only counties within the state for which the declaration is made and do not extend beyond state lines. (See 39 FR 26443)

Applications may be filed at the:

Small Business Administration, District Office, 1000 Liberty Avenue, Pittsburgh, Pennsylvania 15222.

and at such temporary offices as are established. Such addresses will be announced locally.

The expiration date for acceptance of applications will be extended for counties previously designated to conform to expiration date under this amendment: September 30, 1974.

Dated: July 30, 1974.

THOMAS S. KLEPPE,
Administrator.

[FR Doc.74-18002 Filed 8-6-74; 8:45 am]

**SAN FRANCISCO DISTRICT ADVISORY
COUNCIL**

Notice of Meeting

The Small Business Administration San Francisco District Advisory Council will meet at 9 a.m. (Pacific Daylight Time) on Monday, August 19, 1974, in the Conference Room, 15th Floor, 450 Golden Gate Avenue, San Francisco, to discuss

such business as may be presented by members of the council and the staff of the Small Business Administration.

Dated: August 1, 1974.

JOHN JAMESON,
Director,
Office of Advisory Councils.

[FR Doc.74-18005 Filed 8-6-74; 8:45 am]

**UNITED STATES RAILWAY
ASSOCIATION**

[USRA Docket No. 75-1]

READING CO.

Proposed Interim Abandonment of Branch

The Trustees in Bankruptcy of the Reading Company propose to abandon the Preston Branch, a line of railroad in Schuylkill County, Pa., and have made a request to the United States Railway Association ("USRA") for the authorization required for that purpose under section 304(f) of the Regional Rail Reorganization Act of 1973 ("the Act"), Pub. L. 92-236.

Section 304(f) provides:

After [January 2, 1974], no railroad in reorganization may discontinue service or abandon any line of a railroad other than in accordance with the provisions of [the Act], unless it is authorized to do so by the Association and unless no affected State or local or regional transportation authority reasonably opposes such action, notwithstanding any provision of any other Federal law, the constitution or law of any State, or decision or order of or the pendency of any proceeding before any Federal or State court, agency, or authority.

The Preston Branch sought to be abandoned extends from Engineering Station 0+00 in a northerly and westerly direction for a distance of 1.48 miles to its terminus at Engineering Station 78+15, all in Butler Township, Schuylkill County, Pa.

In support of its request, Reading Company asserts that:

(1) The line has been out of service since March 1972. Resumption of use of the line would require extensive restoration and renewal work.

(2) No passenger service is provided on the line involved.

(3) The area is served by motor common carriers, as well as by private carriers which will adequately accommodate any demand for freight service in the area.

(4) The line is not operated as a joint facility.

The request is accompanied by exhibits providing more detailed information.

To assist USRA in its analysis and disposition of this request, all affected or interested parties are invited to submit written statements, views, arguments, or comments either favoring or opposing the discontinuance proposal.

Any such submissions must identify, by its Docket No., the request to which it relates, and must be filed with the Docket Clerk, United States Railway Association, Room 2216, Trans Point Building, 2100 Second Street SW., Washington, D.C. 20590, by September 9, 1974.

to enable timely consideration by USRA. The docket containing the original application and all submissions received shall be available for public inspection at that address.

In addition to this publication, Reading Company shall, by August 7, 1974, furnish a copy of this notice and invitation for written submissions, to known shippers on the line of the Preston Branch sought to be abandoned, to each creditor holding an obligation secured by that property, and to each labor union whose members are employed on that part of its line. It shall also post and prominently display a copy of this notice at each station along that line, continually during the period from August 7 through September 9, 1974.

This action is taken pursuant to section 304(f) of the Regional Rail Reorganization Act of 1973, P.L. 92-236.

Copies of this notice have been sent by USRA to the Governor of Pennsylvania, the Public Utility Commission of Pennsylvania, the Pennsylvania Department of Transportation, the County Commissioners of Schuylkill County, Pa., the Town Supervisors of Butler Township, Pa., and also to newspapers and radio and television broadcasting stations servicing the area involved.

Dated at Washington, D.C., this 1st day of August 1974.

EDWARD G. JORDAN,
President, *United States
Railway Association.*

[FR Doc. 74-18019 Filed 8-6-74; 8:45 am]

[USRA Docket No. 75-2]

READING CO.

Proposed Interim Abandonment of Branch

The Trustees in Bankruptcy of the Reading Company propose to abandon the Girard Mammoth Colliery Branch, a line of railroad in Butler and West Mahanoy Township, Schuylkill County, Pa., and have made a request to the United States Railway Association ("USRA") for the authorization required for that purpose under section 304(f) of the Regional Rail Reorganization Act of 1973 ("the Act"), Pub. L. 92-236.

Section 304(f) provides:

After [January 2, 1974], no railroad in reorganization may discontinue service or abandon any line of a railroad other than in accordance with the provisions of [the Act], unless it is authorized to do so by the Association and unless no affected State or local or regional transportation authority reasonably opposes such action, notwithstanding any provision of any other Federal law, the constitution or law of any State, or decision or order of or the pendency of any proceeding before any Federal or State court, agency, or authority.

The Girard Mammoth Colliery Branch sought to be abandoned extends from Engineering Station 0+00 in an easterly and northerly direction for a distance of

1.63 miles to its terminus at Engineering Station 85+90 in Butler and West Mahanoy Township, Schuylkill County, Pa.

In support of its request, Reading Company asserts that:

(1) The line has been out of service since March 1972. The present state of maintenance on the branch is poor. Resumption of use of the line would require extensive restoration and renewal work.

(2) The area is served by motor common carriers, as well as by private carriers which will adequately accommodate any demand for freight service in the area.

(3) No passenger service is provided on the line involved.

(4) The line is not operated as a joint facility.

The request is accompanied by exhibits providing more detailed information.

To assist USRA in its analysis and disposition of this request, all affected or interested parties are invited to submit written statements, views, arguments or comments either favoring or opposing the discontinuance proposal.

Any such submissions must identify, by its Docket No., the request to which it relates, and must be filed with the Docket Clerk, United States Railway Association, Room 2216, Trans Point Building, 2100 Second Street, SW., Washington, D.C. 20950, by September 9, 1974 to enable timely consideration by USRA. The docket containing the original application and all submissions received shall be available for public inspection at that address.

In addition to this publication, Reading Company shall, by August 7, 1974, furnish a copy of this notice and invitation for written submissions, to known shippers on the line of the Girard Mammoth Colliery Branch sought to be abandoned, to each creditor holding an obligation secured by that property, and to each labor union whose members are employed on that line. It shall also post and prominently display a copy of this notice at each station along that line, continually during the period from August 7 through September 9, 1974.

This action is taken pursuant to section 304(f) of the Regional Rail Reorganization Act of 1973, P.L. 92-236.

Copies of this notice have been sent by USRA to the Governor of Pennsylvania, the Public Utility Commission of Pennsylvania, the Pennsylvania Department of Transportation, the County Commissioners of Schuylkill County, Pa., the Town Supervisors of Butler Township, Pa., the Town Supervisors of West Mahanoy Township, Pa., and also to newspapers and radio and television broadcasting stations servicing the area involved.

Dated at Washington, D.C. this 1st day of August, 1974.

EDWARD G. JORDAN,
President,
United States Railway Association.

[FR Doc. 74-18020 Filed 8-6-74; 8:45 am]

[USRA Docket No. 75-3]

READING CO.

Proposed Interim Abandonment of Branch

The Trustees in Bankruptcy of the Reading Company propose to abandon the Locust Gap Colliery Branch, a line of railroad in Mount Carmel Township, Northumberland County, Pa., and have made a request to the United States Railway Association ("USRA") for the authorization required for that purpose under section 304(f) of the Regional Rail Reorganization Act of 1973 ("the Act"), Pub. L. 92-236.

Section 304(f) provides:

After [January 2, 1974], no railroad in reorganization may discontinue service or abandon any line of a railroad other than in accordance with the provisions of [the Act], unless it is authorized to do so by the Association and unless no affected State or local or regional transportation authority reasonably opposes such action, notwithstanding any provision of any other Federal law, the constitution or law of any State, or decision or order of or the pendency of any proceeding before any Federal or State court, agency, or authority.

The Locust Gap Colliery Branch sought to be abandoned extends from Engineering Station 22+79 in a south-westerly direction for a distance of 0.42 miles to its terminus at Engineering Station 45+02, all in Mount Carmel Township, Northumberland County, Pa.

In support of its request, Reading Company asserts that:

(1) The line has been out of service since February 1972 and is presently completely isolated because of prior abandonments.

(2) No passenger service is provided on the line involved.

(3) The area is served by motor common carriers, as well as by private carriers which will adequately accommodate any demand for freight service in the area.

(4) The line is not operated as a joint facility.

The request is accompanied by exhibits providing more detailed information.

To assist USRA in its analysis and disposition of this request, all affected or interested parties are invited to submit written statements, views, arguments or comments either favoring or opposing the discontinuance proposal.

Any such submissions must identify, by its Docket No., the request to which it relates, and must be filed with the Docket Clerk; United States Railway Association, Room 2216, Trans Point Building, 2100 Second Street, SW., Washington, D.C. 20950, by September 9, 1974, to enable timely consideration by USRA. The docket containing the original application and all submissions received shall be available for public inspection at that address.

In addition to this publication, Reading Company shall, by August 7, 1974, furnish a copy of this notice and invitation for written submissions, to known

shippers on the line of the Locust Gap Colliery Branch sought to be abandoned, to each creditor holding an obligation secured by that property, and to each labor union whose members are employed on that line. It shall also post and prominently display a copy of this notice at each station along that line, continually during the period from August 7 through September 9, 1974.

This action is taken pursuant to section 304(f) of the Regional Rail Reorganization Act of 1973, Pub. L. 92-236.

Copies of this notice have been sent by USRA to the Governor of Pennsylvania, the Public Utility Commission of Pennsylvania, the Pennsylvania Department of Transportation, the County Commissioners of Northumberland County, Pa., the Town Supervisors of Mount Carmel Township, Pa., and also to newspapers and radio and television broadcasting stations servicing the area involved.

Dated at Washington, D.C. this 1st day of August 1974.

EDWARD G. JORDAN,
President,

United States Railway Association.

[FR Doc.74-18021 Filed 8-6-74;8:45 am]

[USRA Docket No. 75-4]

READING CO.

Proposed Interim Abandonment of a Part of Branch

The Trustees in Bankruptcy of the Reading Company propose to abandon a portion of the Schuylkill Valley Navigation and Railroad Branch in the Borough of Middleport, Schuylkill County, Pa., have made a request to the United States Railway Association ("USRA") for the authorization required for that purpose under section 304(f) of the Regional Rail Reorganization Act of 1973 ("the Act"), Pub. L. 92-236.

Section 304(f) provides:

After [January 2, 1974], no railroad in reorganization may discontinue service or abandon any line of a railroad other than in accordance with the provisions of [the Act], unless it is authorized to do so by the Association and unless no affected State or local or regional transportation authority reasonably opposes such action, notwithstanding any provision of any other Federal law, the constitution or law of any State, or decision or order of or the pendency of any proceeding before any Federal or State court, agency, or authority.

The portion of the Schuylkill Valley Navigation and Railroad Branch sought to be abandoned extends from Engineering Station 366+21 in a northeasterly direction for a distance of 0.12 mile to its terminus at Engineering Station 372+31, all in the Borough of Middleport, Schuylkill County, Pa.

In support of its request, Reading Company asserts that:

(1) There is no present service on the line, and there is no business that would justify the cost of rehabilitation and maintenance.

(2) No passenger service is provided on the line involved.

(3) The area is served by motor common carriers, as well as by private carriers which will adequately accommodate any demand for freight service in the area.

(4) The line is not operated as a joint facility.

The request is accompanied by exhibits providing more detailed information.

To assist USRA in its analysis and disposition of this request, all affected or interested parties are invited to submit written statements, views, arguments or comments either favoring or opposing the discontinuance proposal.

Any such submissions must identify, by its Docket No., the request to which it relates, and must be filed with the Docket Clerk, United States Railway Association, Room 2216, Trans Point Building, 2100 Second Street, SW., Washington, D.C. 20950, by September 9, 1974, to enable timely consideration by USRA. The docket containing the original application and all submissions received shall be available for public inspection at that address.

In addition to this publication, Reading Company shall, by August 7, 1974, furnish a copy of this notice and invitation for written submissions, to known shippers on the line of the Schuylkill Valley Navigation and Railroad Branch sought to be abandoned, to each creditor holding an obligation secured by that property, and to each labor union whose members are employed on that part of its line. It shall also post and prominently display a copy of this notice at each station along that part of the line, continually during the period from August 7 through September 9, 1974.

This action is taken pursuant to section 304(f) of the Regional Rail Reorganization Act of 1973, P.L. 92-236.

Copies of this notice have been sent by USRA to the Governor of Pennsylvania, the Public Utility Commission of Pennsylvania, the Pennsylvania Department of Transportation, the County Commissioners of Schuylkill County, Pa., the Mayor and Borough Council, Borough of Middleport, Pa., and also to newspapers and radio and television broadcasting stations servicing the area involved.

Dated at Washington, D.C. this 1st day of August 1974.

EDWARD G. JORDAN,
President,

United States Railway Association.

[FR Doc.74-18022 Filed 8-6-74;8:45 am]

[USRA Docket No. 75-5]

READING CO.

Proposed Interim Abandonment of a Part of Branch

The Trustees in Bankruptcy of the Reading Company propose to abandon a portion of the Reading and Columbia Branch, a line of railroad in the Borough of Columbia, Lancaster County, Pa., and have made a request to the United States Railway Association ("USRA") for the

authorization required for that purpose under section 304(f) of the Regional Rail Reorganization Act of 1973 ("the Act"), Pub. L. 92-236.

Section 304(f) provides:

After [January 2, 1974], no railroad in reorganization may discontinue service or abandon any line of a railroad other than in accordance with the provisions of [the Act], unless it is authorized to do so by the Association and unless no affected State or local or regional transportation authority reasonably opposes such action, notwithstanding any provision of any other Federal law, the constitution or law of any State, or decision or order of or the pendency of any proceeding before any Federal or State court, agency, or authority.

The portion of the Reading and Columbia Branch sought to be abandoned extends from Engineering Station 2042+00 in a southwesterly, westerly and northwesterly direction for a distance of 0.97 miles to its terminus at Engineering Station 2093+16, all in the Borough of Columbia, Lancaster County, Pa.

In support of its request, Reading Company asserts that:

(1) The line has been out of service since June 1972. The present state of maintenance on the line is poor and there is not sufficient business that would justify the cost of rehabilitation and maintenance.

(2) No passenger service is provided on the line involved.

(3) The area is served by motor common carriers, as well as by private carriers which will adequately accommodate any demand for freight service in the area.

(4) The line is not operated as a joint facility.

The request is accompanied by exhibits providing more detailed information.

To assist USRA in its analysis and disposition of this request, all affected or interested parties are invited to submit written statements, views, arguments or comments either favoring or opposing the discontinuance proposal.

Any such submissions must identify, by its Docket No., the request to which it relates, and must be filed with the Docket Clerk, United States Railway Association, Room 2216, Trans Point Building, 2100 Second Street, SW., Washington, D.C. 20950, by September 9, 1974, to enable timely consideration by USRA. The docket containing the original application and all submissions received shall be available for public inspection at that address.

In addition to this publication, Reading Company shall, by August 7, 1974, furnish a copy of this notice and invitation for written submissions, to known shippers on the part of the Reading and Columbia Branch sought to be abandoned, to each creditor holding an obligation secured by that property, and to each labor union whose members are employed on that part of its line. It shall also post and prominently display a copy of this notice at each station along that part of the line, continually during the period from August 7 through September 9, 1974.

This action is taken pursuant to section 304(f) of the Regional Rail Reorganization Act of 1973, P.L. 92-236.

Copies of this notice have been sent by USRA to the Governor of Pennsylvania, the Public Utility Commission of Pennsylvania, the Pennsylvania Department of Transportation, the County Commissioners of Lancaster County, Pa., the Mayor and Borough Council, Borough of Columbia, Pa., and also to newspapers and radio and television broadcasting stations servicing the area involved.

Dated at Washington, D.C. this 1st day of August 1974.

EDWARD G. JORDAN,
President,

United States Railway Association.

[FR Doc.74-18023 Filed 8-6-74; 8:45 am]

INTERSTATE COMMERCE COMMISSION

[No. AB-80]

Allentown Terminal Railroad Co.

Upon consideration of the record in the above-entitled proceeding, and of a staff-prepared environmental threshold assessment survey which is available for public inspection upon request; and

It appearing, That no environmental impact statement need be issued in this proceeding, because this proceeding does not represent a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969, 42 U.S.C. §§ 4321, *et seq.*; and good cause appearing therefor:

It is ordered, That applicant be, and it is hereby, directed to publish the appended notice in a newspaper of general circulation in Lehigh County, Pa., within 15 days of the date of service of this order, and certify to the Commission that this has been accomplished.

And it is further ordered, That notice of this order shall be given to the general public by depositing a copy thereof in the Office of the Secretary of the Commission at Washington, D.C., and by forwarding a copy to the Director, Office of the Federal Register, for publication in the FEDERAL REGISTER.

Dated at Washington, D.C., this 25th day of July 1974.

By the Commission, Commissioner Tuggle.

[SEAL] ROBERT L. OSWALD,
Secretary.

The Interstate Commerce Commission hereby gives notice that by order dated July 25, 1974, it has been determined that the proposed abandonment by the Allentown Terminal Railroad Company of its line of railroad in Allentown, Lehigh County, Pa., a distance of 2.13 miles, if approved by the Commission, does not constitute a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. §§ 4321, *et seq.*, and that preparation of a detailed environmental impact statement will not be

required under section 4332(2)(C) of the NEPA.

It was concluded, among other things, that inasmuch as no service is presently being performed on this line, approval of the abandonment will not result in any diversion of traffic from rail to truck. There are a number of parties interested in purchasing portions of the right-of-way for various uses. These include (1) conversion of a portion of the line into a spur track with a connection to a line of the Lehigh Valley Railroad Company, (2) construction of a redevelopment project for the City of Allentown, (3) use of a portion of the right-of-way as a new city street, and (4) use of the end portion of the line, including the bridge spanning the Lehigh River, for inclusion in the property of a steel company. Abandonment will be consistent with all of the above plans.

This determination was based upon the staff preparation and consideration of an environmental threshold assessment survey, which is available for public inspection upon request to the Interstate Commerce Commission, Office of Proceedings, Washington, D.C. 20423; telephone 202-343-2086.

Interested parties may comment on this matter by the submission of representations to the Interstate Commerce Commission, Washington, D.C. 20423, on or before August 22, 1974.

[FR Doc.74-18025 Filed 8-6-74; 8:45 am]

[Notice No. 565]

ASSIGNMENT OF HEARINGS

AUGUST 2, 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 the date of this publication.

MC-F-12023, Novo Package Delivery, Inc.—Purchase (Portion)—Hourly Messengers; and MC-F-12156, Toss, Inc. v. Novo Corp., et al., now being assigned October 23, 1974, at the Offices of the Interstate Commerce Commission, Washington, D.C.

W-1274, Diamond Manufacturing Company, Inc., now being assigned October 30, 1974, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC-F-12116, Ace Doran Hauling & Rigging Co.—Purchase (Portion)—Engel Trucking, Inc., now being assigned November 5, 1974, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC-28088 Sub-7, North & South Lines, Incorporated, now being assigned November 5, 1974, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC-128383 Sub-44, Pinto Trucking Service, Inc., now being assigned November 7, 1974, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC-118610 Sub-21, L & B Express, Inc., now being assigned November 11, 1974, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC-C-8281, Tra-Mo Warehouse, Inc.—In-

vestigation of Operations, now assigned November 5, 1974, will be held in Room 103, Pioneer Courthouse, 555 Yamhill Street, Portland, Ore.

MC-138313 (Sub-No. 9), Mach E. Burgess, DBA Builders Transport, now assigned November 7, 1974, will be held in Room 103, Pioneer Courthouse, 555 Yamhill Street, Portland, Ore.

MC-126714 (Sub-No. 3), Southwest Delivery Co., Inc., Extension—Seattle—Portland, now assigned November 11, 1974, will be held in Room 103, Pioneer Courthouse, 555 Yamhill Street, Portland, Ore.

MC-139507, Ram Trucking Company, Inc., now assigned September 16, 1974, will be held in Room 307, Federal Bldg., 5th & Kansas Ave., Topeka, Kansas.

MC 1872 Sub 79, Ashworth Transfer, Inc., MC 5623 Sub 15, Arrow Trucking Company, MC 13250 Subs 117 and 119, J. H. Rose Truck Line, Inc., MC 19227 Sub 170, Leonard Bros. Trucking Co., Inc., MC 32882 Sub 67, Mitchell Bros. Truck Lines, MC 59150 Sub 72, Ploof Transfer Company, Inc., MC 74321 Sub 60, B. F. Walker, Inc., MC 83539 Subs 335 and 350, C & H Transportation Co., Inc., MC 95876 Sub 140, Anderson Trucking Service, Inc., MC 106644 Sub 170, Superior Trucking Company, Inc., MC 106775 Subs 33 and 34, Atlas Truck Line, Inc., MC 107456 Sub 20, Harry L. Young and Sons, Inc., MC 107678 Sub 46, Hill & Hill Truck Line, Inc., MC 107993 Sub 26, J. J. Willis Trucking Company, MC 108119 Sub 40, E. L. Murphy Trucking Co., MC 109397 Sub 276, Tri-State Motor Transit Co., MC 111545 Sub 173, Home Transportation Company, Inc., MC 113855 Sub 258, International Transport, Inc., MC 113908 Sub 241, Erickson Transport Corp., MC 123407 Sub 134, Sawyer Transport, Inc., MC 123681 Sub 24, Widing Transportation, Inc., MC 125433 Sub 36, F-B Truck Line Company, MC 127242 Sub 3, Houston Truck Lines, Inc., and MC 138140, Alliance Van Lines, Inc., now being assigned pre-hearing conference August 27, 1974, at the Offices of the Interstate Commerce Commission, Washington, D.C.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.74-18026 Filed 8-6-74; 8:45 am]

FOURTH SECTION APPLICATION FOR RELIEF

AUGUST 2, 1974.

An application, as summarized below, has been filed requesting relief from the requirements of Section 4 of the Interstate 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 within 15 days from the date of publication of this Notice in the FEDERAL REGISTER.

FSA No. 42859—Volcanic Scoria or Slag from Twin Mountain, New Mexico. Filed by Southwestern Freight Bureau, agent (No. B-476), for interested rail carriers. Rates on volcanic scoria or slag, not pumice stone, in carloads, as described in the application, from Twin Mountain, New Mexico, to Paducah, Kentucky.

Grounds for relief—Rate relationship, short-line distance formula and grouping.

Tariff—Supplement 73 to Southwestern Freight Bureau, Agent, tariff SW/W-2006-J, I.C.C. No. 5056. Rates are published to become effective on September 10, 1974.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.74-18024 Filed 8-6-74; 8:45 am]

IRREGULAR-ROUTE MOTOR COMMON CARRIERS OF PROPERTY—ELIMINATION OF GATEWAY LETTER NOTICES

AUGUST 2, 1974.

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

An original and two copies of protests against the proposed elimination of any gateway herein described may be filed with the Interstate Commerce Commission on or before August 19, 1974. A copy must also be served upon applicant or its representative. Protests against the elimination of a gateway will not operate to stay commencement of the proposed operation.

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

No. MC-2860 (Sub-No. E65) (Correction), filed May 17, 1974, published in the *FEDERAL REGISTER* July 12, 1974. Applicant: NATIONAL FREIGHT, INC., 57 Westpark Avenue, Vineland, N.J. 08300. Applicant's representative: Jacob P. Billig, 1126 16th St. NW., Washington, D.C. 20036. 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, commodities requiring special equipment, and those injurious or contaminating to other lading), between points in that part of Pennsylvania on and north of a line beginning at the Pennsylvania-New Jersey State line, thence along U.S. Highway 422 to junction Pennsylvania Highway 100, thence along Pennsylvania Highway 100 to junction Pennsylvania Highway 309, thence along Pennsylvania Highway 309 to junction U.S. Highway 6, thence along U.S. Highway 6 to junction U.S. Highway 220, thence along U.S. Highway 220 to the Pennsylvania-New York State line, on the one hand, and, on the other, points in that part of Maryland east of U.S. Highway 1, north of a line beginning at the District of Columbia-Maryland State line, thence along U.S. Highway 50 to junction Maryland Highway 450,

thence Maryland Highway 450 to the Chesapeake Bay, and west of the Chesapeake Bay. The purpose of this filing is to eliminate the gateway of Wilmington, Del. The purpose of this correction is to correct the route description in Pennsylvania.

No. MC-72465 (Sub-No. E1), (Correction), filed May 10, 1974, published in the *FEDERAL REGISTER* July 10, 1974. Applicant: DANIELS TRANSPORTATION CO., INC., Lebanon, N.H. 03766. Applicant's representative: Frederick T. O'Sullivan, 622 Lowell Street, Peabody, Mass. 01960. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in New Hampshire and Vermont within 25 miles of Lebanon, N.H., to points in Illinois, Michigan, Wisconsin, and points in that part of Ohio on and south of a line beginning at the Ohio-Indiana State line and extending along Interstate Highway 80 to junction Ohio Highway 109, thence along Ohio Highway 109 to junction U.S. Highway 30N, thence along U.S. Highway 30N to junction U.S. Highway 30, thence along U.S. Highway 30 to the Ohio-Pennsylvania State line. The purpose of this filing is to eliminate the gateway of Philadelphia, Pa. The purpose of this correction is to show authority sought is between points indicated rather than from as previously published.

No. MC-95540 (Sub-No. E480), filed May 15, 1974. Applicant: WATKINS MOTOR LINES, INC., P.O. Box 1636, Atlanta, Ga. 30301. Applicant's representative: Clyde W. Carver, 5299 Roswell Rd. NE., Suite 212, Atlanta, Ga. 30342. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from points in Texas on and south of a line beginning at the Texas-New Mexico State line and extending along U.S. Highway 84 to its junction with Texas Secondary Highway 53, thence along Texas Secondary Highway 53 to its junction with U.S. Highway 84, thence along U.S. Highway 84 to the Texas-Louisiana State line, to points in Virginia. The purpose of this filing is to eliminate the gateway of points in Florida.

No. MC-106274 (Sub-No. E11), filed May 10, 1974. Applicant: RAEFORD TRUCKING COMPANY, P.O. Box 219, Sanford, N.C. 27330. Applicant's representative: Edward G. Villalon, Suite 1032, Pennsylvania Bldg., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plywood, veneer, and furniture panels*, (1) from Moncure, N.C., points in those parts of Bladen, Cumberland, Duplin, Edgecombe, Franklin, Granville, Greene, Halifax, Harnett, Hoke, Johnston, Lee, Lenoir, Nash, Northampton, Pitt, Sampson, Vance, Wake, Warren, Wayne, and Wilson Counties, N.C., on and west of U.S. Highway 17, and points in that part of Pender County, N.C., on and west of

U.S. Highway 117, to points in Georgia, and (2) from points in Columbus, Durham, Hoke, and Robeson Counties, N.C., to points in that part of Georgia on and south of a line beginning at Brunswick, thence along U.S. Highway 25 to junction U.S. Highway 23, thence along U.S. Highway 23 to junction U.S. Highway 75, thence along U.S. Highway 75 to the Georgia-Tennessee State line. RESTRICTION: The operations authorized herein are restricted to traffic originating at points in the above-named origin territory. The purpose of this filing is to eliminate the gateway of points in Sampson County, N.C.

No. MC-106274 (Sub-No. E12), filed May 10, 1974. Applicant: RAEFORD TRUCKING COMPANY, P.O. Box 219, Sanford, N.C. 27330. Applicant's representative: Edward G. Villalon, Suite 1032 Pennsylvania Bldg., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plywood, veneer, and furniture panels*, from points in Alamance, Caswell, Chatham, Cumberland, Duplin, Durham, Edgecombe, Franklin, Granville, Greene, Halifax, Harnett, Johnston, Lee, Lenoir, Nash, Northampton, Orange, Person, Pitt, Sampson, Vance, Wake, Warren, Wayne, and Wilson Counties, N.C., points in those parts of Beaufort, Craven, Jones, Martin, and Onslow Counties, N.C., on and west of U.S. Highway 17, and points in that part of Pender County, N.C., on and west of U.S. Highway 117, to points in that part of South Carolina on and east of a line beginning at the North Carolina-South Carolina State line, thence, along U.S. Highway 95 to junction South Carolina Highway 34, thence along South Carolina Highway 34 to junction U.S. Highway 401, thence along U.S. Highway 401 to junction U.S. Highway 76, thence along U.S. Highway 76 to junction U.S. Highway 601, thence along U.S. Highway 601 to junction U.S. Highway 301, thence along U.S. Highway 301 to the Georgia-South Carolina State line (except Charleston). RESTRICTION: The operations authorized herein are restricted to traffic originating at points in the above-named origin territory. The purpose of this filing is to eliminate the gateway of points in Sampson County, N.C.

No. MC-107403 (Sub-No. E289), filed May 29, 1974. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. 19050. Applicant's representative: John Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Non-flammable liquid chemicals* (except petroleum, petroleum products, coal tar, and coal tar products), in bulk, from points in Pennsylvania to points in Minnesota and Nebraska. The purpose of this filing is to eliminate the gateway of Pittsburgh, Pa., Natrium, W. Va., and the plant site of Baird Chemicals Industries, Inc., located at or near Mapleton, Ill.

No. MC-107403 (Sub-No. E290), filed May 29, 1974. Applicant: MATLACK,

INC., 10 West Baltimore Ave., Lansdowne, Pa. 19050. Applicant's representative: John Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Non-flammable liquid chemicals* (except petroleum, petroleum products, coal tar, and coal tar products), from points in Pennsylvania to points in Wisconsin. The purpose of this filing is to eliminate the gateway of Pittsburgh, Pa., Natrium, W. Va., and the plant site of the B. F. Goodrich Company, in Milan Township (Allen County), Ind. (approximately 13 miles east of Fort Wayne, Ind.).

No. MC-107496 (Sub-No. E533), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, in bulk, from Burlington, Iowa to points in Wisconsin. The purpose of this filing is to eliminate the gateway of Clinton, Iowa.

No. MC-107496 (Sub-No. E754), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal oils*, in bulk, in tank vehicles, from points in South Dakota to points in Hennepin, Ramsey, Scott, and Dakota Counties, Minn. The purpose of this filing is to eliminate the gateway of Minneapolis, Minn.

No. MC-107496 (Sub-No. E755), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nonedible animal oils*, in bulk, in tank vehicles, from points in South Dakota on and north of U.S. Highway 14 to points in Louisiana. The purpose of this filing is to eliminate the gateway of Minneapolis, Minn.

No. MC-107496 (Sub-No. E756), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, as described in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from Yankton, S. Dak., to points in North Dakota on and east of North Dakota Highway 1. The purpose of this filing is to eliminate the gateway of Marshall, Minn.

No. MC-107496 (Sub-No. E768), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855,

Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer*, in bulk, in tank vehicles, from the plant, storage, and warehouse facilities of Swift Agricultural Chemicals Corporation at or near Memphis, Tenn., to points in South Dakota. The purpose of this filing is to eliminate the gateway of the plant site of the Apple River Chemical Co., at or near East Dubuque, Ill.

No. MC-107496 (Sub-No. E785), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products* as described in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from points in Cook, Du Page, Will, Kendall, Kankakee, Grundy, Ford, and Iroquois Counties, Ill., to points in Wisconsin on, east, and south of a line beginning at the Illinois State line along Wisconsin Highway 69 to U.S. Highway 151, thence along U.S. Highway 151 to Fond du Lac, thence along Wisconsin Highway 23 to Sheboygan. The purpose of this filing is to eliminate the gateway of Lockport, Ill.

No. MC-107496 (Sub-No. E786), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid defoaming compounds and liquid industrial water treating compounds*, in bulk, from the plant site of Ashland Chemical Company, Division of Ashland Oil & Refining Company at or near Mapleton, Ill., to points in Washington. The purpose of this filing is to eliminate the gateway of Casper, Wyo.

No. MC-107496 (Sub-No. E787), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid defoaming compounds and liquid industrial water treating compounds*, in bulk, from the plant site of Ashland Chemical Company, Division of Ashland Oil & Refining Company at or near Mapleton, Ill., to points in Idaho. The purpose of this filing is to eliminate the gateway of Casper, Wyo.

No. MC-107496 (Sub-No. E788), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid defoaming compounds and liquid industrial water treating compounds*, in bulk, from the

plant site of Ashland Chemical Company, Division of Ashland Oil & Refining Company, at or near Mapleton, Ill., to points in Oregon. The purpose of this filing is to eliminate the gateway of Casper, Wyo.

No. MC-107496 (Sub-No. E789), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Resin plasticizers*, in bulk, in tank vehicles, from the plant sites of Archer Daniels Midland Co., at or near Decatur, Ill., to points in California. The purpose of this filing is to eliminate the gateway of Denver, Colo.

No. MC-107496 (Sub-No. E790), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid petrochemicals*, in bulk, in tank vehicles, from all refining and distributing points in Kansas to points in Indiana on and north of Indiana Highway 46. The purpose of this filing is to eliminate the gateways of the plant site of Ashland Chemical Company at or near Mapleton, Ill., the pipeline outlet of Williams Brothers Pipeline Company in Doniphan County, Kans., and Alexandria, Mo.

No. MC-107496 (Sub-No. E792), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, as described in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from Peru, Ill., and points within 10 miles thereof to points in Utah. The purpose of this filing is to eliminate the gateways of points in Iowa, Council Bluffs, Iowa and points within 10 miles thereof, points in Nebraska, Colorado, and Wyoming, and points in Nebraska west of U.S. Highway 83.

No. MC-107496 (Sub-No. E793), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Peru, Ill., and points within 19 miles thereof to points in Minnesota on and south of Minnesota Highway 19 and west of U.S. Highway 169. The purpose of this filing is to eliminate the gateways of points in Iowa on and east of U.S. Highway 69 and Clear Lake, Iowa and points within 10 miles thereof.

No. MC-107496 (Sub-No. E794), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855,

PORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Peoria, Ill., and points within 10 miles thereof to points in North Dakota. The purpose of this filing is to eliminate the gateways of Ft. Madison, Iowa and the terminal of the Kanab Pipeline Co., at or near Milford, Iowa.

No. MC-107496 (Sub-No. E795), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Peru, Ill., and points within 10 miles thereof to points in North Dakota. The purpose of this filing is to eliminate the gateways of points in Iowa and the terminal of the Kanab Pipeline Co., at or near Milford, Iowa.

No. MC-107496 (Sub-No. E796), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, as described in Appendix XIII to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, in bulk, in tank vehicles, from points in Indiana within 125 miles of Chicago, Ill., to points in Wisconsin on, east, and south of a line from the Wisconsin-Illinois State line along Wisconsin Highway 69 to the junction of U.S. Highway 151, thence along U.S. Highway 151 to Fond du Lac, thence along Wisconsin Highway 23 to Sheboygan. The purpose of this filing is to eliminate the gateway of East Chicago, Ind.

No. MC-107496 (Sub-No. E797), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Peoria, Ill., and points within 10 miles thereof, to points in Minnesota (except points in Houston, Fillmore, Mower, Freeborn, Faribault, Blue Earth, Waseca, Steele, Dodge, Olmsted, and Winona Counties).

The purpose of this filing is to eliminate the gateways of Ft. Madison, Iowa and the terminal of the Kanab Pipeline Co., at or near Milford, Iowa.

No. MC-107496 (Sub-No. E798), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Peoria,

Ill., and points within 10 miles thereof, to points in Iowa except points north of U.S. Highway 69 and east of U.S. Highway 63. The purpose of this filing is to eliminate the gateways of points in Lee and Des Moines Counties, Iowa.

No. MC-107496 (Sub-No. E808), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals and compounds* used in the treatment and processing of water and crude petroleum as oil corrosion inhibitors, in bulk, in tank vehicles, from the plant site of Ashland Chemical Company, Division of Ashland Oil & Refining Company at or near Mapleton, Ill., to points in Idaho. The purpose of this filing is to eliminate the gateway of Casper, Wyo.

No. MC-107496 (Sub-No. E812), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer*, in bulk, in hopper vehicles, from Albert Lea, Minn., to points in Kentucky. The purpose of this filing is to eliminate the gateway of Clinton, Iowa.

No. MC-107496 (Sub-No. E813), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vegetable oils*, in bulk, in tank vehicles, from Mankato, Minn., to points in New York. The purpose of this filing is to eliminate the gateway of Des Moines, Iowa.

No. MC-107496 (Sub-No. E814), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Roxana, Ill., and points within 3 miles thereof, and Wood River, Ill., to points in Nebraska. The purpose of this filing is to eliminate the gateways of Ft. Madison, Council Bluffs, and Sioux City, Iowa.

No. MC-107496 (Sub-No. E815), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from points in Iowa (except points in Adams, Taylor, Montgomery, Page, Mills, Fremont, Ringgold, and Union Counties), to points in Kansas. The purpose of this filing is to eliminate the gateway of

Council Bluffs, Iowa and points within 10 miles thereof.

No. MC-107496 (Sub-No. E816), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant's representative: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Phosphoric acid*, in bulk, in tank vehicles, from the plant site of the Hawkeye Chemical Co., at or near Clinton, Iowa to points in North Dakota. The purpose of this filing is to eliminate the gateway of St. Paul, Minn.

No. MC-107496 (Sub-No. E817), filed June 4, 1974. Applicant: RUAN TRANSPORT CORPORATION, P.O. Box 855, Des Moines, Iowa 50309. Applicant: E. Check (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Kansas City, Kans., to points in Colorado on and north of a line from the Colorado-Kansas State line along Colorado Highway 96 to Pueblo, thence along U.S. Highway 50 to Montrose thence along Colorado Highway 90 to the Colorado-Utah State line. The purpose of this filing is to eliminate the gateway of points in Nebraska west of U.S. Highway 83.

No. MC-110420 (Sub-No. E10), filed June 4, 1974. Applicant: QUALITY CARRIERS INC., P.O. Box 186, Pleasant Prairie, Wis. 53158. Applicant's representative: E. Stephen Heisley, 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Shortening*, in bulk, in tank vehicles, from Waterloo, Iowa to Buffalo, Syracuse, and New York, N.Y., Rochester, Downingtown, Lititz, and Philadelphia, Pa., and points in Delaware, Georgia, Massachusetts, Maine, New Hampshire, Maryland, New Jersey, Virginia, and West Virginia, and the District of Columbia (Chicago, Ill.); (2) *shortening*, in bulk, in tank vehicles, from Cedar Rapids, Iowa, to Hamilton, Ohio, Rochester, Downingtown, Lititz, and Philadelphia, Pa., Louisville, Ky., Buffalo, Syracuse, and New York, N.Y., and points in Delaware, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, Virginia, and West Virginia, and the District of Columbia (Chicago, Ill.); (3) *shortening*, in bulk, in tank vehicles, from Des Moines, Iowa to Hamilton, Ohio, Louisville, Ky., Rochester, Downingtown, Lititz and Philadelphia, Pa., Buffalo, Syracuse, and New York, N.Y., and points in Delaware, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, Virginia, and West Virginia, and the District of Columbia (Chicago, Ill.); (4) *shortening*, in bulk, in tank vehicles, from Cudahy, Wis., to Hamilton, Ohio, Louisville, Ky., Rochester, Downingtown, Lititz, and Philadelphia, Pa., Buffalo, Syracuse, and New York, N.Y., and points in Delaware, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, Vir-

ginia, and West Virginia, and the District of Columbia (Chicago, Ill.)*; (5) *shortening*, in bulk, in tank vehicles, from Louisville, Ky., to Omaha, Nebr., Baltimore and Ellicott City, Md., Newark, N.J., Buffalo, Syracuse, and New York, N.Y., Downingtown, Lititz, and Philadelphia, Pa., and points in Maine and New Hampshire (Gary, Ind.)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC-110420 (Sub-No. E11), filed June 4, 1974. Applicant: QUALITY CARRIERS INC., P.O. Box 186, Pleasant Prairie, Wis. 53158. Applicant's representative: E. Stephen Weisley, 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Edible blends of animal and vegetable oils*, in bulk, in tank vehicles, from Waterloo, Iowa, to points in Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey (except points in that part of New Jersey within the New York, N.Y., and Philadelphia, Pa., commercial zones, as defined by the Commission), Virginia, and West Virginia, and the District of Columbia (Chicago, Ill.)*; (2) *edible blends of animal and vegetable oils*, in bulk, in tank vehicles, from Cudahy, Wis., to points in Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey (except points in that part of New Jersey within the New York, N.Y., and Philadelphia, Pa., commercial zones, as defined by the Commission), Virginia, and West Virginia, and the District of Columbia (Chicago, Ill.)*; (3) *edible blends of animal and vegetable oils*, in bulk, in tank vehicles, from Louisville, Ky., to points in Maine and New Hampshire (Gary, Ind.)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC-110420 (Sub-No. E26), filed June 4, 1974. Applicant: QUALITY CARRIERS INC., P.O. Box 186, Pleasant Prairie, Wis. 53158. Applicant's representative: E. Stephen Weisley, 666 11th Street NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tallow*, in bulk, in tank vehicles, (a) from points in Minnesota to Downingtown, Pa. (Cudahy, Wis.)*; (b) from points in Minnesota to Louisville, Ky., points in the Lower Peninsula of Michigan, Illinois (except points in Carroll, Ogle, Jo Daviess, Stephenson, and Winnebago Counties), Indiana and Ohio (Cudahy, Wis.)*; (c) from points in Minnesota to points in Tennessee (Cudahy, Wis., and Chicago, Ill.)*; (d) from points in that part of Minnesota in and north of Clay, Otter Tail, Todd, Morrison, Benton, Sherburne, Wright, Scott, and Dakota Counties to points in Scott, Stoddard, Mississippi, New Madrid, Pemiscot, and Dunklin Counties, Mo. (Cudahy, Wis., and Chicago, Ill.)*; (e) from points in that part of Minnesota in and east of Lake of the Woods, Betrami, Hubbard, Wadena, Todd, Stearns, Kandiyohi, Renville, Redwood, Cottonwood, and Nobles Counties, Minn.,

to points in Walworth, Racine and Kenosha Counties, Wis. (Cudahy, Wis., and Chicago, Ill.)*; (e) from points in Minnesota to points in Kentucky (Milwaukee, Wis., and Chicago, Ill.)*; (f) from points in Minnesota to Lititz, Pa., and Charlotte, N.C. (Milwaukee, Wis., and Chicago, Ill.)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC-110525 (Sub-No. E482), filed May 20, 1974. Applicant: CHEMICAL LEAMAN TANK LINES, INC., P.O. Box 200, Downingtown, Pa. 19335. Applicant's representative: Thomas J. O'Brien (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, (except bituminous products and materials), in bulk, in tank vehicles, from points in North Carolina to points in Kansas. The purpose of this filing is to eliminate the gateways of Copperhill, Tenn., and Louisville, Ky.

No. MC-110525 (Sub-No. E483), filed May 20, 1974. Applicant: CHEMICAL LEAMAN TANK LINES, INC., P.O. Box 200, Downingtown, Pa. 19335. Applicant's representative: Thomas J. O'Brien (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from points in that part of North Carolina on and east of U.S. Highway 401, to points in that part of Kentucky on and west of Interstate Highway 65. The purpose of this filing is to eliminate the gateway of South Charleston, W. Va.

No. MC-110525 (Sub-No. E484), filed May 20, 1974. Applicant: CHEMICAL LEAMAN TANK LINES, INC., P.O. Box 200, Downingtown, Pa. 19335. Applicant's representative: Thomas J. O'Brien (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals* (except bituminous products and materials, hydrofluosilic acid, such naval stores as are chemicals, crude tall oil, sulphate, black liquor shimmings, and liquid alum), in bulk, in tank vehicles, from points in North Carolina to points in Louisiana. The purpose of this filing is to eliminate the gateway of Atlanta, Ga.

No. MC-111545 (Sub-No. E316), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Incinerators and refuse-treatment equipment, and parts, attachments, and accessories*, for incinerators and refuse-treatment equipment, the transportation of which, because of size or weight, requires the use of special equipment, from points in Marion, Sequatchie, Hamilton, Bradley, McMinn, Polk, and Monroe Counties, Tenn., to points in North Dakota. The purpose of this filing is to eliminate the gateway of Ringgold, Ga., and Springfield, Mo.

No. MC-111545 (Sub-No. E317), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities* (except knitting machines), the transportation of which, because of size or weight, requires the use of special equipment, between points in Rhode Island and the District of Columbia, on the one hand, and, on the other, points in that part of Missouri on, west, and south of a line beginning at the Missouri-Arkansas State line, thence along Missouri Highway 39 to Cedar Springs, thence along U.S. Highway 54 to the Missouri-Kansas State line. The purpose of this filing is to eliminate the gateways of Ringgold, Ga., and points in Oklahoma.

No. MC-111545 (Sub-No. E319), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Valves, hydrants, indicator posts, floor stands, fittings, sleeves, and covers*, the transportation of which, because of size or weight, requires the use of special equipment, from points in Massachusetts to points in Arizona, California, Nevada, and New Mexico. The purpose of this filing is to eliminate the gateways of Ringgold, Ga., and Anniston, Ala.

No. MC-111545 (Sub-No. E321), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of size or weight, requires the use of special equipment, from points in that part of Texas south and east of a line beginning at the Texas-Oklahoma State line, thence along U.S. Highway 183 to Mabelle, thence along U.S. Highway 277 to Del Rio, thence along unnumbered highway to the International Boundary line between the United States and Mexico, to points in that part of Illinois on and north of U.S. Highway 136. The purpose of this filing is to eliminate the gateways of Arkoma, Okla., Ft. Smith, Ark., and Keokuk, Iowa.

No. MC-111545 (Sub-No. E322), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of size or weight, requires the use of special equipment, between points in that part of Virginia on and south of a line beginning at Bristol, Ga., thence along U.S. Highway 58 to Hills-

ville, thence along U.S. Highway 221, to Lynchburg, thence along U.S. Highway 29 to junction U.S. Highway 60, thence along U.S. Highway 60 to Williamsburg, thence along Interstate Highway 64 to junction Virginia Highway 238, thence along Virginia Highway 238 to Yorktown, on the one hand, and, on the other, points in Illinois. The purpose of this filing is to eliminate the gateway of points in North Carolina.

No. MC-111545 (Sub-No. E323), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Valves, hydrants, indicator posts, floor stands, fittings, sleeves, and covers*, the transportation of which, because of size or weight, requires, the use of special equipment, (1) from points in Georgia to points in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming (Ringgold, Ga., and Anniston, Ala.); and (2) from points in South Carolina to points in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming (Anderson, S.C., and Anniston, Ala.). The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC-111545 (Sub-No. E326), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bituminous fiber pipe*, the transportation of which, because of size or weight, requires the use of special equipment, from points in that part of Texas on and east of a line beginning at the Texas-Oklahoma State line, thence along U.S. Highway 81 to Fort Worth, thence along U.S. Highway 287 to Ennis, thence along U.S. Highway 75 to Houston, thence along Texas Highway 288 to Freeport, to points in Arizona and New Mexico. The purpose of this filing is to eliminate the gateway of the plant site of McGraw-Edison Company near Sherman, Tex.

No. MC-111545 (Sub-No. E327), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bituminous fiber pipe* (other than machinery, equipment, materials, and supplies, used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and

their products and byproducts, and machinery, materials, equipment and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof), the transportation of which, because of size or weight, requires the use of special equipment, from points in that part of Mississippi on and south of a line beginning at the Mississippi-Louisiana State line, thence along U.S. Highway 84 to Washington, thence along U.S. Highway 98 to the Mississippi-Alabama State line, to points in Kansas. The purpose of this filing is to eliminate the gateway of the plant site of McGraw-Edison Company at Sherman, Tex.

No. MC-111545 (Sub-No. E329), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bituminous fiber pipe* (other than machinery, equipment, materials, and supplies, used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and byproducts, and machinery, materials, equipment and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof), the transportation of which, because of size or weight, requires the use of special equipment, from points in that part of Mississippi on and south of U.S. Highway 80, to points in that part of Oklahoma on and west of U.S. Highway 75. The purpose of this filing is to eliminate the gateway of the plant site of McGraw-Edison Company at Sherman, Tex.

No. MC-111545 (Sub-No. E330), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buildings, complete, knocked-down, or in sections*, the transportation of which, because of size or weight, requires the use of special equipment, between points in that part of Mississippi on and south of U.S. Highway 80, on the one hand, and, on the other, points in that part of Illinois north of a line beginning at the Illinois-Missouri State line, thence along U.S. Highway 24 to Peoria, thence along Illinois Highway 29 to Peru, thence along U.S. Highway 6 to the Illinois-Indiana State line. The purpose of this filing is to eliminate the gateways of Blytheville, Ark., and Keokuk, Iowa.

No. MC-111545 (Sub-No. E331), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O.

Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bituminous fiber pipe* (other than machinery, equipment, materials, and supplies, used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and byproducts, and machinery, materials, equipment and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof), the transportation of which, because of size or weight, requires the use of special equipment, from points in that part of Mississippi on and south of U.S. Highway 82, to points in Nebraska on and west of U.S. Highway 281. The purpose of this filing is to eliminate the gateway of the plantsite of McGraw-Edison Company near Sherman, Tex.

No. MC-111545 (Sub-No. E367), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Incinerators and refuse-treatment equipment, and parts attachments, and accessories*, for incinerators and refuse-treatment equipment, the transportation of which, because of size or weight, requires the use of special equipment, from points in that part of Virginia on and south of a line beginning at the Virginia-North Carolina State line, thence along U.S. Highway 501 to South Boston, thence U.S. Highway 15 to Sprouses Corner, thence along U.S. Highway 60 to Richmond, thence along U.S. Highway 360 to Reedsville, to points in that part of Montana on and west of a line beginning at the Montana-Wyoming State line, thence along U.S. Highway 87 to Grassrange, thence along Montana Highway 19 to junction U.S. Highway 119, thence along U.S. Highway 119 to the Phillips County line, thence along the Phillips County line to the International Boundary line between the United States and Canada, points in that part of South Dakota west of U.S. Highway 81, and points in Wyoming. The purpose of this filing is to eliminate the gateways of Mt. Airy, N.C., and Springfield, Mo.

No. MC-111545 (Sub-No. E370), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Incinerators and refuse-treatment equipment, and parts, attachments, and accessories*, for incinerators and refuse-treatment equipment, the transportation of which, because of size or weight, re-

quires the use of special equipment, from points in that part of West Virginia on and south of a line beginning at the West Virginia-Ohio State line, thence along U.S. Highway 33 to Weston, thence along U.S. Highway 19 to the West Virginia-Pennsylvania State line, to points in Oregon. The purpose of this filing is to eliminate the gateway of Mt. Airy, N.C., and Springfield, Mo.

No. MC-111545 (Sub-No. E411), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cast iron soil pipe and fittings and bituminized fibre pipe and fittings*, the transportation of which, because of size or weight, requires the use of special equipment, from points in that part of Georgia within 175 miles of Chattanooga, Tenn., to points in Kansas, Nebraska, North Dakota, and South Dakota. The purpose of this filing is to eliminate the gateway of Holt, Ala.

No. MC-111545 (Sub-No. E412), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of size or weight, requires the use of special equipment, restricted against the transportation of any such commodities to be used in, or in connection with, main or trunk pipelines, from points in that part of Arizona on and south of U.S. Highway 60, to points in that part of Minnesota on and east of a line beginning at the Minnesota-Iowa State line, thence along Minnesota Highway 15 to St. Cloud, thence along Minnesota Highway 23 to Milaca, thence along U.S. Highway 169 to Hill City, thence along Minnesota Highway 200 to Remer, thence along Minnesota Highway 6 to Big Falls, thence along U.S. Highway 71 to the International Boundary line between the United States and Canada. The purpose of this filing is to eliminate the gateways of (1) Nevada, Mo., (2) Bella Vista, Ark., and (3) Des Moines or Waterloo, Iowa.

No. MC-111545 (Sub-No. E413), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cast iron soil pipe and fittings and bituminized fibre pipe and fittings*, the transportation of which, because of size or weight requires the use of special equipment, from points in that part of North Carolina within 175 miles of Chattanooga, Tenn., to points in Kansas and Nebraska. The purpose of this filing is to eliminate the gateway of Holt, Ala.

No. MC-111545 (Sub-No. E414), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Valves, hydrants, indicator posts, floor stands, fittings, sleeves, and covers*, the transportation of which, because of size or weight, requires the use of special equipment, from points in that part of Alabama within 175 miles of Chattanooga, Tenn., and on and east of a line beginning at the Alabama-Tennessee State line, thence along U.S. Highway 31 to Hanceville, thence along Alabama Highway 69 to junction U.S. Highway 82, thence along U.S. Highway 82 to the Alabama-Mississippi State line, to points in Colorado, New Mexico, North Dakota, and South Dakota. The purpose of this filing is to eliminate the gateway of Anniston, Ala.

No. MC-111545 (Sub-No. E415), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Valves, hydrants, indicator posts, floor stands, fittings, sleeves, and covers*, the transportation of which, because of size or weight, requires the use of special equipment, from points in that part of Tennessee on and south of a line beginning at the Tennessee-Alabama State line, thence along U.S. Highway 231 to Fayetteville, thence along U.S. Highway 64 to Jasper, thence along Tennessee Highway 27 to Powell's Crossroads, thence along Tennessee Highway 28 to junction U.S. Highway 127, thence along U.S. Highway 127 to Pikeville, thence along Tennessee Highway 30 to Dayton, thence along U.S. Highway 27 to Rockwood, thence along U.S. Highway 70 to the Tennessee-North Carolina State line, to points in South Dakota. The purpose of this filing is to eliminate the gateway of Anniston, Ala.

No. MC-111545 (Sub-No. E416), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bituminous fiber pipe*, the transportation of which, because of size or weight, requires the use of special equipment, from points in that part of Texas on and east of a line beginning at the Texas-Oklahoma State line, thence along U.S. Highway 77 to Denton, thence along U.S. Highway 377 to Stephenville, thence along U.S. Highway 281 to San Antonio, thence along U.S. Highway 81 to Laredo, to points in Idaho, Nebraska, Montana, and Wyoming. The purpose of this filing is to eliminate the gateway

of the plant site of McGraw-Edison Company near Sherman, Tex.

No. MC-111545 (Sub-No. E417), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bituminous fibre pipe* (other than that used in, or in connection with, the discovery, development, production, refining manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by products, and that used in, or in connection with, the construction, operation, repair, servicing, maintenance and dismantling of pipelines, including the stringing and picking up thereof), the transportation of which, because of size or weight, requires the use of special equipment, from points in Mississippi to points in Idaho. The purpose of this filing is to eliminate the gateway of the plant site of McGraw-Edison Company near Sherman, Tex.

No. MC-111545 (Sub-No. E418), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cast iron soil pipe and fittings and bituminized fibre pipe and fittings*, the transportation of which, because of size or weight, requires the use of special equipment, from points in that part of Alabama within 175 miles of Chattanooga, Tenn., to points in North Dakota and South Dakota. The purpose of this filing is to eliminate the gateway of Holt, Ala.

No. MC-111545 (Sub-No. E419), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Incinerators and refuse-treatment equipment, and parts, attachments, and accessories*, for incinerators and refuse-treatment equipment, the transportation of which, because of size or weight, requires the use of special equipment, from points in Virginia to points in Arizona, California, Colorado, Idaho, Nevada, Oregon, New Mexico, Utah, and Washington. The purpose of this filing is to eliminate the gateways of Mt. Airy, N.C., and Springfield, Mo.

No. MC-111545 (Sub-No. E420), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities* (except knitting machines), the transportation of which, be-

cause of size or weight, requires the use of special equipment, between points in that part of Kentucky within 174 miles of Chattanooga, Tenn., and on and east of U.S. Highway 127, on the one hand, and, on the other, points in that part of Texas on and west of line beginning at the Texas-Oklahoma State line, thence along U.S. Highway 75 to Dallas, thence along U.S. Highway 77 to Victoria, thence along U.S. Highway 87 to Port Lavaca (except points north of U.S. Highway 66). The purpose of this filing is to eliminate the gateways of Ringgold, Ga., and Hugo, Okla.

No. MC-111545 (Sub-No. E421), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Incinerators and refuse-treatment equipment and parts, attachments, and accessories*, for incinerators and refuse-treatment equipment, the transportation of which, because of size or weight, requires the use of special equipment, from points in that part of Alabama on, east, and north of a line beginning at the Alabama-Tennessee State line, thence long U.S. Highway 31 to Montgomery, thence along U.S. Highway 80 to the Alabama-Georgia State line, to points in Arizona. The purpose of this filing is to eliminate the gateways of Cedartown, Ga., and Springfield, Mo.

No. MC-111545 (Sub-No. E427), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities (except knitting machines)*, the transportation of which, because of size or weight, requires the use of special equipment, between points in that part of Missouri on and south of a line beginning at the Missouri-Kansas State line, thence along U.S. Highway 160 to Springfield, thence along U.S. Highway 60 to junction Missouri Highway 21, thence along Missouri Highway 21 to junction Missouri Highway 34, thence along Missouri Highway 34 to junction Missouri Highway 72, thence along Missouri Highway 72 to Jackson, thence along U.S. Highway 61 to Cape Girardeau, on the one hand, and, on the other, (a) points in that part of New York on and east of a line beginning at Port Jervis, thence along U.S. Highway 209 to Kingston, thence along Interstate Highway 87 to junction New York Highway 7, thence along New York Highway 7 to the New York-Vermont State line, and (b) points in that part of Pennsylvania on and east of a line beginning at the Pennsylvania-Maryland State line, thence along U.S. Highway 11 to Scranton, thence along U.S. Highway 6 to the New York-Pennsylvania State line. The purpose of this filing is to eliminate the gateway of Ringgold, Ga.

No. MC-111545 (Sub-No. E429), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of size or weight, requires the use of special equipment, between points in that part of Virginia on and south of a line beginning at Bristol, thence along U.S. Highway 11 to Salem, thence along U.S. Highway 460 to Norfolk, thence along U.S. Highway 58 to Virginia Beach, on the one hand, and, on the other, points in Connecticut. The purpose of this filing is to eliminate the gateway of points in North Carolina.

No. MC-111545 (Sub-No. E430), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Incinerators and refuse-treatment equipment, and parts, attachments, and accessories*, for incinerators and refuse-treatment equipment, the transportation of which, because of size or weight, requires the use of special equipment, from points in that part of Alabama within 175 miles of Chattanooga, Tenn., Montana, Nevada, Oregon, Utah, and Washington. The purpose of this filing is to eliminate the gateways of Cedartown, Ga., and Springfield, Mo.

No. MC-111545 (Sub-No. E431), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Incinerators and refuse-treatment equipment, and parts, attachments, and accessories*, for incinerators and refuse-treatment equipment, the transportation of which, because of size or weight, requires the use of special equipment, from points in South Carolina to points in Arizona, California, Colorado, Montana, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming. The purpose of this filing is to eliminate the gateway of Springfield, Mo.

No. MC-111545 (Sub-No. E432), filed June 4, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal buildings*, knocked down, from points in Florida, Georgia, and South Carolina to points in Maryland and New Jersey. The purpose of this filing is to eliminate the gateway of Kernersville, N.C.

No. MC-111545 (Sub-No. E483), filed May 30, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal buildings*, knocked down, from points in that part of Alabama on and south of a line beginning at the Alabama-Georgia State line; thence along U.S. Highway 78 to Birmingham, thence U.S. Highway 11 to Tuscaloosa, thence along U.S. Highway 82 to the Alabama-Mississippi State line, that part of Mississippi south of a line beginning at the Mississippi-Arkansas State line, thence along U.S. Highway 49 to junction U.S. Highway 61, thence along U.S. Highway 61 to Lyon, thence along Mississippi Highway 6 to Tupelo, thence along U.S. Highway 78 to the Mississippi-Alabama State line, and that part of Texas south of U.S. Highway 66, to points in Maryland and New Jersey. The purpose of this filing is to eliminate the gateway of Columbus, Ga.

PORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal buildings*, knocked down, from points in that part of Alabama on and south of a line beginning at the Alabama-Georgia State line; thence along U.S. Highway 78 to Birmingham, thence U.S. Highway 11 to Tuscaloosa, thence along U.S. Highway 82 to the Alabama-Mississippi State line, that part of Mississippi south of a line beginning at the Mississippi-Arkansas State line, thence along U.S. Highway 49 to junction U.S. Highway 61, thence along U.S. Highway 61 to Lyon, thence along Mississippi Highway 6 to Tupelo, thence along U.S. Highway 78 to the Mississippi-Alabama State line, and that part of Texas south of U.S. Highway 66, to points in Maryland and New Jersey. The purpose of this filing is to eliminate the gateway of Columbus, Ga.

No. MC-111545 (Sub-No. E484), filed May 30, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buildings*, in sections, from points in that part of Louisiana on and south of a line beginning at the Louisiana-Texas State line, thence along Louisiana Highway 6 to Matchitoches, thence along Louisiana Highway 1 to Alexandria, thence along Louisiana Highway 28 to junction U.S. Highway 84, thence along U.S. Highway 84 to the Louisiana-Mississippi State line, to points in that part of South Dakota on and north of a line beginning at the South Dakota-Iowa State line, thence along U.S. Highway 16 to Rapid City, thence along Interstate Highway 90 to Whitewood, thence along South Dakota Highway 34 to Belle Fourche, thence along U.S. Highway 212 to the South Dakota-Wyoming State line. The purpose of this filing is to eliminate the gateway of the plant site of Continental Homes, Inc., at or near Malden, Mo.

No. MC-111545 (Sub-No. E485), filed May 30, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buildings*, in sections, (1) from points in Louisiana to points in Illinois, Indiana, Michigan, Minnesota, North Dakota, Ohio, and Wisconsin; and (2) from points in that part of Louisiana on, south, and east of a line beginning at the Louisiana-Texas State line, thence along U.S. Highway 84 to Joyce, thence along Louisiana Highway 34 to Monroe, thence along U.S. Highway 165 to the Louisiana-Arkansas State line, to points in Iowa. The purpose of this filing is to eliminate

the gateway of the plant site of Continental Homes, Inc., at or near Malden, Mo.

No. MC-111545 (Sub-No. E487), filed May 30, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., P.O. Box 6426, Station A, Marietta, Ga. 30062. Applicant's representative: Robert E. Born (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buildings*, in sections, from points in Alabama, Iowa, Kansas, Minnesota, Nebraska, North Dakota, South Dakota, and Wisconsin, that part of Illinois on and north of a line beginning at the Illinois-Missouri State line, thence along U.S. Highway 66 to Springfield, thence along Illinois Highway 54 to Onarga, thence along U.S. Highway 45 to Gillman, thence along U.S. Highway 24 to the Illinois-Indiana State line, and that part of Oklahoma on and north of U.S. Highway 60. The purpose of this filing is to eliminate the gateway of the plant site of Continental Homes, Inc., located at or near Malden, Mo.

No. MC-113459 (Sub-No. E63), filed May 14, 1974. Applicant: H. J. JEFFRIES TRUCK LINE, INC., P.O. Box 94850, Oklahoma City, Okla. 73109. Applicant's representative: Robert A. Fisher (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (I) (1) *Earth drilling machines and equipment and machinery, equipment, materials, supplies, and pipe* incidental to, used in, or in connection with, (a) the transportation, installation, removal, operation, repair, servicing, maintenance, and dismantling of drilling machinery and equipment, (b) the completion of holes or wells drilled, (c) the production, storage, and transmission of commodities resulting from drilling operations at well or hole sites, and (d) the injection or removal of commodities into or from holes or wells; (2) *Self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith; (3) *Machinery, equipment, materials, and supplies* used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products, or used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof (except the stringing and picking up of pipe in connection with main or trunk pipelines); (4) *Commodities*, the transportation of which, by reason of size or weight, require the use of special equipment (except those commodities described in (I) (3) above, those commodities used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of main or trunk pipelines, and farm machinery); and (5) *Parts* of commodities authorized in (I) (4) above, either

when incidental to the transportation of such commodities, or when transported as separate and unrestricted shipments, between points in that part of Texas on and east of a line beginning at the Texas-New Mexico State line, thence along U.S. Highway 180 to junction U.S. Highway 385, thence along U.S. Highway 385 to junction U.S. Highway 67, thence along U.S. Highway 67 to junction Texas Highway 349, thence along Texas Highway 349 to junction U.S. Highway 90, thence along U.S. Highway 90 to junction U.S. Highway 277, thence along U.S. Highway 277 to junction U.S. Highway 57, thence along U.S. Highway 57 to the United States-Mexico International Boundary line at Eagle Pass, on the one hand, and, on the other, points in Utah.

(II) *Earth drilling machinery and equipment and machinery, equipment, materials, supplies, and pipe* incidental to, used in, or in connection with, (a) the transportation, installation, removal, operation, repair, servicing, maintenance, and dismantling of drilling machinery and equipment, (b) the completion of holes or wells drilled, (c) the production, storage, and transmission of commodities resulting from drilling operations at well or hole sites, and (d) the injection or removal of commodities into or from holes or wells, the transportation of which, by reason of size or weight, require the use of special equipment, between points in Bullitt, Hardin, Meade, Breckinridge, Hancock, Daviess, Henderson, Union, Webster, McLean, Crittenden, Hopkins, Ohio, Grayson, Edmonson, Hart, Warren, Butler, Muhlenberg, Logan, Todd, Christian, Trigg, Simpson, Lyon, Caldwell, and Jefferson Counties, Ky., on the one hand, and, on the other, points in Kansas. (III) (1) *Self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* when moving in connection therewith; and (2) *Commodities*, the transportation of which, by reason of size or weight, require the use of special equipment (except farm machinery, and commodities used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of main or trunk pipe lines), between points in that part of Missouri on and east of U.S. Highway 63, on the one hand, and, on the other, points in Montana. (IV) (1) *Self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith; (2) *Commodities*, the transportation of which, by reason of size or weight, require the use of special equipment (except machinery, equipment, materials, and supplies used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products, or used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof, those commodities used in, or in con-

nection with, the construction, operation, repair, servicing, maintenance, and dismantling of main or trunk pipelines, and farm machinery); and (3) *Parts* of commodities authorized in (IV) (2) above, either when incidental to the transportation of such commodities, or when transported as separate and unrestricted shipments, between points in that part of Nebraska on and east of U.S. Highway 83, on the one hand, and, on the other, points in New Mexico.

(V) *Earth drilling machinery and equipment and machinery, equipment, materials, supplies, and pipe* incidental to, used in, or in connection with, (a) the transportation, installation, removal, operation, repair, servicing, maintenance, and dismantling of drilling machinery and equipment, (b) the completion of holes or wells drilled, (c) the production, storage, and transmission of commodities resulting from drilling operations at well or hole sites, and (d) the injection or removal of commodities into or from holes or wells, between points in that part of Nebraska on and east of U.S. Highway 83 and points in Wyoming on and east of a line beginning at the Wyoming-Montana State line, thence along Wyoming Highway 120 to junction U.S. Highway 26, thence along U.S. Highway 26 to junction Wyoming Highway 789, thence along Wyoming Highway 789 to junction U.S. Highway 287, thence along U.S. Highway 287 to junction U.S. Highway 80, thence along U.S. Highway 80 to junction U.S. Highway 85, thence along U.S. Highway 85 to the Wyoming-Colorado State line, on the one hand, and, on the other, points in Lea and Eddy Counties, N. Mex.

(VI) (1) *Self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith; (2) *Commodities*, the transportation of which, by reason of size or weight, require the use of special equipment (except machinery, equipment, materials, and supplies used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products, or used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof); and (3) *Parts* of commodities authorized in (VI) (3) above, either when incidental to the transportation of such commodities or when transported as separate and unrestricted shipments, between points in Wyoming on and east of a line beginning at the Wyoming-Montana State line, thence along Wyoming Highway 120 to junction U.S. Highway 26, thence along U.S. Highway 26 to junction Wyoming Highway 789, thence along Wyoming Highway 789 to junction U.S. Highway 287, thence along U.S. Highway 287 to junction U.S. Highway 80, thence along U.S. Highway 80 to junction U.S. Highway 85, thence along U.S. High-

way 85 to the Wyoming-Colorado State line, on the one hand, and, on the other, points in that part of New Mexico on and east of a line beginning at the New Mexico-Oklahoma State line, thence along U.S. Highway 56 to junction U.S. Highway 25, thence along U.S. Highway 25 to junction New Mexico Highway 3, thence along U.S. Highway 3 to junction U.S. Highway 60, thence along U.S. Highway 60 to U.S. Highway 25, thence along U.S. Highway 25 to junction New Mexico Highway 90, thence along New Mexico Highway 90 to junction U.S. Highway 10, thence along U.S. Highway 10 to the New Mexico-Arizona State line. Restriction: The operations authorized in (I) (2), (III) (1), (IV) (1), and (VI) (1) above are restricted to commodities which are transported on trailers. The purpose of this filing is to eliminate the gateways of points in Oklahoma for points in (I), (IV), (V), and (VI) above, points in that part of Illinois south of U.S. Highway 36 for points in (II) above, and points in Illinois for points in (III) above.

No. MC-113651 (Sub-No. E4), filed May 10, 1974. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. 47303. Applicant's representative: Henry A. Dillon (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products*, as described in Section A of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from the plant site of Armour and Company near Sterling, Ill., to points in North Carolina, South Carolina, Georgia, Florida, Alabama, and points in Kentucky on and east of Interstate Highway 65 (except Louisville). Restriction: Traffic to be transported shall be limited to that originating at the plant site of Armour and Company at or near Sterling, Ill. The purpose of this filing is to eliminate the gateway of Muncie, Ind.

No. MC-113651 (Sub-No. E9), filed May 10, 1974. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. 47303. Applicant's representative: Henry A. Dillon (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products*, as described in Section A of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles, and hides), from the plant site of Swift and Company at or near Grand Island, Nebr., to points in North Carolina, South Carolina, Georgia, Florida, and points in Kentucky on and east of Interstate Highway 65 (except Louisville). Restriction: The authorized operations herein are restricted to traffic originating at the plant site of Swift and Company. The purpose of

this filing is to eliminate the gateway of Muncie, Ind.

No. MC-113651 (Sub-No. E11), filed May 10, 1974. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. 47303. Applicant's representative: Henry A. Dillon (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods*, from Fruitland, Md., to points in Missouri, Kansas, Nebraska, and points in Kentucky on and west of Interstate Highway 65. The purpose of this filing is to eliminate the gateway of Muncie, Ind.

No. MC-113651 (Sub-No. E12), filed May 10, 1974. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. 47303. Applicant's representative: Henry A. Dillon (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Preserved vegetables* (in cans), from the plantsite and warehouse facilities of Food Processors, Inc., at Wilson, N.C., to points in Iowa, Nebraska, Kansas, and points in Missouri on and north of Interstate Highway 44. Restriction: The operations herein are restricted to traffic originating at the above specified plantsite and warehouse facilities. The purpose of this filing is to eliminate the gateway of Muncie, Ind.

No. MC-113843 (Sub-No. E63), filed May 5, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen prepared foodstuffs*, from the plant site and warehouses of The Pillsbury Company at or near East Greenville, Pa., to (1) points in that part of Ohio on and north of a line beginning at the Interstate Highway 80 to junction Ohio Highway 10 thence along Ohio Highway 10 to Lake Erie; (2) points in that part of Indiana on and north of U.S. Highway 30; (3) points in that part of Illinois on and north of Interstate Highway 80; and (4) points in Michigan and Missouri. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E169), filed May 17, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen Foods*, (1) from New York, N.Y., points in New Jersey and that part of Pennsylvania on and east of U.S. Highway 15 to Grand Forks, N. Dak., and Sioux Falls, S. Dak., (2) from points in that part of Pennsylvania on, east, and south of a line beginning at the Pennsylvania-New Jersey State line and extending along Pennsylvania Highway 611

to Junction Pennsylvania Highway 309, thence along Pennsylvania Highway 309 to junction U.S. Highway 22, thence along U.S. Highway 22 to the Pennsylvania-New Jersey State line, to Springfield, Ill., St. Louis, Mo., and Davenport, Iowa; (3) from Wilkes-Barre, Pa., and points in that part of Pennsylvania on, east, and north of a line beginning at the Pennsylvania-New Jersey State line and extending along Interstate Highway 80 to junction Pennsylvania Turnpike Extension, thence along the Pennsylvania Turnpike Extension to junction U.S. Highway 6, thence along U.S. Highway 6 to junction Pennsylvania Highway 14, thence along Pennsylvania Highway 14 to the Pennsylvania-New York State line to Springfield, Ill., Louisville, Ky., St. Louis, Mo., Sioux City and Davenport, Iowa, Grand Forks, N. Dak., and Sioux Falls, S. Dak.; (4) from points in that part of New Jersey on and east of a line beginning at the Atlantic Ocean at Cape May and extending along the Garden State Parkway to junction Atlantic City Expressway, thence along the Atlantic City Expressway to the Atlantic Ocean to Springfield, Ill., St. Louis, Mo., and Davenport, Iowa.

The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

No. MC-113843 (Sub-No. E512), filed May 2, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Moosic, Pa., to points in Indiana. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E513), filed May 23, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Moosic, Pa., to points in Michigan. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E514), filed May 23, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Moosic, Pa., to points in Missouri. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E515), filed May 23, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought

to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Moosic, Pa., to points in Kentucky. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E516), filed May 23, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Moosic, Pa., to points in Iowa. The purpose of this filing is to eliminate the gateway of Le Roy, N.Y.

No. MC-113843 (Sub-No. E528), filed May 23, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Thorofare, N.J., to points in Kansas. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

No. MC-113843 (Sub-No. E529), filed May 23, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Thorofare, N.J., to points in Colorado. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

No. MC-113843 (Sub-No. E530), filed May 22, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Thorofare, N.J., to points in Arkansas. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

No. MC-113843 (Sub-No. E531), filed May 22, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Marysville, Pa., to points in Wisconsin (except points in that part of Wisconsin on, east, and south of a line beginning at the Illinois-Wisconsin State line and extending along U.S. Highway 45 to junction Wisconsin Highway 11, thence along Wisconsin Highway 11 to Lake Michigan). The purpose of this filing is to eliminate the gateway of LeRoy, N.Y.

No. MC-113843 (Sub-No. E532), filed May 22, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Philadelphia, Pa., to points in Minnesota. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

ERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Thorofare, N.J., to points in Oklahoma. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

No. MC-113843 (Sub-No. E533), filed May 22, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Philadelphia, Pa., to points in Wisconsin. The purpose of this filing is to eliminate the gateway of LeRoy, N.Y.

No. MC-113843 (Sub-No. E534), filed May 22, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Philadelphia, Pa., to points in Iowa. The purpose of this filing is to eliminate the gateway of LeRoy, N.Y.

No. MC-113843 (Sub-No. E535), filed May 22, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Thorofare, N.J., to points in Nebraska. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

No. MC-113843 (Sub-No. E536), filed May 12, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen fruits*, from Houlton, Caribou, and Corinna, Maine, to points in Arkansas, Colorado, Iowa, Kansas, Minnesota, Oklahoma, Texas, and Wisconsin. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E540), filed May 22, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Philadelphia, Pa., to points in Kansas. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

No. MC-113843 (Sub-No. E541), filed May 22, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Philadelphia, Pa., to points in Minnesota. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

mer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Philadelphia, Pa., to points in Minnesota. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

No. MC-113843 (Sub-No. E542), filed May 22, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Thorofare, N.J., to points in Minnesota. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

No. MC-113843 (Sub-No. E543), filed May 23, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Lakewood, N.J., to points in Minnesota. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

No. MC-113843 (Sub-No. E551), filed May 17, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in that part of Pennsylvania on and west of U.S. Highway 15 to points in Vermont. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E552), filed May 22, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Chambersburg, Pa., to points in that part of Nebraska on, south, and west of a line beginning at the Nebraska-South Dakota State line and extending along U.S. Highway 81 to junction U.S. Highway 275, thence along U.S. Highway 275 to junction U.S. Highway 77, thence along U.S. Highway 77 to junction Nebraska Highway 33, thence along Nebraska Highway 33 to junction U.S. Highway 6, thence along U.S. Highway 6 to junction Nebraska Highway 15, thence along Nebraska Highway 15 to the Nebraska-Kansas State line. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

No. MC-113843 (Sub-No. E553), filed May 27, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Philadelphia, Pa., to points in Minnesota. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

(same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Carteret, N.J., to points in Wisconsin. The purpose of this filing is to eliminate the gateway of LeRoy, N.Y.

No. MC-113843 (Sub-No. E554), filed May 27, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Lakewood, N.J., to points in Nebraska. The purpose of this filing is to eliminate the gateway of Dundee, N.J.

No. MC-113843 (Sub-No. E555), filed May 17, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in that part of Pennsylvania on and west of U.S. Highway 15 to points in New Hampshire. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E558), filed May 16, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Cleveland, Ohio, to points in that part of Missouri on and west of a line beginning at the Missouri-Illinois State line and extending along U.S. Highway 61 to junction Missouri Highway 19, thence along Missouri Highway 19 to junction U.S. Highway 54, thence along U.S. Highway 54 to junction U.S. Highway 65, thence along U.S. Highway 65 to the Missouri-Arkansas State line. The purpose of this filing is to eliminate the gateway of Detroit, Mich.

No. MC-113843 (Sub-No. E560), filed May 17, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in Pennsylvania on and west of U.S. Highway 15 to points in Maine. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E561), filed May 20, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen seafood*, from points in those portions of Delaware, Maryland, and Vir-

ginia east of the Chesapeake Bay and south of the Chesapeake and Delaware Canal to points in that part of Pennsylvania on, north, and west of a line beginning at the New York-Pennsylvania State line and extending along U.S. Highway 15 to junction U.S. Highway 6, thence along U.S. Highway 6 to junction U.S. Highway 6N, thence along U.S. Highway 6N to junction Pennsylvania Highway 226, thence along Pennsylvania Highway 226 to the Pennsylvania-Ohio State line. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E563), filed May 20, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Huntington, W. Va., to points in that part of New York on, east, and north of a line beginning at Lake Ontario at Oswego and extending along New York Highway 104 to junction U.S. Highway 11, thence along U.S. Highway 11 to the Pennsylvania-New York State line, thence along the Pennsylvania-New York State line to junction New York Highway 17, thence along New York Highway 17 to junction New York Highway 30, thence along New York Highway 30 to junction New York Highway 28, thence along New York Highway 28 to the Hudson River, thence along New York Highway 308 to junction New York Highway 199, thence along New York Highway 199 to junction U.S. Highway 44, thence along U.S. Highway 44 to the New York-Connecticut State line. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E565), filed May 20, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen seafood*, from points in that part of Delaware east of the Chesapeake Bay and south of the Chesapeake and Delaware Canal to points in Minnesota. The purpose of this filing is to eliminate the gateway of LeRoy, N.Y.

No. MC-113843 (Sub-No. E566), filed May 20, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen seafood*, from points in those portions of Delaware, Maryland, and Virginia east of the Chesapeake Bay and south of the Chesapeake and Delaware Canal to points in Colorado. The purpose of this filing is to eliminate the gateway of LeRoy, N.Y.

No. MC-113843 (Sub-No. E567), filed May 20, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Sum-

mer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen seafood*, from points in those portions of Delaware, Maryland, and Virginia east of the Chesapeake Bay and south of the Chesapeake and Delaware Canal to points in Iowa. The purpose of this filing is to eliminate the gateway of LeRoy, N.Y.

No. MC-113843 (Sub-No. E570), filed May 17, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from the District of Columbia to points in that part of New Hampshire on and north of U.S. Highway 2. The purpose of this filing is to eliminate the gateway of Syracuse, N.Y.

No. MC-113843 (Sub-No. E571), filed May 17, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Baltimore, Md., to points in that part of Wisconsin on, north, and west of a line beginning at the Minnesota-Wisconsin State line and extending along Wisconsin Highway 35 to junction U.S. Highway 53, thence along U.S. Highway 53 to junction U.S. Highway 8, thence along U.S. Highway 8 to the Wisconsin-Michigan State line. The purpose of this filing is to eliminate the gateway of LeRoy, N.Y.

No. MC-113843 (Sub-No. E572), filed May 17, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Hampton, Va., to points in Nebraska (except points in that part of Nebraska south and east of a line beginning at the Missouri-Nebraska State line and extending along U.S. Highway 136 to junction U.S. Highway 77, thence along U.S. Highway 77 to the Nebraska-Kansas State line). The purpose of this filing is to eliminate the gateway of LeRoy, N.Y.

No. MC-113843 (Sub-No. E573), filed May 22, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Chambersburg, Pa., to points in that portion of the Upper Peninsula of Michigan on and west of a line beginning at the Wisconsin-Michigan State line and extend-

ing along U.S. Highway 45 to junction Michigan Highway 26, thence along Michigan Highway 26 to Lake Superior. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E574), filed May 22, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Shells (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Chambersburg, Pa., to points in Vermont. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E575), filed May 22, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Shells (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Chambersburg, Pa., to North Adams, Mass. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E576), filed May 22, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Shells (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Chambersburg, Pa., to points in New Hampshire. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E577), filed May 22, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Shells (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Vineland, N.J., to points in Michigan. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-113843 (Sub-No. E600), filed May 16, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Shells (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in Ohio to points in Rhode Island. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC-117119 (Sub-No. E42), filed May 24, 1974. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., P.O. Box 188, Elm Springs, Ark. 72728. Applicant's representative: L. M. McLean (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, in vehicles equipped with mechanical refrigeration, from Kansas City,

Kans., to New Orleans, La., and points in Texas, on, south and east of a line beginning at the Arkansas-Texas State line and proceeding westward along Interstate Highway 30 to Dallas, thence along U.S. Highway 80 to Ft. Worth, thence along Interstate Highway 20 to Pecos, thence along Texas Highway 17 to Marfa, thence along U.S. Highway 67 to Presidio and the United States-Mexico International Boundary line (except Dallas). The purpose of this filing is to eliminate the gateways of Springfield, Mo., and Van Buren, Ark.

No. MC-119777 (Sub-No. E5), filed April 9, 1974. Applicant: LIGON SPECIALIZED HAULER, INC., P.O. Drawer L, Madisonville, Ky. 42431. Applicant's representative: Ronald E. Butler (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel sheets, plates, channels, angles, drop ends, mine roof washers, pallets, and couplings*, the transportation of which because of their size or weight, requires the use of special equipment, from Eiyria and Lorain, Ohio, to points in Louisiana and points in Mississippi on, west, and south of a line beginning at the Tennessee-Mississippi State line and extending south along Mississippi Highway 15 to its intersection with Mississippi Highway 348, thence along Mississippi Highway 348 to its intersection with U.S. Highway 45 thence along U.S. Highway 45, thence along U.S. Highway 45 to its intersection with U.S. Highway 45A, thence along U.S. Highway 45A to its intersection with Mississippi Highway 388, and thence along Mississippi Highway 388 to the Mississippi-Alabama State line. The purpose of this filing is to eliminate the gateways of Louisville, Ky., and Flora, Ill.

No. MC-119777 (Sub-No. E25), filed April 9, 1974. Applicant: LIGON SPECIALIZED HAULER, P.O. Drawer L, Madisonville, Ky. 42431. Applicant's representative: Ronald Butler (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel sheets, plates, channels, angles, crop ends, mine roof washers, pallets, and couplings*, the transportation of which because of their size or weight, requires the use of special equipment, (a) from points in Pennsylvania, West Virginia, and Ohio, to points in Arizona and New Mexico; (b) from points in Kentucky on and east of U.S. Highway 31E, to points in Arizona and New Mexico; (c) from points in Tennessee (except Shelby, Fayette, and Tipton Counties), to points in Arizona; (d) from points in Shelby, Fayette, and Tipton Counties, Tenn., to points in Arizona on, north, and west of a line beginning at the Arizona-Utah State line, and extending south on U.S. Highway 89 to its intersection with U.S. Highway 66, thence along U.S. Highway 66 to its intersection with Arizona Highway 77, thence along Arizona Highway 77 to its intersection with U.S. Highway 60, and thence along U.S. Highway 60 to

the Arizona-California State line; (e) from points in Tennessee on, north, and east of a line beginning at the Tennessee-Kentucky State line and extending south along U.S. Highway 641 to its intersection with U.S. Highway 79, thence along U.S. Highway 79 to its intersection with Tennessee Highway 22, thence along Tennessee Highway 22 to its intersection with Interstate Highway 40, thence along Interstate Highway 40 to its intersection with U.S. Highway 41A, thence along U.S. Highway 41A to its intersection with U.S. Highway 231, thence along U.S. Highway 231, to the Tennessee-Alabama State line to points in New Mexico, (f) from points in Tennessee, on, south, and west of a line beginning at the Kentucky-Tennessee State line and extending south along U.S. Highway 641 to its intersection with U.S. Highway 79, thence along U.S. Highway 79 to its intersection with Tennessee Highway 22, thence along Tennessee Highway 22 to its intersection with Interstate Highway 40, thence along Interstate Highway 40 to its intersection with U.S. Highway 41A, thence along U.S. Highway 41A to its intersection with U.S. Highway 231, thence along U.S. Highway 231 to the Tennessee-Alabama State line (except Tipton, Fayette, and Shelby Counties), to points in New Mexico (except Lea and Eddy Counties); (g) from points in Tipton, Shelby, and Fayette Counties, Tenn., to San Juan County, N. Mex.; (h) from points in Illinois and Indiana, to points in Arizona and New Mexico. The purpose of this filing is to eliminate the gateways of (1) Louisville, Ky., and Flora, Ill., for (a) above; (2) Sparta, Ill., for (b) above; (3) points in a described area of western Kentucky and Sparta, Ill., for (c), (d), (e), (f), and (g) above; and (4) Flora, Ill., for (h) above.

No. MC-119777 (Sub-No. E27), filed April 9, 1974. Applicant: LIGON SPECIALIZED HAULER, INC., P.O. Drawer L, Madisonville, Ky. 42431. Applicant's representative: Ronald Butler (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (A) *Iron and steel, and iron and steel articles*, from the plant site of the Kentucky Electric Steel Company at or near Coalton, Boyd County, Ky., to points in Kansas and Nebraska, (B) *Steel sheets, plates, channels, angles, crop ends, mine roof washers, pallets and couplings*, from the plant site of the Kentucky Electric Steel Company at or near Coalton, Boyd County, Ky., to points in Arizona and New Mexico; and (C) *Iron and steel, and iron and steel articles*, from the plant site of the Kentucky Electric Steel Company at or near Coalton, Boyd County, Ky., to points in Oklahoma. Restriction: The commodities in (A), (B), and (C) above are restricted against the transportation of commodities which because of size or weight require special equipment. The purpose of this filing is to eliminate the gateways of (1) Kokomo, Ind., for (A) above, (2) Sparta, Ill., for (B) above, and (3) the plant site of George L. Mesker

Steel Corporation in Union County, Miss., for (C) above.

No. MC-119864 (Sub-No. E16), filed May 31, 1974. Applicant: CRAIG TRANSPORTATION CO., 26699 Eckel Rd., Perrysburg, Ohio, 43551. Applicant's representative: Dale K. Craig (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal containers* used by packinghouses from the plant and warehouse sites of United Can Company located at or near Rossford, Ohio (a) to points in Illinois (Gary, Ind.)* and (b) to St. Louis, Mo., (Indianapolis, Ind.)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC-123048 (Sub-No. E83), filed June 13, 1974. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., P.O. Box A, Racine, Wis. 53401. Applicant's representative: Paul L. Martinson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Self-propelled tractors* used as loading and unloading equipment, from Marshfield, Wis., to points in Minnesota within 50 miles of Sioux Falls, S. Dak. Restriction: The authority granted herein is restricted to the transportation of shipments originating at the plant site of Teco Crab, Inc., at Marshfield, Wis. The purpose of this filing is to eliminate the gateway of Charles City, Iowa.

No. MC-123048 (Sub-No. E84), filed June 13, 1974. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., P.O. Box A, Racine, Wis. 53401. Applicant's representative: Paul L. Martinson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Self-propelled tractors*, when used as loading and unloading equipment from Marshfield, Wis., to points in Oregon. RESTRICTION: The authority granted herein is restricted to the transportation of shipments originated at the plant site of Teco Crab, Inc., at Marshfield, Wis. The purpose of this filing is to eliminate the gateway of Fargo, N. Dak.

No. MC-123048 (Sub-No. E85), filed June 13, 1974. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., P.O. Box A, Racine, Wis. 53401. Applicant's representative: Paul L. Martinson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Farm tractors*, from South Bend, Ind., to points in Oklahoma. RESTRICTION: The operations authorized herein are limited to traffic destined to points in Oklahoma. The purpose of this filing is to eliminate the gateway of Burlington, Iowa.

No. MC-124174 (Sub-No. E49), filed June 4, 1974. Applicant: MOMSEN TRUCKING COMPANY, P.O. Box 37490, Omaha, Nebr. 68137. Applicant's representative: Karl E. Momsen (same as above). Authority sought to operate as

a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel castings*, from Lynchburg and Radford, Va., to Anita, Iowa, and points within 15 miles thereof, and to points in those parts of Nebraska, Iowa, Kansas, and Missouri within 60 miles of Auburn, Nebr., including Auburn, Nebr. The purpose of this filing is to eliminate the gateway of Omaha, Nebr.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-18027 Filed 8-6-74; 8:45 am]

[Notice No. 25]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

AUGUST 2, 1974.

The following letter-notices of proposals (except as otherwise specifically noted each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application), to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission under the Commission's Revised Deviation Rules-Motor Carriers of Property, 1969 (49 CFR 1042.4(c)(11)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 1042.4(c)(11)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 1042.4(c)(12)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Revised Deviation Rules-Motor Carriers of Property, 1969, will be numbered consecutively for convenience in identification and protests, if any, should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC-3560 (Deviation No. 21), GENERAL EXPRESSWAYS, INC., 1205 South Platte River Drive, Denver, Colo. 80223, filed July 24, 1974. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From the junction of Interstate Highway 84 and U.S. Highway 7, near Danbury, Conn., thence over Interstate Highway 84 to the junction of Connecticut Highway 34, thence over Connecticut Highway 34 to the junction of U.S. Highway 1 and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service routes as follows: (1) From the junction of Connecticut Highway 72 and U.S. Highway 6 near Terryville, Conn., thence over U.S. Highway 6 to Peekskill, N.Y.,

and (2) from New Haven, Conn., over U.S. Highway 1 to Washington, D.C., and return over the same routes.

No. MC-75320 (Deviation No. 54), CAMPBELL "66" EXPRESS, INC., P.O. Box 807, Springfield, Mo. 65801, filed July 22, 1974. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Dallas, Tex., over Texas Highway 114 to junction Texas Highway 121, thence over Texas Highway 121 to junction U.S. Highway 75, thence over U.S. Highway 75 to junction U.S. Highway 69, thence over U.S. Highway 69 to junction Muskogee Turnpike, thence over Muskogee Turnpike to Tulsa, Okla., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Dallas, Tex., over Interstate Highway 35-E to junction Interstate Highway 35, thence over Interstate Highway 35 to junction U.S. Highway 82, thence over U.S. Highway 82 to junction U.S. Highway 81, thence over U.S. Highway 81 to junction U.S. Highway 70, thence over U.S. Highway 70 to junction U.S. Highway 177, thence over U.S. Highway 177 to junction Oklahoma Highway 18, thence over Oklahoma Highway 18 to junction Turner Turnpike, thence over Turner Turnpike to Tulsa, Okla., and return over the same route.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-18041 Filed 8-6-74; 8:45 am]

[Notice No. 63]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

AUGUST 2, 1974.

The following publications (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 the new Special Rule 1100.247 of the Commission's Rules of Practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

The publications hereinafter set forth reflect the scope of the applications as filed by applicant, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable by the Commission.

MOTOR CARRIERS OF PROPERTY

No. MC 116698 (Sub-No. 10) (Republication) filed July 6, 1973, and published

in the FEDERAL REGISTER issues of October 26, 1973 and December 6, 1973, and in third publication this issue. Applicant: BILL G. CARR AND PHYLLIS R. CARR, A Partnership, doing business as ARROWHEAD TRANSPORTATION, 103 Moore Lane, Billings, Mont. 59102. Applicant's representative: Jerome Anderson, 100 Transwestern Building, Billings, Mont. An Order of the Commission, Operating Rights Board, dated June 17, 1974, and served July 19, 1974, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a *common carrier* by motor vehicle, over regular routes, of *general commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring the use of special equipment), between Billings and Laurel, Mont., over Interstate Highway 90 (also over U.S. Highway 10) serving no intermediate points, and serving Laurel for the purposes of joinder only; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties 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 above, issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of this publication of the authority actually granted, during which period any proper party in interest may file an appropriate petition for intervention or other relief in this proceeding setting forth in detail the precise manner in which it has been so prejudiced.

No. MC-263 (Sub-No. 136) (Partial correction of a Notice of Filing of Petition to Remove Restriction), filed May 23, 1974, published in the FEDERAL REGISTER issue of July 10, 1974, and republished, as corrected in part, this issue. Petitioner: GARRETT FREIGHTLINES, INC., P.O. Box 4048, Pocatello, Idaho 83201. Petitioner's representative: Wayne S. Green (same address as petitioner).

NOTE.—The purpose of this partial republication is to correct the date the Certificate No. MC-263 (Sub-No. 136) was issued, namely, April 17, 1962, in lieu of April 17, 1969. The rest of the notice remains as originally published. Any interested person or persons desiring to participate may file an original and six copies of his written representations, views, or arguments in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 13893 and Sub-No. 13 (Notice of filing of petition to remove a restriction), filed July 14, 1974. Petitioner: J. W. WARD TRANSFER, INC., P.O. Box 310, Highway 13 East, Murphysboro, Ill. 62966. Petitioner's representative: John M. Nader, P.O. Box E, Bowling Green, Ky. 42101. Petitioner holds a motor *common carrier* certificate No. MC 13893 and Sub-No. 13, issued February 8, 1968, and

November 30, 1971, respectively, authorizing as pertinent, transportation, over numerous regular routes, of *general commodities* with various exceptions, between St. Louis, Mo., and specified points in Illinois, restricted in part (B) of the lead certificate to (1) Said operations are limited to the transportation of traffic moving from and to St. Louis, Mo.; (2) Said operation authorized to serve points in Illinois are restricted against the pickup and delivery of traffic at such points in the commercial zone of such cities, as defined by the Commission, as lie outside the state of Illinois; and (3) Said operations shall not be severable by sale or otherwise, from the underlying irregular route authority contained in Part (C); restricted in Part (A) of Sub-No. 13 to (4) The operations authorized above are limited to the transportation of traffic moving from, to, or through St. Louis, Mo.; (5) The operations authorized above are restricted against the performance of service at Belleville, Ill.; and (6) The regular-route authority granted under (A) above shall not be severable by sale or otherwise from the underlying irregular-route authority contained in (A). By the instant petition, petitioner seeks to delete the restriction as stated in (1) and (4) above. Any interested person or persons desiring to participate may file an original and six copies of his written representations, views, or arguments in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC-66562 (Sub-Nos. 2340, 2341, and 2343), (notice of filing of petition to renew explosives authority), filed July 1, 1974. Petitioner: R E A EXPRESS, INC., 219 East 42nd Street, New York, N.Y. 10017. Petitioner's representative: Michael J. Briody, 824 East 12th Street, Brooklyn, N.Y. 11230. Petitioner holds a motor *common carrier* certificate No. MC 66562 (Sub-Nos. 2340, 2341, and 2343, issued March 15, 1972, authorizing transportation, over regular routes, (1) in Sub-No. 2340, of *general commodities*, moving in express service, Between Covington, Ind., and junction unnumbered highway located 2 or 3 miles north of Rileysburg, Ind., and U.S. Highway 136, serving the intermediate or off-route point of the site of the plant of the Augusta Paper Company (Olin Film Division) near Covington, Ind.; From Covington over U.S. Highway 136 to junction unnumbered highway north of Rileysburg, and return over the same route; (2) in Sub-No. 2341, of *general commodities* (except household goods as defined by the Commission), (a) Between junction Indiana Highways 135 and 45 and Bloomington, Ind., serving all intermediate points: From junction Indiana Highway 135 and 45 over Indiana Highway 135 to junction Indiana Highway 46, thence over Indiana Highway 46 to Bloomington, and return over the same route; and (b) Between Stanford, Ind., and junction Indiana Highway 45 and 54, serving no intermediate points: From Stanford over Indiana Highway 45 to junction Indiana High-

way 54, and return over the same route; and (3), in Sub-No. 2343, of *general commodities* (except household goods as defined by the Commission), moving in express service, Between Crawfordsville, Ind., and Indianapolis, Ind., serving all intermediate points: From Crawfordsville over U.S. Highway 231 to Greencastle, Ind., thence over Stilesville Road to junction U.S. Highway 40, and thence over U.S. Highway 40 to Indianapolis, and return over the same route. By the instant petition, petitioner seeks to renew its explosive authorities contained in the certificates specified above. Any interested person or persons desiring to participate may file an original and six copies of his written representations, views, or arguments in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC-114608 (Sub-No. 27) (Notice of Filing of Petition To Extend Territorial Description) filed June 27, 1974. Petitioner: CAPITAL EXPRESS, INC., 1239 Randolph SW., Grand Rapids, Mich. 49507. Petitioner's representative: J. M. Van Daalen (same address as petitioner). Petitioner holds a motor *common carrier* certificate No. MC-114608 (Sub-No. 27), issued May 30, 1974, authorizing transportation, over irregular routes, of (1) *Household appliances*, from Belding and Greenville, Mich., to points in Illinois (except Moline), Indiana and Ohio; and (2), *Machinery parts, materials and supplies* used in the manufacture of the commodities described in (1) above (except in bulk in tank vehicles, and commodities which because of their size or weight require the use of special equipment), from points in Illinois (except Moline), Indiana, and Ohio, to Belding and Greenville, Mich., restricted (a) Said operations are limited to a transportation service to be performed, under a continuing contract, or contracts with Gibson Products Corporation of Greenville, Mich.; and (b) The authority granted herein shall be subject to the right of the Commission, which is hereby expressly reserved, to impose such terms, conditions, or limitations in the future as it may find necessary in order to insure that carrier's operations shall conform to the provisions of section 210 of the Act. By the instant petition, petitioner seeks to extend the territorial description in (1) above to read: "from Belding, Greenville and Muskegon, Mich., to points in Illinois (except Moline), Indiana and Ohio." Any interested person or persons desiring to participate may file an original and six copies of his written representations, views, or arguments in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 117119 (Sub-No. 468) (Notice of Filing of Petition to Extend the Origin Point), filed June 24, 1974. Petitioner: WILLIS SHAW FROZEN EXPRESS, INC., P.O. Box 188, Elm Springs, Ark. 72728. Petitioner's representative: L. M. McLean (same address as petitioner).

Petitioner holds a motor common carrier certificate in No. MC117119 (Sub-No. 468) issued October 12, 1973, authorizing transportation, over irregular routes, of *Foodstuffs* (except in bulk), from the plant sites and storage facilities of Jenos, Inc., at Duluth, Minn., to points in Kansas, Nebraska, Missouri, Oklahoma, Arkansas, Tennessee, Mississippi, Louisiana, Texas, Nevada, New Mexico, Arizona, California, Colorado, Utah, Idaho, Washington, and Oregon, restricted to: (1) The authority granted herein is restricted to the transportation of traffic originating at the above-named origins; and (2) The authority granted herein shall be subject to the right of the Commission, which is hereby expressly reserved, to impose such terms, conditions, or limitations in the future as it may find necessary in order to insure that carrier's operations shall conform to the provisions of section 210 of the Act. By the instant petition, petitioner seeks to extend the point of origin to read: either (1) "from the plantsites and storage facilities of Jenos, Inc., at Duluth, Minn. and its Commercial Zone", or, (2) in the alternative, "from the plantsites and storage facilities of Jenos, Inc., at Duluth, Minn., and at Superior, Wis." Any interested person or persons desiring to participate may file an original and six copies of his written representations, views or arguments in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC-130027 (Notice of Filing of Petition to Modify Brokerage License), filed July 3, 1974. Petitioner: TRAVEL ASSOCIATES, INC., doing business as ALL-AMERICAN MOTORCOACH TOURS, 2460 Brandon Road, Columbus, Ohio 43221. Petitioner's representative: James R. Stiverson, 50 West Broad Street, Columbus, Ohio 43215. Petitioner holds a brokerage license in No. MC-130027, issued May 6, 1968, to engage in operation, in interstate or foreign commerce, at Upper Arlington, Mt. Vernon, Lancaster, and Circleville, Ohio, to sell or offer to sell the transportation of passengers and their baggage in the same vehicle with passengers, in special and charter operation, by motor vehicle, beginning and ending at points in Franklin County, Ohio, and extending to points in the United States (including Alaska but excluding Hawaii). By the instant petition, petitioner seeks to add a new point of sale, namely, Columbus, Ohio. Any interested person or persons desiring to participate may file an original and six copies of his written representations, views or arguments in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC-133087 (Notice of Filing of Petition for Modification, Clarification and Amendment of Certificate), filed July 3, 1974. Petitioner: WOODWARD TRANSPORT CORP., P.O. Box 4329, 111 Woodward Street, Jersey City, N.J. 07304. Petitioner's representative: George A. Ol-

sen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Petitioner holds a motor common carrier certificate No. MC 133078, issued March 29, 1972, authorizing transportation, over irregular routes, of *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between points in Nassau and Westchester Counties, N.Y., on the one hand, and, on the other, points in Hudson, Bergen, Passaic, Essex, and Union Counties, N.J. By the instant petition, petitioner seeks either (1) that the Commission issue an appropriate order that the Petitioner be empowered and permitted to designate as its terminal area, all points within which local operations may be conducted in the New York, N.Y., commercial zone as established by the Commission; or in the alternative, (2) amend its territorial description to read: "between points in Nassau and Westchester Counties, N.Y., and the New York, N.Y., commercial zone, as defined in commercial zones and terminal areas, 53 M.C.C. 451, within which local operations may be conducted pursuant to the partial exemption of section 203(b) (8) of the Interstate Commerce Act (the "exempt zone"), on the one hand, and, on the other, points in Hudson, Bergen, Passaic, Essex, and Union Counties, N.J. Any interested person or persons desiring to participate may file an original and six copies of his written representations, views or arguments in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

APPLICATIONS UNDER SECTIONS 5 AND 210a (b)

The following applications are governed by the Interstate Commerce Commission's Special Rules governing notice of filing of applications by motor carriers of property or passengers under Sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto. (49 C.F.R. 1.240).

MOTOR CARRIERS OF PROPERTY

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY SPECIAL RULE 240 TO THE EXTENT APPLICABLE

No. MC-29120 (Sub-No. 183), filed June 28, 1974. Applicant: ALL-AMERICAN, INC., 900 West Delaware, Sioux Falls, S. Dak. 57101. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities*, (except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between St. Joseph, Mo., and the junction of U.S. Highways 71 and 34

as follows: From St. Joseph, Mo., over U.S. Highway 71 to junction of U.S. Highway 34 and return over the same route, serving the junction of U.S. Highway 71 and U.S. Highway 34 for purposes of joinder only.

NOTE.—Common control may be involved. Applicant seeks to acquire the operating authority of Russell Transportation, Inc., in MC-2290 and Sub 1. This is a matter directly related to the Section 5 proceeding in MC-F-11916 published in the FEDERAL REGISTER issue of July 5, 1973. If a hearing is deemed necessary, the applicant requests it be held at Sioux Falls, S. Dak.

No. MC-F-12177 (Amendment) (BEKINS MOVING & STORAGE CO.—Purchase—BEKINS VAN & STORAGE COMPANY), published in the April 3, 1974, issue of the FEDERAL REGISTER on page 12203. By amendment filed July 30, 1974, applicant desires to substitute as applicant BEKINS MOVING & STORAGE CO. (Bekins/Missouri) in lieu of BEKINS MOVING & STORAGE CO. (Bekins/Iowa).

No. MC-F-12261. (Correction) (KITCHELL EXPRESS, INC.—Purchase—PERILLO'S EXPRESS, INC.), published in the July 17, 1974, issue of the FEDERAL REGISTER on page 26221. Prior notice should be modified to read as follows: General commodities, with the usual exceptions, between Newark, N.J., and points in the New York, N.Y., commercial zone, as defined by the Commission in 1 M.C.C. 665, on the one hand, and, on the other, points in Essex, Union, and Middlesex Counties, N.J., between New York, N.Y., and points in Nassau and Westchester Counties, N.Y., on the one hand, and, on the other, points in Morris County, N.J.

No. MC-F-12272. Authority sought for control and merger by KENAN TRANSPORT COMPANY, INCORPORATED, P.O. Box 2934, West Durham Station, Interstate 85 and Hillendale Rd., Durham, N.C. 27705, of the operating rights and property of BULK HAULERS, INC., P.O. Box 3601, Wilmington, N.C. 28401, and for acquisition by FRANK H. KENAN, HENRY EMERSON, AND LEE P. SHAFFER, all of Durham, N.C. 27705, of control of such rights and property through the transaction. Applicant's attorneys: Francis W. McInerney, 100 Sixteenth St. NW., Washington, D.C. 20036, and John C. Bradley, Suite 618 Perpetual Bldg., 1111 E St. NW., Washington, D.C. 20004. Operating rights sought to be controlled and merged: *Molten sulphur, anhydrous ammonia, and nitrogen fertilizer solutions*, in bulk, in tank vehicles, as a common carrier over irregular routes, from Wilmington, N.C., and points within 25 miles thereof, to points in Virginia and South Carolina; *salt*, in bulk, from Wilmington, N.C., to points in South Carolina and Virginia; *phosphate rock*, in bulk, from points in Beaufort County, N.C., south of Pamlico River and east of Durham Creek, to points in Virginia and South Carolina, from points in Beaufort County, N.C., south of the Pamlico River and east of Durham Creek, to points in North Carolina; *urea*, in

bulk, from Wilmington, N.C., to points in North Carolina, with restriction; *phosphate products*, in bulk, from points in Beaufort County, N.C., south of the Pamlico River and east of Durham Creek, to points in North Carolina, South Carolina, and Virginia; *dry fertilizer and dry fertilizer materials*, in bulk, from Wilmington, N.C., to points in South Carolina; *caustic soda*, in bulk, tank vehicles, from Wilmington and Acme, N.C., to points in South Carolina; *commodities in bulk*, having an immediately prior movement by rail, from Wilmington, N.C., and points in New Hanover County, N.C., to points in North Carolina and South Carolina; *fertilizer and fertilizer materials*, from points in Hertford County, N.C., to points in Delaware, Georgia, Maryland, New Jersey, Pennsylvania, South Carolina, Virginia, and West Virginia, with restriction; *fish meal*, in bulk, from Wilmington, N.C., to points in Maryland, Tennessee, and West Virginia; *fish meal*, in bags, from Wilmington, N.C., to points in South Carolina, Georgia, and Tennessee, and points in that part of Maryland on and west of U.S. Highway 11; *dry fertilizer and dry fertilizer materials*, in bags, and *liquid fertilizer and liquid fertilizer materials*, from Acme, N.C., to points in South Carolina and Georgia; *molten sulphur*, in bulk, in tank vehicles, from Norfolk, Va., and Savannah, Ga., to points in North Carolina; *general commodities*, with exceptions, between points in New Hanover, Brunswick, Onslow, Columbus, and Pender Counties, N.C., with restriction; *chrome ore*, in bulk, in dump vehicles, from Wilmington, N.C., to the plant site and warehouse facilities of Diamond Shamrock Chemical Company, at or near Castle Hayne, N.C., with restriction; *dimethyl terephthalate*, in bulk, in tank vehicles, from Wilmington, N.C., to points in South Carolina and Tennessee; *dry sodium carbonate, dry sodium chromate, dry sodium bichromate, and dry sodium sulphate*, in bulk, from the plant site and warehouse facilities of Diamond Shamrock Chemical Company, at or near Castle Hayne, N.C., to points in Alabama, Connecticut, Delaware, Florida, Indiana, Kentucky, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee (except Kingsport, Elizabethton and points in their Commercial zones, as defined by the Commission), West Virginia, Wisconsin, and the District of Columbia, with restriction; *dry synthetic plastic granules and pellets*, in bulk, in tank vehicles, from points in Darlington County, S.C., to points in North Carolina. KENAN TRANSPORT COMPANY, INCORPORATED, is authorized to operate as a *common carrier* in North Carolina, Virginia, South Carolina, West Virginia, Delaware, Maryland, New Jersey, Pennsylvania, Georgia, Alabama, Kentucky, and Tennessee. Application has not been filed for temporary authority under section 210a (b).

No. MC-F-12278. Authority sought for control and merger by TAKIN BROS.

FREIGHT LINE, INC., 2125 Commercial St., Waterloo, Iowa 50702, of the operating rights and property of THE ELLIS MOTOR LINES, INC., 412 Oak Ave., Torrington, Conn. 06790, and for acquisition by ALLEN E. KROBLIN, also of Waterloo, Iowa 50702, of control of such rights and property through the transaction. Applicants' representative: Allen E. Kroblin. Operating rights sought to be controlled and merged: *General commodities*, with exceptions, as a *common carrier* over regular routes, between Torrington, and Hartford, Conn., serving various intermediate and off-route points, between Torrington, and Waterbury, Conn., serving various intermediate and off-route points, between Stafford Springs, Conn., and New York, N.Y., serving various intermediate and off-route points, between Torrington, Conn., and New York, N.Y., serving no intermediate points; *general commodities*, with exceptions, over irregular routes, between points in Orange, Rockland, Sullivan, and Westchester Counties, N.Y., on the one hand, and, on the other, New York, N.Y., and points in Bergen, Essex, Hudson, and Passaic Counties, N.J., between New York, N.Y., on the one hand, and, on the other, points in Bergen and Passaic Counties, N.J.; *household goods*, between Torrington, Conn., on the one hand, and, on the other, points in New York; *shoddy, wool, wool noils, soap, and yarn*, from Philadelphia, Pa., and Camden, N.J., to certain specified points in Connecticut and Wales, Mass.; *wool, and wool shoddy*, from Philadelphia, Pa., and Camden, N.J., to Pittsfield, Mass.; *wool, and wool noils*, from Providence, R.I., Philadelphia, Pa., and Camden, N.J., to Stottville, N.Y.; *woolen cloth*, from Wales, Mass., and Westerly, R.I., to New York, N.Y.; *wool, and rayon noils*, from Philadelphia, Pa., and Camden, N.J., to Westerly, R.I.; *shoddy, dyes, yarn, and empty bobbins*, between Stafford Springs, Conn., and Westerly, R.I.; *general commodities*, with exceptions, between points in Essex County, N.J., on the one hand, and, on the other, points in Middlesex, Morris, Union, Passaic, Essex, and Monmouth Counties, N.J.; *adding and posting machines, cash registers, and scales*, between New York, N.Y., on the one hand, and, on the other, points in New Jersey. TAKIN BROS. FREIGHT LINE, INC. is authorized to operate as a *common carrier* in Iowa, Illinois, Nebraska, Wisconsin, Minnesota, Indiana, and Missouri. Application has not been filed for temporary authority under section 210a (b).

No. MC-F-12279. Authority sought for purchase by C. W. KEITH TRANSFER & WAREHOUSE CO., of a portion of the operating rights and property of THUNDERBIRD FREIGHT LINES, INC., 1515 So. 22nd Ave., Phoenix, AZ 85009, and for acquisition by DONALD J. KEITH, 22845 No. 89th Ave., Peoria, AZ 85345, and DOROTHY GOODMAN, 11801 No. 30th St., Phoenix, AZ 85016, of control of such rights and property through the purchase. Applicants' attorney: Donald E. Fernaays, Suite 312, 4040 E. McDowell

Rd., Phoenix, AZ 85008. Operating rights sought to be transferred: *General commodities*, with exceptions, as a *common carrier* over regular routes, between Phoenix and Pine, Ariz., serving all intermediate points, except those on U.S. Highway 60. Vendee holds no authority from this Commission. However, it is affiliated with C. W. KEITH, doing business as KEITH TRANSFER & WAREHOUSE CO. (Charles W. Keith, Executor) P.O. Box 567, Phoenix, Ariz. 85001, is authorized to operate as a *common carrier* in Arizona. Application has not been filed for temporary authority under section 210a (b).

No. MC-F-12280. Authority sought for purchase by DON-DEE TRUCKING CORPORATION, 530 Duncan Ave., Jersey City, N.J. 07306, of the operating rights and property of SHARKIES' TRUCKING SERVICE, INC., 829 Ave., Elizabeth, N.J. 07208, and for acquisition by HAROLD BERLIN, 1365 St. Nicholas Ave., New York, N.Y. 10033, and MARTIN BERLIN, 21-41 34th Ave., Long Island, N.Y. 11106, of control of such rights and property through the purchase. Applicants' attorneys: William D. Traub, 10 E. 40th St., New York, N.Y. 10016, and H. Neil Garson, 1400 North Uhle St., Suite 404, Arlington, Va. 22201. Operating rights sought to be transferred: *General commodities*, with exceptions, as a *common carrier* over irregular routes, between points in Essex, Hudson, Passaic, Union, Mercer, Middlesex, Morris, and Bergen Counties, N.J., on the one hand, and, on the other, points in that part of the New York, N.Y., Commercial Zone as defined in Commercial Zones and Terminal Areas, 53 M.C.C. 451, and points in New Jersey within 5 miles of New York, N.Y., and all of any municipalities in New Jersey any part of which is within 5 miles of New York, N.Y.; *paper-backed aluminum foil*, between New York, N.Y., on the one hand, and, on the other, Englishtown, Monmouth County, N.J. Vendee is authorized to operate as a *common carrier* in Connecticut, New Jersey, and New York. Application has been filed for temporary authority under section 210a (b).

No. MC-F-12281. Authority sought for purchase by WEISS TRANSPORTATION CO., INC. (a non-carrier), of the operating rights and property of (B) DAVID WEISS AND MURRAY WEISS, doing business as WEISS TRANSPORTATION COMPANY, both of 4250 Wissahickon Ave., Philadelphia, PA 19129, and merger with (BB) WEISS TRANSPORTATION CO., INC., 5000 Beaufait St., Detroit, MI 48211, and for acquisition by MURRAY WEISS, also of Philadelphia, PA 19129, of control of such rights and property through the transaction. Applicants' attorney: Alan Kahn, 1920 Two Penn Center Plaza, Philadelphia, PA 19102. Operating rights sought to be purchased and merged: (B) *New furniture*, as a *common carrier* over irregular routes, between points in Philadelphia County, Pa., on the one hand, and, on the other, points in Maryland, and the

District of Columbia, and Trenton, N.J., and points in that part of New Jersey south of New Jersey Highway 33, from Philadelphia, Pa., to certain specified points in Pennsylvania, with restriction; *new furniture*, other than new furniture included within the description household goods as defined by the Commission, between Philadelphia, Pa., on the one hand, and, on the other, points in Delaware; (BB) *new furniture*, from Detroit, Mich., to points in that part of the Lower Peninsula (of Michigan) on the east of U.S. Highway 27 and on and south of Michigan Highway 46. Application has been filed for temporary authority under section 210a(b).

NOTICE

Burlington Northern, Inc., hereby gives notice that on May 10, 1974, it filed an application with the Interstate Commerce Commission at Washington, D.C., under Section 5(2) of the Interstate Commerce Act for authority to acquire trackage rights over the line of Chicago, Milwaukee, St. Paul & Pacific Railroad Company near Yankton, South Dakota. This application has been assigned Finance Docket No. 27648. The line of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company over which Burlington Northern, Inc., seeks trackage rights extends from a point of connection in Yankton, South Dakota, east, approximately 3.8 miles, all located in Yankton County, South Dakota. The line over which Burlington Northern, Inc., seeks trackage rights is adjacent to an existing line of Burlington Northern and will connect with said line.

Applicants' attorneys are Richard M. Gleason, Burlington Northern, Inc., 176 East Fifth Street, St. Paul, Minnesota 55101, and Joseph J. Nagle, Chicago, Milwaukee, St. Paul & Pacific Railroad Company, Union Station, 516 West Jackson Boulevard, Chicago, Illinois 60606.

In the opinion of the applicant the quality of the human environment will not be affected. In accordance with the Commission's regulations (49 CFR 1100.250) in Ex Parte No. 55 (Sub-No. 4) *Implementation—Nat'l Environmental Policy Act, 1969*, 340 I.C.C. 431 (1972), any protests may include a statement indicating the presence or absence of any effect of the requested Commission action on the quality of the human environment. If any such effect is alleged to be present, the statement shall include information relating to the relevant factors set forth in Ex Parte No. 55 (Sub-No. 4), supra, Part (b) (1)-(5), 340 I.C.C. 431, 461.

The proceeding will be handled without public hearings unless protests are received which contain information indicating a need for such hearings. Any protests submitted shall be filed with the Commission no later than thirty (30) days from the date of first publication in the FEDERAL REGISTER.

BURLINGTON NORTHERN, INC.

SECTION 212(b) APPLICATION

No. MC-FC-75153. Authority sought by transferee, CLTL, Inc., IMC Plaza,

Libertyville, Ill. 60048, for purchase of the operating rights of transferor, CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Ave., Downingtown, Pa. 19335. Transferee's attorney: Eugene T. Lilpfer, Suite 1100, 1660 L St. NW., Washington, D.C. 20036. Transferor's attorney: Leonard A. Jaskiewicz, 1730 M St. NW., Washington, D.C. 20036. Operating rights sought to be transferred: Various commodities from, to, and between specified points and areas in the United States (except Alaska and Hawaii).

The subject application under Section 212(b) of the Interstate Commerce Act is to be assigned for hearing at a time and place to be fixed. Interested persons have 30 days in which to file petitions for leave to intervene. Such petitions should set forth the reasons for the proposed intervention, the number of witnesses it expects to present, and the estimated time required to present its evidence.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-18031 Filed 8-6-74; 8:45 am]

[Notice No. 108]

MOTOR CARRIER TEMPORARY
AUTHORITY APPLICATIONS

JULY 30, 1974.

The following are notices of filing of application; except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR Part 1131), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

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

No. MC 2229 (Sub-No. 185 TA), filed July 11, 1974. Applicant: RED BALL MOTOR FREIGHT, INC., 3177 Irving Blvd., Dallas, Tex. 75247. Applicant's representative: Gary L. Johnson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except household goods as defined by the Commission,

commodities in bulk and those requiring special equipment), from the plant site and warehouse facilities of Western Kraft Division, Willamette Industries, Inc., located near Campit, Natchitoches Parish, La., as an off route point in connection with applicant's regular route operations over U.S. Highway 71 between Shreveport and New Orleans, La. (as authorized under MC 2229 Sub 119), for 180 days. SUPPORTING SHIPPER: Western Kraft Division of Willamette Industries, Inc. 3700 First National Bank Tower, Portland, Ore. 97201. SEND PROTESTS TO: District Supervisor Gerald T. Holland, Interstate Commerce Commission, Bureau of Operations, 1100 Commerce Street, Room 13C12, Dallas, Tex. 75202.

NOTE.—Applicant intends to tack with Certificate MC 2229 Base certificate and all subs and propose to interline with other carriers at all interchange points published in our tariffs.

No. MC-4941 (Sub-No. 33 TA), filed July 17, 1974. Applicant: QUINN FREIGHT LINES, INC., 1093 North Montello St., Brockton, Mass. 02403. Applicant's representative: C. D. Verrastro (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic pipe*, from Assonet, Mass., to points in New Jersey, New York, Maryland, and Pennsylvania, for 180 days. SUPPORTING SHIPPER: Olin Corporation, 120 Long Ridge Road, Stamford, Conn. 06904. SEND PROTESTS TO: John B. Thomas, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 150 Causeway Street, Boston, Mass. 02114.

No. MC-5470 (Sub-No. 97 TA), filed July 23, 1974. Applicant: TAJON, INC., R.D. 5, Mercer, Pa. 16137. Applicant's representative: Don Cross, 918 16th St. NW., 700 World Center Bldg., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum pitch*, in bulk, in dump vehicles, between Perth Amboy, N.J., and points in Maryland, New York, Pennsylvania, and Virginia, restricted against transportation of petroleum pitch from Perth Amboy, N.J., to Massena, N.Y., for 180 days. SUPPORTING SHIPPER: Witco Chemical Corporation, 277 Park Avenue, New York, N.Y. 10017. SEND PROTESTS TO: John J. England District Supervisor, Interstate Commerce Commission, Bureau of Operations, 2111 Federal Building 1000 Liberty Avenue, Pittsburgh, Pa. 15222.

No. MC 22254 (Sub-No. 74 TA), filed July 17, 1974. Applicant: TRANS-AMERICAN VAN SERVICE, INC., P.O. Box 12608, Fort Worth, Tex. 76116. Applicant's representative: John C. Bradley, Suite 618, Perpetual Bldg., 1111 E Street NW., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hydrotherapeutic pools, and parts and accessories thereto*, uncrated, from the plant site and facilities of Riviera Industries, Inc., 11735 Sheldon Street, Sun Valley, Calif. 91352.

to points in the United States (excluding Alaska and Hawaii), for 180 days. SUPPORTING SHIPPER: Riviera Industries, Inc., 11735 Sheldon Street, Sun Valley, Calif. 91352. SEND PROTESTS TO: H. C. Morrison, Sr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 9A27, Federal Building, 819 Taylor Street, Fort Worth, Tex. 76102.

No. MC 30844 (Sub-No. 513 TA), filed July 18, 1974. Applicant: KROBLIN REFRIGERATED XPRESS, INC., 2125 Commercial Street, P.O. Box 5000 (Box zip 50704), Waterloo, Iowa 50702. Applicant's representative: Paul Rhodes (same address as applicant). 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*, 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), from Indianapolis, Ind., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia, restricted to shipments originating at the plantsites and facilities of The Rath Company at Indianapolis, Ind., for 180 days. SUPPORTING SHIPPER: The Rath Packing Company, Sycamore and Elm Streets, Waterloo, Iowa 50703. SEND PROTESTS TO: Herbert W. Allen, Transportation Specialist, Interstate Commerce Commission, Bureau of Operations, 875 Federal Building, Des Moines, Iowa 50309.

No. MC 45657 (Sub-No. 51 TA), filed July 18, 1974. Applicant: PIC-WALSH FREIGHT CO., a Corporation, 6300 Ouida Avenue, St. Louis, Mo. 63147. 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 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 the plantsite of FMC Corp. near Tupelo, Miss., and Memphis, Tenn., with authority to tack its existing authority, for 180 days.

NOTE.—Applicant states that it will tack with MC 45657. SUPPORTING SHIPPER: FMC Corporation, MHE Division, P.O. Box 1370, Tupelo, Miss. 38801. SEND PROTESTS TO: District Supervisor J. P. Werthmann, Interstate Commerce Commission, Bureau of Operations, Room 1465, 210 N. 12th Street, St. Louis, Mo. 63101.

No. MC 56244 (Sub-No. 33 TA), filed July 18, 1974. Applicant: KUHN TRANSPORTATION COMPANY, INC., P.O. Box 98, R.D. #2, Gardners, Pa. 17324. Applicant's representative: John M. Musselman, P.O. Box 1146, Harrisburg, Pa. 17108. Authority sought to op-

erate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pet foods and ingredients thereof*, from Zanesville, Ohio, to Baltimore, Md., restricted to shipments originated at Zanesville, Ohio, for 180 days. SUPPORTING SHIPPER: Benco Petfoods, Inc., P.O. Box 270, 7 Main Street, Zanesville, Ohio. SEND PROTESTS TO: Robert P. Amerine, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 278 Federal Building, P.O. Box 869, Harrisburg, Pa. 17108.

No. MC-59531 (Sub-No. 99 TA), filed July 11, 1974. Applicant: AUTO CONVOY CO., 3020 S. Haskell Avenue, Dallas, Tex. 75223. Applicant's representative: Curtis W. Mickan (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Automobiles, trucks, and buses* as described in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 in secondary movements, and truck highway service, from the import facilities of Volvo Southwest, Inc., at Freeport, Tex., to points in Mississippi, Tennessee, and Alabama, for 180 days. SUPPORTING SHIPPER: Volvo Southwest, Inc., 3303 West 12th Street, Houston, Tex. 77008. SEND PROTESTS TO: District Supervisor Gerald T. Holland, Bureau of Operations, Interstate Commerce Commission, 1100 Commerce St., Room 13C12, Dallas, Tex. 75202.

No. MC-64600 (Sub-No. 43 TA), filed July 16, 1974. Applicant: WILSON TRUCKING CORPORATION, P.O. Drawer #2, Fishersville, Va. 22939. Applicant's representative: William J. Jones (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plant site of Virginia Fibres Corporation at or near Riverville, Va., as an off route point in connection with its regular route authority in Docket No. MC 64600 and Subs thereunder, for 180 days. SUPPORTING SHIPPER: Virginia Fibre Corporation, Riverville, Va. 24521. SEND PROTESTS TO: Danny R. Beeler, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 215 Campbell Avenue SW., Roanoke, Va. 24011.

NOTE.—Interline service will be performed at the following Virginia cities: Fishersville, Norfolk, Harrisonburg, Lynchburg, Newington, Richmond, Roanoke, Staunton, and Winchester.

No. MC-85255 (Sub-No. 51 TA), filed July 19, 1974. Applicant: PUGET SOUND TRUCK LINES, INC., P.O. Box 24526 (3720 Airport Way S.), Seattle, Wash. 98124. Applicant's representative: Clyde H. MacIver, 1001 Fourth Avenue, Suite 3712, Seattle, Wash. 98154. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal cans and can parts*, from Hillsboro, Oreg., to Seattle, Wash.,

and the return of rejected shipments to Hillsboro, Oreg., for 180 days. SUPPORTING SHIPPER: Carnation Company, 5045 Wilshire Blvd., Los Angeles, Calif. 90019. SEND PROTESTS TO: L. D. Boone, Transportation Specialist, Interstate Commerce Commission, Bureau of Operations, 6049 Federal Office Building, Seattle, Wash. 98174.

No. MC-103993 (Sub-No. 830 TA), filed July 18, 1974. Applicant: MORGAN DRIVE-AWAY, INC., 2800 W. Lexington Avenue, Elkhart, Ind. 46514. Applicant's representative: Paul D. Borghesani (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buildings*, in sections on undercarriages, from points in Boulder County, Colo. (except Longmont, Colo.), to points in Wyoming, Kansas, Montana, North Dakota, South Dakota, Nebraska, and New Mexico, for 180 days. SUPPORTING SHIPPER: Boise Cascade Manufactured Housing Division, 1201 S. Boulder Rd., Lafayette, Colo. 80026. SEND PROTESTS TO: J. H. Gray, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 345 W. Wayne St., Room 204, Ft. Wayne, Ind. 46802.

No. MC 106644 (Sub-No. 187 TA), filed July 19, 1974. Applicant: SUPERIOR TRUCKING CO., INC., 2770 Peyton Road, NW, Atlanta, Ga. 30301. Applicant's representative: W. Randall Tye, 1400 Candler Building, Atlanta, Ga. 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Switch gears, circuit breakers, bus bar systems, and rectifiers*, which because of size and weight require special equipment, from Camden, N.J. and Philadelphia, Pa., to points in the United States, including Alaska, but excluding Hawaii, restricted to the transportation of traffic originating at the plantsites, storage and shipping facilities of the General Electric Company at Camden, N.J. and Philadelphia, Pa., for 180 days. SUPPORTING SHIPPER: General Electric Company, 6901 Elmwood Avenue, Philadelphia, Pa. 19142. SEND PROTESTS TO: William L. Scroggs, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 309, 1252 West Peachtree Street NW, Atlanta, Ga. 30309.

No. MC 109689 (Sub-No. 278 TA), filed July 19, 1974. Applicant: W. S. HATCH CO., a Corporation, 643 South 800 West, Woods Cross, Utah 84087. Applicant's representative: Mark K. Boyle, 345 South State Street, Salt Lake City, Utah 84111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid gilsonite asphalt sealer*, in bulk, from Grand Junction, Colo., to points in Kansas, Nebraska, and Oklahoma, for 180 days. SUPPORTING SHIPPER: The Gilsabind Corporation, North 7326 Division, Spokane, Wash. 99208 (Mr. Robert Zentner, Division Manager). SEND PROTESTS TO: District Supervisor Lyle D. Helfer, Interstate Commerce Commis-

sion, Bureau of Operations, 5301 Federal Building, 125 South State Street, Salt Lake City, Utah 84138.

No. MC 110410 (Sub-No. 14 TA), filed July 19, 1974. Applicant: BENTON BROTHERS FILM EXPRESS, INC., 168 Baker Street NW., Atlanta, Ga. 30313. Applicant's representative: Warren A. Goff, 2008 Clark Tower, 5100 Poplar Avenue, Memphis, Tenn. 38137. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Printed matter*, between Atlanta, Ga., on the one hand, and, on the other, Ailey, Ga., for 180 days. SUPPORTING SHIPPERS: Town and Country News, Inc., Route 1, Box 396, Ailey, Ga. 30401; Fawcett Printing Corp., 4545 W. Touhy Avenue, Chicago, Ill. 60646; and Hearst Magazines, Div. Hearst Corp., 224 W. 57th Street, New York, N.Y. 30019. SEND PROTESTS TO: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 309, 1252 W. Peachtree St. NW., Atlanta, Ga. 30309.

No. MC 110988 (Sub-No. 314 TA), filed July 18, 1974. Applicant: SCHNEIDER TANK LINES, INC., 200 W. Cecil Street, Neenah, Wis. 54956. Applicant's representative: Neil A. DuJardin (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hydrofluorosilicic acid*, from the plant facilities of the Hydrite Chemical Company at or near Milwaukee, Wis., to Rockford, Ill., for 180 days. SUPPORTING SHIPPER: Hydrite Chemical Company, 1237 West Bruce Street, Milwaukee, Wis. 53204 (Edward A. Wex, Executive Vice President). SEND PROTESTS TO: District Supervisor John E. Ryden, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 111401 (Sub-No. 427 TA) (Correction), filed June 10, 1974, published in the FEDERAL REGISTER issue of June 26, 1974, and republished as corrected this issue. Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Blvd., P.O. Box 632, Enid, Okla. 73701. Applicant's representative: Victor R. Comstock (same address as applicant).

NOTE: The purpose of this republication is to correct the Sub-number. The correct Sub-number is 427 TA, in lieu of 42 TA, which was published in the FEDERAL REGISTER in error. The rest of the application will remain the same.

No. MC 112801 (Sub-No. 156 TA), filed July 16, 1974. Applicant: TRANSPORT SERVICE CO., 2 Salt Creek Lane, Hinsdale, Ill. 60521. Applicant's representative: Anthony T. Thomas, 6017 Cermak Road, Cicero, Ill. 60650. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Caustic soda and caustic potash*, in bulk, in tank vehicles, from the plantsite and/or storage facilities of K. A. Steel Chemicals, Inc., at Lemont, Ill., to Clinton, Iowa; Minneapolis, Savage, and Minnesota Transfer, Minn.;

Merton and Milwaukee, Wis.; East Chicago, Gary, Ogden, Dunes, Portage, Remington, Schererville, Indianapolis, LaPorte and South Bend, Ind.; Cincinnati, Ohio; Detroit, Niles, Kalamazoo, Lansing, Livonia, Muskegon, Romulus, and Zeeland, Mich.; and St. Louis, Mo., for 180 days. SUPPORTING SHIPPERS: Nat J. Rowell, Vice President, K. A. Steel Chemicals, Inc., 2720 North Des Plaines Avenue, Des Plaines, Ill. 60018 and E. E. Bracken, Manager, Truck Transportation, Diamond Shamrock, 1100 East Superior Avenue, Cleveland, Ohio 44114. SEND PROTESTS TO: William J. Gray, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, Everett McKinley Dirksen Bldg., 219 S. Dearborn St., Room 1086, Chicago, Ill. 60604.

No. MC 112822 (Sub-No. 338 TA), filed July 17, 1974. Applicant: BRAY LINES INCORPORATED, P.O. Box 1191, Cushing, Okla. 74023. Applicant's representative: Robert A. Stone (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Charcoal, wood chips, vermiculite, lighter fluid and fireplace logs* (sawdust and wax impregnated) except commodities in bulk, from Springfield, Oreg., to points in California and Colorado, for 180 days. SUPPORTING SHIPPER: The Clorox Company, R. W. Ernst, GTM, 7901 Oakpoint Street, Oakland, Calif. 94621. SEND PROTESTS TO: C. L. Phillips, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 240, Old P.O. Bldg., 215 Northwest Third, Oklahoma City, Okla. 73102.

No. MC 114730 (Sub-No. 3 TA), filed July 18, 1974. Applicant: V. VAN DYKE, doing business as VAN DYKE TRUCK LINES, 150 South River Street, Seattle, Wash. 98108. Applicant's representative: George R. LaBissoniere, Suite 101, 130 Andover Park East, Seattle, Wash. 98188. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buildings or houses, knocked down, and components, parts and accessories*, including plumbing, heating, wiring, and carpeting and moving therewith, between Spokane, Wash., on the one hand, and points in Alaska, on the other hand (excluding points in southeastern Alaska, south Haines, Alaska), with the privilege of interlining at Seattle, Wash., for 180 days. SUPPORTING SHIPPER: Capp Homes, Spokane Industrial Park, Building N7, Spokane, Wash. 99206. SEND PROTESTS TO: L. D. Boone, Transportation Specialist, 6049 Federal Office Building, Interstate Commerce Commission, Bureau of Operations, 909 First Avenue, Seattle, Wash. 98174.

No. MC 116142 (Sub-No. 22 TA), filed July 18, 1974. Applicant: BEVERAGE TRANSPORTATION, INC., 625 Eberts Lane, York, Pa. 17405. 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: *Malt and brewed beverages and related advertising materials*, from Baltimore, Md., to points in Ohio, for 90 days. SUPPORTING SHIPPER: Carling Brewing Company, 1143 Worcester Street, Natick, Mass. 01760. SEND PROTESTS TO: Robert P. Amerine, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 278 Federal Bldg., P.O. Box 289, Harrisburg, Pa. 17108.

No. MC 116273 (Sub-No. 184 TA), filed June 25, 1974. Applicant: D & L TRANSPORT, INC., 3800 South Laramie Avenue, Cicero, Ill. 60650. Applicant's representative: William R. Lavery (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry plastics*, from Henry, Ill., to Hutchinson, Minn., for 180 days. SUPPORTING SHIPPER: Ronald F. Glover Equipment and Utilization Analyst, E. F. Goodrich Chemical Company, 6100 Oak Tree Boulevard, Cleveland, Ohio 44131. SEND PROTESTS TO: Richard K. Shullaw, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Everett McKinley Dirksen Building, 219 S. Dearborn Street, Room 1086, Chicago, Ill. 60604.

No. MC 117765 (Sub-No. 175 TA), filed July 18, 1974. Applicant: HAHN TRUCK LINE, INC., 5313 Northwest Fifth Street, Oklahoma City, Okla. 73107. Applicant's representative: R. E. Hagan (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pitch, lignin*, dry, in containers, from the facilities of St. Regis Paper Company, Rhinelander, Wis., to points in Arkansas, Colorado, Kansas, Missouri, Oklahoma, and Texas, for 180 days. SUPPORTING SHIPPER: Cargill, Inc., Donald B. Mykleby, GTM, Chem. Prod. Div., Cargill Building, Minneapolis, Minn. 55402. SEND PROTESTS TO: C. L. Phillips, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 240-Old P.O. Bldg., 215 Northwest Third, Oklahoma City, Okla. 73102.

No. MC 119489 (Sub-No. 36 TA), filed July 18, 1974. Applicant: PAUL ABLER, doing business as CENTRAL TRANSPORT COMPANY, P.O. Box 249, 2500 North 13th Street, Norfolk, Nebr. 68701. Applicant's representative: A. J. Sindelar (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Packing house offal*, in leak proof dump vehicles, from Gering, Nebr., to Denver, Colo., for 180 days. SUPPORTING SHIPPER: Norfolk Rendering Works, Box 1144, Norfolk, Nebr. 68701. SEND PROTESTS TO: District Supervisor Carroll Russell, Interstate Commerce Commission, Bureau of Operations, Suite 620 Union Pacific Plaza, 110 North 14th Street, Omaha, Nebr. 68102.

No. MC 119767 (Sub-No. 317 TA), filed July 16, 1974. Applicant: BEAVER

TRANSPORT CO., a Corporation, P.O. Box 186, Pleasant Prairie, Wis. 53158. Applicant's representative: David A. Petersen (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from the plant site of Western Potato Services, Inc. in Grand Forks, N. Dak., to points in Illinois, Indiana, Iowa, Kentucky, Ohio, Michigan, Minnesota, Missouri Tennessee, and Wisconsin, restricted to traffic originating at the storage facilities located at Grand Forks, N. Dak., for 180 days. SUPPORTING SHIPPER: Western Potato Service, Inc., Highway 2 West, Grand Forks, N. Dak. 58201 (Donald E. Morris, Traffic Manager). SEND PROTESTS TO: District Supervisor John E. Ryden, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 119789 (Sub-No. 215 TA), filed July 12, 1974. Applicant: CARAVAN REFRIGERATED CARGO, INC., P.O. Box 6188, Dallas, Tex. 75222. Applicant's representative: James K. Newbold, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Brownsville, Tex., to points in Alabama, South Carolina, North Carolina, Tennessee (except Memphis, Tenn.), and points in its commercial zone as defined by the Commission), Kentucky, Pennsylvania, New York, Virginia, West Virginia, Maryland, New Jersey, Delaware, Massachusetts Connecticut, Vermont, Maine, New Hampshire, Rhode Island, and the District of Columbia, with no transportation for compensation on return except as otherwise authorized, for 180 days. SUPPORTING SHIPPER: International Frozen Foods, Inc., P.O. Box 1840, McAllen, Tex. 78501. SEND PROTESTS TO: District Supervisor Gerald T. Holland, Interstate Commerce Commission, Bureau of Operations, 1100 Commerce Street, Room 13C12, Dallas, Tex. 75202.

No. MC 123391 (Sub-No. 9 TA), filed July 17, 1974. Applicant: MACHISE INTERSTATE TRANSPORTATION CO., a Corporation, 500 N. Egg Harbor Road, Hammonton, N.J. 08037. Applicant's representative: Morton E. Kiel, Suite 6193, 5 World Trade Center, New York, N.Y. 10048. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gasoline*, in bulk, in tank vehicles, from Malvern and Willow Grove, Pa., to points in New Jersey and Delaware, for 180 days. SUPPORTING SHIPPER: Ashland Petroleum Company, P.O. Box 391, Ashland, Ky. 41101. SEND PROTESTS TO: Richard M. Regan, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 428 East State Street, Room 204, Trenton, N.J. 08608.

No. MC 123640 (Sub-No. 15 TA), filed July 19, 1974. Applicant: SUMMIT CITY ENTERPRISES, INC., 3200 Maume Avenue, Ft. Wayne, Ind. 46803. Applicant's representative: Irving Klein, 280 Broad-

way, New York, N.Y. 10007. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* sold or dealt in by wholesale hardware houses under continuing contract with Hardware Wholesalers, Inc., only, between cept points in that part of Texas on, east, and, on the other, points in Texas, except points in that part of Texas on, east, and north of a line beginning at the Texas-Oklahoma State line and extending southerly along Interstate Highway 35 to junction Interstate Highway 35-W at Denton, Tex., thence along Interstate Highway 35-W to junction Interstate Highway 35, thence along Interstate Highway 35 to junction U.S. Highway 84, thence easterly along U.S. Highway 84 to the Texas-Louisiana State line, for 150 days. SUPPORTING SHIPPER: Hardware Wholesalers, Inc., Nash Road, Cape Girardeau, Mo. SEND PROTESTS TO: J. H. Gray, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 345 W. Wayne Street, Room 204, Ft. Wayne, Ind. 46802.

No. MC 124017 (Sub-No. 4 TA), filed July 18, 1974. Applicant: ROBERT A. JEFFREY, doing business as R. JEFFREY & SONS, R.D. No. 1, Elysburg, Pa. 17824. Applicant's representative: John M. Musselman, P.O. Box 1146, Harrisburg, Pa. 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, from Hazleton and Jeddo, Pa., to points of entry on the International Boundary line between the United States and Canada in New York and Michigan, restricted to traffic having a subsequent movement in foreign commerce, for 180 days. SUPPORTING SHIPPER: Lehigh Valley Coal Sales Company, 800 Exeter Avenue, West Pittston, Pa. 18642. SEND PROTESTS TO: Robert P. Amerine, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 278 Federal Building, P.O. Box 869, Harrisburg, Pa. 17108.

No. MC 124078 (Sub-No. 605 TA), filed July 19, 1974. Applicant: SCHWERMAN TRUCKING CO., a Corporation, 611 South 28th Street, Milwaukee, Wis. 53246. Applicant's representative: James R. Ziperski (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fly ash*, in bulk, in tank vehicles, from Oak Creek, Wis., to points in Lake, Porter, LaPorte, St. Joseph, and Elkhart Counties, Ind., for 180 days. SUPPORTING SHIPPER: Chicago Fly Ash Company, 3525 W. Peterson Avenue, Chicago, Ill. 60659 (Don R. Anderson, Manager Production/Distribution). SEND PROTESTS TO: John E. Ryden, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 124221 (Sub-No. 46 TA), filed July 18, 1974. Applicant: HOWARD BAER, P.O. Box 27, Morton, Ill. 61550. Applicant's representative: Robert W. Loser, 1009 Chamber of Commerce Bldg.,

Indianapolis, Ind. 46204. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bakery goods and advertising and display materials* when shipped in mixed loads with bakery goods, between St. Louis, Mo., and Columbus, Ohio, for 180 days. RESTRICTION: Restricted to traffic originating at and destined to plant, warehouse, or storage facilities of the Kroger Co. and also restricted to a continuing contract or contracts with the Kroger Co. SUPPORTING SHIPPER: Albert E. Rauch, Traffic Manager, The Kroger Co., Kroger Brands Division, 1240 State Avenue, Cincinnati, Ohio 45204. SEND PROTESTS TO: District Supervisor Richard K. Shullaw, Interstate Commerce Commission, Bureau of Operations, Everett McKinley Dirksen Building, 219 S. Dearborn Street, Room 1086, Chicago, Ill. 60604.

No. MC 124328 (Sub-No. 65 TA), filed July 18, 1974. Applicant: BRINK'S INCORPORATED, 234 E. 24th Street, Chicago, Ill. 60616. Applicant's representative: J. G. O'Keefe, O'Hare Plaza, Suite 650, 5725 E. River Road, Chicago, Ill. 60631. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (A) *Canadian Olympic coins* and (B) *Nobel Metals*, (a) from the International borders at Niagara Falls and at Lansdowne on the St. Lawrence River to Englewood, Ohio, and (b) between Solon, Ohio, and Shreveport, La., for 180 days. SUPPORTING SHIPPER: Derek W. Dawson, Director-Logistics, Olympic Coin Program, Ottawa, Ontario, Canada K1A 0X7. SEND PROTESTS TO: District Supervisor Richard K. Shullaw, Interstate Commerce Commission, Bureau of Operations, Everett McKinley Dirksen Building, 219 S. Dearborn Street, Room 1086, Chicago, Ill. 60604.

No. MC 124887 (Sub-No. 7 TA), filed July 18, 1974. Applicant: SHELTON TRUCKING SERVICE, INC., Route One, Box 230, Altha, Fla. 32421. Applicant's representative: Sol H. Proctor, 1107 Blackstone Building, Jacksonville, Fla. 32202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Composition board*, from Blountstown, Fla., to points in Alabama, Georgia, South Carolina, and Fountain, Fla., for 180 days. SUPPORTING SHIPPER: Abitibi Corporation, P.O. Box 501, Birmingham, Mich. 48012. SEND PROTESTS TO: District Supervisor G. H. Fauss, Jr., Interstate Commerce Commission, Bureau of Operations, 400 West Bay St., Box 35008, Jacksonville, Fla. 32202.

No. MC 126038 (Sub-No. 12 TA), filed July 17, 1974. Applicant: PENINSULA PRODUCTS, INC., Route 1, Box 143, Scappoose, Ore. 97056. Applicant's representative: David C. White, 2400 SW. Fourth Avenue, Portland, Ore. 97201. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, for the account of Puget Sound Beverages, Inc., from Van Nuys, Calif., to Bremer-

ton, Wash.; and empty bottles and kegs on return, for 180 days. SUPPORTING SHIPPER: Puget Sound Beverages, Inc., 239 Bruenn Avenue, Bremerton, Wash. 98310. SEND PROTESTS TO: District Supervisor W. J. Huetig, Interstate Commerce Commission, Bureau of Operations, 114 Pioneer Courthouse, Portland, Oreg. 97204.

No. MC 127539 (Sub-No. 39 TA), filed July 18, 1974. Applicant: PARKER REFRIGERATED SERVICE, INC., 3533 East 11th Street, Tacoma, Wash. 98521. Applicant's representative: George R. LaBissoniere, Suite 101, 130 Andover Park East, Seattle, Wash. 98188. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Mexican foods; corn tortillas, flour tortillas, taco shells, taco sauce, tamales, and burritos, not frozen, when moving in vehicles equipped with mechanical refrigeration, from the plant site of Toltec Foods, Richmond, Calif., to Grants Pass, Medford, Eugene, Salem, Portland, and Milwaukie, Oreg.; Seattle, Tacoma, and Spokane, Wash., for 180 days. SUPPORTING SHIPPER: La Tolteca Foods, 380 Carlson Boulevard, Richmond, Calif. 94804. SEND PROTESTS TO: L. D. Boone, Transportation Specialist, 6049 Federal Office Building, Interstate Commerce Commission, Bureau of Operations, 909 First Avenue, Seattle, Wash. 98174.

No. MC 128030 (Sub-No. 73 TA), filed July 17, 1974. Applicant: THE STOUT TRUCKING CO., INC., P.O. Box 177, Urbana, Ill. 61801. Applicant's representative: R. C. Stout (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Malt beverages, in containers, (1) from Allentown, Pa., to Terre Haute, Ind.; and (2) from Cumberland, Md., and LaTrobe, Pa., to Lafayette, Ind., for 180 days. SUPPORTING SHIPPER: Mr. Robert Bright, President, Red Bright Beer Distributors Co., Inc., 1200 6th Ave., Terre Haute, Ind., and Mr. Thomas Brodsky, President, Better Brands, Inc., 510 Morland Drive, Lafayette, Ind. 47902. SEND PROTESTS TO: Robert G. Anderson, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Everett McKinley Dirksen Bldg., 219 S. Dearborn Street, Room 1086, Chicago, Ill. 60604.

No. MC 128247 (Sub-No. 24 TA), filed July 19, 1974. Applicant: BURSAL TRANSPORT, INC., 3839 South LaFountain, Kokomo, Ind. 46901. Applicant's representative: Edward G. Bazelon, 39 South LaSalle Street, Chicago, Ill. 60603. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Ingots, from Centerville, Iowa, to Cleveland, Canton, Massillon, Warren, and Youngstown, Ohio; Sharon, Pa.; and Peoria, Ill., under continuing contract with Iowa Steel & Wire Co., Centerville, Iowa, for 180 days. SUPPORTING SHIPPER: Iowa Steel & Wire Co., Centerville, Iowa 52544. SEND PROTESTS TO: J. H. Gray, District

Supervisor, Interstate Commerce Commission, Bureau of Operations, 345 W. Wayne Street, Room 204, Ft. Wayne, Ind. 46802.

No. MC 128831 (Sub-No. 6 TA), filed July 18, 1974. Applicant: DIXON RAPID TRANSFER, INC., East River Road, Dixon, Ill. 61021. Applicant's representative: Robert R. Canfield, 1100 Rockford Trust Building, Rockford, Ill. 61101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Heating, cooling, and ventilating equipment, from Westerville, and Columbus, Ohio, to points in Arkansas, Colorado, Idaho, Kansas, Louisiana, Montana, Nebraska, New Mexico, North Dakota, South Dakota, Oklahoma, Texas, Wyoming, Indiana, Iowa, Michigan, Missouri, Minnesota, and Wisconsin, for 180 days. SUPPORTING SHIPPER: E. Lilygren, Vice-President, United Sheet Metal Division of United McGill Corp., 200 East Broadway, Westerville, Ohio 43081. SEND PROTESTS TO: Charles R. Nesmith, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Everett McKinley Dirksen Building, 219 South Dearborn Street, Room 1086, Chicago, Ill. 60604.

No. MC 129444 (Sub-No. 7 TA) (correction), filed June 19, 1974, published in the FEDERAL REGISTER issue of July 9, 1974, as No. MC 139921 TA, and republished as corrected this issue. Applicant: KNOBLOCH TRUCKING CO., INC., Yaphank Avenue, Brookhaven, N.Y. 11719. Applicant's representative: Morton E. Kiel, Suite 6193, 5 World Trade Center, New York, N.Y. 10048.

NOTE.—The purpose of this republication is to show that the applicant now chose to operate as a contract carrier, in lieu of a common carrier, therefore the MC number was changed from No. MC 139921 TA to No. MC 129444 (Sub-No. 7 TA). The rest of the application was remain as previous published.

No. MC 133154 (Sub-No. 5 TA), filed July 19, 1974. Applicant: DICK BELL TRUCKING, INC., 16036 Valley Blvd., Fontana, Calif. 92335. Applicant's representative: Jed L. Kelson, 3701 Wilshire Blvd., Los Angeles, Calif. 90010. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Beds, in containers and all of the following bed accessories and promotional items in mixed shipments with beds, mattresses, and box springs, not to exceed twenty-five percent (25%) of the shipment: headboards, frames, benches, foundations, bolster, pillows, cushions, pillow cases, sheets, blankets, bedspreads, padding, arm caps, tables, chairs, stereos, televisions, radios, cameras, clocks, lamps, ovenware, silver services, from Los Angeles, Calif., to points in Arizona, Colorado, Nevada, Oregon, Utah, and Washington, for 180 days. SUPPORTING SHIPPER: Ortho Mattress, Inc., 22525 S. Wilmington, Carson, Calif. SEND PROTESTS TO: Walter W. Strakosch, District Supervisor, Interstate Com-

merce Commission, Bureau of Operations, Room 7708, Federal Building, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

No. MC 133796 (Sub-No. 22 TA), filed July 10, 1974. Applicant: GEORGE APPEL, 249 Carverton Road, Trucksville, Pa. 18708. Applicant's representative: Kenneth R. Davis, 999 Union Street, Taylor, Pa. 18517. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Plastic pipe, plastic ducts, plastic tubes and related fittings and attachments, and (2) Materials and supplies used in the installation of the commodities in (1) above, from Nazareth, Pa., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Maine, Maryland, New York, Massachusetts, Michigan, Mississippi, New Hampshire, New Jersey, North Carolina, Ohio, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia, for 150 days. SUPPORTING SHIPPER: Carlon, An Indian Head Company, 635 East Lawn Road, Nazareth, Pa. 18064. SEND PROTESTS TO: Paul J. Kenworthy, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 309 U.S. Post Office Building, Scranton, Pa. 18503.

No. MC 138469 (Sub-No. 6 TA), filed July 19, 1974. Applicant: DONCO CARRIERS, INC., 1001 South Rockwell, P.O. Box 7535, Oklahoma City, Okla. 73101. Applicant's representative: Wm. L. Peterson, P.O. Box 917, Oklahoma City, Okla. 73101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Automobile glass, from Toledo, Ohio, to points in Arizona, California, Nebraska, and points in Texas west of U.S. Highway 83, for 180 days. SUPPORTING SHIPPER: Mr. Paul L. Wendt, Asst. Dir. of Traffic, Libbey-Owens-Ford Company, 811 Madison Avenue, Toledo, Ohio 43695. SEND PROTESTS TO: C. L. Phillips, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 240, Old P.O. Building, Oklahoma City, Okla. 73102.

No. MC 138471 (Sub-No. 2 TA), filed July 17, 1974. Applicant: DANIEL J. LEONARD, doing business as LEONARD TRUCKING, 1878 Delameter Road, Castle Rock, Wash. 98611. Applicant's representative: David C. White, 2400 Southwest Fourth Avenue, Portland, Oreg. 97201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Malt beverages, from Van Nuys and San Francisco, Calif., to Aberdeen and Bingen Wash.; and empty bottles and kegs on return, for 180 days. SUPPORTING SHIPPERS: Independent Bottling Works, River & H Streets, Aberdeen, Wash. 98520 and Sparke's Distributing, P.O. Box 267, Bingen, Wash. 98605. SEND PROTESTS TO: District Supervisor W. J. Huetig, Interstate Commerce Commission, Bureau of Operations, 114 Pioneer Courthouse, Portland, Oreg. 97204.

No. MC 138471 (Sub-No. 2 TA), filed July 17, 1974. Applicant: DANIEL J. LEONARD, doing business as LEONARD TRUCKING, 1878 Delameter Road, Castle Rock, Wash. 98611. Applicant's representative: David C. White, 2400 Southwest Fourth Avenue, Portland, Oreg. 97201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Van Nuys and San Francisco, Calif., to Aberdeen and Bingen, Wash.; and *empty bottles and kegs* on return, for 180 days. SUPPORTING SHIPPERS: Independent Bottling Works, River & H Streets, Aberdeen, Wash. 98520 and Sparke's Distributing, P.O. Box 267, Bingen, Wash. 98605. SEND PROTESTS TO: District Supervisor W. J. Huetig, Interstate Commerce Commission, Bureau of Operations, 114 Pioneer Courthouse, Portland, Oreg. 97204.

No. MC 139883 TA (Correction), filed June 7, 1974, published in the FEDERAL REGISTER issue of June 26, 1974, and republished as corrected this issue. Applicant: MRS. CHARLES L. HAMBRIGHT, doing business as HAMBRIGHT TRUCKING, 4085 Green Hawk Trail, Decatur, Ga. 30032. Applicant's representative: William L. Addams, Suite 212, 5299 Roswell Road NE., Atlanta, Ga. 30342. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, from the TOFC terminal at Lithonia, Ga., on the one hand, and, on the other, Conyers, Covington, Stone Mountain, and Porterdale, Ga., restricted to traffic having a prior or subsequent movement in TOFC service via the Georgia Railroad Company, for 180 days. SUPPORTING SHIPPER: Georgia Railroad Company, 4 Hunter Street SE., Atlanta, Ga. 30303. SEND PROTESTS TO: William L. Scroggs, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 309, 1252 West Peachtree St. NW., Atlanta, Ga. 30309.

NOTE.—The purposes of this republication are to correctly indicate applicant's name and clearly indicates the requested services.

No. MC 139022 (Sub-No. 2 TA), filed July 19, 1974. Applicant: GLENN A. AND BETTY L. HODSON, doing business as TRI CITY DELIVERY, 5512 West Yellowstone Avenue, Kennewick, Wash. 99336. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, with the usual exceptions, having a prior or subsequent movement by air, between Pasco and Yakima, Wash., on the one hand, and, on the other, points in Adams, Benton, Columbia, Franklin, Grant, Yakima, and Walla Walla Counties, Wash., for 180 days. SUPPORTING SHIPPERS: Eastman Kodak Company, 343 State Street, Rochester, N.Y. 14650, and Wits, Inc., doing business as Wits Air Freight, 2525 Fourth Avenue, P.O. Box 1805, Seattle, Wash. 98124. SEND PROTESTS TO: L. D. Boone, Transportation Specialist, Interstate Commerce Commission, Bureau of Operations, 6049 Federal Office Building, Seattle, Wash. 98174.

No. MC 139994 (Sub-No. 1 TA), filed July 16, 1974. Applicant: JIM STENCIL AND BOB STENCIL, doing business as STENCIL TRUCKING, P.O. Box 352, Minnesota Lake, Minn. 56068. Applicant's representative: F. H. Kroeger, 1745 University Avenue, St. Paul, Minn. 55104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Materials and supplies* used in the construction and building of custom homes and garages and *parts, floor coverings, appliances, and accessories*, installed at the time of construction, therefor (except commodities in bulk, in tank vehicles), from Minnesota Lake, Minn., and points within one mile thereof, to points in Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, North Dakota, South Dakota, Wisconsin, and Wyoming and (2) *Refused, rejected or returned shipments* of the commodities named in (1) above from the above-named destinations states, to Minnesota Lake, Minn. and points within one mile thereof, for 180 days. SUPPORTING SHIPPER: Nordas American Homes, Inc., Minnesota Lake, Minn. 56068. SEND PROTESTS TO: A. N. Spath, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 414 Federal Bldg. and U.S. Courthouse, 110 South 4th St., Minneapolis, Minn. 55401.

No. MC 139995 (Sub-No. 1TA), filed July 17, 1974. Applicant: COMPACT CAR CARRIERS, DIV. OF THE WILLARD E. ROBERTSON CORP., 2840 International Trade Mart Bldg. No. 2 Canal Street, New Orleans, La. 70130. Applicant's representative: Joseph R. Boyd (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *New Motor Vehicles* (Volkswagen, Porsche, and Audi automobiles), from New Orleans, La., to Volkswagen/Porsche/Audi automobile dealerships located within the states of Louisiana, Mississippi, excluding counties of Cohoma and Tunica, Ala., excluding the county of Russell, and the part of the state of Tennessee (including the county of Franklin) located West of a straight line drawn from the intersecting point of the Southern borders of the states of Kentucky and Virginia on the Northern border of the state of Tennessee to the intersecting point of the Northern borders of the states of Alabama and Georgia on the Southern border of the state of Tennessee, state of Arkansas, counties of Crittenden, Cross, and St. Francis, for 180 days. SUPPORTING SHIPPER: Volkswagen of America, Inc., Southern Region, 4200 Michoud Blvd., New Orleans, La. 70129, Mr. Louis Poleo. SEND PROTESTS TO: Ray C. Armstrong, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, T-9038 U.S. Postal Service Building, 701 Loyola Avenue, New Orleans, La. 70113.

No. MC 140010 (Sub-No. 1TA), filed July 19, 1974. Applicant: JOSEPH MOVING & STORAGE CO., doing business as ST. JOSEPH MOTOR LINES, a Corpora-

tion, 573 Dutch Valley Road NE., Atlanta, Ga. 30324. Applicant's representative: Monty Schumacher, Suite 310, 2045 Peachtree Road NE., Atlanta, Ga. 30309. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Furniture and components of furniture* (except commodities in bulk), from the storage and shipping facilities of Universal Furniture Industries, Inc. in Fulton County, Ga., to points in Tennessee, Alabama, Mississippi, South Carolina, North Carolina, Virginia, and Arkansas and (2) *Raw materials, and component parts* used in the assembly and manufacture of furniture (except commodities in bulk), from points in the destination states, to points in Fulton County, Ga., for 180 days. SUPPORTING SHIPPER: Universal Furniture Industries, Inc., 1620 Maple Avenue, Montebello, Calif. 90640. SEND PROTESTS TO: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 309, 1252 West Peachtree Street NW., Atlanta, Ga. 30309.

No. MC 140011 (Sub-No. 1TA), filed July 16, 1974. Applicant: A. L. DENNLER, doing business as A. C. DENNLER CO., P.O. Box 10037, Glendale, Calif. 10037. Applicant's representative: Kenneth R. Davis, 999 Union Street, Taylor, Pa. 18517. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Stereo consoles and component systems*, from Norwich, Conn. and Lowell, Mass., to Akron, Ohio; Pittsburgh, Pa.; Tucker, Ga.; Nashville, Tenn.; Cincinnati, Ohio; Dallas, Tex.; Denver, Colo.; Seattle, Wash.; Kansas City, Mo.; Chicago, Ill.; Buffalo, N.Y.; Birmingham, Ala.; Charlotte, N.C.; Des Moines, Iowa; Tampa, Fla.; Saginaw, Mich.; Miami, Fla.; Indianapolis, Ind.; Greensboro, N.C.; Salt Lake City, Utah; El Paso, Tex.; Detroit, Mich.; Fresno, Calif.; St. Louis, Mo.; Phoenix, Ariz.; Santa Clara, Calif.; Bremerton, Wash.; St. Paul, Minn.; and Los Angeles, Calif., for 150 days. SUPPORTING SHIPPER: Capehart Corporation, 770 Lexington Avenue, New York, N.Y. 10021. SEND PROTESTS TO: Walter W. Strakosch, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 7708 Federal Building, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

No. MC 140012 TA, filed July 16, 1974. Applicant: JAMES O. JENKINS, 223 South 1st West, Preston, Idaho 83263. Applicant's representative: J. D. Williams, P.O. Box 87, Preston, Idaho 83263. Authority sought to operate as a *contract carrier*, by motor vehicle, over regular routes, transporting: *Containers* (cans), new, for use in shipping, (1) Between Smithfield, Utah and Burley, Idaho: from Smithfield over U.S. Highway 91 to Logan, thence over Utah Highway 30 to Tremonton, thence over Interstate Highways 80N and 15W to Burley, and return over the same route, serving all intermediate points and (2) Between Smithfield, Utah and Burley, Idaho: from Smithfield over U.S. High-

way 91 and Interstate Highway 15 to Pocatello, Idaho, thence over Interstate Highway 15W to Burley, and return over the same route, as an alternate route for operating convenience in connection with (1) above, for 180 days. SUPPORTING SHIPPER: Del Monte Corporation, Smithfield, Utah 84335. SEND PROTESTS TO: C. W. Campbell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 550 West Fort Street, Boise, Idaho 83724.

No. MC 140013 TA, filed July 19, 1974. Applicant: PALLAS TRUCKING, INC., 830 Hood Street, Salem, Ore. 97303. Applicant's representatives: Lawrence V. Smart, Jr., 419 Northwest 23d Avenue, Portland, Ore. 97210, and Joe French, P.O. Box 2167, Salem, Ore. 97308. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Irrigation equipment, supplies and materials, and pipe*, from the plant site of Western Irrigation at or near Eugene, Ore., to points in Washington, Idaho, Montana, Wyoming, Utah, California, Texas, Nevada, and Nebraska (including points on the U.S. Canadian International Boundary in Washington, Idaho and Montana), for 180 days. SUPPORTING SHIPPER: Western Irrigation & Manufacturing, Inc., P.O. Box 2345, Eugene, Ore. SEND PROTESTS TO: District Supervisor A. E. Odoms, Interstate Commerce Commission, Bureau of Operations, 114 Pioneer Courthouse, Portland, Ore. 97204.

No. MC 140014 TA, filed July 19, 1974. Applicant: RICHARD A. TAZER TRUCKING, 10814 154th Place SE., Renton, Wash. 98055. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Red cedar shakes and shingles*, from Sekiu, Wash., mill site, to points in Monterey, Los Angeles, Orange, and San Diego Counties, Calif.; Clark, Lyon, and Washoe Counties, Nev.; and Phoenix, Ariz., for 180 days. SUPPORTING SHIPPER: Nehalem Bay Shake & Shingle Co., Route 2, Box 19 F, Sekiu, Wash. 98381. SEND PROTESTS TO: L. D. Boone, Transportation Specialist, Bureau of Operations, Interstate Commerce Commission, 6049 Federal Office Building, Seattle, Wash. 98174.

No. MC 140015 TA, filed July 19, 1974. Applicant: MUSCOGEE DISTRIBUTING COMPANY, INC., a Corporation, 4320 Yates Drive, Columbus, Ga. 31907. Applicant's representative: William F. Pearce, Jr., 207 First National Bank Bldg., No. 8 11th Street, Columbus, Ga. 31901. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Food products*, including frozen food products especially meat patties, french fries, fruit turnovers, fish portions, Canadian bacon, orange juice, grapefruit juice, tomatoe juice, in vehicles equipped with mechanical refrigeration, between Columbus, Ga., to Valdosta, Ga.; Albany, Ga.; Warner Robins, Ga.; Macon, Ga.; Tifton, Ga.; LaGrange, Ga.; Americus, Ga.; Atlanta, Ga.; Montgomery, Ala.; Dothan, Ala.;

Phoenix City, Ala.; and Tallahassee, Fla., for 180 days. SUPPORTING SHIPPER: Mac Suppliers, Inc., P.O. Drawer 6529, Columbus, Ga. 31907. SEND PROTESTS TO: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1252 West Peachtree Street NW., Room 309, Atlanta, Ga. 30309.

MOTOR CARRIERS OF PASSENGERS

No. MC 86954 (Sub-No. 8 TA), filed July 19, 1974. Applicant: NODAK STAGES, INC., 7th and Broadway, Box 638, Bismarck, N. Dak. 58501. Applicant's representative: R. W. Wheeler, P.O. Box 773, Bismarck, N. Dak. 58501. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, express, mail and newspapers*, from Selby, S. Dak., over U.S. Highway 83 to Junction U.S. Highway 212, west of Gettysburg, S. Dak., thence over U.S. Highway 212 to Gettysburg, and return over the same route, thence over U.S. Highway 83 to Pierre, S. Dak. and return over the same route, serving all intermediate points, for 180 days. SUPPORTING SHIPPERS: Harding Motor Co., Inc., 518 E. Sioux Avenue, Pierre, S. Dak. 57501; General Motor Equipment Co., 222 E. Missouri, Pierre, S. Dak. 57501; Hedahls-QBR, Inc., Box 1038, Bismarck, N. Dak. 58501; General Trading Co., Pierre, S. Dak. 57501; Lamb Chevrolet, Onida, S. Dak. 57564; Nstrom Peterson, Inc., 100 W. Broadway, Bismarck, N. Dak. 58501. SEND PROTESTS TO: J. H. Amb, District Supervisor, Interstate Commerce Commission, Bureau of Operations, P.O. Box 2340, Fargo, N. Dak. 58102.

No. MC 107583 (Sub-No. 56 TA), filed July 17, 1974. Applicant: SALEM TRANSPORTATION CO., INC., 133-03 35th Avenue, Flushing, N.Y. 11354. Applicant's representative: George H. Rosen, 265 Broadway, P.O. Box 348, Monticello, N.Y. 12701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage, express and newspapers; baggage; and lost, misplaced, delayed and damaged baggage* in the same vehicle with passengers in special and charter operations, limited to the transportation of not more than 11 passengers in any one vehicle, not including the driver thereof and not including children under 10 years of age who do not occupy a seat or seats: Between points in Philadelphia, Pa.; Philadelphia, Bucks, Montgomery, Chester and Delaware Counties, Pa.; and Wilmington, Del., on the one hand, and, on the other, Newark International Airport, Newark, N.J., for 180 days. SUPPORTING SHIPPERS: There are approximately 8 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. SEND PROTESTS TO: Paul W. Assenza, District Supervisor, Interstate Commerce Commission, Bureau

of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 126667 (Sub-No. 2 TA), filed July 15, 1974. Applicant: BRUSH HILL TRANSPORTATION COMPANY, 31 Milk Street, Boston, Mass. 02109. Applicant's representative: S. Harrison Kahn, Suite 733 Investment Building, Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers*, in special operations, between Hyannis, Plymouth, Kingston, Hanover, Hingham, Saugus, Lynn, Salem, and Danvers, Mass., on the one hand, and, on the other, the race track located at Route 107, Seabrook (Rockingham County), N.H., for 120 days. SUPPORTING SHIPPERS: There are approximately 20 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. SEND PROTESTS TO: Transportation Specialist Normal Fowlkes, Interstate Commerce Commission, Bureau of Operations, 150 Causeway Street, Boston, Mass. 02114.

No. MC 139707 (Sub-No. 2 TA), filed July 18, 1974. Applicant: RESORT BUS LINES, INC., 41 Railroad Avenue, Yonkers, N.Y. 10710. Applicant's representative: Samuel Zinder, 98 Cutter Mill Road, Great Neck, N.Y. 11021. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Passengers*, from New York City, Nassau, Suffolk and Westchester Counties, N.Y., to Montvale, N.J., and return, for 150 days. SUPPORTING SHIPPER: The Great Atlantic & Pacific Tea Co., Inc., Att: Carl L. Haderer, 950 Stuyvesant Avenue, Union, N.J. 07083. SEND PROTESTS TO: Interstate Commerce Commission, Stephen P. Tomany, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.74-18030 Filed 8-6-74; 8:45 am]

[Notice No. 109]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JULY 31, 1974.

The following are notices of filing of application, except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application, for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67, (49 CFR Part 1131) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 cal-

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

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

No. MC 22182 (Sub-No. 27 TA), filed July 24, 1974. Applicant: NU-CAR CARRIERS, INC., 950 Haverford Road, P.O. Box 172, Bryn Mawr, Pa. 19010. Applicant's representative: Gerald K. Gimmel, 303 North Frederick Avenue, Gaithersburg, Md. 20760. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motor vehicles* (except motor homes), in initial movements, in drive-away and truckaway service, and *bodies, cabs, and parts of and accessories* for such vehicles, from points of entry on the U.S.-Canadian border in Maine, to points in the United States (except Alaska and Hawaii), for 180 days. SUPPORTING SHIPPER: Bricklin Vehicle Corporation, 2 Decker Sq., Suite 1L-25, Bala-Cynwyd, Pa. 19004. SEND PROTESTS TO: Peter R. Guman, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Federal Building, Room 3238, 600 Arch Street, Philadelphia, Pa. 19106.

No. MC 109397 (Sub-No. 303 TA), filed July 17, 1974. Applicant: TRI-STATE MOTOR TRANSIT CO., P.O. Box 113 E, Joplin, Mo. 64801. Applicant's representative: Max G. Morgan, 600 Leininger Building, Oklahoma City, Okla. 73112. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Phosgene gas*, in cylinders and empty cylinders on return, Class "A" Poison under Military Escort, from Upjohn Chemical Co., LaPort, Tex., to Vicksburg Chemical Co., Vicksburg, Miss., and Allen Thompson Field, Jackson, Miss., and empty cylinders on return, for 180 days. SUPPORTING SHIPPER: Department of Defense, Regulatory Law Office, Office of the Judge Advocate General, Department of the Army, Washington, D.C. 20310. SEND PROTESTS TO: John V. Barry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 600 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

No. MC 109397 (Sub-No. 304 TA), filed July 22, 1974. Applicant: TRI-STATE MOTOR TRANSIT CO., P.O. Box 113, E. Joplin, Mo. 64801. Applicant's representative: Max G. Morgan, 600 Leininger Building, Oklahoma City, Okla. 73112. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from

plants of Hunt-Wesson Foods, Davis, Fullerton, Oakdale, and Hayward, Calif., to Kansas City, Mo.; Northlake, Ill.; Shakopee, Minn.; and Toledo, Ohio, for 180 days. SUPPORTING SHIPPER: Hunt-Wesson Foods, Inc., 1645 West Valencia Drive, Fullerton, Calif. 92634. SEND PROTESTS TO: John V. Barry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 600 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

No. MC 110525 (Sub-No. 1104 TA), filed July 19, 1974. 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: (1) *Calcium chloride brine*, in bulk, in tank vehicles, from Dallas, Tex., to points in Louisiana, Oklahoma, Arkansas, and New Mexico and (2) *Caustic potash liquid*, in bulk, in tank vehicles, from Dallas, Tex., to points in Illinois, Indiana, Missouri, Kansas, Oklahoma, Arkansas, Louisiana, and New Mexico, for 180 days. SUPPORTING SHIPPER: Van Waters & Rogers, 4707 Alpha Rd., Dallas, Tex. 75234. SEND PROTESTS TO: Peter R. Guman, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Federal Building, Room 3238, 600 Arch Street, Philadelphia, Pa. 19106.

No. MC 112801 (Sub-No. 157 TA), filed July 19, 1974. Applicant: TRANSPORT SERVICE CO., a Corporation, 2 Salt Creek Lane, Hinsdale, Ill. 60521. Applicant's representative: Anthony T. Thomas, 6017 Cermak Road, Cicero, Ill. 60650. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hydrofluosilicic acid*, in bulk, in tank vehicles, from the plantsite and storage facilities of Fisher-Calo Chemicals and Solvents Corp. at or near Kingsbury, Ind., to East Lansing, Grand Haven, Grand Rapids, and Holland, Mich., for 180 days. SUPPORTING SHIPPER: David E. Danrich, Purchasing Agent and Traffic Manager, Fisher-Calo Chemicals and Solvents Corporation, 600 West 41st Street, Chicago, Ill. 60609. SEND PROTESTS TO: William J. Gray, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, Everett McKinley Dirksen Bldg., 219 South Dearborn St., Room 1086, Chicago, Ill. 60604.

No. MC 113651 (Sub-No. 175 TA), filed July 22, 1974. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. 47303. Applicant's representative: Henry A. Dillon (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 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), (1) from Waterloo and Columbus Junction, Iowa, to points in Delaware, Connecticut, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia when moving in the same vehicle with shipments of the same commodities originating at Indianapolis, Ind., restricted to shipments originating at the plant sites and facilities of The Rath Packing Company at the above named origins and (2) from Waterloo and Columbus Junction, Iowa, to Indianapolis, Ind., restricted to shipments originating at and destined to plant sites and warehouses of The Rath Packing Company at the above named origins, and destinations, for 180 days. SUPPORTING SHIPPER: The Rath Packing Company, Box 330, Waterloo, Iowa 50704. SEND PROTESTS TO: J. H. Gray, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 345 West Wayne Street, Room 204, Ft. Wayne, Ind. 46802.

No. MC 114552 (Sub-No. 102 TA), filed July 23, 1974. Applicant: SENN TRUCKING COMPANY, a Corporation, P.O. Drawer 220, Newberry, S.C. 29108. Applicant's representative: William P. Jackson, Jr., 919 Eighteenth Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, plywood, and lumber mill products*, from the plant site of Champion International Corporation, located in Newberry County, S.C., to points in the United States in and east of Minnesota, Iowa, Missouri, Arkansas, and Louisiana, for 180 days. SUPPORTING SHIPPER: Champion International Corporation, Knightbridge, Hamilton, Ohio 45012. SEND PROTESTS TO: E. E. Strothel, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 302, 1400 Building, 1400 Pickens Street, Columbia, S.C. 29201.

No. MC 115524 (Sub-No. 26 TA), filed July 17, 1974. Applicant: BURSCH TRUCKING, INC., doing business as ROADRUNNER TRUCKING, INC., 415 Rankin Road, NE., Albuquerque, N. Mex. 87107. Applicant's representative: Don F. Jones (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Roofing products and insulating materials*, including *composition and prepared roofing products shingles and composition or asphalt building board* (except in bulk), from the plant site, warehouse, and storage facilities of American Petrofina at Big Springs, Tex., and Big Chief Roofing Company, Inc., Daingerfield, Tex., and Lloyd A. Fry Roofing Company, Oklahoma City, Okla., to points in Arizona, Colorado, and New Mexico, for 180 days. SUPPORTING SHIPPER: Sagebrush Sales Company, P.O. Box 25606, Albuquerque, N. Mex. 87125. SEND PROTESTS TO: John H. Kirkemo, District Supervisor, Interstate

Commerce Commission, Bureau of Operations, 1106 Federal Office Building, 517 Gold Avenue SW., Albuquerque, N. Mex. 87101.

No. MC 115669 (Sub-No. 142 TA), filed July 22, 1974. Applicant: DAHLSTEN TRUCK LINE, INC., P.O. Box 95, Clay Center, Nebr. 68933. Applicant's representative: Howard N. Dahlsten (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Urea*, in bulk or in bags, from the plant site and storage facilities of Cooperative Farm Chemicals, Association, at or near Lawrence, Kans., to points in Colorado, Illinois, Iowa, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, Texas, and Wyoming, for 180 days. SUPPORTING SHIPPER: Charles D. Rosas, Farmland Industries, Inc., P.O. Box 7305, Kansas City, Mo. 64116. SEND PROTESTS TO: Max H. Johnston, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 320 Federal Building and Courthouse, Lincoln, Nebr. 68505.

No. MC 115708 (Sub-No. 3 TA), filed July 22, 1974. Applicant: COMMERCIAL TRANSPORT, INC., 2413 Lakeside Drive, Lynchburg, Va. 24501. Applicant's representative: B. J. Knight (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Self-contained microware transmitting or receiving units*, from Lynchburg, Va., to Zanesville, Carbondale, Jackson, Waverly, Circleville, Grove City, and Union, Ohio, for 180 days. SUPPORTING SHIPPER: General Electric Company, Mountain View Road, Lynchburg, Va. 24501. SEND PROTESTS TO: Danny R. Beeler, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 215 Campbell Avenue SW., Roanoke, Va. 24011.

No. MC 118849 (Sub-No. 10 TA), filed July 22, 1974. Applicant: BULLOCK TRUCKING COMPANY, INC., U.S. Highway 41 South, P.O. Box 129, Valdosta, Ga. 31601. Applicant's representative: Virgil H. Smith, Suite 12, 1587 Phoenix Blvd., Atlanta, Ga. 30349. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood chips*, from the plant site of Balfour Lumber Company, Inc., at or near Thomasville, Ga., to Foley, Fla., for 180 days. SUPPORTING SHIPPER: Balfour Lumber Company, Inc., P.O. Box 1175, Thomasville, Ga. 31792. SEND PROTESTS TO: District Supervisor G. H. Fauss, Jr., Interstate Commerce Commission, Bureau of Operations, Box 35008, 400 West Bay Street, Jacksonville, Fla. 32202.

No. MC 119493 (Sub-No. 119 TA), filed July 23, 1974. Applicant: MONKEM COMPANY, INC., P.O. Box 1196, Joplin, Mo. 64801. Applicant's representative: J. J. Knotts, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Agri-*

cultural implements and machinery, parts, and attachments; and (2) *Equipment, materials, and supplies* used in the manufacture or distribution of the commodities in (1) above (except commodities in bulk), (1) from Tonkawa, Okla., to points in the United States (except Alaska and Hawaii); and (2) from points in the United States (except Alaska and Hawaii), to Tonkawa, Okla., for 180 days. SUPPORTING SHIPPER: Wetmore, Inc., P.O. Box 307, Tonkawa, Okla. 74653. SEND PROTESTS TO: John V. Barry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 600 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

No. MC 119767 (Sub-No. 318 TA), filed July 16, 1974. Applicant: BEAVER TRANSPORT CO., P.O. Box 186, Pleasant Prairie, Wis. 53158. Applicant's representative: David A. Petersen (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise* as is dealt in by wholesale and retail grocery and food business houses (except in bulk), from the facilities of United Facilities, Inc., at or near Galesburg, Ill., to the plant site and facilities of Fostoria Distributing in Fostoria, Ohio, for 180 days. SUPPORTING SHIPPER: United Facilities, Inc., P.O. Box 539, Peoria, Ill. 61601 (Carl F. Zeman, General Traffic Manager). SEND PROTESTS TO: District Supervisor John E. Ryden, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 128285 (Sub-No. 15 TA), filed July 22, 1974. Applicant: MELLOW TRUCK EXPRESS, INC., P.O. Box 17063, Portland, Ore. 97217. Applicant's representative: David C. White, 2400 Southwest Fourth Avenue, Portland, Ore. 97201. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Prefabricated and pre-cut wooden buildings*, for the account of The Serendipity Group, Inc., (1) from Serendipity plant site near Aloha, Ore., to points in Oregon, Washington and Idaho and (2) from Serendipity plant site near Aloha, Ore., and from Portland, Ore., to points in Colorado, for 180 days. SUPPORTING SHIPPER: The Serendipity Group, Inc., P.O. Box 4186, Portland, Ore. 97208. SEND PROTESTS TO: District Supervisor W. J. Huetig, Interstate Commerce Commission, Bureau of Operations, 114 Pioneer Courthouse, Portland, Ore. 97214.

No. MC 133291 (Sub-No. 2 TA), filed July 22, 1974. Applicant: JAMES H. FUNCH, doing business as JAMES FUNCH TRUCKING, 2750 North Polk Avenue, Fresno, Calif. 93705. Applicant's representative: William H. Kessler, 638 Divisadero Street, Fresno, Calif. 93721. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Shingles, shakes, and ridge*, from points in Clallam and Skagit Counties, Wash., to points in

Maricopa and Pima Counties, Ariz., and to points in Shasta, Tehama, Sutter, Yuba, Sacramento, Yolo, San Joaquin, Contra Costa, Alameda, San Francisco, San Mateo, Santa Clara, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, Kern, Santa Cruz, Monterey, San Benito, San Luis Obispo, Santa Barbara, Ventura, Los Angeles, Orange, San Bernardino, Riverside, San Diego, and Imperial Counties, Calif., with no transportation for compensation on return, except as otherwise authorized, for 180 days. SUPPORTING SHIPPER: Consolidated Cedar Corporation, Box 127, Beaver, Wash. 98305. SEND PROTESTS TO: District Supervisor Claud W. Reeves, Interstate Commerce Commission, Bureau of Operations, 450 Golden Gate Avenue, Box 36004, San Francisco, Calif. 94102.

No. MC 134922 (Sub-No. 91 TA), filed July 23, 1974. Applicant: B. J. MCADAMS, INC., Route 6, Box 15, North Little Rock, Ark. 72118. Applicant's representative: Don E. Garrison (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Electrical appliances, equipment, and parts*, as defined by the Commission in Descriptions in Motor Carrier Certificates, 61 M.C.C. 283, Appendix VII, restricted against the transportation of commodities in bulk and commodities which by reason of size or weight require the use of special equipment, from the plantsite and warehouse facilities of Gibson Metalux Corporation at or near Americus, Ga., to points in Wyoming and Montana, for 180 days. SUPPORTING SHIPPER: Gibson Metalux Corporation, Sutterfield Road, P.O. Box 1207, Americus, Ga. 31709. SEND PROTESTS TO: William H. Land, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, 2519 Federal Office Building, 700 West Capitol, Little Rock, Ark. 72201.

NOTE.—Applicant states that it will tack with Docket No. MC 13422 (Sub-No. 68) pending Americus, Ga., joinder point.

No. MC 136230 (Sub-No. 4 TA), filed July 22, 1974. Applicant: INTERSTATE WAREHOUSING CORPORATION, doing business as INTERMODAL CONTAINER EXPRESS, 9805 North Main Street, Jacksonville, Fla. 32218. Applicant's representative: John O. Moseley (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen concentrate, canned citrus products non-frozen, beverage, and beverage preparation and citrus oils*, from Dade City, Fla., to Charleston, S.C., thence subsequent movement by water, for 180 days. SUPPORTING SHIPPER: Lykes Pasco Packing, P.O. Box 97, Dade City, Fla. 33525. SEND PROTESTS TO: G. H. Fauss, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, Box 35008, 400 West Bay Street, Jacksonville, Fla. 32202.

No. MC 136476 (Sub-No. 4 TA), filed July 19, 1974. Applicant: TRANSPORT

WEST, INC., 2115 Birchwood, Eugene, Oreg. 97401. Applicant's representative: Nick I. Goyak, 404 Oregon National Bldg., 610 Southwest Alder Street, Portland, Oreg. 97205. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Irrigation systems, equipment, material, and supplies* used in the manufacture and installation of irrigation systems; *components, parts and supplies*, from plant site at Eugene, Oreg., to points in Washington, Oregon, California, Nevada, Idaho, Utah, Arizona, Montana, Wyoming, Colorado, New Mexico, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Wisconsin, Illinois, and Mississippi, and return on occasion of *component parts, materials and supplies* for manufacturing said equipment, for 180 days. SUPPORTING SHIPPER: Pierce Corporation, P.O. Box 528, Eugene, Oreg. 97401. SEND PROTESTS TO: District Supervisor Odums, Interstate Commerce Commission, Bureau of Operations, 114 Pioneer Court-house, Portland, Oreg. 97204.

No. MC 139123 (Sub-No. 3 TA), filed July 22, 1974. Applicant: GLOUCESTER DISPATCH, INC., 274 Main Street, Gloucester, Mass. 01930. Applicant's representative: Ignatius C. Goode (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods, viz: onion rings, with or without frozen fish or seafood that otherwise would be exempt under Section 203(b)(6), in package, cartons, boxes, cases, but not in bulk, from Boston, Danvers, Gloucester, Lowell, Magnolia, Malden, New Bedford, Norwood, Somerville, Southboro, Watertown, and Westford, Mass., and from Cranston and Providence, R.I., to points in Alabama, Arizona, Arkansas, California, Colorado, Delaware, and the District of Columbia, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, West Virginia, Wisconsin, and Wyoming*, for 180 days. SUPPORTING SHIPPERS: There are approximately 10 statements of support attached to the application which may be examined here at the Interstate Commerce Commission, in Washington, D.C., or copies thereof which may be examined at the field office named below. SEND PROTESTS TO: Max Gorenstein, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 150 Causeway Street, Boston, Mass. 02114.

No. MC 139193 (Sub-No. 14 TA), filed July 17, 1974. Applicant: ROBERTS & OAKE, INC., 208 S. LaSalle Street, Chicago, Ill. 60604. Applicant's representative: Jacob P. Billig, 1126 16th Street NW., Washington, D.C. 20036. Authority sought to operate as a *contract carrier*,

by motor vehicle, over irregular routes, transporting: (1) *Meats, meat products and meat by-products*, as defined by the Commission in Sections A, B, and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except hides and liquid commodities in bulk), from Sioux Falls, S. Dak., to points in Colorado and (2) *Such commodities* as are used by meat-packers in the conduct of their business, from points in Colorado, to Sioux Falls, S. Dak., restricted to traffic transported under contracts with John Morrell & Co., for 180 days. SUPPORTING SHIPPER: Robert L. Lee, Manager, Rates and Services, John Morrell & Co., 208 S. LaSalle, Chicago, Ill. 60604. SEND PROTESTS TO: William J. Gray, Jr., District Supervisor, Bureau of Operations, Interstate Commerce Commission, Everett McKinley Dirksen Bldg., 219 South Dearborn Street, Room 1986, Chicago, Ill. 60604.

No. MC 139712 (Sub-No. 2 TA), filed July 22, 1974. Applicant: CREAMLAND DAIRIES, INC., 1911 Second Street NW., Albuquerque, N. Mex. 87125. Applicant's representative: Edwin E. Piper, Jr., 1115 Simms Building, Albuquerque, N. Mex. 87101. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, edible meat by-products, frozen and perishable foods and food-stuffs and dairy products*, from Denver, Colo., to Albuquerque, N. Mex., for the account of Beatrice Cold Storage Warehouse, Division of Beatrice Foods Co., Denver, Colo., for 180 days. SUPPORTING SHIPPER: Beatrice Cold Storage Warehouse, 1801 Wynkoop, Denver, Colo. 80202. SEND PROTESTS TO: John H. Kirkemo, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1106 Federal Office Building, 517 Gold Ave. SW., Albuquerque, N. Mex. 87101.

No. MC 139777 (Sub-No. 3 TA), filed July 23, 1974. Applicant: SIX STAR TRANSPORTATION, INC., 969A Conklin Street, Farmingdale, N.Y. 11735. Applicant's representative: A. Charles Tell, 100 E. Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer materials and fertilizer ingredients* (except in bulk, in tank vehicles), between Blue Point, N.Y.; Caldwell, N.J.; and Hanover, Pa., on the one hand, and, on the other, points in Connecticut, Delaware, Georgia, Kentucky, Maryland, Massachusetts, New Jersey, New York, Rhode Island, Virginia and West Virginia and Ohio, Indiana, and Illinois, for 180 days. SUPPORTING SHIPPERS: Lawn-A-Matt Chemical Corporation, 131 Sunnyside Blvd., Plainview, N.Y. 11803, and Plant Products, Inc., Kennedy Avenue, Blue Point, N.Y. 11715. SEND PROTESTS TO: Anthony D. Giaino, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 139996 (Sub-No. 1 TA), filed July 23, 1974. Applicant: TOM BIRD

TRUCKING, INC., 1140 Susanne, Idaho Falls, Idaho 83401. Applicant's representative: Dennis M. Olsen, 485 "E" Street, Idaho Falls, Idaho 83401. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Farm machinery*, in tow-away operation, from plant site and storage facilities of Farmhand, Inc., at or near Greeley, Colo., and Idaho Falls, Idaho, to points in Montana, Wyoming, Colorado, and Arizona and points in the Continental United States west thereof, for 180 days.

NOTE.—Applicant does not intend to tack authority or to interline with any other carrier. SUPPORTING SHIPPER: Farmhand, Inc., Route 1, Box 175, Blackfoot, Idaho 83221. SEND PROTESTS TO: C. W. Campbell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 550 West Fort Street, Box 07, Boise, Idaho 83724.

MOTOR CARRIERS OF PASSENGERS

No. MC 139508 (Sub-No. 1 TA), filed July 22, 1974. Applicant: AIR BROOK LIMOUSINE, INC., 400 Market Street, Saddle Brook, N.J. 07662. Applicant's representative: George H. Rosen, P.O. Box 348, Monticello, N.Y. 12701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* and express in the same vehicle with passengers in special and charter operations in non-scheduled door-to-door service transporting not more than 11 passengers in any one vehicle not including the driver thereof and not including children under 10 years of age who do not occupy a seat or seats, between points in Bergen, Passaic, Hudson, Sussex, Essex (but not including Newark Airport, Newark, N.J.), Warren, and Morris Counties, N.J., on the one hand, and, on the other, New York, N.Y., John F. Kennedy International Airport, and La Guardia Airport, N.Y., for 180 days. SUPPORTING SHIPPERS: There are approximately 43 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. SEND PROTESTS TO: District Supervisor Joel Morrows, Interstate Commerce Commission, Bureau of Operations, 9 Clinton Street, Newark, N.J. 07102.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.74-18028 Filed 8-6-74; 8:45 am]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

[Notice No. 110]

AUGUST 1, 1974.

The following are notices of filing of application; except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment re-

sulting from approval of its application for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR Part 1131), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

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

MOTOR CARRIERS OF PROPERTY

No. MC 5819 (Sub-No. 2 TA), filed July 24, 1974. Applicant: J. D. TRANSPORTATION, INC., 48 Southwest Cutoff, Worcester, Mass. 01604. Applicant's representative: David M. Marshall, 135 State Street, Springfield, Mass. 01103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fuel oil*, in bulk, in tank vehicles, from Salem, Chelsea, Weymouth, Revere, and Everett, Mass., to points in Rhode Island, for 180 days. SUPPORTING SHIPPER: Northeast Petroleum Corporation, 295 Eastern Avenue, Chelsea, Mass. 02150. SEND PROTESTS TO: Joseph W. Balin, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 338 Federal Building & U.S. Courthouse, 436 Dwight Street, Springfield, Mass. 01103.

No. MC 115322 (Sub-No. 108 TA), filed July 24, 1974. Applicant: REDWING REFRIGERATED, INC., P.O. Box 10177, Taft, Fla. 32809. Applicant's representative: J. V. McCoy, P.O. Box 426, Tampa, Fla. 33601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Frozen foods and related advertising and sales materials*, and (2) from Reading and West Reading, Pa., to points in Virginia, North Carolina, South Carolina, Florida, Georgia, Alabama, Tennessee, Mississippi, and Louisiana, restricted to traffic originating at the plant sites and storage facilities of Bachman Foods, at or near Reading and West Reading, Pa., and further restricted to traffic destined to the named territory, for 180 days. SUPPORTING SHIPPER: Bachman Foods, Inc., P.O. Box 898, Reading, Pa. 19603. SEND PROTESTS TO: District Supervisor G. H. Fauss, Jr., Interstate Commerce Commission, Bureau of Operations, Box 35008, 400 W. Bay Street, Jacksonville, Fla. 32202.

No. MC 119443 (Sub-No. 30 TA), filed July 24, 1974. Applicant: P. E. KRAMME, INC., Main Street, Monroeville, N.J. 08343. Applicant's representative: Gerald A. Kramme (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chocolate and liquid chocolate products*, in bulk, in tank vehicles, from Dover, Del., to Fort Worth, Tex., and Paris, Tex., for 180 days. SUPPORTING SHIPPER: General Foods Corporation, 250 North Street, White Plains, N.Y. 10625. SEND PROTESTS TO: Richard M. Regan, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 428 East State Street, Room 204, Trenton, N.J. 08608.

No. MC 127505 (Sub-No. 68 TA), filed July 23, 1974. Applicant: RALPH H. BOELK, doing business as BOELK TRUCK LINES, Route 2, Mendota, Ill. 61342. Applicant's representative: Walter Kobos, 1016 Kehoe Drive, St. Charles, Ill. 60174. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Crushed and scrapped vehicles* for recycling, from Fort Dodge, Iowa, to South Beloit, Ill., for 180 days. SUPPORTING SHIPPER: Johnny Gillen, Manager, Interstate Car Crushing, Inc., Box 143, South Beloit, Ill. 61080. SEND PROTESTS TO: William J. Gray, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, Everett McKinley Dirksen Bldg., 219 S. Dearborn St., Room 1086, Chicago, Ill. 60604.

No. MC 133591 (Sub-No. 10 TA), filed July 24, 1974. Applicant: WAYNE DANIEL TRUCK, INC., P.O. Box 303, Mt. Vernon, Mo. 65712. 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: *Animal and pet food* (except in bulk), from Rolla, Mo., to points in Colorado, Washington, Oregon, Arizona, and New Mexico, for 180 days. SUPPORTING SHIPPER: Bow-Wow Company, Inc., P.O. Box 938, Rolla, Mo. 65401. SEND PROTESTS TO: John V. Barry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 600 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

No. MC 138312 (Sub-No. 1 TA), filed July 17, 1974. Applicant: T AND R MOTORS, INC., U.S. Highway 169, South Route 2, Nowata, Okla. 74048. Applicant's representative: Clyde N. Christey, 641 Harrison Street, Topeka, Kans. 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Urea*, in bulk or in bags, from the plant site and storage facilities of Cooperative Farm Chemicals Association at or near Lawrence, Kans., to points in Arkansas, Oklahoma, Texas, Colorado, Iowa, and Nebraska, for 180 days. SUPPORTING SHIPPER: Farmland Industries, Inc.,

Charles D. Rosas, Supv., Transportation Serv., P.O. Box 7305, Kansas City, Mo. 64116. SEND PROTESTS TO: C. L. Phillips, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 240, Old P.O. Bldg., 215 NW Third, Oklahoma City, Okla. 73102.

No. MC 138452 (Sub-No. 5 TA), filed July 25, 1974. Applicant: JOSEF T. KRAUS, doing business as JOSEF KRAUS TRUCKING CO., Route 2, Box 262 H, Sherwood, Ore. 97140. Applicant's representative: Philip G. Skofstad, 3076 E. Burnside, Portland, Ore. 97214. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Carpets, carpeting, and carpet padding*, between Los Angeles, Calif., on the one hand, and, on the other, Portland, Eugene, and Tualatin, Ore.; Bellevue, Renton, Kent, Seattle, and Tocomo, Wash.; Boise and Caldwell, Idaho; and Phoenix, Ariz., for 180 days. SUPPORTING SHIPPER: Mand Carpet Mills, 2310 E. 52nd St., Los Angeles, Calif. 90058. SEND PROTESTS TO: District Supervisor A. E. Odoms, Interstate Commerce Commission, Bureau of Operations, 114 Pioneer Courthouse, Portland, Ore. 97204.

No. MC 139400 (Sub-No. 1 TA), filed July 24, 1974. Applicant: S. C. DAVIS TRANSPORT, INC., P.O. Box 5932, Arlington, Tex. 76011. Applicant's representative: Clayte Binion, 1108 Continental Life Bldg., Fort Worth, Tex. 76102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) (a) *Lockheed L-1011 landing gears* which by reason of size and weight require special equipment and (b) *Landing gear parts and machinery, equipment, materials, and supplies* used in the manufacture and fabrication of aircraft landing gears, from the plantsites of Menasco Manufacturing Company at Fort Worth, Tex., and Arlington, Tex., to the plantsite of Menasco Manufacturing Company at Burbank, Calif., and plantsite of Lockheed-California Company, Division of Lockheed Aircraft Corp. at Palmdale, Calif., and Burbank, Calif., and (2) *Machinery, equipment, materials, supplies and parts* used in the manufacture and fabrication of aircraft landing gears, from the plantsite of Menasco Manufacturing Company at Burbank, Calif., to the plantsites of Menasco Manufacturing Company at Fort Worth, Tex. and Arlington, Tex., for 180 days.

NOTE.—The transportation service proposed herein is to be performed under contract or contracts with Menasco Manufacturing Company.

SUPPORTING SHIPPER: Menasco Manufacturing Company, 805 South San Fernando Blvd., Burbank, Calif. 91510. SEND PROTESTS TO: H. C. Morrison, Sr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 9A27 Federal Building, 819 Taylor Street, Fort Worth, Tex. 76102.

No. MC 139965 (Sub-No. 1 TA), filed July 24, 1974. Applicant: WILLIAM V.

SOWDER, doing business as SOWDER TRUCKING CO., 424 East 16th Street, Covington, Ky. 41014. Applicant's representative: Norbert B. Flick, Executive Building, Cincinnati, Ohio 45202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Home, laundry and auto care products, cosmetics and toilet preparations, cookware and cutlery, food supplements and literature and sales aids* (except commodities in bulk) from Covington, Ky., to points in Boone and Campbell Counties, Ky. and Butler, Warren, Clinton, Highland, Hamilton, Clermont, and Brown Counties, Ohio, for 180 days. SUPPORTING SHIPPER: J. Terry Heffron, Transportation Supervisor, Amway Corporation, 7575 East Fulton Road, Ada, Mich. 49301. SEND PROTESTS TO: R. W. Schneiter, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1500 West Main Street, 222 Bakhaus Building, Lexington, Ky. 40505.

No. MC 140004 (Sub-No. 1 TA), filed July 24, 1974. Applicant: BEDNAR TRUCKING, Pierz, Minn. 56364. Applicant's representative: F. H. Kroeger, 1745 University Avenue, St. Paul, Minn. 55104. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Millwork products*, from Pierz, Minn., to points in North Dakota, South Dakota, Iowa, Wisconsin, and Illinois, for 180 days. SUPPORTING SHIPPER: Midstate Millwork, Inc., Pierz, Minn. 56364. SEND PROTESTS TO: Raymond T. Jones, District Supervisor, Interstate Commerce Commission,

Bureau of Operations, 414 Federal Bldg., & U.S. Courthouse, 110 South 4th Street, Minneapolis, Minn. 55401.

No. MC 140026 TA, filed July 22, 1974. Applicant: ELDEN LYNN, JR. AND VIRGIL NEWELL, doing business as LYNN & NEWELL TRANSPORTATION, Route No. 1, De Soto, Kans. 66018. Applicant's representative: John L. Richeson, First National Bank Bldg., Ottawa, Kans. 66067. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fabricated energy equipment*, from the plant site of Behm Division Gulf & Western at or near Osawatomie and Greeley, Kans., to Jacinto Port at or near Houston, Tex., for 180 days. SUPPORTING SHIPPER: Behm Division, Gulf & Western, Energy Products Group, 6th and Chestnut, Osawatomie, Kans. 66064. SEND PROTESTS TO: John V. Barry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 600 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

No. MC 140027 TA, filed July 22, 1974. Applicant: TRI-STATE TRUCKING SERVICE, INC., 423 Southeast Washington Street, Portland, Ore. 97214. Applicant's representative: Bella H. Hoffman (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Wine*, from Chicago, Ill., to Portland, Ore., and from Brooklyn, New York City, Hammondsport, and Long Island, N.Y., to Portland, Ore., for 180 days. SUPPORTING SHIPPERS: Spear Beverage Company, 3808 North

Williams Avenue, Portland, Ore., and Al C. Giusti Wine Co., 66 Southeast Morrison Street, Portland, Ore. SEND PROTESTS TO: District Supervisor A. E. Odoms, Interstate Commerce Commission, Bureau of Operations, 114 Pioneer Courthouse, Portland, Ore. 97204.

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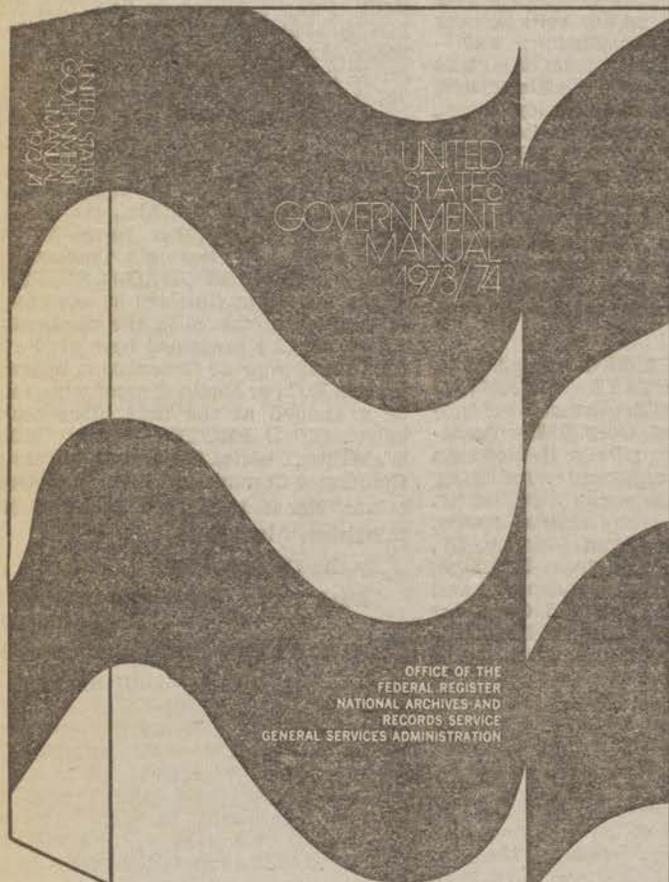
No. MC 139673 (Sub-No. 2 TA), filed July 22, 1974. Applicant: JAMES H. STEGER, doing business as STEGER BUS LINES, 4150 Aldebaran Way, Mobile, Ala. 36609. Applicant's representative: Robert E. Tate, P.O. Box 517, Evergreen, Ala. 36401. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Naval air station employees and workers*, between Mobile, Spanish Fort, Robertsdale, Point Clear, and Fairhope, Ala., on the one hand, and, on the other, Naval Air Stations located in Escambia County, Fla., for 180 days. SUPPORTING SHIPPER: There are approximately 37 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. SEND PROTESTS TO: Clifford W. White, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 1616, 2121 Building, Birmingham, Ala. 35203.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.74-18029 Filed 8-6-74; 8:45 am]

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