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page no.
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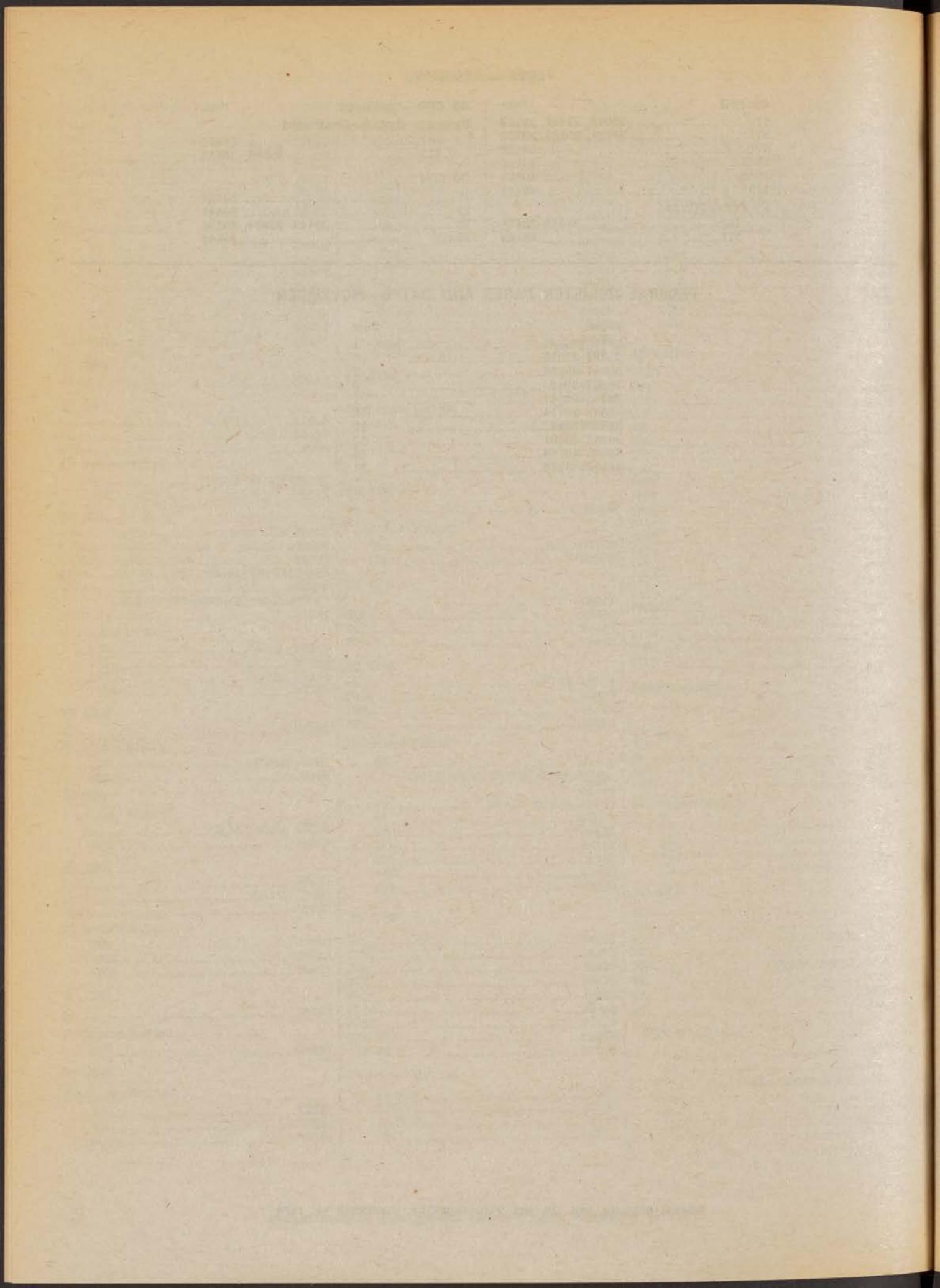
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The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each month.

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Correction

In the document with the above heading appearing at page 38896 of the Monday, November 4, 1974 issue make the following change:

The page number in the first line of item 2 now reads "34184." It should read "34182."

SUBCHAPTER C—DRUGS

PART 135c—NEW ANIMAL DRUGS IN ORAL DOSAGE FORMS

PART 149b—AMPICILLIN FOR VETERINARY USE

Ampicillin for Oral Suspension, Veterinary

The Commissioner of Food and Drugs has evaluated a new animal drug application (55-061V) filed by E. R. Squibb & Sons, Inc., New Brunswick, NJ 08903, proposing safe and effective use of ampicillin for oral suspension, veterinary, for the treatment of dogs and cats. The application is approved.

The drug is subject to the batch certification provisions of section 512(n) of the Federal Food, Drug, and Cosmetic Act. This order provides for appropriate amendments to the antibiotic drug certification regulations.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 512 (i) and (n), 82 Stat. 347, 350-351; 21 U.S.C. 360b (i) and (n)) and under authority delegated to the Commissioner (21 CFR 2.120), Chapter I of Title 21 of the Code of Federal Regulations is amended as follows:

1. In Part 135c by adding a new section as follows:

§ 135c.137 Ampicillin for oral suspension, veterinary.

(a) *Specifications.* The drug contains ampicillin as ampicillin trihydrate and conforms to the requirements of § 149b.28 of this chapter. When reconstituted as directed in the labeling, it contains 125 milligrams of ampicillin per 5 milliliters of suspension.

(b) *Sponsor.* See code No. 035 in § 135.501(c) of this chapter.

(c) *Conditions of use—(1) Dogs.* (i) It is indicated in the treatment of respi-

ratory tract infections (tracheobronchitis and tonsillitis) due to *E. coli*, *Pseudomonas spp.*, *Proteus spp.*, *Staphylococcus spp.*, and *Streptococcus spp.*; urinary tract infections (cystitis) due to *E. coli*, *Staphylococcus spp.*, *Streptococcus spp.*, and *Proteus spp.*; bacterial gastroenteritis due to *E. coli*; generalized infections (septicemia) associated with abscesses, lacerations, and wounds, due to *Staphylococcus spp.* and *Streptococcus spp.*; bacterial dermatitis due to *Staphylococcus spp.*, *Streptococcus spp.*, *Proteus spp.*, and *Pseudomonas spp.*

(ii) It is administered orally, 5 to 10 milligrams per pound of body weight 2 or 3 times daily, 1 to 2 hours prior to feeding. In severe or acute conditions, 10 milligrams per pound of body weight 3 times daily.

(2) *Cats.* (i) It is indicated in the treatment of respiratory tract infections (bacterial pneumonia) due to *Staphylococcus spp.*, *Streptococcus spp.*, *E. coli*, and *Proteus spp.*; urinary tract infections (cystitis) due to *E. coli*, *Staphylococcus spp.*, *Streptococcus spp.*, *Proteus spp.*, and *Corynebacterium spp.*; generalized infections (septicemia) associated with abscesses, lacerations, and wounds, due to *Staphylococcus spp.*, *Streptococcus spp.*, *Bacillus spp.*, and *Pasteurella spp.*

(ii) It is administered orally, 10 to 30 milligrams per pound of body weight 2 or 3 times daily, 1 to 2 hours prior to feeding.

(3) *Duration of treatment.* In dogs and cats, duration of treatment is usually 3 to 5 days. Continue treatment 48 hours after the animal's temperature has returned to normal and all other signs of infection have subsided. If no response is obtained within 3 to 5 days, reevaluate diagnosis and treatment. Appropriate laboratory tests should be conducted, including in vitro culturing and susceptibility tests on samples collected prior to treatment.

(4) *Restrictions.* Federal law restricts this drug to use by or on the order of a licensed veterinarian.

2. In Part 149b by adding a new section as follows:

§ 149b.28 Ampicillin trihydrate for oral suspension, veterinary.

(a) *Requirements for certification—*

(1) *Standards of identity, strength, quality, and purity.* Ampicillin trihydrate for oral suspension, veterinary, is a mixture of ampicillin trihydrate with one or more suitable and harmless colorings, flavorings, buffers, sweetening ingredients, and preservatives. When reconstituted as directed in the labeling, it contains ampicillin trihydrate equivalent to 25 milligrams of ampicillin per milliliter. Its potency is satisfactory if it is not less

than 90 percent and not more than 120 percent of the number of milligrams of ampicillin that it is represented to contain. Its moisture content is not more than 2.5 percent. Its pH, when reconstituted as directed in the labeling, is not less than 5.0 and is not more than 7.5. The ampicillin trihydrate used conforms to the standards prescribed by § 440.7(a) (1) of this chapter.

(2) *Labeling.* The drug shall be labeled in accordance with the requirements prescribed by §§ 148.3 and 135c.137 of this chapter, and in addition, it shall be labeled "ampicillin for oral suspension, veterinary".

(3) *Requests for certification; samples.* In addition to complying with the requirements of § 431.1 of this chapter, each such request shall contain:

(i) Results of tests and assays on:
(a) The ampicillin trihydrate used in making the batch for potency, safety, loss on drying, pH, ampicillin content, concordance, crystallinity, and identity.

(b) The batch for potency, moisture, and pH.

(ii) Samples required:

(a) The ampicillin trihydrate used in making the batch: 10 packages, each containing approximately 300 milligrams.

(b) The batch: A minimum of six immediate containers.

(b) *Tests and methods of assay—(1) Potency.* Assay for potency by either of the following methods; however, the results obtained from the microbiological agar diffusion assay shall be conclusive:

(i) *Microbiological agar diffusion assay.* Proceed as directed in § 436.105 of this chapter, preparing the sample for assay as follows: Reconstitute the drug as directed in the labeling. Place an accurately measured representative portion of the sample into a suitable volumetric flask and dilute to volume 0.1M potassium phosphate buffer, pH 8.0 (solution 3), to give a convenient concentration. Mix well. Further dilute an aliquot with solution 3 to the reference concentration of 0.1 microgram of ampicillin per milliliter (estimated).

(ii) *Iodometric assay.* Proceed as directed in § 436.204 of this chapter, preparing the sample as follows: Reconstitute the drug as directed in the labeling. Place an accurately measured aliquot, usually a single dose, into an appropriate-sized volumetric flask and dilute to volume with 1 percent potassium phosphate buffer, pH 6.0 (solution 1). Mix well. Further dilute with solution 1 to the prescribed concentration.

(2) *Moisture.* Proceed as directed in § 436.201 of this chapter.

(3) *pH*. Proceed as directed in § 436.-202 of this chapter, using the drug reconstituted as directed in the labeling.

Effective date. This order shall be effective November 14, 1974.

(Sec. 512 (i) and (n), 82 Stat. 347, 350-351; 21 U.S.C. 360b (i) and (n).)

Dated: November 7, 1974.

C. D. VAN HOUWFLING,
Director, Bureau
of Veterinary Medicine.

[FR Doc.74-26527 Filed 11-13-74; 8:45 am]

PART 135e—NEW ANIMAL DRUGS FOR USE IN ANIMAL FEEDS

Levamisole Hydrochloride (Equivalent)

The Commissioner of Food and Drugs has evaluated two supplemental new ani-

mal drug applications (44-015V, 45-455V) filed by American Cyanamid Co., Princeton, NJ 08540, proposing a labeling revision for safe and effective use of levamisole hydrochloride (equivalent) in cattle and swine feed. The supplemental applications are approved.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 512(i), 82 Stat. 347; 21 U.S.C. 360b(i)) and under authority delegated to the Commissioner (21 CFR 2.120), § 135e.59(f) is amended in the table by revising the text of items 1 and 2 under the "Limitations" column to read as follows:

§ 135e.59 Levamisole hydrochloride (equivalent).

Principle ingredient	Grams per pound	Limitations	Indications for use
1.***	***	For cattle, administer medicated feed mixed thoroughly in one half the usual amount of morning feed; the medicated feed mix should be consumed within 6 hours; when medicated feed is consumed resume normal feeding; medicated feed is to be fed at the rate of 0.36 gram of levamisole hydrochloride (equivalent) per 100 lb of body weight; conditions of constant helminth exposure may require retreatment within 2 to 4 weeks after the first treatment; do not slaughter for food within 48 hours of treatment; consult veterinarian before using in severely debilitated animals; do not administer to dairy animals of breeding age; for use in pelleted or meal feeds only; the label shall bear the caution, "Muzzle foam may be observed. However, this reaction will disappear within a few hours. If this condition persists, a veterinarian should be consulted. Follow recommended dosage carefully."	***
2.***	***	For swine; it is recommended that regular feed be withheld overnight and worming feed administered the following morning; feed 1 lb of worming feed per 100 lb of body weight of pigs to be treated; may be fed as sole feed or thoroughly mixed with 1 to 2 parts of regular feed prior to feeding; when medicated feed is consumed, resume normal feeding. Pigs maintained under conditions of constant worm exposure may require re-treatment within 4 to 5 weeks after the first treatment due to reinfection; do not treat within 72 hours of slaughter for food; the label shall bear the caution, "Excessive salivation or muzzle foam may be observed. This reaction is occasionally seen and will disappear in a short time after medication. If pigs are infected with mature lungworms, coughing and vomiting may be observed soon after medicated feed is consumed. This reaction is due to the expulsion of worms from the lungs and will be over in several hours."	***

Principle ingredient	Grams per pound	Limitations	Indications for use
1.***	***	For cattle, administer medicated feed mixed thoroughly in one half the usual amount of morning feed; the medicated feed mix should be consumed within 6 hours; when medicated feed is consumed resume normal feeding; medicated feed is to be fed at the rate of 0.36 gram of levamisole hydrochloride (equivalent) per 100 lb of body weight; conditions of constant helminth exposure may require retreatment within 2 to 4 weeks after the first treatment; do not slaughter for food within 48 hours of treatment; consult veterinarian before using in severely debilitated animals; do not administer to dairy animals of breeding age; for use in pelleted or meal feeds only; the label shall bear the caution, "Muzzle foam may be observed. However, this reaction will disappear within a few hours. If this condition persists, a veterinarian should be consulted. Follow recommended dosage carefully."	***
2.***	***	For swine; it is recommended that regular feed be withheld overnight and worming feed administered the following morning; feed 1 lb of worming feed per 100 lb of body weight of pigs to be treated; may be fed as sole feed or thoroughly mixed with 1 to 2 parts of regular feed prior to feeding; when medicated feed is consumed, resume normal feeding. Pigs maintained under conditions of constant worm exposure may require re-treatment within 4 to 5 weeks after the first treatment due to reinfection; do not treat within 72 hours of slaughter for food; the label shall bear the caution, "Excessive salivation or muzzle foam may be observed. This reaction is occasionally seen and will disappear in a short time after medication. If pigs are infected with mature lungworms, coughing and vomiting may be observed soon after medicated feed is consumed. This reaction is due to the expulsion of worms from the lungs and will be over in several hours."	***

Effective date. This order shall be effective November 14, 1974.

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

Dated: November 7, 1974.

C. D. VAN HOUWELING,
Bureau of
Veterinary Medicine.

[FR Doc.74-26526 Filed 11-13-74; 8:45 am]

Title 33—Navigation and Navigable Waters

CHAPTER I—COAST GUARD, DEPARTMENT OF TRANSPORTATION

[CGD 74-172]

PART 117—DRAWBRIDGE OPERATION REGULATIONS

Harvey Canal, La.

This amendment changes the regulations for the Missouri Pacific-Texas Pacific railroad bridge across the Harvey Canal to allow closed periods from 7-9 a.m. and 4-6 p.m., Monday through Friday, except holidays. The purpose of this amendment is to provide for the use of the railroad bridge for vehicular traffic occurring during peak hours while the severely damaged highway bridge adja-

cent to this railroad bridge is being reconstructed. This work is scheduled to commence on November 15, 1974 and is estimated to be completed in 15 to 18 months. Commercial navigation and the New Orleans District, Corps of Engineers have concurred in this matter.

The Coast Guard has found that good cause exists for granting this change without notice of proposed rule making on the basis that it would be contrary to the public interest to delay this work.

Accordingly, Part 117 of Title 33 of the Code of Federal Regulations is amended by adding a new § 117.536 immediately after § 117.535 to read as follows:

§ 117.536 Harvey Canal, La., Missouri Pacific-Texas Pacific railroad drawbridge, mile 0.2.

The draw shall open on signal except that from 7 to 9 a.m. and 4 to 6 p.m., Monday through Friday, except holidays, 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 November 15, 1974.

Dated: October 25, 1974.

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

[FR Doc.74-26681 Filed 11-13-74; 8:45 am]

Title 36—Parks, Forests and Public Property

CHAPTER I—NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR

PART 7—SPECIAL REGULATIONS, AREAS OF THE NATIONAL PARK SERVICE

Padre Island National Seashore, Tex.; Off-road Use of Vehicles, Hunting, and Prohibited Operations

A proposal was published at page 14950 of the FEDERAL REGISTER of April 29, 1974, to add a new paragraph (a), amend paragraph (b), and revise paragraph (e) of § 7.75 of Title 36 of the "Code of Federal Regulations." The effect of the amendments is to eliminate the section on fishing which is no longer needed in view of the provisions of Part 2 of this chapter; to clarify the regulation concerning hunting; to add a section on off-road vehicle operation as required by sections 3 and 4 of Executive Order 11644 and Part 4 of this chapter; and to modify the section on towing of persons and include it under a new section on prohibited vehicle operations.

Interested persons were given 30 days within which to submit written comments, suggestions, or objections with respect to the proposed amendments. No comments, suggestions or objections have been received and the proposed amendments are hereby adopted without change and are set forth below. These amendments shall take effect on December 16, 1974. (5 U.S.C. 553; 16 U.S.C. 3; ***)

Section 7.75 is amended by adding a new paragraph (a), amending paragraph (b) and revising paragraph (e) to read as follows:

§ 7.75 Padre Island National Seashore.

(a) *Off-road motor vehicle and motorcycle operation.* (1) The following regulations pertain to the operation of motor vehicles and motorcycles off established roads and parking areas. The operation of such vehicles and motorcycles is subject also to the applicable provisions of Part 4 of this chapter and paragraphs (e) and (g) of this section.

(i) No person may operate a motor vehicle or motorcycle without a valid operator's license or learner's permit in his possession; an operator who has a learner's permit must be accompanied by an adult who has a valid operator's license; a driver's license or learner's permit must be displayed upon the request of any authorized person.

(ii) In addition to the requirements of §§ 4.1, 4.12, 4.19 and 4.21 of this chapter, every motor vehicle and motorcycle must

have an operable horn, windshield wiper or wipers (except motorcycles), brake light or lights, and rearview mirror.

(iii) No person may operate or ride as a passenger on a motorcycle without wearing approved protective headgear (a helmet constructed to meet the requirements of Department of Transportation Standard Numbered Z90.1).

(iv) Motor vehicles and motorcycles must have valid license plates.

(v) Every motor vehicle and motorcycle must have a valid State vehicle inspection certificate when such certificate is required for highway use in the State in which the vehicle is licensed.

(vi) When two motor vehicles or motorcycles meet on the beach, the operator of the vehicle in southbound traffic shall yield the right-of-way, where necessary, by turning out of the track to the right.

(2) *Off-road motor vehicle and motorcycle use areas and routes.* The following routes and areas are open to such vehicles: (i) Travel is permitted on all of the beach adjacent to the Gulf of Mexico, except for the approximately 4½ miles of beach between the North and South Beach Access Roads.

(ii) The route west of Big Shell Beach, locally known as the Back Road. This route begins on the beach adjacent to the Gulf of Mexico approximately three miles south of Yarborough Pass and returns to the beach approximately 15 miles south of Yarborough Pass.

(iii) The route beginning on the beach adjacent to the Gulf of Mexico approximately 11 miles south of Yarborough Pass and ending with its intersection with the Back Road approximately one mile west of the beach. This route is locally known as the Dunn Ranch Road.

(iv) Travel is permitted in an area within 200 feet of the north bank of the Mansfield Channel, beginning on the beach adjacent to the Gulf of Mexico and ending approximately ¾ mile west of the beach.

(v) Authorized emergency vehicles, as defined in § 4.2(g) of this chapter, may be operated in closed areas to provide for the safety of persons utilizing these areas.

(b) *Hunting.* Hunting is prohibited, except that during the open season prescribed by State and Federal agencies, hunting of waterfowl is permitted upon the waters of Laguna Madre wherever a floating vessel of any type is capable of operating, at whatever tide level may exist: *Provided*, That the waters immediately adjacent to North and South Bird Islands shall be closed to all hunting as posted. Such hunting, where authorized, shall be in accordance with all applicable Federal, State and local laws for the protection of wildlife.

(e) *Prohibited vehicle operations.* The following operations are prohibited on and off established roads and parking areas.

(1) The use of ground effect or air-cushion vehicles is prohibited.

(2) The use of vehicles propelled by the wind, commonly known as sail cars, is prohibited.

(3) Towing of persons behind vehicles on a sled, box, skis, surfboard, parachute, or in any other way is prohibited.

(4) Riding on fenders, tailgate, roof, or any other position outside of the vehicle is prohibited.

JOHN F. TURNEY,
Superintendent, Padre Island
National Seashore.

[FR Doc.74-26679 Filed 11-13-74;8:45 am]

Title 45—Public Welfare

CHAPTER II—SOCIAL AND REHABILITATION SERVICE (ASSISTANCE PROGRAMS), DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

PART 220—SERVICES FOR FAMILIES AND CHILDREN: TITLE IV PARTS A AND B OF SOCIAL SECURITY ACT

Federal Financial Participation; Correction

In FR Doc. 74-25356, published at page 38380, Thursday, October 31, 1974 providing that Federal sharing in emergency services shall be at the 50 percent rate, § 220.61(f) (1) (i) should have read as set forth below:

§ 220.61 Federal financial participation; AFDC.

(f) *Rates of Federal financial participation.* (1) (i) Federal financial participation at the 75 percent rate is available for the service costs identified in paragraphs (d) and (e) of this section; and for training and staff development including costs of training provided to welfare staff by courts or law enforcement officials; and at the 50 percent rate for emergency services.

Approved: November 11, 1974.

THOMAS S. MCFEE,
Deputy Assistant Secretary for
Management Planning and
Technology.

[FR Doc.74-26706 Filed 11-13-74;8:45 am]

CHAPTER VIII—UNITED STATES CIVIL SERVICE COMMISSION

PART 801—VOTING RIGHTS PROGRAM

Appendix A; Alabama

Appendix A to Part 801 is amended as set out below to show, under the heading "Dates, Times, and Places for Filing," one additional place for filing in Alabama:

ALABAMA

County; Place for filing; beginning date

Talladega; Talladega—Federal Building and U.S. Post Office; Room 215; East Street North and Coosa Street; November 4, 1974.

(Secs. 7, 9, Voting Rights Act of 1965; Public Law 89-110)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant
to the Commissioners.

[FR Doc.74-26699 Filed 11-13-74;8:45 am]

PART 801—VOTING RIGHTS PROGRAM

Appendix A; Mississippi

Appendix A to Part 801 is amended as set out below to show, under the heading "Dates, Times, and Places for Filing", one additional place for filing in Mississippi:

MISSISSIPPI

County; Place for filing; beginning date

Kemper; DeKalb—U.S. Post Office; Lobby; Seventh Street and Eighth Avenue; November 4, 1974.

(Secs. 7, 9, Voting Rights Act of 1965; Public Law 89-110)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant
to the Commissioners.

[FR Doc.74-26700 Filed 11-13-74;8:45 am]

Title 46—Shipping

CHAPTER I—COAST GUARD, DEPARTMENT OF TRANSPORTATION

[CGD 74 219]

PART 50—GENERAL PROVISIONS

Marine Inspection Office Identification Letters

The purpose of this amendment is to make a change to the letter designations that identify the marine inspection offices of the Officer In Charge, Marine Inspection.

Effective March 6, 1974, Part 3 of Chapter I of Title 33 of the Code of Federal Regulations was amended to expand the Portsmouth Marine Inspection Zone and to rename it the Hampton Roads Marine Inspection Zone. The Zone's marine inspection office was moved from Portsmouth, Virginia, to Norfolk (Hampton Roads), Virginia.

Table 50.10-30 in Subchapter F of Title 46 of the Code of Federal Regulations lists in alphabetical order the letter designations used to identify the various marine inspection offices. These letter designations form a portion of the Coast Guard number that is required to be placed on the nameplate of boiler and pressure vessels. Due to an oversight, the letters used to designate the Portsmouth office were not stricken from the list nor were the letters that identify the Hampton Roads office added to the table. This amendment is designed to correct that oversight.

Inasmuch as this amendment consists of only an editorial change and does not affect the substance of the regulations amended, good cause exists pursuant to 5 U.S.C. 553(b) (3) (B) for omitting notice and opportunity for public participation.

In consideration of the foregoing, Table 50.10-30 of § 50.10-30 of Part 50 of Chapter I of Title 46 of the Code of Federal Regulations is amended as follows:

1. By adding the letters "HRV" directly below the letters "HOU" in the column headed "Identification" and by adding the words "Hampton Roads, Va." directly below the word "Houston" in the column headed "Marine Inspection Office."

2. By striking the letters "PVA" from the column headed "Identification" and the words "Portsmouth, Va." from the column headed "Marine Inspection Office."

(46 U.S.C. 361, 362, 375, 391, 391a, 392, 399, 404-409, 411, 412, 416, 435, 481, 489, 366, 395, 363, 367, 526p, 1333, 390b; 49 U.S.C. 1655(b); 50 U.S.C. 196; 14 U.S.C. 633; 49 CFR 1.4(a) (2), (f); E.O. 11239)

Effective Date: This amendment is effective on November 14, 1974.

Dated: November 6, 1974.

E. L. PERRY,
Vice Admiral, U.S. Coast Guard,
Acting Commandant.

[FR Doc. 74-26680 Filed 11-13-74; 8:45 am]

Title 47—Telecommunication
CHAPTER I—FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 19311; FCC 74-985]

PART 2—FREQUENCY ALLOCATIONS AND RADIO TREATY MATTERS; GENERAL RULES AND REGULATIONS

PART 21—DOMESTIC PUBLIC RADIO SERVICES (OTHER THAN MARITIME MOBILE)

Digital Modulation Techniques in Microwave Radio

Correction

In FR Doc. 74-22858 appearing at page 35658 in the issue of Thursday, October 3, 1974, the following changes should be made:

1. In § 2.1 (page 35664), the word "bands" in the second line of the definition of Symbol rate should read "bauds."

2. In § 21.100(d) (page 35665), the 14th line, now reading "frequency usage with stations in the", should read "frequency interference or restricted ul-"; and the reference in the 19th line to "Section 21706 (c) and (d)" should read "§ 21.706 (c) and (d)."

Title 50—Wildlife and Fisheries

CHAPTER I—U.S. FISH AND WILDLIFE SERVICE, DEPARTMENT OF THE INTERIOR

PART 33—SPORT FISHING

Lake Ilo National Wildlife Refuge, N. Dak.

The following special regulation is issued and is effective on November 14, 1974.

§ 33.5 Special regulations; sport fishing, for individual wildlife refuge areas.

NORTH DAKOTA

LAKE ILO NATIONAL WILDLIFE REFUGE

Winter Sport fishing on the Lake Ilo National Wildlife Refuge, Dunn Center, North Dakota, is permitted from December 15, 1974 through March 23, 1975, inclusive. The area open to fishing comprises 1050 acres, and is delineated on maps available at refuge headquarters, 1 mile west of Dunn Center, North Dakota and from the Area Manager, U.S. Fish and Wildlife Service, Post Office Box 1897, Bismarck, North Dakota 58501. Sport fishing shall be in accordance with all applicable State regulations, subject to the following special conditions.

(1) Fishing at all times shall be limited to daylight hours only.

The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33, and are effective through March 23, 1975.

CHARLES S. PECK,
Refuge Manager, Lake Ilo National Wildlife Refuge, Dunn Center, North Dakota 58626.

NOVEMBER 8, 1974.

[FR Doc. 74-26688 Filed 11-13-74; 8:45 am]

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 398]

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.

(24 CFR § 1914.4)

State	County	Location	Effective date of authorization of sale of flood insurance for area	Hazard area identified	State map repository	Local map repository
California	Stanislaus	Newman, city of	Nov. 7, 1974. Emergency			
Colorado	San Juan	Silverton, town of	do	June 14, 1974		
Indiana	Madison	Anderson, city of	do	Feb. 15, 1974		
Kentucky	Simpson	Franklin, city of	do	June 7, 1974		
Massachusetts	Middlesex	Ayer, town of	do	Mar. 22, 1974		
Nebraska	Keith	Ogallala, city of	do	May 31, 1974		
New York	Schenectady	Scotia, village of	do			
Do	Ontario	Manchester, town of	do	Nov. 1, 1974		
Do	Oneida	Clinton, village of	do	Feb. 15, 1974		
North Carolina	Lenoir	Kinston, city of	do	Mar. 15, 1974		
Ohio	Franklin	Groveport, village of	do	May 31, 1974		
Oregon	Umatilla	Hermiston, city of	do	Apr. 5, 1974		
Pennsylvania	Montgomery	Limerick, township of	do			
Do	do	Norristown, borough of	Oct. 29, 1974. Suspension withdrawn.			
South Carolina	Horry	Conway, town of	Nov. 7, 1974. Emergency	May 17, 1974		
Tennessee	Cumberland	Crab Orchard, city of	do	June 14, 1974		
Do	Rutherford	Smyrna, town of	do	May 31, 1974		
Texas	Williamson	Taylor, city of	do	Mar. 29, 1974		
Do	Young	Graham, city of	do	June 28, 1974		
Utah	Davis	Clearfield, city of	do	Aug. 2, 1974		
Do	Cache	Hyrum, city of	do	May 24, 1974		
Washington	Chelan	Wenatchee, city of	do	Feb. 1, 1974		
				and Aug. 9, 1974		

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 F.R. 17804, Nov. 28, 1968), as amended (secs. 408-410, Public Law 91-152, Dec. 24, 1969), 42 U.S.C. 4001-4127; and Secretary's delegation of authority to Federal Insurance Administrator, 34 F.R. 2680, Feb. 27, 1969) as amended 39 F.R. 2787, Jan. 24, 1974.

Issued: November 1, 1974.

GEORGE K. BERNSTEIN,
Federal Insurance Administrator.

[FR Doc.74-26546 Filed 11-13-74;8:45 am]

[Docket No. FI 399]

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
Arizona	Pima	South Tucson, town of	Nov. 11, 1974. Emergency	Apr. 05, 1974		
Indiana	Lake	Munster, town of	do	Dec. 17, 1973		
Iowa	Monona	Mapleton, city of	do	Dec. 28, 1973		
Maine	Oxford	Norway, town of	do	Sept. 13, 1974		
Massachusetts	Berkshire	Adams, town of	do	Oct. 18, 1974		
New Hampshire	Hillsborough	Merrimack, town of	do	Apr. 12, 1974		
New York	Westchester	Pelham Manor, village of	do	May 10, 1974		
Oregon	Curry	Gold Beach, city of	do	Nov. 23, 1973		
Pennsylvania	Bedford	West Providence, township of	do	Sept. 13, 1974		
Do	Northumberland	Rush, township of	do	Sept. 06, 1974		
Do	Lancaster	Millersville, borough of	do	Aug. 02, 1974		
South Dakota	Minnehaha	Unincorporated areas	do			
Virginia	Appomattox	Pamplin, town of	do			
Vermont	Chittenden	Milton, town of	do			
Wisconsin	Clark	Greenwood, city of	do	Jan. 09, 1974		
West Virginia	Barbour	Bellington, town of	do	May 31, 1974		

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 F.R. 17804, Nov. 28, 1968), as amended (secs. 408-410, Public Law 91-152, Dec. 24, 1969), 42 U.S.C. 4001-4127; and Secretary's delegation of authority to Federal Insurance Administrator, 34 F.R. 2680, Feb. 27, 1969) as amended 39 F.R. 2787, Jan. 24, 1974.

Issued: November 4, 1974.

GEORGE K. BERNSTEIN,
Federal Insurance Administrator.

[FR Doc.74-26547 Filed 11-13-74;8:45 am]

[Docket No. FI 400]

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	Bullock	Union Springs, city of	Nov. 8, 1974. Emergency			
Alaska	Greater Sitka Borough	Sitka, city of	do	June 28, 1974		
California	Orange	Buena Park, city of	do			
Iowa	Carroll	Manning, town of	do	Aug. 23, 1974		
Missouri	St. Louis	Country Club Hills, city of	do			
Minnesota	Lyon	Lynd, city of	do			
New York	Rockland	Piermont, village of	do	Mar. 15, 1974		
Ohio	Tuscarawas	Strasburg, village of	do	Apr. 5, 1974		
Oregon	Tillamook	Manzanita, city of	do			
Pennsylvania	Delaware	Darby, township of	do	Aug. 30, 1974		
Do	Washington	Cecil, township of	do			
Do	Allegheny	Pitcairn, borough of	do			
Do	Bradford	Smithfield, township of	do	Sept. 20, 1974		
Do	Lawrence	New Wilmington, borough of	do	July 19, 1974		
Utah	Davis	South Weber, city of	do	July 26, 1974		
Vermont	Chittenden	Richmond, town of	do	Mar. 22, 1974		
Virginia	Buchanan	Grundy, town of	do	May 24, 1974		
Do	do	Unincorporated areas	do			
West Virginia	Preston	Rowlesburg, town of	do	Feb. 1, 1974		
Do	Randolph	Elkins, city of	do	Feb. 15, 1974		
Wisconsin	Barron	Chetek, city of	do	Dec. 7, 1973		
Do	Washburn	Shell Lake, city of	do	July 7, 1974		

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 F.R. 17804, Nov. 28, 1968), as amended (secs. 408-410, Public Law 91-152, Dec. 24, 1969), 42 U.S.C. 4001-4127; and Secretary's delegation of authority to Federal Insurance Administrator, 34 F.R. 2680, Feb. 27, 1969) as amended 39 F.R. 2787, Jan. 24, 1974.

Issued: November 4, 1974.

GEORGE K. BERNSTEIN,
Federal Insurance Administrator.

[FR Doc.74-26548 Filed 11-13-74; 8:45 am]

[Docket No. FI 401]

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
Arkansas	Union	Calion, city of	Oct. 25, 1974. Emergency	Apr. 12, 1974		
Do.	do.	El Dorado, city of	do	May 3, 1974		
California	Fresno	Coalinga, city of	do	Mar. 1, 1974		
Colorado	San Juan	Unincorporated areas	do			
Illinois	Bureau	DePue, village of	do			
Do.	Henderson	Gladstone, village of	do	Dec. 28, 1973		
Minnesota	Wright	Hanover, city of	do			
New Jersey	Ocean	Beachwood, borough of	do	June 28, 1974		
New York	Nassau	Bayville, village of	do	May 3, 1974		
Ohio	Adams	Manchester, village of	do	Apr. 6, 1974		
Pennsylvania	Armstrong	Freeport, borough of	do	May 31, 1974		
Do.	Washington	West Pike Run, township of	do			
Tennessee	Obion	Union City, city of	do	June 7, 1974		
Texas	Harris	Humble, city of	do			
Wisconsin	Grant	Muscoda, village of	do	May 10, 1974		

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 F.R. 17804, Nov. 28, 1968), as amended (secs. 408-410, Public Law 91-152, Dec. 24, 1969), 42 U.S.C. 4001-4127; and Secretary's delegation of authority to Federal Insurance Administrator, 34 F.R. 2680, Feb. 27, 1969) as amended 39 F.R. 2787, Jan. 24, 1974.

Issued October 21, 1974.

GEORGE K. BERNSTEIN,
Federal Insurance Administrator.

[FR Doc.74-26549 Filed 11-13-74; 8:45 am]

[Docket No. FI 402]

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	Palm Beach	Lake Worth, city of	Nov. 6, 1974. Emergency	Aug. 2, 1974		
Iowa	Butler	New Hartford, town of	do	May 31, 1974		
Kentucky	Nicholas	Carlisle, city of	do	May 24, 1974		
Michigan	Allegan	Casco, township of	do			
New Jersey	Monmouth	Asbury Park, city of	do	July 13, 1973		
Pennsylvania	Adams	Cumberland, township of	do			
Texas	Bee	Unincorporated areas	do	Oct. 18, 1974		
Do.	Bastrop	Smithville, city of	do	April 5, 1974		
Do.	Bexar	Kirby, city of	do	Jan. 23, 1974		
Washington	King	North Bend, city of	do	May 17, 1974		
Wisconsin	Barron	Unincorporated areas	do			

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 F.R. 17804, Nov. 28, 1968), as amended (secs. 408-410, Public Law 91-152, Dec. 24, 1969), 42 U.S.C. 4001-4127; and Secretary's delegation of authority to Federal Insurance Administrator, 34 F.R. 2680, Feb. 27, 1969) as amended 39 F.R. 2787, Jan. 24, 1974.

Issued: November 4, 1974.

GEORGE K. BERNSTEIN,
Federal Insurance Administrator.

[FR Doc.74-26550 Filed 11-13-74; 8:45 am]

CHAPTER XIII—FEDERAL DISASTER ASSISTANCE ADMINISTRATION, DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

[Docket No. R-74-299]

PART 2205—FEDERAL DISASTER ASSISTANCE ADMINISTRATION
Interim Regulations

Certain authorities and responsibilities of the President under the Disaster Relief Act of 1974, Public Law 93-288 (hereinafter referred to as the "Act") are assigned to the Secretary of Housing and Urban Development by Executive Order 11795, dated July 11, 1974, and further delegated by the Secretary to the Administrator of Federal Disaster Assistance on August 5, 1974. Regulations implementing most of those authorities and responsibilities were published in the FEDERAL REGISTER of August 5, 1974, as Title 24 of the Code of Federal Regulations, §§ 2205.1-2205.74. Regulations concerning section 201 of the Act, Federal and State Disaster Preparedness Programs, are issued herewith.

Because of time limitations imposed by the Act for financial assistance to the States under section 201(c), these new regulations must be operative as soon as possible. Notice and public procedure are impractical and contrary to the public interest. However, interested parties and government agencies are encouraged to submit written comments, views or data regarding these interim regulations promulgated hereby to the Administrator, Federal Disaster Assistance Administration, Department of Housing and Urban Development, Washington, D.C. 20410. All such submissions received on or before January 13, 1975 will be considered prior to the promulgation of the final FDAA regulations. Inasmuch as these amendments bring the Federal Disaster Assistance Program into compliance with current statutory law and confer a benefit on the public, good cause exists for making them effective upon publication in the FEDERAL REGISTER.

Pursuant to the authority contained in section 7(d) of the Department of Housing and Urban Development Act (79 Stat. 670, 42 U.S.C. section 3535(d)), new Subpart G is added to Part 2205 of Title 24 of the Code of Federal Regulations, as follows:

- Subpart G—Disaster Preparedness Assistance
- Sec.
 - 2205.75 General.
 - 2205.76 Definitions.
 - 2205.77 Federal Disaster Preparedness Program.
 - 2205.78 Technical assistance.
 - 2205.79 Financial assistance.

AUTHORITY: Sec. 7(d), Department of Housing and Urban Development Act (79 Stat. 670, 42 U.S.C. 3535(d)).

Subpart G—Disaster Preparedness Assistance

§ 2205.75 General.

(a) The purpose of this subpart is to prescribe the standards and procedures to be followed in implementing Public Law 93-288 Title II—Disaster Prepared-

ness Assistance, section 201, Federal and State Disaster Preparedness Programs.

(b) The disaster preparedness program shall be carried out in accordance with the policies set forth in § 2205.3 and the following priorities:

- (1) To prepare for the efficient and expeditious provision of disaster relief.
- (2) To mitigate potential disaster effects on persons and property through warning, evacuation, and emergency protective measures.
- (3) To reduce the effects of hazards through effective land use and construction practices, thereby eliminating or lessening disaster-producing events.

§ 2205.76 Definitions.

As used in this part:

(a) "Disaster preparedness plans" means those plans prepared by Federal, State, and local governments in advance of anticipated disasters for the purpose of assuring effective management and delivery of aid to disaster victims, and providing for disaster mitigation, warning, rehabilitation, and short- and long-term recovery.

(b) "State emergency plan," as used in section 301(b) of the Act, means that State plan which is designed specifically for State-level response to emergencies or major disasters, and which sets forth the actions to be taken by the State and local governments, including those for implementing Federal disaster assistance.

(c) "State plan" means a work plan, submitted in application for a development grant, for achieving the objectives set forth in that section of the Act.

(d) "Financial assistance" means grants from the President's Disaster Relief Fund under authority of section 201 of the Act.

(e) "State disaster preparedness coordinator" means the Governor's designee for overall disaster preparedness program coordination or management responsibility.

(f) "Technical assistance" means provision of guidance through advice and consultations, workshops and conferences, studies and analyses, reports and instructional materials, and other services.

(g) "Vulnerability analysis" means a systematic investigation of potential disasters in terms of probability, frequency, magnitude, and location, in order to forecast their probable effects, in specific geographical areas, on the people, systems, facilities, resources, and institutions.

§ 2205.77 Federal Disaster Preparedness Program.

(a) The Administrator is authorized to establish a program of disaster preparedness that utilizes the services of all appropriate agencies and to provide overall management of that program by:

- (1) Providing policy guidance to Federal agencies and conducting program reviews of Federal activities relating to disaster preparedness.
- (2) Directing the preparation and review of Federal disaster preparedness plans.

(3) Determining requirements and arranging for training of Federal and State personnel, and conducting exercises, critiques, and evaluations to enhance disaster preparedness programs.

(4) Sponsoring and monitoring disaster-related research and the application of science and technology to Federal, State, and local disaster preparedness plans and programs.

(b) The Regional Director shall establish a regional program of disaster preparedness that is consistent with the overall national program and with the State programs within his region and shall manage that regional program by:

- (1) Reviewing Federal agency, State, and local disaster preparedness and response activities and recommending improvements.
- (2) Assisting the States in accordance with the Act and these regulations.
- (3) Coordinating the disaster preparedness programs of Federal agencies within his region.
- (4) Preparing plans and conducting training, exercises, critiques, and evaluations to enhance coordinated Federal and State disaster preparedness and response.

§ 2205.78 Technical assistance.

(a) The Regional Director shall, upon request, provide technical assistance to the States, in accordance with the priorities specified in § 2205.75(b) of these regulations, for comprehensive plans and practical programs for preparation against disasters, including hazard reduction, avoidance, and mitigation; for assistance to individuals, businesses, and State and local governments following such disasters; and for recovery of damaged or destroyed public and private facilities and economic recovery.

(b) Particular emphasis shall be given to technical assistance in the following aspects of disaster preparedness:

- (1) The drafting of disaster related State legislation and executive authorities.
- (2) Vulnerability analyses.
- (3) Work plans and other documentation for disaster preparedness grants.
- (4) State and local disaster preparedness programs and procedures.
- (5) Staff training, workshops, and seminars.
- (6) Disaster assistance exercises.
- (7) Program evaluation.
- (8) Public information and education programs.
- (9) Application of technological information to the disaster preparedness program.

(c) The Regional Director shall also advise the States regarding complementary Federal programs that will enhance State and local disaster assistance and preparedness.

(d) Requests for Federal technical assistance under section 201(b) of the Act shall be made by the Governor or his authorized representative to the Regional Director.

(1) The request for technical assistance shall indicate as specifically as possible the objectives, nature, and duration of

the requested assistance; the recipient agency or organization within the State; the State official responsible for utilizing such assistance; the manner in which such assistance is to be utilized; and any other information needed for a full understanding of the need for such requested assistance.

(2) The State shall provide assurance that technical assistance does not duplicate any existing State capability, any State or local effort funded by the Federal Government, or any Federal assistance provided under other authority.

(e) Nothing in these regulations shall be construed to prevent the States from obtaining appropriate technical assistance from other sources, including other Federal agencies under such agencies' own statutory or delegated authorities.

§ 2205.79 Financial assistance.

(a) The Regional Director may provide the following financial assistance to the States, in accordance with the priorities specified in § 2205.75(b) of these regulations, upon written request by the Governor or his authorized representative:

(1) An initial development grant, not to exceed in the aggregate \$250,000, for the development of plans, programs, and capabilities for disaster preparedness and prevention, provided that such grant is applied for by May 22, 1975.

(2) An annual improvement grant of up to \$25,000 but not to exceed 50 per cent of the cost of improving, maintaining, and updating State disaster assistance plans.

(b) Any financial assistance provided under Public Law 91-79 or Public Law 91-606 for these purposes shall not preclude assistance in the full amount authorized by Public Law 93-288 for further development of disaster preparedness plans, programs, and capabilities.

(c) Application for a development grant shall include a State work plan that:

(1) Sets forth a comprehensive and detailed program of work to develop adequate capability for preparation for short- and long-term assistance following emergencies and major disasters, including provisions for assistance to individuals, businesses, and local governments.

(2) Indicates the designated State agency or agencies that will be involved in the development effort and the State disaster preparedness coordinator appointed by the Governor.

(3) Provides for appointment and training of appropriate staffs, formulation of necessary regulations and procedures, and conduct of required exercises.

(4) Describes the relationship of the proposed work with other disaster-related plans, programs, and capabilities under development.

(d) The following minimum requirements shall apply to financial assistance under section 201 of the Act in the development of the comprehensive and detailed State disaster preparedness program:

(1) A "State emergency plan" for implementation as required by section 301 (b) of the Act shall be developed.

(2) The State shall take into account the kinds of disasters to which it is most vulnerable and the particular requirements therefrom for disaster response and mitigation.

(3) State guidance and assistance shall be provided to local jurisdictions in the development of their short- and long-term disaster preparedness plans, programs, and capabilities.

(4) The State plan shall indicate the environmental factors that were taken into account in formulating the plan. In addition, the State plan shall establish substantive criteria and methods for the assessment of the environmental impact of State disaster assistance.

(e) The development grant may apply to such preparedness programs and capabilities as:

(1) Planning for short- and long-term disaster response in general, for specific disaster contingencies in special locales, for local and area mutual emergency support under State sponsorship, and for disaster mitigation and hazard reduction.

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(2) Revision, as necessary, of State legislation, implementing orders, regulations, and other authorities and assignments relevant to disaster preparedness and assistance.

(3) Disaster-related mutual aid compacts and agreements.

(4) Conduct of vulnerability analyses not otherwise available but necessary for the development of State and local disaster preparedness plans and programs.

(5) Design of disaster-related emergency systems.

(6) Training and exercises.

(7) Program reviews and postdisaster critiques.

(8) Public information and education programs.

(f) Federal funds provided to the State, or through the State to local government, under the provisions of section 201 of this Act may not be used to procure or repair equipment, materials, or facilities except that required for administration of the grant.

(g) The Regional Director may accept a letter from the Governor requesting grant assistance as meeting the application time limit prescribed by the Act for a development grant.

(h) Work under a development grant shall be scheduled so that the entire effort specified can be completed within three years of approval of the formal application, unless special exception is approved by the Administrator.

(i) Application for an improvement grant shall include:

(1) The designated agency or agencies that will be involved in the improvement effort.

(2) A work plan setting forth those elements of the comprehensive and detailed program that are to be improved under this grant and any additional or subordinate plans to be developed for specific contingencies or disaster func-

tions in accordance with the State's disaster preparedness program.

(j) A grant application may be amended at any time prior to the scheduled completion of work under the grant if warranted on the basis of new requirements, changes in Federal or State statutes or other legal authorities, or other sufficient reason, provided such proposed modifications are mutually agreed upon by the Governor or his authorized representative and by the Regional Director.

(k) All grants under section 201 of the Act are subject to the appropriate provisions of OMB Circulars No. A-95, Federal and Federally Assisted Programs and Projects: Evaluation, Review and Coordination (revised November 13, 1973, and effective January 1, 1974), No. A-87, Principles for Determining Costs Applicable to Grants and Contracts with State and Local Governments (issued May 9, 1968, and amended June 19, 1970), and No. A-102, Uniform Administrative Requirements for Grants-In-Aid to State and Local Governments (revised October 19, 1971). In accordance with these requirements the following provisions shall also apply:

(1) Financial status and performance reports shall be made quarterly to the Regional Director.

(2) At the request of the State and with the approval of the Regional Director, an advance of funds not to exceed the first 90 days' estimated operational expenses may be made.

(3) (i) State audits shall be made to determine, as a minimum, the fiscal integrity of financial transactions and reports, and the compliance with laws, regulations, and administrative requirements. The State shall schedule such audits with reasonable frequency, usually annually, but not less frequently than once every two years, considering the nature, size, and complexity of the activity. A final audit of the grant shall be conducted upon completion of all work presented in the State application, including amendments thereto.

(ii) Federal audits shall be scheduled as deemed necessary.

Effective date. These interim regulations shall be effective on November 14, 1974.

THOMAS P. DUNNE,
Administrator, Federal Disaster
Assistance Administration.

[FR Doc.74-26651 Filed 11-13-74; 8:45 am]

Title 5—Administrative Personnel CHAPTER I—CIVIL SERVICE COMMISSION PART 213—EXCEPTED SERVICE Treasury Department

Section 213.3105 is amended to show that not to exceed ten positions in the Office of Trade, Energy, and Financial Resources Policy Coordination are excepted under Schedule A when filled by individuals with special qualifications for the particular study being undertaken.

The positions are at the equivalent of GS-13 through GS-17 and are established to supplement the permanent staff in the study of complex problems relating to international trade and energy policies and programs of the Government. Employment under this authority is limited to four years.

Effective on November 14, 1974, § 213.3105(c) is added as set out below.

§ 213.3105 Treasury Department.

(c) Office of Trade, Energy, and Financial Resources Policy Coordination. (1) Not to exceed 10 positions at the equivalent of GS-13 through GS-17 to supplement the permanent staff in the study of complex problems relating to international trade and energy policies and programs of the Government, when filled by individuals with special qualifications for the particular study being undertaken. Employment under this authority may not exceed 4 years.

(5 U.S.C. secs. 3301, 3302, E.O. 10577, 3 CFR 1954-58 comp. p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant
to the Commissioners.

[FR Doc.74-26701 Filed 11-13-74; 8:45 am]

Title 7—Agriculture

CHAPTER IX—AGRICULTURAL MARKETING SERVICE (MARKETING AGREEMENTS AND ORDERS; FRUITS, VEGETABLES, NUTS), DEPARTMENT OF AGRICULTURE

[Grapefruit Reg. 40]

PART 909—GRAPEFRUIT GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Quality and Size Requirements

This regulation sets a minimum grade of U.S. No. 2 and a minimum diameter of $3\frac{1}{16}$ inches for the handling of grapefruit grown in California and Arizona except that initial handlers may handle grapefruit smaller than $3\frac{1}{16}$ inches in diameter directly to destinations in states other than California, Arizona, Florida, and Texas providing that grapefruit so handled to destinations in Washington, Oregon, Montana, Idaho, Wyoming, Nevada, and Utah shall measure not smaller than $3\frac{1}{16}$ inches in diameter. The establishment of such requirements under Marketing Order 909 is necessary to provide the market with fruit of acceptable quality in the interests of producers and consumers.

On October 30, 1974, notice of proposed rulemaking was published in the FEDERAL REGISTER (39 FR 38233), regarding a proposed regulation to be made effective pursuant to Marketing Order No. 909, as amended (7 CFR Part 909) regulating the handling of fresh grapefruit grown in Arizona and designated part of California. The proposed regulation was recommended by the Administrative Committee established pursuant to the

said marketing order. This program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

This regulation imposes minimum grade and size requirements on the handling of grapefruit. The regulation is based upon an appraisal of the crop and prospective market conditions as required in § 909.51 of said marketing order. Seasonal shipments of grapefruit from the production area are expected to begin on or about the effective date hereof. Grapefruit is reported to be of good quality this year, and sizes are reported to be larger than last year. This regulation is necessary during the period November 15, 1974, through August 31, 1975, to prevent the handling of any grapefruit of lower grades and smaller sizes than those herein specified, so as to provide the trade and consumers with fruit of acceptable quality pursuant to the declared policy of the act.

After consideration of all relevant matters presented, including the proposal set forth in the aforesaid notice, the recommendation and information submitted by the Administrative Committee (established pursuant to the marketing order), and other available information, it is hereby found and determined that the regulation, as hereinafter set forth, is in accordance with the provisions of the said amended marketing order and will tend to effectuate the declared policy of the act.

It is hereby further found that good cause exists for not postponing the effective date of this regulation until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this regulation is based became available and the time when this regulation must become effective in order to effectuate the declared policy of the act is insufficient; and a reasonable time is permitted, under the circumstances, for preparation for such effective time. Seasonal shipments of grapefruit are expected to begin on or about the effective date hereof; the recommendation and supporting information for regulation during the period November 15, 1974, through August 31, 1975, were promptly submitted to the Department after an open meeting of the Administrative Committee on October 16, 1974; notice of the proposed regulation was published in the October 30, 1974, issue of the FEDERAL REGISTER, and no objections were received either to the regulation or to the proposed effective date; it is necessary, in order to effectuate the declared policy of the act, to make this regulation effective during the period hereinafter set forth, so as to provide for the regulation of the handling of such grapefruit, and compliance with this regulation will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective date hereof.

§ 909.340 Grapefruit Regulation 40.

(a) Order. (1) Except as otherwise provided in subparagraph (2) of this paragraph, during the period November 15, 1974, through August 31, 1975, no handler shall handle from the State of California or the State of Arizona to any point outside thereof except Mexico:

(i) Any grapefruit which do not meet the requirements for the U.S. No. 2 grade which for purpose of this section shall include the requirement that the grapefruit be fairly well colored, instead of slightly colored, and including as a part of the fairly well formed requirement, the requirement that the fruit be free from peel that is more than 1 inch in thickness at the stem end (measured from the flesh to the highest point of the peel): *Provided*, That in lieu of the tolerance provided for the U.S. No. 2 grade, the following tolerances, by count, shall be allowed for the defects listed:

(a) 10 percent for fruit which is not at least fairly well colored;

(b) 10 percent for defects other than color, but not more than one-twentieth of this amount, or one-half of 1 percent shall be allowed for decay and not more than one-half, or 5 percent, shall be allowed for any single defect caused by broken skins, sunburn, scars, or peel that is more than 1 inch in thickness at the stem end; or

(ii) Any grapefruit which measure less than $3\frac{1}{16}$ inches in diameter: *Provided*, That such diameter requirement shall not apply to individual packages containing 10 pounds or less in a lot and individual packages containing more than 10 pounds in a lot may contain not to exceed 10 percent of grapefruit of a size smaller than $3\frac{1}{16}$ inches in diameter, if the lot as a whole does not contain more than 5 percent of such size: *Provided, further*, That in determining the percentage of grapefruit in any lot which are smaller than $3\frac{1}{16}$ inches in diameter, such percentage shall be based only on the grapefruit in such lot which are of a size $3\frac{1}{16}$ inches in diameter and smaller.

(2) Subject to the requirements of subparagraph (1) of this paragraph, any handler may, but only as the initial handler thereof, handle grapefruit smaller than $3\frac{1}{16}$ inches in diameter directly to a destination in Zones 4, 5, or 6 and if the grapefruit is so handled to Zone 4, the grapefruit does not measure less than $3\frac{1}{16}$ inches in diameter: *Provided*, That such diameter requirement shall not apply to individual packages containing 10 pounds or less in a lot and individual packages containing more than 10 pounds in a lot may contain not to exceed 10 percent of grapefruit of a size smaller than $3\frac{1}{16}$ inches in diameter, if the lot as a whole does not contain more than 5 percent of such size: *Provided, further*, That in determining the percentage of grapefruit in any lot which are smaller than $3\frac{1}{16}$ inches in diameter, such percentage shall be based only on the grapefruit in such lot which are of a size $3\frac{1}{16}$ inches in diameter and smaller.

(b) As used herein, "handler", "grapefruit", "handle", "Zone 4", "Zone 5", and "Zone 6" shall have the same meaning as when used in said amended marketing order; the terms "U.S. No. 2", "fairly well colored", "slightly colored", and "fairly well formed" shall have the same meaning as when used in the revised United States Standards for Grapefruit (California and Arizona), 7 CFR 51.925-51.955; and "diameter" shall mean the greatest dimension measured at right angles to a line from the stem to the blossom end of the fruit.

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

Dated: November 12, 1974, to become effective November 15, 1974.

CHARLES R. BRADER,
Deputy Director, Fruit and
Vegetable Division, Agricultural
Marketing Service.

[FR Doc.74-26834 Filed 11-13-74; 8:45 am]

[Navel Orange Reg. 326]

PART 907—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

This regulation fixes the quantity of California-Arizona Navel oranges that may be shipped to fresh market during the weekly regulation period November 15-21, 1974. It is issued pursuant to the Agricultural Marketing Agreement Act of 1937, as amended, and Marketing Order No. 907. The quantity of Navel oranges so fixed was arrived at after consideration of the total available supply of Navel oranges, the quantity currently available for market, the fresh market demand for Navel oranges, Navel orange prices, and the relationship of season average returns to the parity price for Navel oranges.

§ 907.626 Navel Orange Regulation 326.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part 907), regulating the handling of Navel oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Navel oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) The need for this section to limit the respective quantities of Navel oranges that may be marketed from District 1, District 2, and District 3 during the ensuing week stems from the production and marketing situation confronting the Navel orange industry.

(i) The committee has submitted its recommendation with respect to the quantities of Navel oranges that should be marketed during the next succeeding week. Such recommendation, designed to provide equity of marketing opportunity to handlers in all districts, resulted from consideration of the factors enumerated in the order. The committee further reports that the fresh market demand for Navel oranges not yet established. Prices f.o.b. averaged \$5.40 a carton on a reported sales volume of 167 carlots last week, compared with an average f.o.b. price of \$5.72 per carton and sales of 56 carlots a week earlier. Track and rolling supplies at 7 cars were down 3 cars from last week.

(ii) Having considered the recommendation and information submitted by the committee, and other available information, the Secretary finds that the respective quantities of Navel oranges which may be handled should be fixed as hereinafter set forth.

(3) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this section is based became available and the time this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Navel oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Navel oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on November 12, 1974.

(b) *Order.* (1) The respective quantities of Navel oranges grown in Arizona and designated part of California which may be handled during the period November 15, 1974, through November 21, 1974, are hereby fixed as follows:

- (i) District 1: 1,104,000 cartons;
- (ii) District 2: Unlimited movement;
- (iii) District 3: 96,000 cartons.

(2) As used in this section, "handled," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in said amended marketing agreement and order.

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

Dated: November 12, 1974.

CHARLES R. BRADER,
Deputy Director, Fruit and Veg-
etable Division, Agricultural
Marketing Service.

[FR Doc.74-26871 Filed 11-13-74; 11:43 am]

Title 9—Animals and Animal Products
CHAPTER I—ANIMAL AND PLANT HEALTH
INSPECTION SERVICE, DEPARTMENT
OF AGRICULTURE

SUBCHAPTER C—INTERSTATE TRANSPORTA-
TION OF ANIMALS (INCLUDING POULTRY)
AND ANIMAL PRODUCTS

PART 73—SCABIES IN CATTLE

Release of Areas Quarantined

This amendment releases a portion of Bailey County and a portion of Castro County in Texas from the areas quarantined because of cattle scabies. Therefore, the restrictions pertaining to the interstate movement of cattle from quarantined areas contained in 9 CFR Part 73, as amended, will not apply to the excluded areas, but the restrictions pertaining to the interstate movement of cattle from nonquarantined areas contained in said Part 73 will apply to the excluded areas. No areas in Texas remain under quarantine.

Accordingly, Part 73, Title 9, Code of Federal Regulations, as amended, restricting the interstate movement of cattle because of scabies is hereby amended as follows:

In § 73.1a, paragraph (a) relating to the State of Texas is deleted.

(Secs. 4-7, 23 Stat. 32, as amended; secs. 1 and 2, 32 Stat. 791-792, as amended; secs. 1-4, 33 Stat. 1264, 1265, as amended; secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111-113, 115, 117, 120, 121, 123-126, 134b, 134f; 37 FR 28464, 28477; 38 FR 19141.)

Effective date. The foregoing amendment shall become effective on November 8, 1974.

The amendment relieves restrictions no longer deemed necessary to prevent the spread of cattle scabies and should be made effective promptly in order to be of maximum benefit to affected persons. It does not appear that public participation in this rulemaking proceeding would make additional relevant information available to the Department.

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

Done at Washington, D.C., this 8th day of November 1974.

PIERRE A. CHALOUX,
Acting Deputy Administrator,
Veterinary Services, Animal
and Plant Health Inspection
Service.

[FR Doc.74-26674 Filed 11-13-74;8:45 am]

SUBCHAPTER G—ANIMAL BREEDS
PART 151—RECOGNITION OF BREEDS
AND BOOKS OF RECORD OF PUREBRED
ANIMALS

Recognized Breeds and Books of Record

Statement of considerations. The purpose of this amendment is to include the Australian Kelpie in the listing of recognized breeds and books of record contained in 9 CFR, § 151.9(a). The Working Kelpie Council Stud Book has been researched by the Animal and Plant Health Inspection Service and found to meet the requirements contained in Part 151.

Accordingly, the chart in § 151.9(a) is amended by inserting the following in alphabetical order under the heading "Dogs":

Code	Name of breed	Book of record	By whom published
7300	Australian Kelpie.....	The Working Kelpie Council National Stud Book.	The Working Kelpie Council, P.O. Box E31 St. James, Sidney 2000, Australia.

(Sec. 101, 76 Stat. 72, Item 100.01, Title I, Tariff Act of 1930, as amended; 19 U.S.C. 1202, Item 100.01; 37 F.R. 18464, 18477; 38 F.R. 19141.)

The effect of the amendment is to provide for duty-free entry of certain purebred animals and, in order to be of maximum benefit to persons desiring to import such animals, the amendment should be made effective promptly to be of maximum benefit to affected persons. It does not appear that public participation in this rulemaking proceeding would make additional relevant information available to the Department.

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

Done at Washington, D.C., this 8th day of November 1974.

PIERRE A. CHALOUX,
Acting Deputy Administrator,
Veterinary Services, Animal
and Plant Health Inspection
Service.

[FR Doc.74-26675 Filed 11-13-74;8:45 am]

Title 14—Aeronautics and Space
CHAPTER II—CIVIL AERONAUTICS
BOARD

SUBCHAPTER A—ECONOMIC REGULATIONS
[Reg. ER-883, Amdt. 16]

PART 241—UNIFORM SYSTEM OF AC-
COUNTS AND REPORTS FOR CERTIFI-
CATED AIR CARRIERS

Reporting Airport Activity Statistics for
Scheduled and Nonscheduled Services

Adopted by the Civil Aeronautics
Board at its office in Washington, D.C.,
September 17, 1974.

By notice of proposed rule making

EDR-259, dated December 21, 1973,¹ the Board proposed to amend Part 241 of its Economic Regulations (14 CFR Part 241) so as to require the reporting of off-line as well as on-line airport activity statistics on Form 41 Schedule T-3. The purpose of the proposed amendment was to provide for off-line airport activity statistics to meet various costing needs and to permit a proper evaluation of airport activities.

The only two comments in response to the rule making notice were received from Northwest Airlines, Inc. (Northwest) and Pan American World Airways, Inc. (Pan American). Upon consideration of these comments, the Board has determined for the reasons set forth hereinafter to adopt the proposed rule but with one modification. Except as modified, the tentative findings and conclusions set forth in EDR-259 are incorporated herein and made final.

Both carriers opposed the proposed rule. The basic thrust of their comments may be briefly summarized as follows: (1) the percentage of off-line departures is relatively small, when compared to the on-line statistics, so that the additional reporting burden would produce data having little value; and (2) the Board's need for information concerning the total number of departures can be met adequately from the detailed information provided specifically by the carriers in connection with MAC rate proceedings and from statistics compiled by the Federal Aviation Administration (FAA) relating to landing and takeoff activity at each airport.

The Board has not found these arguments to be persuasive. While the percentage of off-line data may be relatively small when compared to on-line statistics, the need for off-line data by the Board and FAA has nevertheless existed for quite some time. As indicated in EDR-259, on-line and off-line data will be used by the Board's staff to meet vari-

¹39 FR 822, January 3, 1974 (Docket 26249).

ous costing needs and to augment its analysis of MAC rate reviews. Two of these costing requirements are: (1) to develop an all-revenue services average stage length by aircraft type for reporting unit evaluation costs for all revenue services, and (2) to develop the costing inputs to be used for determining air carrier cost structures.

With regard to the contention that the Board's needs can be met with data provided in connection with MAC rate proceedings, it should be noted that such data are submitted sporadically and would not always be available when required for costing and other purposes. Moreover, the regularized reporting of off-line airport activity statistics will allow access to current information, and thereby provide all users greater analytical flexibility on an ongoing basis.²

The Board's own need for off-line airport activity, both domestically and internationally, could be satisfied by submission of this data in total amounts, rather than by reporting off-line activity for each airport separately. However, as indicated in EDR-259, we recognize that airport activity data reported to the Board is also utilized by FAA; and we have been advised that FAA has a need for data disclosing off-line as well as on-line activity at individual airports in performing its statutory responsibilities.³ FAA has further advised us that, unless our Schedule T-3 is amended so as to include off-line data at individual airports, FAA would have to establish its own method of collecting airport activity data from individual carriers, thereby increasing the overall reporting burden on carriers and the taxpayers' cost entailed by a largely duplicative system of data collection. In view of our own regulatory need for total off-line airport data, and accepting FAA's judgment that it has a need for individual off-line airport data, we therefore concur in FAA's suggestion that the carriers' reporting burden and the public cost of administering reporting requirements should be minimized by this slight expansion of our reporting regulation so as to meet the needs of both agencies.

By the same token, insofar as Pan American's comment correctly notes that FAA has no need for international off-line airport activity, we shall modify our proposed amendment so as to require that such data be reported only in the total amounts which the Board itself needs.

In sum, as modified herein, the revised Schedule T-3 will require off-line airport activity statistics to be reported

²It should also be noted that the Board recently proposed in EDR-271, dated June 4, 1974, an amendment to Part 243 which would require the reporting of total departures by aircraft type in MAC operations on a regular recurrent basis. This amendment, if adopted, would strengthen the tie-in to the full report of airport activity statistics on the Form 41 reports.

³E.g., under the Airport and Airways Development Act of 1970 and the Airport and Airways Revenue Act of 1970.

RULES AND REGULATIONS

in the following manner: (1) data relating to domestic points shall be furnished separately for each airport, and (2) data relating to international points shall be reported in total amounts.

In our view, the compilation and reporting of this information should not impose so great a burden as to outweigh the respective regulatory needs of the Board and FAA to have this information readily and regularly available.

This rule is being made effective January 1, 1975, so that it will be applicable to reports due May 10, 1975, for the quarter ended March 31, 1975. This should provide adequate time for achieving compliance with the rule, given the length of time between its date of publication and the prescribed due date for the quarterly report.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 241 of the Economic Regulations (14 CFR Part 241), effective January 1, 1975, as follows:

⁴ It appears that the carriers normally retain this information for their own purposes; indeed, it is noteworthy that in the past many carriers had been reporting on Schedule T-3 their off-line as well as on-line airport data, even though only the latter data has heretofore been required.

Section 25—Traffic and Capacity Elements

1. Amend the text for Section 25, Schedule T-3—Airport Activity Statistics, by revising paragraph (d), as follows:

Schedule T-3—Airport Activity Statistics

(d) Data shall be given for each on-line and domestic off-line point and for total international off-line points. The air carrier's scheduled certificated authority with respect to each reporting entity shall determine whether a point is on-line or off-line for that entity. Where a point is served by more than one airport, on-line and domestic off-line data pertaining to each airport shall be separately identified. The data relating to on-line points shall be separately grouped and listed in column 1 in alphabetical sequence and the indicated data reported in columns 2 through 15, inclusively. The on-line data shall be totaled. Immediately following the totals for on-line data, the data relating to domestic off-line points shall also be separately grouped and listed in alphabetical sequence in column 1 with the indicated data reported in columns 2 through 15, inclusively. The domestic off-line data shall be totaled. Immediately following the totals for domestic off-line data, the totals for international off-line data shall be reported in columns 2

through 15, inclusively. The on-line total and off-line domestic and international data totals will then be added and the sums appropriately noted. The schedule shall include the following items:

Item	Sched- uled service	Non- sched- uled service
Airport code.....		
Revenue aircraft departures scheduled.....	K520	
Scheduled revenue departures completed.....	K521	
Revenue aircraft departures performed.....		
Total by aircraft type.....	K510	V510
Revenue passengers enplaned.....	K110	V110
Revenue cargo tons enplaned:		
U.S. mail-priority.....	K213	V214
U.S. mail-nonpriority.....	K214	V215
Foreign mail.....	K215	V216
Express.....	K216	V217
Freight.....	K217	V218

2. Amend CAB Form 41 by revising Schedule T-3 (a), (b), and (c) Airport Activity Statistics in the form attached hereto as Exhibits A, B, and C.⁵

(Secs. 204(a), 407, Federal Aviation Act of 1958, as amended, 72 Stat. 743, 766; 49 U.S.C. 1324, 1377)

By the Civil Aeronautics Board.

[SEAL]

EDWIN Z. HOLLAND,
Secretary.

[FR Doc. 74-26715 Filed 11-13-74; 8:45 am]

⁵ Exhibits A, B, and C are filed as part of the original document.

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 rule making prior to the adoption of the final rules.

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 912]

HANDLING OF GRAPEFRUIT GROWN IN THE INDIAN RIVER DISTRICT IN FLORIDA

Proposed Rulemaking With Respect to Approval of Expenses and Fixing of Rate of Assessment for the 1974-75 Fiscal Period and Carryover of Unexpended Funds

This notice invites written comment relative to the proposed expenses of \$25,375, the rate of assessment of \$0.0025 per box of grapefruit, and the carryover as a reserve of unexpended funds to support the activities of the Indian River Grapefruit Committee for the 1974-75 fiscal period under the amended marketing agreement and Order No. 912.

Consideration is being given to the following proposals submitted by the Indian River Grapefruit Committee, established pursuant to the marketing agreement, as amended, and Order No. 912, as amended (7 CFR Part 912), regulating the handling of grapefruit grown in the Indian River District in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended, (7 U.S.C. 601-674), as the agency to administer the terms and provisions thereof:

(a) That the expenses that are reasonable and likely to be incurred by the Indian River Grapefruit Committee, during the period August 1, 1974, through July 31, 1975, will amount to \$25,375.

(b) That the rate of assessment for such period, payable by each handler in accordance with § 912.41, be fixed at \$0.0025 per standard packed box.

(c) That unexpended assessment funds in excess of expenses incurred during the fiscal period ended July 31, 1974, and prior years shall be carried over as a reserve in accordance with § 912.42 of said amended marketing agreement and order.

All persons who desire to submit written data, views, or arguments in connection with the aforesaid proposal shall file the same, in quadruplicate, with the Hearing Clerk, United States Department of Agriculture, Room 112, Administration Building, Washington, D.C. 20250, not later than November 29, 1974. All written submissions made pursuant to this notice will be made available for public inspection at the office of the

Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Dated: November 11, 1974.

CHARLES R. BRADER,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[FR Doc. 74-26709 Filed 11-13-74; 8:45 am]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 39]

[Docket No. 74-NE-45]

PRATT & WHITNEY JT8D AIRCRAFT ENGINES

Proposed Airworthiness Directive

The Federal Aviation Administration is considering amending Part 39 of the Federal Aviation regulations by adding an Airworthiness Directive applicable to Pratt & Whitney Aircraft Model JT8D-1, -1A, -7, and -7A turbofan engines due to failures of low turbine shafts. These failures have been caused by excessive taper wear or plate peeling of the No. 2 compressor hub spline which imposes an uneven loading of the shaft spline surfaces resulting in fatigue failure of the shaft. Early investigations indicated that the shafts separated at the root of the last thread of the threaded forward section which mates with the No. 2 compressor hub coupling nut. To reduce the stress levels in the threaded area, Pratt & Whitney released a rework procedure to undercut the threads. Shafts reworked in accordance with this procedure have been found with the failures originating in the shaft spline. Since this condition is likely to exist in other JT8D engines, an airworthiness directive is being proposed to require the removal of low turbine shafts that have not been reworked and to require a repetitive inspection on shafts with reworked splines at intervals of 6700 cycles in service. The AD will also require an inspection of the No. 2 compressor hub spline when inspecting the shaft.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Administration, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, Massachu-

setts 01803. All communications received on or before December 2, 1974, will be considered before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Office of the Regional Counsel for examination by interested persons.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 [49 U.S.C. 1354(a), 1421, 1423] and section 6(c) of the Department of Transportation Act [49 U.S.C. 1655(c)].

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 of the Federal Aviation Regulations by adding the following new airworthiness directive:

PRATT & WHITNEY AIRCRAFT. Applies to all Pratt & Whitney JT8D-1, -1A, -7, and -7A model turbofan engines

Compliance required as indicated.

To prevent failure of the low turbine shaft spline accomplish the following:

1. Remove from service low turbine shaft P/Ns 479796, 493412, 511215, 524958, 528365, 528366, 538951, 540354, 540355, 540452, 562503, 562504, 576305, 576312, 576313, 576314, and 587879 prior to the accumulation of 6700 cycles in service since new, or within the next 2000 cycles in service after the effective date of this AD, whichever is later.

2. Inspect low turbine shaft P/Ns 540354-S/B2452, 540355-S/B2452, 540452-S/B2452, 676276, 676277, 676278, 676279, 676280, 676282, 676283, 676284, 676285, 676286, and 676287 for cracked splines in accordance with the eddy current spline inspection procedure in Pratt & Whitney Service Bulletin 2452, Revision 9, or later FAA approved revision, or equivalent method approved by the Chief, Engineering and Manufacturing Branch, FAA, New England Region, prior to the accumulation of 6700 cycles in service since last spline inspection or within the next 2000 cycles in service after the effective date of this AD, whichever is later, unless already accomplished. Inspect thereafter at intervals not to exceed 6700 cycles in service from the last inspection. Remove shafts with cracks from service before further flight.

3. When the turbine shafts are removed or inspected in accordance with Paragraph 1 and 2 above, inspect the No. 2 hub spline for wear or plate peeling in accordance with Pratt & Whitney Alert Service Bulletin 4357, Paragraph IV.1, IV.2, IV.3, or IV.4 as applicable. Remove hubs with wear in excess of .010 inch or plate peeling from service before further flight.

The manufacturer's service bulletins identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1). All persons affected by this directive who have not already received these documents from the

manufacturer may obtain copies upon request to Pratt & Whitney Aircraft, 400 Main Street, East Hartford, Connecticut 06108. These documents may also be examined at the Office of the Regional Counsel, Federal Aviation Administration, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803, and at Federal Aviation Administration Headquarters, 800 Independence Avenue, S.W., Washington, D.C. 20591. A historical file on this AD which includes the incorporated material in full is maintained by the Federal Aviation Administration at its headquarters in Washington, D.C., and at the New England Regional Office in Burlington, Massachusetts.

NOTE: Pratt & Whitney Alert Service Bulletin 4357 pertains to this subject.

Issued in Burlington, Massachusetts, on November 1, 1974.

NOTE: The incorporation by reference provisions in this document was approved by the Director of the Federal Register on June 19, 1967.

FERRIS J. HOWLAND,
Director, New England Region.

[FR Doc.74-26622 Filed 11-13-74; 8:45 am]

National Highway Traffic Safety
Administration

[49 CFR Part 571]

[Docket No. 74-10; Notice 7]

MOTOR VEHICLE SAFETY STANDARDS

Air Brake Systems

This notice proposes an amendment of Standard No. 121, *Air brake systems*, 49 CFR 571.121, that would exempt a small category of oversize and construction vehicles from the applicability of the standard, and would establish new test procedures (and an effective date) for highly specialized tractor-trailer vehicle combinations. This notice also denies the petition of Motor Coach Industries for a 60-day delay in the effective date of the standard as it applies to their bus production, and the petition of Lufkin Industries, Inc. for a 1-year delay of the standard. In a third area, this notice proposes new brake retardation force requirements in response to a Wagner Electric Company petition.

Standard No. 121 is effective for trailers on January 1, 1975, and for trucks and buses on March 1, 1975. In a recent notice responding to petitions for reconsideration of the standard, the NHTSA refused to delay the implementation of the standard as a whole (39 FR 39880, November 12, 1974). At this time, several manufacturers of axles and vehicles have petitioned for relief from the standard due to the imminence of the effective dates. This notice responds to these petitions and describes the NHTSA policy for implementation of Standard No. 121.

The NHTSA will not delay the effective date of Standard No. 121 based on anticipated delays in delivery of 121-type components. Motor Coach Industries petitioned for a 60-day delay in effective date on the grounds that the 1-month period allowed by present delivery dates for transition to new components is inadequate, and that it expects that the

components in question will not be delivered on time. Lufkin states that supply problems may be greater than anticipated in May 1974. Based on comments to the air brake docket, the NHTSA determined in May 1974 that suppliers would be able to supply needed components by March 1, 1975. That date was recently reaffirmed, and the NHTSA concludes that the delivery dates are now subject only to the commercial fluctuations faced by all manufacturers, not necessarily related to the effective date of a standard. The NHTSA cannot delay the standard without some loss in safety benefit, and finds that a delay simply based on possible supply uncertainties is unjustified. Furthermore, any delay at this late date will cause unjustified expenses and difficulties for manufacturers who are now fully prepared to meet the standard. Accordingly, the petitions of Motor Coach Industries and Lufkin Industries are denied.

While the NHTSA has maintained the effective dates for implementation of the standard as a whole, its recent notice did delay the full requirements of the standard as they apply to most vehicles equipped with a front steerable drive axle. At the same time the NHTSA has had under consideration a Grove Manufacturing Company petition for a 3-year temporary exemption of its motor cranes (most of which include a front steerable drive axle) from the standard. In addition, American-Coleman, a manufacturer of front steerable drive axles, has petitioned for permanent exemption of all vehicles equipped with a front steerable drive axle that exceeds 3,000 pounds gross vehicle weight rating (GAWR).

In considering the vehicle class which employs these axles, the NHTSA has tentatively determined that the specialized configuration of a small category of oversize and construction vehicles makes compliance with the standard so difficult and expensive that an exemption from the standard is justified. In these cases, the vehicle function necessitates a configuration, such as a complex running gear assembly, that complicates any modification of the brake system. As pointed out by American-Coleman and Grove, these complexities and design limits greatly increase the expense of modifications to meet the standards.

At the same time, the vehicle function generally results in restricted operation on the highway, e.g., at low speed, in permit operation, or during daylight hours. Operators of this vehicle type have asserted that they have a better safety record than that of more conventional air-braked vehicles. The distinctive configuration of the vehicles may, of itself, diminish the likelihood of accident involvement.

Based on the difficulty and expense of compliance with the standard and the lesser safety benefit to be achieved by compliance, this notice proposes exemption from applicability of Standard No. 121 for any vehicle that has an overall width of 108 inches or more, or is equipped with an axle of 29,000 pounds

GAWR or more, or two or more front steerable drive axles of 16,000 pounds GAWR or more, or any front steerable drive axle driven through a gear reduction contained within the wheel.

The overwidth and 29,000-pound criteria describe vehicles which generally operate in permit or restricted highway operations and have a running gear configuration which makes brake redesign particularly difficult. The front steerable drive axle criteria describe a category of construction equipment characterized by a very high center of gravity, an inflexible suspension, and limited highway speed. Based on the information received, these criteria comprehensively describe the small category of vehicles which the NHTSA has concluded should be exempted from the standard.

These criteria do not describe all of the vehicles which American-Coleman and Grove asked to have exempted from the standard. For example, there are many front steerable drive axles above 3,000 pounds GAWR which equip vehicles that make unrestricted and regular use of the highways and should have the same stopping capability as lighter vehicles. One manufacturer has indicated its heavy front steerable drive axle has been successfully redesigned to meet the full stopping distances of the requirement. In addition, one major carrier has indicated plans to equip standard highway truck-tractors with a front steerable drive axle for unlimited highway use in the Rocky Mountains. The NHTSA adheres to its earlier findings that this category of vehicle can be equipped with upgraded axles at reasonable cost which will contribute significantly to motor vehicle safety.

A separate category of truck-trailer manufacturers has recently indicated that, while their combination vehicles can be made to comply with the standard, testing of these vehicles under the present procedures is unfeasible. Truck-trailer combinations which transport new automobiles are representative of this category. Three of the major manufacturers of auto transporters, Bethlehem Fabricators, Inc., Bankhead Transportation Equipment, and Delevan, Inc., have petitioned for combination testing of vehicles, aid in certification of modified truck-tractors, and a delay in the effective date of the standard until January 1, 1977.

To optimize the transportation of automobiles, the configuration of auto transporters has developed differently from that of typical tractor-trailer combinations. Payload is carried over the cab of the towing vehicle and vehicles are loaded and unloaded by a system of trailer ramps which accommodate the automobile's clearances while taking up a minimum of space. The vehicles have, as a result, been designed to carry payload over the cab portion only when it can be loaded by means of a trailer designed with matching ramps.

Standard No. 121 requires that trucks and trailers be tested separately. This

approach recognizes that trucks and trailers typically are built by separate manufacturers who cannot be held responsible for performance of another manufacturer's vehicle. Equally important is that most trucks and trailers are designed to operate with a wide variety of other trailers or trucks and that they should be certified as capable of meeting minimum requirements without regard to the capabilities of vehicles to which they are attached.

A trailer is tested by attaching it to any tractor and then stopping both vehicles by means of the trailer brake only. A tractor is tested by attaching a "control trailer" to the tractor or by mounting a weight at the tractor's fifth wheel location.

Separate truck-tractor and trailer testing does not appear suitable for integral combination vehicles such as auto transporters. While separate trailer testing might be feasible, the two test methods for truck-tractors could be dangerous and unrealistic for fully-loaded truck-tractors. The truck-tractor would be unstable in stopping tests when loads are placed in the rack and at the fifth wheel without a trailer attached. Use of the control trailer method can also be impracticable because the fifth wheel is often relocated behind and below its normal position.

In actual practice, these truck-tractors operate fully loaded only in combination with a trailer designed for use with that tractor, because the only practical way to load an automobile over the cab is by means of the trailer ramps which mate with the over-cab ramps. It would be unrealistic to test these truck-tractors in a potentially dangerous configuration which is not encountered in actual operation.

For this reason the NHTSA proposes stopping distance tests in combination for trucks and trailers manufactured by a single manufacturer for use in combination. The category, called integral truck-trailer, would be defined as designed to carry cargo on the towing vehicle at a location other than the fifth wheel, which can be loaded only by means of a trailer designed for use with the towing vehicle. The combination would be required to stop in the same distance as that required for trucks and buses. All requirements for trailers other than the stopping distances, and for trucks other than the stopping distances in the loaded condition, would continue to apply to the truck and trailer portions of these vehicles separately. Because of the new testing, it is proposed that the standard for these vehicles become effective on September 1, 1976.

The NHTSA also responds in this notice to petitions from Wagner Electric Company and Molded Materials Company in the area of retardation force requirements for all trailers. A recent meeting with Great Dane Trailers also raised the subject of the retardation force requirements listed in Table III of the standard.

Essentially the three companies state that brake lining performance, in tests

on a dynamometer in combination with the brake assembly and all its tolerances, varies by as much as 22 percent from mean performance. They express the concern that certification of 100 percent compliance with minimum retardation force requirements will require use of a more aggressive, short-lived and noisy lining than is necessary to provide 121-level stopping performance. Unless the Table III values are reduced, they consider the overly aggressive lining to be the only means to assure that each brake assembly will meet those requirements.

The NHTSA specified the minimum retardation forces in Table III to establish a desirable ratio of about 60 pounds of retardation force on each axle per 100 pounds of axle weight. The torque developed at this 60-pound value is calculated to provide trailer stopping distances comparable to those required of buses and trucks. Several brake linings have been manufactured to develop a mean value of about 60 pounds of force, and have provided 121-level performance in B. F. Goodrich testing conducted for Great Dane.

The NHTSA finds that these brake linings, supplying a mean performance of approximately 60 pounds, should provide the desired level of retardation force. The information submitted indicates, however, that the variation from the mean of these linings in this retardation test is on the order of 20 percent, so that they cannot meet the present requirements of the standard, necessarily stated as minimum performance levels. To permit these linings to be used in January on trailers conforming to Standard 121, it appears necessary and desirable, at least for an interim period, to establish Table III values that would accommodate the few cases that testing shows will fall 20 percent below the mean. The statutory requirement that each vehicle must comply with the standard would apparently ensure that the mean force remains at the desired 60-pound level. Accordingly, for an interim period, reduced values are proposed for Table III.

It is possible that comments on this proposal will include information which indicates the reduced values should be permanently entered into the requirements of S5.4.1. Therefore, comments are solicited on permanent reduction of the values as well as comments on reduced requirements for an interim period.

The NHTSA recognizes that this modification would also reduce the interim values specified in S5.3.1.2 for heavy-axle trucks.

In response to a request of Molded Materials, it should be noted that S5.4.1, which specifies the sum of retardation forces, means that retardation forces from tests of all of the wheels on a vehicle may be used in arriving at a retardation force for the vehicle.

The effective date of these amendments to Standard No. 121 would be January 1, 1975, to minimize interfer-

ence in the production of vehicles which the proposal affects.

In consideration of the foregoing, it is proposed that Standard No. 121 (49 CFR 571.121) be amended as follows:

1. S3. would be amended to read:

S3. Application. This standard applies to trucks, buses, and trailers equipped with air brake systems. However, it does not apply to a fire fighting vehicle manufactured before September 1, 1975, or a heavy hauler trailer manufactured before September 1, 1976, or to any vehicle manufactured before September 1, 1976, that has a gross axle weight rating (GAWR) for any axle of 24,000 pounds or more or to any vehicle which, in combination with another vehicle, constitutes a part of an "Integral tractor-trailer" as defined in S4. In addition, the standard does not apply to any vehicle that has an overall width of 108 inches or more, or is equipped with an axle that has a GAWR of 29,000 pounds or more, two or more front steerable drive axles with a GAWR of 16,000 pounds or more for each axle, or a front steerable drive axle driven through gear reduction contained within the wheel.

2. S4. would be amended by the addition of two new definitions following "Heavy hauler trailer" to read:

"Integral tractor-trailer" means a truck and a trailer designed by a single manufacturer, or person who alters a certified vehicle, for use in combination, in that the towing vehicle is designed to carry cargo at a location other than the fifth wheel and to load its cargo only by means of the towed vehicle.

"Overall width" means the measurement in a transverse plane of the vehicle between the outer edges of the tires on the widest axle system, or between the outer edges of the fenders at their widest point, whichever is greater.

3. S5.3 would be amended by the addition of a new sentence at the end of the text to read:

However, the truck and trailer portions of an integral tractor-trailer shall, in combination, meet the requirements of S5.3.1 as they apply to a single unit truck or bus, in place of the requirements of S5.3.2 as they apply to the trailer portion, and in place of the requirements of S5.3.1 as they apply to the truck portion in the loaded condition.

4. Table III would be revised for an interim period from January 1, 1975, to September 1, 1976, by replacing the figures 0.100, 0.175, 0.250, 0.325, 0.400, 0.475, and 0.550 in the first column of Table III (Brake Retardation Force GAWR) with the figures 0.06, 0.13, 0.20, 0.27, 0.34, 0.41, and 0.48. In the alternative, it is proposed that the new figures replace the present figures permanently.

Interested persons are invited to submit comments on the proposal. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh Street SW., Washington, D.C. 20590. It is requested but not required that 10 copies be submitted.

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

Comment closing date: December 16, 1974.

Proposed effective date: January 1, 1975.

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

Issued on November 11, 1974.

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

[FR Doc.74-26631 Filed 11-11-74;10:34 am]

ENVIRONMENTAL PROTECTION AGENCY

[40 CFR Part 413]

[FRL 294-8]

ELECTROPLATING POINT SOURCE CATEGORY

Notice of Proposed Reconsideration

On Thursday, March 28, 1974, notice was published in the FEDERAL REGISTER of the adoption by the Environmental Protection Agency of effluent limitations guidelines for existing sources and standards of performance and pretreatment standards for new sources for the electroplating of copper, nickel, chromium, and zinc on ferrous and nonferrous materials subcategory of the electroplating category of point sources. The purpose of this notice is to announce that the Environmental Protection Agency intends to reconsider these guidelines and standards and solicits comments, data, and information thereon.

In connection with the preparation of the guidelines and standards, EPA took into account all the information at its disposal. This included data developed by the Agency and its contractor, and data and comments submitted by the public. Due to the necessity of compliance with judicially imposed deadlines, however, the final guidelines were published at a time when the Agency's data base was not as thoroughly corroborated as was preferred.

It is the Agency's goal to ensure that its rules have the soundest possible foundation of data and analysis. Accordingly, in connection with the publication of this notice, we are making available for

inspection and copying all data and information which have been collected subsequent to the promulgation of the standards and guidelines. We invite comments and analysis to assist us in assessing this material. Finally, we solicit additional information, data and comments to help ensure that the guidelines and standards receive full reconsideration.

Subsequent to promulgation of the guidelines the contractor studied and sampled in detail six electroplating facilities. Composite 32 hour sampling was performed at seven influent and effluent sites. These data were summarized and analyzed in a supplemental contractor's report.

On June 10, 1974 a public hearing was held for the purpose of discussing the pretreatment guidelines for the electroplating industry proposed on March 28, 1974. The pretreatment guidelines will require the same degree of control as is required after application of the best practicable control technology currently available. At this time evidence was submitted concerning the ability of a plant to achieve the levels of reduction outlined by best practicable control technology currently available from an independent survey of the contractor's chosen four plants.

All of these data and reports are available for copying at the EPA Information Center, Room 227, West Tower, Waterside Mall, 401 M. St. SW., Washington, D.C. 20460.

Comments and verifiable data are particularly solicited in the following areas:

(1) If any commenter believes that the rules promulgated on March 28, 1974 cannot be practicably achieved, detailed data in support of such belief should be provided. Such data should be adequate to support modifications in the standards as promulgated.

(2) What are the levels of waste reduction attainable by the segregation of streams and sulfide or hydroxide precipitation? What additional costs may be anticipated in a waste water treatment system involving stream segregation?

(3) Between proposal and promulgation the guidelines underwent two major changes. Those facilities plating less than 33 sq m/hr or having an installed current capacity of less than 2000 amperes are only required to perform pH adjustment, waste stream equalization and cyanide destruction. Additionally, the water use factor of the guidelines was revised from 80 l/sq m to 160 l/sq m resulting in a more lenient guideline by a factor of two. What effect do these changes have on the industry?

(4) What is the capitalization (including total investment and liquid or other assets) in shops employing less than four employees? What relationship exists between number of employees and capitalization? Between capacity and capitalization?

The additional data and material heretofore reviewed by the Agency appear to confirm the assessments made at the time the rules were promulgated. Accordingly, although we intend to reconsider the rules fully, we find that there is no basis for suspending the applicability of the rules during the reconsideration period.

Interested persons may participate in this reconsideration by submitting written comments in triplicate to the EPA Information Center, Environmental Protection Agency, Washington, D.C. 20460, Attention: Mr. Philip B. Wisman. All comments received on or before December 16, 1974, will be considered. Steps previously taken by the Environmental Protection Agency to facilitate public response within this time period are outlined in the advance notice concerning public review procedures published on August 6, 1973 (38 FR 21202).

Dated: November 8, 1974.

JOHN QUARLES,
Acting Administrator.

[FR Doc.74-26724 Filed 11-13-74;8:45 am]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 20222]

FM BROADCAST STATIONS

Boise, Idaho

In the matter of amendment of § 73.202(b), Table of Assignments, FM Broadcast Stations (Boise, Idaho). Docket No. 20222, RM-2206, RM-2270.

1. The Commission has under consideration two petitions which propose the amendment of § 73.202(b) of the rules by assigning a third and fourth Class C FM channel assignment to Boise, Idaho. One was filed on May 31, 1973, by Gem State Broadcasting Corporation (Gem State), licensee of unlimited-time AM Station KGEM, Boise, requesting the assignment of Channel 286 (RM-2206); the other petition was filed on October 25, 1973, by KYME Broadcasters, Inc. (KYME), licensee of daytime-only AM Station KYME, Boise, requesting the assignment of Channel 282 (RM-2270). Both channels could be assigned there in conformity with the Commission's minimum mileage separation rule and without affecting any of the assignments in the FM Table of Assignments. Boise (population 74,990), capital and largest city in the State of Idaho, is also the seat of Ada County (population 112,230).¹ Aural service is presently provided to Boise by six AM stations (3 unlimited time) and two FM stations (KBBK-FM, Channel 222 and KBIO-FM, Channel 250).

2. In support of their request petitioners show that major growth in Boise's population more than doubled between the Census years 1960 and 1970. They add that the Ada County Council of Government indicate that by 1980, Boise's population will be 117,000. Petitioners point out that Boise is the major industrial, commercial, and financial center of the State of Idaho and the marketing center for commodity distributors and wholesalers serving an area comprised of a population of over 290,000. It is the location of the head

¹ All population figures are from the 1970 U.S. Census.

offices of some of the most important U.S. industrial corporations such as Idaho Power Company, Morrison-Knudson, and Boise-Cascade Corporation. Petitioners contend that additions of both proposed channels is justified because of the growing needs and diverse interests of an estimated 1972 population of 84,300.

3. Information contained in the engineering statements submitted by both petitioners indicate that large areas are precluded on both adjacent and co-channels, however, the areas are essentially rural. There are a number of unused channel assignments still available to applicants for some of the communities located in the precluded area. As to other communities, there are a number of other channels available for assignment. These facts considerably lessen the impact of assigning the requested channels to Boise.

4. It would appear that petitioners have made a sufficient public interest showing to warrant issuance of a Notice of Proposed Rule Making as to their proposals. Considering the size of Boise which qualifies the community for four assignments, and its anticipated steady growth, we are of the opinion that institution of rule making looking toward the assignment of two additional Class C FM channels to Boise, Idaho, merits consideration.

5. In view of the foregoing and pursuant to authority contained in sections 4(i), 303 (g) and (r), and 307(b) of the Communications Act of 1934, as amended, and § 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 community below:

City	Channel No.	
	Present	Proposed
Boise, Idaho.....	222, 250	222, 250, 282, 286

6. *Showing Required.* Comments are invited on the proposals discussed above. Proponents will be expected to answer whatever questions that may be presented in initial comments. The proponents of the proposed assignments are also expected to file comments even if it only resubmits or incorporates by reference its former pleadings. It should also restate its present intention to apply for the channel if it is assigned and, if authorized, to build the station promptly. Failure to file may lead to denial of the request.

7. *Cut-off procedures.* The following procedures will govern the consideration of filings in this proceeding:

(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 proposal

in this notice, they will be considered as comments in the proceedings, and public notice to this effect will be given as long as they are filed before the date for filing initial comments herein. If filed later than that, they will not be considered in connection with the decision in this docket.

8. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules and regulations, interested parties may file comments on or before December 19, 1974, and reply comments on or before January 7, 1975. All submissions by parties to this proceeding or persons acting on behalf of such parties must be made in written comments, reply comments, or other appropriate pleadings.

9. In accordance with the provisions of § 1.419 of the Commission's rules and regulations, an original and fourteen copies of all comments, reply comments, pleadings, briefs, or other documents shall be furnished the Commission.

10. 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, N.W., Washington, D.C.

Adopted: November , 1974.

Released: November , 1974.

FEDERAL COMMUNICATIONS
COMMISSION,

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

[FR Doc. 74-26684 Filed 11-13-74; 8:45 am]

[47 CFR Part 73]

[Docket No. 20223]

FM BROADCAST STATIONS Certain Cities in New York

In the matter of amendment of § 73.202(b), Table of Assignments, FM Broadcast Stations. (Southold, Center Moriches, and Westhampton Beach, New York). Docket No. 20223, RM-2205, RM-2239, RM-2350.

1. Notice of Proposed rule making is hereby given of proposed amendment of § 73.202(b) of the Rules, the FM Table of Assignments, with regard to the above-mentioned communities.

2. This proceeding consolidates petitions by three parties, Peconic Bay Broadcasting Corp. (Peconic), East Coast Broadcasting Corp. (East Coast) and MAC Broadcasting Corp. (MAC). Peconic (RM-2205) seeks assignment of Channel 269A to Southold, New York. East Coast (RM-2239) seeks assignment of that channel to Center Moriches, New York. East Coast's petition, which is mutually exclusive with that of Peconic, was filed as a counterproposal in opposition to the Peconic petition. MAC (RM-2350) seeks the assignment of Channel 296A to Westhampton Beach, New York. Although MAC opposes consolidation of its channel 296A proposal with the Channel 269A proposal contending that it would result in delay in the processing of its

petition, it is the Commission's view that concurrent consideration of them is called for because the communities involved are near each other and the number of channels available for assignment to this area is limited.

3. Long Island extends from west to east for a length of 116 miles. It is narrow (21 miles at its widest area) and its four counties follow each other in a line, with Kings (Brooklyn) at the western end extending 10 miles; Queens, 9 miles; Nassau, 14 miles; and Suffolk extending the remainder of the land mass for 83 miles. The western end of the island is separated from New Jersey and from mainland New York City by the Upper Bay and the East River, respectively; the eastern end and the southern side of the island are bounded by the Atlantic Ocean; the northern side is separated from Connecticut and a southwesterly tip of New York State by Long Island Sound. At the community of Riverhead located approximately 40 miles east into Suffolk County, the county divides into two forks separated by a number of bays. The North Fork is 28 miles long, extending from Riverhead on the west to Orient Point on the east. Its widest area measures 4.5 miles. The South Fork is 43 miles long, extending from Riverhead on the west to Montauk Point on the east. Its widest area measures 9 miles. Shelter Island, approximately 18 miles east across the bays from Riverhead receives ferries at its northern and southern ends to provide transportation between the forks.

4. Counties in New York State are subdivided into townships (called towns). Six towns are pertinent to the present discussion. From 17 miles east into Suffolk County, Brookhaven Town covers the entire width of Long Island for 14 miles and covers the southern half of Long Island for another 7 miles. Riverhead Town, which fills the northern portion of Long Island above Brookhaven Town is 15 miles long. Its eastern boundary is contiguous with Southold Town which is 22 miles long and covers all of the North Fork east of Riverhead Town. South of Riverhead Town and east of Brookhaven Town, Southampton Town is 22 miles long and extends into the South Fork. East Hampton Town is 23 miles long and from its boundary contiguous with Southampton Town covers the remainder of the South Fork. The sixth pertinent town is Shelter Island.

5. The unincorporated community of Southold (pop. 2,030)¹ for which Peconic seeks an assignment is centrally located in Southold Town (pop. 16,804). Except for its western boundary which is contiguous with Riverhead Town, all of Southold Town is surrounded by water. There are no broadcast stations or channel assignments anywhere on the North Fork. North Fork residents therefore listen to stations located in Connecticut, in the South Fork, or in communities in

¹ All population figures are from the 1970 U.S. Census.

Long Island located west of the North and South Forks, such as Riverhead. However, Peconic avers that the needs and interests of North Fork residents differ from those of the residents of the communities where such stations are located. In support of this contention, Peconic contrasts the activity of the community of Southold² which, it says, discourages industry and promotes tourism to that of the community of Riverhead which encourages the establishment of new industry. It also states that the physical separation between Southold and communities in Connecticut and the South Fork forecloses the existence of a community of interest between Southold and those communities from which it presently receives aural service. Peconic avers that due to the waste inherent in advertising on stations that are far from the advertiser's location and due to lack of a community of interest, Southold advertisers do not advertise on these stations. Peconic avers that there is no daily newspaper on the North Fork. It cites this paucity of available media for the immediate transmission of items of news and local interest to demonstrate that a broadcast assignment is needed to act as a unifying force on the North Fork and specifically mentions adjoining North Fork communities that would benefit from an FM station located in Southold. Peconic points out that a new Southold FM station could provide 1 mV/m service to virtually the entire North Fork. The population of Southold Town, we are told, swells in the summer with a heavy influx of tourists which greatly increases its year-round population of 16,804. Peconic mentions a local planning study that concludes that the town is only at a seven percent saturation level and has a growth rate of 2.91 percent which it compares to the national growth rate of 0.8 percent.

6. Statements in opposition to Peconic's petition filed by East Coast, licensee of Stations WLNQ and WLNQ-FM, Sag Harbor, N.Y. (on the South Fork) and Island Broadcasting System (Island), licensee of AM Station WRIV, Riverhead, contend that the North Fork is adequately served. They argue that local service is provided to Southold by 2 AM stations and one FM station located at Riverhead, one AM and one FM station at Sag Harbor, and an FM station at Southampton (located on the South Fork). Island avers that it has an employee assigned to cover Southold and the North Fork. East Coast says that its stations maintain a stringer on the North Fork. They contend that their stations provide adequate local service to Southold.

7. Center Moriches (pop. 3,802), an unincorporated community in Brookhaven Town (pop. 245,260), is near the Atlantic Ocean. It is 26 miles southwest of Southold. East Coast avers that a channel assignment to Center Moriches would allow the adjacent communities of

Shirley (pop. 6,280) and Mastic Beach (pop. 4,870) to apply for a license to operate a station on that channel (FCC Rules and Regulations § 73.203(b)).³ East Coast cites a study which places the growth rate of the town of Brookhaven at 7.1 percent per year. East Coast avers that the population of Center Moriches, Mastic Beach and Shirley increases substantially during the summer months. It states that a maximum Class A facility operating from one of these communities could provide a 1 mV/m signal to 141,500 persons.⁴ Peconic argues that of the 141,500 persons that East Coast claims will be served 31,500 live in Riverhead and Southampton towns. Thus, it says, the Center Moriches facility would serve no more than 110,000 persons in Brookhaven Town, or less than 45 percent of the town's total population. Peconic argues that Brookhaven Town receives adequate aural service from two FM stations licensed to Patchogue, each of which places a 1 mV/m signal over the entire town, and two Patchogue AM stations. Patchogue is 12 miles west of Center Moriches and has shores on the Great South Bay. Peconic advances the view that the demographic similarities between Patchogue and Center Moriches, each of which is located on a bay separated from the Atlantic Ocean by the Fire Island National Seashore and on the same state road, would indicate a commonality of interest between these two communities. East Coast has not disagreed. As mentioned above, East Coast, the proponent of an assignment of Channel 269A to Center Moriches, is the licensee of WLNQ and WLNQ-FM, Sag Harbor, on the South Fork. Sag Harbor is 29 miles east of Center Moriches.

8. Westhampton Beach (pop. 1,926) is an incorporated community in Southampton Town (pop. 36,154) and is located seven miles east of Center Moriches and twenty miles southwest of Southold. Southampton Town extends approximately twenty-seven miles along the Atlantic Ocean. MAC's petition for rule making is unopposed. MAC avers that a good deal of the business in the Westhampton area is related to the tourist trade, but adds that agriculture and commercial fishing make up a substantial portion of the area's commercial enterprise. The nearest commercial radio stations to Westhampton Beach are standard broadcast Stations WHRF and WRIV and FM broadcast Station WRCN, all at Riverhead (7 miles away) and FM broadcast Station WWRJ, licensed to the community of Southampton (22 miles away). MAC's contentions are similar

² Although Shirley is the largest of the 3 communities, it appears that East Coast seeks the assignment for Center Moriches because it is the only community of the three that would receive a city grade signal from each of 3 suggested transmitter site locations. Thus one site would provide such service only to Center Moriches, another only to Mastic Beach and Center Moriches and the other to all three communities.

⁴ This assumes transmission from a site that would place a city grade signal only over Center Moriches. See note 3.

to Peconic's in that MAC avers a lack of a community of interest with these stations' cities of license due to Riverhead's commercial character and Westhampton's separation from Southampton by the Shinnecock and Hampton bays. Peconic, in support of MAC's petition, contends that the MAC proposal, if adopted, has the potential to serve the same general area as does a Channel 269A assignment to Center Moriches as proposed by East Coast. It states that while a Westhampton Beach Channel 269A assignment could not be licensed to Center Moriches it could be licensed to East Moriches, immediately adjacent to Center Moriches, and from this location could provide greater than 1 mV/m signal strength to all of Center Moriches as well as the communities of Mastic Beach and Shirley (FCC rules and regulations § 73.203(b)). A substantial portion of Center Moriches, it avers, would receive a 3.16 mV/m, or better, signal. Peconic argues that the Westhampton Beach proposal, if adopted, has the potential to become the same sort of south shore Long Island FM station as would be a Center Moriches station. It therefore argues that the requirements of section 307(b) of the Communications Act for a fair, efficient and equitable distribution of radio services are better met by an assignment to the North Fork which is now without any broadcast station of any kind and which would be deprived of any future opportunity for such a station than by assignments to both Westhampton Beach and Center Moriches.

9. As can be seen from the foregoing, the three petitions bear striking resemblance to each other. The petitions are all for FM channel assignments to small communities which cater to the tourist trade and thereby greatly expand their populations during the summer months. All of the petitions seek these assignments for low density population areas that are experiencing a high growth rate when compared to the national norm. None of these communities has its own daily newspaper. All receive some FM service, but none has its own FM broadcast assignment.

10. Providing service to unserved or underserved communities are important priorities in making FM channel assignments. Peconic avers that a Southold station would provide 1,303 people (9.5 square miles) with a first FM service, 8,828 people (30 square miles) with a second FM service, and 30,252 people (151 square miles) with a third FM service. On the other hand, it states, the Center Moriches proposal would provide no first or second FM services to anyone and would provide a third FM reception service to only 4,953 people (8.8 square miles). East Coast disputes the foregoing. It states that the Peconic proposal would not provide a first FM service to anyone. Although East Coast does not specifically set out the populations or sizes of the land areas to be served, figure 2 of its "Reply to Opposition," filed October 24, 1973, indicates that the Southold proposal would provide a first FM service to

³ All following references to Southold refer to the community of Southold unless the Town is indicated.

no area, and a second FM service to a small area. The differences between the Peconic and East Coast showings result from the application of different criteria. East Coast's Figure 2 showing is based upon *Roanoke Rapids* criteria (9 F.C.C. 2d 672 (1967)). Peconic argues⁵ that use of the *Roanoke Rapids* method for measuring the service area of WLNG-FM at Sag Harbor would result in unrealistic service assumptions because East Coast, licensee of WLNG-FM at Sag Harbor and petitioner for the proposed assignment to Center Moriches, would, if licensed to operate a Center Moriches station, run afoul of the Commission's multiple ownership rules (FCC rules and regulations § 73.240(a)(1)) by being the licensee of two FM broadcast stations with overlapping 1 mV/m contours. East Coast argues that while it may succeed in obtaining an assignment to Center Moriches it may fail to receive a license to operate on the assigned channel, and that therefore, consideration of a possible multiple ownership infraction is not cognizable at the rule making level. In addition, East Coast avers that should it desire to operate WLNG-FM with maximum facilities, it could do so as the licensee of both WLNG-FM and a Center Moriches station by relocating its WLNG-FM transmitter at a point to the east of its present location.

11. In this connection, it should be noted that the Commission does not normally assign a channel to a community the size of Center Moriches without a representation that a party stands ready to apply for its use and build a station if a channel is assigned. Thus, should no other party come forward in the present proceeding, the only expressed interest in the assignment would be that of East Coast. However, another party may come forward in the comments invited herein. Therefore, in order to build a full record on which to make informed decisions, and because of the importance of the question of first and second service to a decision in this proceeding, supportive information should be submitted based on *Roanoke Rapids* data using both the present transmitter site for WLNG-FM and an assumed site that would remove any duopoly problem concerning common ownership of the Sag Harbor station and a Center Moriches station. In addition, information should be submitted as to the areas and populations which will receive a first and second aural service, including AM nighttime service as well as FM service, using the present and an assumed site for East Coast at Sag Harbor. (*Anamosa and Iowa City, Iowa*, 46 F.C.C. 2d 520 (1974).)

⁵ Both Peconic and East Coast have submitted pleadings not contemplated by § 1.415 of the FCC Rules and Regulations. These pleadings deal with site availability and the *Roanoke Rapids* criteria. The Commission has determined that site availability is not seriously in question here. See paragraph 12. However, the pleadings will be accepted as regards the *Roanoke Rapids* criteria to allow the petitioners to direct themselves to appropriate matters raised by this Notice of Proposed Rule Making.

12. East Coast and East Shore Broadcasting Corp. (East Shore) (licensee of standard broadcast Station WHRF and FM broadcast Station WRCN, Riverhead, who filed an opposition to Peconic's petition) aver that a licensee under a Southold assignment would be required to locate its transmitter on Long Island's South Fork. This contention is based upon zoning restrictions applicable to available North Fork sites. East Coast and East Shore posit at this location would prove to be so distant from the broadcast station facilities that repair would be difficult and that in effect such an assignment would merely represent an additional assignment to the South Fork. However, we note that it is not unusual for a transmitter to be located some distance from the community of license, and this is permissible so long as the principal community to be served lies with the 3.16 mV/m contour of the station. Further, neither East Shore nor East Coast has shown that it would be impossible (nor as unlikely as they represent) to locate a transmitter on the North Fork. The diversity of opinion and lack of a definite response that results when zoning is brought into the question generally makes it an inappropriate subject for consideration in a rule making proceeding. Such matters are more appropriately dealt with at the application stage.

13. Island Broadcasting System, licensee of Station WRIV, Riverhead, in an opposition to Peconic's petition for rule making, states that Southold "is an area [and] not an incorporated community." In the instant proceeding this is true of both Southold and Center Moriches. This is not a critical factor. The Commission's mandate provides that the Commission shall make a fair, efficient and equitable distribution of radio services among the "several states and communities" (Communications Act of 1934, as amended, section 307(b)). A community has not been interpreted to mean only an incorporated area. An area is considered a community for assignment purposes where there is a community of interest that would be served by an assignment to that area (*Sierra Pacific Radio Corp.* (11050), 7 F.C.C. 2d 61 (1967); *Yorktown, Virginia*, Notice of Proposed Rule Making, 38 FR 6695, Docket No. 19698 (1973)). It should be noted that the New York State Town Law (61 McKinney 1 to 342 (1932)) confers or imposes upon towns specific duties of local government and administration. The Town Law may, in effect, discourage the establishment of incorporated areas because the town itself furnishes many necessary services to its residents. As such, it is not surprising to find large unincorporated areas within New York's towns. Where such areas contain residents with related interests, it cannot be said that these areas are any less of a community under section 307(b) considerations merely because their residents found that no significant benefits would inure to them if they incorporated. It would appear from the pleadings that Southold qualifies as a community for

section 307(b) purposes. However, parties may wish to comment further on the question of "community" status of Southold and Center Moriches.

14. It is the Commission's opinion that the aforementioned proposals merit further exploration in a rule making proceeding. Therefore, pursuant to authority contained in sections 4(i), 303, 307(b), and 5(d)(1) of the Communications Act of 1934, as amended, and § 0.281(b)(6) of the Commission's rules and regulations, it is proposed to amend § 73.202(b) of the Commission's rules and regulations, the FM Table of Assignments, as follows:

City	Channel No.	
	Present	Proposed
Southold, N.Y.		269A
Westhampton Beach, N.Y.		296A

or alternatively:

City	Channel No.	
	Present	Proposed
Center Moriches, N.Y.		269A
Westhampton Beach, N.Y.		296A

15. *Showings required.* Comments are invited on the proposals discussed and set forth above. Proponents of proposed assignments are expected to file comments even if they only resubmit or incorporate by reference their former pleadings. Proponents should also restate their present intention to apply for the channels if they are assigned, and, if authorized, to build the stations promptly. Failure to file may lead to denial of the request.

16. *Cut-off procedure.* The following procedures will govern the consideration of filings in this proceeding.

(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 proposal in this Notice, they will be considered as comments in this proceeding, and Public Notice to this effect will be given, as long as they are filed before the date for filing initial comments herein. If filed later than that, they will not be considered in connection with the decision herein.

17. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules and regulations, interested parties may file comments on or before December 19, 1974, and reply comments on or before January 7, 1975. All submissions by parties to this proceeding or persons acting on behalf of such parties must be made in written comments, reply comments, or other appropriate pleadings.

18. In accordance with the provisions of § 1.419 of the rules and regulations, an original and 14 copies of all comments, reply comments, pleadings, briefs, and other documents shall be furnished the Commission. These will be available for public inspection during regular business

hours in the Commission's Public Reference Room at its headquarters, 1919 M Street NW., Washington, D.C.

Adopted: November 5, 1974.

Released: November 7, 1974.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] HAROLD L. KASSENS,
Acting Chief, Broadcast Bureau.

[FR Doc.74-26683 Filed 11-13-74;8:45 am]

FEDERAL POWER COMMISSION

[18 CFR Parts 141, 260]

[Docket No. RM75-12]

FUTURE FINANCING REQUIREMENTS

Notice of Proposed Rulemaking

NOVEMBER 6, 1974.

Revisions to FPC Annual Report Forms No. 1 and No. 2 to Obtain Future Financing Requirements.

Pursuant to 5 U.S.C. 553, sections 301, 304, and 309 of the Federal Power Act (49 Stat. 854, 855-856, 858-859; 16 U.S.C. 825, 825c, 825h) and sections 8, 10, and 16 of the Natural Gas Act (52 Stat. 825, 826, 830; 15 U.S.C. 717g, 717i, 717o), the Commission gives notice it proposes to amend for the reporting year 1974:

A. FPC Form No. 1, Annual Report for Electric Utilities, Licensees and Others (Class A and Class B) prescribed by § 141.1, Chapter I, Title 18, CFR.

B. FPC Form No. 2, Annual Report for Natural Gas Companies (Class A and Class B) prescribed by § 260.1, Chapter I, Title 18, CFR.

The proposed amendment to the Commission's Annual Report Forms No. 1 and No. 2 would add one additional schedule page to each of the aforementioned forms. The schedule page would be numbered and entitled schedule page 120, Forecast of Financing Requirements.

On May 26, 1972, the Commission issued a notice of proposed rulemaking Docket No. R-443 (37 FR 11192, June 3, 1972) on this subject. The rulemaking was terminated by Commission Order dated May 10, 1973 (38 FR 13491, May 22, 1973).

The Commission believes that developments since the termination of Docket No. R-443 make imperative the need for projections of financial requirements and expected sources of capital to meet such needs. Some of the developments affecting the financial viability of electric utilities since the termination of Docket No. R-443, caused mainly by increasing inflation, are a higher cost of money and increased cost of goods and services, particularly fuel. Utilities are also confronted with increased environmental problems and strong customer resistance to higher rate levels. Such developments have caused many utility stocks to be priced below book value, downward changes in bond ratings, and cancellation or cutbacks in construction programs. Thus, these developments have significantly changed the financial outlook for electric utilities.

The Commission also believes that as a result of the tremendous capital re-

quirements of the electric utility and natural gas pipeline industries, and in light of the serious difficulties being experienced by utilities in raising required capital at the present time due to the extreme and unusual conditions prevailing in the nation's capital markets, it is essential that the Commission have available to it a reliable measure of the capital requirements projected by the utilities subject to its jurisdiction. This information is needed in order that the Commission may give proper consideration to regulatory action which may be required to facilitate the acquisition of capital needed by utilities to maintain adequate and reliable service to their customers and to the nation.

A measure of the composite capital requirements of electric utilities is contained in a report issued on September 11, 1974, by the Commission's Office of Accounting and Finance entitled "A Study of the Electric Utility Industry". This report (page 21) states that:

Assuming a 7 percent to 8 percent growth rate in consumption of electricity, capital expenditures for the electric utility industry during the next 12 years are estimated at \$450 billion of which \$293 billion (65 percent) must be raised from external sources. * * * These figures are staggering * * *

In a separate report also issued on September 11,¹ the Commission's Office of Economics, in referring to the capital-intensive nature of the electric utility industry and the magnitude of the industry's capital requirements, stated that these characteristics "combined with double digit inflation, increasing costs per unit of output and public opposition create conditions inimical to the continued economic vitality of the nation's largest industry." (page 2). Finally, the Commission's Bureau of Power, in a third report also issued on September 11, 1974,² stated that "If, as a result of problems in obtaining money to build new plant, fewer generating units are built, there will be a decline in system reliability given a confirmation of load projections." (page 3).

The pipeline companies are also confronted with a higher cost of money and increases in the cost of goods and services. In addition, the growth rates for domestic natural gas production and sales have been flattening out in recent years and, in 1973, total marketed production and gas utility sales declined—the first decline since the 1930's. In the past six years, we have used twice as much gas as we have found. As a result of the dwindling gas supply, interstate pipelines have made increasingly severe curtailments of firm service. To overcome the shortage of domestic natural gas, pipeline companies have announced plans for investing large sums of money to obtain new natural gas supplies or alternate sources of supplies.

¹The report is entitled "An Analysis of The Electric Utility Industry's Financial Requirements".

²The report is entitled "Effects of Generating Unit Construction Slippage On Adequacy And Reliability of Power Supply".

Accordingly, the Commission proposes to amend its Annual Report Forms No. 1 and No. 2 by adding a new schedule page 120 entitled "Forecast of Financing Requirements" which will provide for the reporting of estimated future financial requirements.

The proposed amendment to FPC Form No. 1 would be issued under the authority granted the Federal Power Commission by the Federal Power Act, particularly sections 301, 304 and 309 (49 Stat. 854, 855-856, 858-859; 16 U.S.C. 825, 825c, 825h).

The proposed amendment to FPC Form No. 2 would be issued under the authority granted the Federal Power Commission by the Natural Gas Act, as amended, particularly sections 8, 10 and 16 (52 Stat. 825, 826, 830; 15 U.S.C. 717g, 717i, 717o).

(A) Effective for the reporting year 1974, it is proposed to amend FPC Form No. 1, Annual Report for Electric Utilities, Licensees and Others (Class A and Class B) prescribed by § 141.1, Chapter I, Title 18 of the Code of Federal Regulations, by adding a new schedule page 120 entitled Forecast of Financing Requirements, as set out in Attachment A hereto.

(B) Effective for the reporting year 1974, it is proposed to amend FPC Form No. 2, Annual Report for Natural Gas Companies (Class A and Class B) prescribed by § 260.1, Chapter I, Title 18 of the Code of Federal Regulations, by adding a new schedule page 120 entitled Forecast of Financing Requirements, as set out in Attachment A hereto.

(C) Amend subparagraph (d) of § 141.1 in Part 141, Subchapter D of Chapter I, Title 18 of the Code of Federal Regulations as follows:

(1) Add a new schedule titled "Forecast of Financing Requirements" immediately following schedule "Statement of Changes in Financial Position—Statement E", so that it will read:

§ 141.1 Form No. 1, Annual report for electric utilities, licensees and others (Class A and Class B).

(d) This annual report contains the following schedules:

Forecast of Financing Requirements.

(D) Amend subparagraph (c) of § 260.1 in Part 260, Subchapter G of Chapter I, Title 18 of the Code of Federal Regulations as follows:

(1) Add a new schedule titled "Forecast of Financing Requirements" immediately following schedule "Statement of Changes in Financial Position—Statement E", so that it will read:

§ 260.1 Form No. 2, Annual report for natural gas companies (Class A and Class B).

(c) This annual report contains the following schedules:

Forecast of Financing Requirements

Any interested person may submit to the Federal Power Commission, Washington, D.C. 20426, not later than December 23, 1974, data, views, comments or suggestions in writing concerning the amendments to the annual report forms proposed herein. Written submittals will be placed in the Commission's public files and will be available for public inspection at the Commission's Office of Public Information, Washington, D.C. 20426, during regular business hours. The Commission will consider all such written submittals before acting on the matters herein proposed. An original and 14 conformed copies should be filed with the

Secretary of the Commission. Submittals to the Commission should indicate the name, title, mailing address and telephone number of the person to whom communications concerning the proposal should be addressed, and whether the person filing them requests a conference with the staff of the Federal Power Commission to discuss the proposed revisions. The Staff, in its discretion, may grant or deny requests for conference.

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

By direction of the Commission.

KENNETH F. PLUMB,
Secretary.

FPC Form No. 1 and No. 2

FORECAST OF FINANCING REQUIREMENTS				
(This forecast represents the company's best estimates at the time the estimates were made (19) and is based on current trends. However, it is not a definite financing plan and is subject to revisions due to changing customers' demands, economic conditions, security market forces, and other factors not under the control of the utility management.)				
1. Report in millions of dollars.		years) in footnotes.		
2. If forecasts of capital requirements for the plant include allowance for funds used during construction, show amounts (by		3. Show inflation factor assumed (if any) for construction requirements, by years on line 39.		
Line No.	ITEM (a)	ACTUAL CURRENT	FIVE	
		YEAR 19 (b)	19 (c)	19 (d)
1	CAPITAL REQUIREMENTS			
2	Construction or Acquisition of Plant:			
3	Electric Plant:			
4	Production	\$		
5	Transmission			
6	Distribution			
7	Intangible and General ..			
8	Total Electric Plant..	\$		
9	Natural Gas Plant:			
10	Production ..	\$		
11	Natural Gas storage..			
12	Transmission			
13	Distribution			
14	Intangible and General ..			
15	Total Natural Gas Plant ..	\$		
16	Synthetic Natural Gas Plant	\$		
17	Liquefied Natural Gas Plant.			
18	Coal Gasification Plant			
19	Nuclear Fuel..			
20	Other Utility			
21	For Subsidiaries (See instruction 5)			
22	Bond Maturities			
23	Sinking Fund			
24	Other Capital Requirements.			
25	Total Capital Requirements	\$		
26	Environmental plant included in line 8	\$		
27	Environmental plant included in line 15.	\$		
28	Environmental plant included in line 16 thru 21	\$		
29	CAPITAL SOURCES			
30	Internal Sources	\$		
31	Outside Financing (Tentative):			
32	Debt	\$		
33	Preferred Stock			
34	Common Stock			
35	Other			
36	Total Outside Financing	\$		
37	Total Source of Capital	\$		
38	Cost of Leased Property	\$		
39	Average Inflation Factor	X X X X X		

FPC Form No. 1 and No. 2

FORECAST OF FINANCING REQUIREMENTS (Continued)

ports prepared pursuant to Order 363-2,
issued 4/10/70.

3. In reporting Synthetic, Liquefied and Coal Gasification Plant include capital requirements for plants to be owned by subsidiaries and disclose in a footnote these capital requirements (owned by subsidiaries.) Do not include these amounts again under "For Subsidiaries."

4. Attach any notes regarding assumptions made in preparing forecasts or any comments deemed necessary to any understanding of the forecast, including any significant variation from forecasts contained in other reports such as FPC Form 12 and re-

YEAR ESTIMATES			NOTES (h)	Line No.
19 (e)	19 (z)	19 (g)		
				1
				2
				3
				4
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[FR Doc.74-26518 Filed 11-13-74;8:45 am]

VETERANS ADMINISTRATION

[38 CFR Part 3]

VETERANS BENEFITS

Termination of Incompetency

The Administrator of Veterans' Affairs proposes a regulatory change to delete an obsolete provision in § 3.353(b) of Title 38, Code of Federal Regulations.

Currently § 3.353 authorizes rating agencies to make determinations of incompetency and competency. This authorization includes determinations for the purpose of direct payments to beneficiaries subject to the qualification "unless the claimant is under legal disability". Prior to enactment of Pub. L. 93-295 (88 Stat. 180) direct payment could not be authorized to a beneficiary under legal disability. Pub. L. 93-295 amended section 3202 of Title 38, United States

Code to permit direct payment to a beneficiary under legal disability or to a relative or other person for the beneficiary's use when it is determined to be in the best interest of the beneficiary. Section 3.850 of Title 38, Code of Federal Regulations, was amended to incorporate these provisions of Pub. L. 93-295. Therefore, the qualifying language in § 3.353 is no longer applicable and it is proposed to delete it as indicated below.

In addition minor editorial changes have been made to §§ 3.352 and 3.353 (a) and (d) to reflect agency policy of using precise terms denoting gender.

Interested persons are invited to submit written comments, suggestions, or objections regarding the proposal to the Administrator of Veterans' Affairs (27A1), Veterans Administration, 810 Vermont Avenue, NW., Washington, DC 20420. All relevant material received be-

fore December 16, 1974, will be considered. All written comments received will be available for public inspection at the above address only between the hours of 8 a.m. and 4:30 p.m. Monday through Friday (except holidays), during the mentioned 30-day period and for 10 days thereafter. Any person visiting Central Office for the purpose of inspecting any such comments will be received by the Central Office Veterans Assistance Unit in room 132. Such visitors to any field station will be informed that the records are available for inspection only in Central Office and furnished the address and the above room number.

The proposed amendment to § 3.353 (b) would be effective July 1, 1974, the effective date of the enabling provisions in Pub. L. 93-295.

1. Section 3.352 is revised to read as follows:

§ 3.352 Determination of permanent need for regular aid and attendance and "permanently bedridden".

(a) *Basic criteria.* The following will be accorded consideration in determining the need for regular aid and attendance: inability of claimant to dress or undress himself (herself), or to keep himself (herself) ordinarily clean and presentable; frequent need of adjustment of any special prosthetic or orthopedic appliances which by reason of the particular disability cannot be done without aid (this will not include the adjustment of appliances which normal persons would be unable to adjust without aid, such as supports, belts, lacing at the back, etc.); inability of claimant to feed himself (herself) through loss of coordination of upper extremities or through extreme weakness; inability to attend to the wants of nature; or incapacity, physical or mental, which requires care or assistance on a regular basis to protect the claimant from hazards or dangers incident to his or her daily environment. "Total blindness" as well as "bedridden" will be a proper basis for the determination. For the purpose of this section "bedridden" will be that condition which, through its essential character, actually requires that the claimant remain in bed. The fact that claimant has voluntarily taken to bed or that a physician has prescribed rest in bed for the greater or lesser part of the day to promote convalescence or cure will not suffice. It is not required that all of the disabling conditions enumerated in this paragraph be found to exist before a favorable rating may be made. The particular personal functions which the veteran is unable to perform should be considered in connection with his or her condition as a whole. It is only necessary that the evidence establish that the veteran is so helpless as to need regular aid and attendance, not that there be a constant need. Determinations that the veteran is so helpless, solely by reason of service-connected compensable disease or injuries (38 U.S.C. 310 and 331) or without regard to service connection (38 U.S.C. 511 and 512) as to be in need of regular aid and attendance will not be

based solely upon an opinion that the claimant's condition is such as would require him or her to be in bed. They must be based on the actual requirement of personal assistance from others. If the claimant is able to be out of bed and can walk around entirely unassisted by others, he or she cannot generally be regarded as meeting the requirements of the law and VA regulations; however, the other enumerated types of personal assistance must be considered.

(b) *Hospitalization at veteran's expense.* Where a beneficiary is hospitalized at his or her own expense in a private institution, the same criteria will be necessary in determining the need for regular aid and attendance as would be required were he or she at home, and the hospitalization will not be considered as a fact indicating the existence of the need.

(c) *Attendance by relative.* The performance of the necessary nursing or attendant's service by a relative of the beneficiary or other member of his or her household will not prevent the granting of the additional allowance.

2. In § 3.353, paragraphs (a), (b) and (d) are revised to read as follows:

§ 3.353 Determinations of incompetency and competency.

(a) *Definition of mental incompetency.* A mentally incompetent person is one who because of injury or disease lacks the mental capacity to contract or to manage his or her own affairs, including disbursement of funds without limitation.

(b) *Authority.* Rating agencies are authorized to make official determinations of competency and incompetency for the purpose of existing laws, VA regulations and VA instructions. Such determinations will be controlling for purposes of insurance (38 U.S.C. 722), the discontinuance and payment of amounts withheld because of an estate in excess of \$1,500 (§ 3.557(b)), and, subject to § 13.56 of this chapter, direct payment of current benefits. Where the Veteran is rated incompetent the Veterans Services Officer of jurisdiction will be informed of the possible necessity for the appointment or recognition of a fiduciary. The Veterans Services Officer will develop information as to the veteran's social, economic and industrial adjustment. If the Veterans Services Officer upon review of this evidence concurs in the rating of incompetency he or she will proceed to effect the appointment of a fiduciary, or

if the veteran is married, to recommend release of payments to the veteran's wife or husband as provided in § 13.57 of this chapter (38 U.S.C. 3202(f)), or recommend payment in accordance with § 13.56 of this chapter. The recommendation will be effectuated. If the Veterans Services Officer is of the opinion that the veteran is capable of administering the funds payable without limitation, the evidence on which that opinion is based will be referred to the rating agency with a statement as to his or her conclusion. The rating agency will consider this evidence together with all other evidence of record in determining whether its prior decision should be revised or continued. Reexamination may be requested as provided in § 3.327(d) if necessary to properly evaluate the extent of disability.

(d) *Presumption in favor of competency.* Where there is doubt as to whether the veteran is capable of administering his or her funds such doubt will be resolved in favor of competency.

Approved: November 8, 1974.

[SEAL] R. L. ROUDEBUSH,
Administrator.

[FR Doc. 74-26704 Filed 11-13-74; 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 DEFENSE

Department of the Navy

CHIEF OF NAVAL OPERATIONS EXECUTIVE PANEL ADVISORY COMMITTEE—TECH- NOLOGY SUB-PANEL

Meeting

Pursuant to the provisions of the Federal Advisory Committee Act (5 U.S.C. App. I), notice is given that the Technology Sub-Panel of the Chief of Naval Operations Executive Panel Advisory Committee will hold a closed meeting on December 2 and 3, 1974, at the Pentagon, Washington, D.C. The sessions will commence at 9 a.m. and terminate at 5:30 p.m.

The agenda will consist of matters which are classified in the interest of national security, including intelligence systems and applications, weapons and ship design, and long-range Navy plans and policy. The Secretary of the Navy has determined in writing that the meeting of the Technology Sub-Panel of the Chief of Naval Operations Executive Panel Advisory Committee should be closed to the public because it will be concerned with matters listed in section 552(b) of title 5, United States Code.

Dated: November 7, 1974.

H. B. ROBERTSON, Jr.,
*Rear Admiral, JAGC, U.S. Navy,
Acting Judge Advocate General.*

[FR Doc.74-26635 Filed 11-13-74;8:45 am]

SECRETARY OF THE NAVY'S ADVISORY BOARD ON EDUCATION AND TRAINING (SABET)

Meeting

Pursuant to the provisions of the Federal Advisory Committee Act (5 U.S.C. App. I), notice is given that the Secretary of the Navy's Advisory Board on Education and Training (SABET) will meet on December 9, 10, and 11, 1974, at the Marine Corps Development and Education Command, Quantico, Virginia. It will convene at various schools on December 9 and at the Instructor Training School on December 10 and 11. The sessions on December 9 and 10 will commence at 9 a.m. and terminate at 4:30 p.m. The session on December 11 will commence at 8:30 a.m. and terminate at 12 noon.

The agenda will consist of visits to selected Marine Corps schools for indoctrination and familiarization with Marine Corps training; presentations on education and training in the Marine Corps in order to increase the Board's under-

standing of Marine training and education through a broad overview; and discussion of observations and policy matters presented.

Dated: 7 November 1974.

H. R. ROBERTSON, Jr.,
*Rear Admiral, JAGC, U.S. Navy,
Acting Judge Advocate General.*

[FR Doc.74-26634 Filed 11-13-74;8:45 am]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

BAKERSFIELD DISTRICT ADVISORY BOARD

Notice of Meeting

NOVEMBER 6, 1974.

Notice is hereby given that the Bakersfield, California, District Advisory Board will hold a meeting on December 19, 1974, beginning at 9 a.m., P.s.t., in Room 224, Federal Building, 800 Truxtun Avenue, Bakersfield, California. The purpose of this meeting will be to hear protests of the adverse recommendations pertaining to the 1975-76 grazing applications, make recommendations regarding transfer of grazing privileges, take action on late applications, discuss the status of Grazing Advisory Boards.

This meeting will be open to the public. Those wishing to appear or file a written statement must inform the chairman in writing prior to the meeting. Written statements and requests to appear before the board should be submitted to the Advisory Board Chairman, c/o Louis A. Boll, District Manager, Bureau of Land Management, Federal Building, Room 311, 800 Truxtun Avenue, Bakersfield, California 93301.

LOUIS A. BOLL,
Bakersfield District Manager.

[FR Doc.74-26686 Filed 11-13-74;8:45 am]

[CA 1729]

CALIFORNIA

Proposed Withdrawal and Reservation of Lands

NOVEMBER 8, 1974.

The Bureau of Reclamation, U.S. Department of the Interior has filed application CA 1729 for the withdrawal of 22.50 acres of National Forest lands described herein, from all forms of entry or disposition under the public land laws, including the mining laws (30 U.S.C. Ch 2) but not from leasing under the mineral leasing laws, subject to valid existing rights, for reclamation purposes.

The lands are located within the El Dorado National Forest and have been open to entry under the general mining laws, subject to valid existing rights. The lands are required for the location of a reservoir and related facilities to be built as a part of the federally constructed El Dorado Irrigation District distribution system. The reservoir will be used as a pressure reducing pond and sedimentation basin.

On or before December 18, 1974, all persons who wish to submit comments, suggestions or objections with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, U.S. Department of the Interior, Room E-2841, Federal Office Building, 2800 Cottage Way, Sacramento, California 95825.

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

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent each interested party.

The lands involved in the application are as follows:

MOUNT DIABLO MERIDIAN

T. 10 N., R. 12 E.

Sec. 13, SW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$.

The area described aggregates 22.50 acres.

WALTER F. HOLMES,
*Chief, Branch of Lands
and Minerals Operations.*

[FR Doc.74-26685 Filed 11-13-74;8:45 am]

[NM 23342]

NEW MEXICO

Application

NOVEMBER 5, 1974.

Notice is hereby given that, pursuant to section 28 of the Mineral Leasing Act of 1920 (30 U.S.C. 185), as amended by the Act of November 16, 1973 (87 Stat. 576), El Paso Natural Gas Company has applied for a 4 $\frac{1}{2}$ -inch natural gas pipeline right-of-way across the following land:

NEW MEXICO PRINCIPAL MERIDIAN,
NEW MEXICO

T. 21 S., R. 30 E.,
Sec. 35, N $\frac{1}{2}$ S $\frac{1}{2}$.

This pipeline will convey natural gas across .851 miles of national resource lands in Eddy County, New Mexico.

The purpose of this notice is to inform the public that the Bureau will be proceeding with consideration of whether the application should be approved, and if so, under what terms and conditions.

Interested persons desiring to express their views should promptly send their name and address to the District Manager, Bureau of Land Management, P.O. Box 1397, Roswell, NM 88201.

FRED E. PADILLA,
Chief, Branch of Lands
and Minerals Operations.

[FR Doc.74-26638 Filed 11-13-74;8:45 am]

[NM 23620]

NEW MEXICO
Application

NOVEMBER 4, 1974.

Notice is hereby given that, pursuant to section 28 of the Mineral Leasing Act of 1920 (30 U.S.C. 185), as amended by the Act of November 16, 1973 (87 Stat. 576), El Paso Natural Gas Company has applied for a 4½-inch natural gas pipeline right-of-way across the following land:

NEW MEXICO PRINCIPAL MERIDIAN, NEW MEXICO

T. 32 N., R. 6W.,
Sec. 16, NE¼SW¼.

This pipeline will convey natural gas across .054 mile of national resource lands in San Juan County, New Mexico.

The purpose of this notice is to inform the public that the Bureau will be proceeding with consideration of whether the application should be approved, and if so, under what terms and conditions.

Interested persons desiring to express their views should promptly send their name and address to the District Manager, Bureau of Land Management, 3550 Pan American Freeway, Albuquerque, NM 87107.

FRED E. PADILLA,
Chief, Branch of Lands
and Minerals Operations.

[FR Doc.74-26636 Filed 11-13-74;8:45 am]

[NM 23430, 23431, 23432, 23433, 23435]

NEW MEXICO
Applications

NOVEMBER 5, 1974.

Notice is hereby given that, pursuant to section 28 of the Mineral Leasing Act of 1920 (30 U.S.C. 185), as amended by the Act of November 16, 1973 (87 Stat. 576), El Paso Natural Gas Company has applied for five 4½-inch natural gas pipelines rights-of-way across the following lands:

NEW MEXICO PRINCIPAL MERIDIAN, NEW MEXICO

T. 25 N., R. 7 W.,
Sec. 8, SW¼NW¼, N¼SW¼, SE¼SW¼.
T. 28 N., R. 7 W.,
Sec. 10, Lots 3, 4, SW¼SW¼;
Sec. 15, NW¼NE¼, NW¼SE¼;
Sec. 17, W¼SW¼;
Sec. 20, SE¼SW¼.

These pipelines will convey natural gas across .854 mile of national resource lands in Rio Arriba County, New Mexico.

The purpose of this notice is to inform the public that the Bureau will be proceeding with consideration of whether the applications should be approved, and if so, under what terms and conditions.

Interested persons desiring to express their views should promptly send their name and address to the District Manager, Bureau of Land Management, 3550 Pan American Freeway, Albuquerque, NM 87107.

FRED E. PADILLA,
Chief, Branch of Lands
and Minerals Operations.

[FR Doc.74-26637 Filed 11-13-74;8:45 am]

[Wyoming 48325]

WYOMING
Application

NOVEMBER 8, 1974.

Notice is hereby given that, pursuant to section 28 of the Mineral Leasing Act of 1920, as amended (30 U.S.C. 185), the Northwest Pipeline Corporation has applied for a natural gas pipeline right-of-way across the following lands:

SIXTH PRINCIPAL MERIDIAN, WYOMING

T. 28 N., R. 113 W.,
Sec. 17, lot 5.

The pipeline will convey natural gas across 0.067 miles of national resource lands.

The purpose of this notice is to inform the public that the Bureau will be proceeding with consideration of whether the application should be approved and, if so, under what terms and conditions.

Interested persons desiring to express their views should send their name and address to the District Manager, Bureau of Land Management, P.O. Box 1869, Rock Springs, Wyoming 82901.

GLENN M. LANE,
Acting Chief, Branch of
Lands and Minerals Operations.

[FR Doc.74-26643 Filed 11-13-74;8:45 am]

National Park Service

**GOLDEN GATE NATIONAL RECREATION
AREA CITIZENS' ADVISORY COMMISSION**
Notice of Meeting

Notice is hereby given in accordance with the Federal Advisory Committee Act that a meeting of the Golden Gate National Recreation Area Citizens' Advisory Commission will be held at 9 a.m. on December 7, 1974 at the St. Francis Yacht Club, located on the San Francisco Marina, San Francisco, California.

The purpose of the Golden Gate National Recreation Area Citizens' Advisory Commission is to provide for the free exchange of ideas between the National Park Service and the public and to facilitate the solicitation of advice or other counsel from members of the public on problems and programs pertinent to the

National Park system in Marin and San Francisco counties.

Members of the Advisory Commission are as follows:

Mr. Frank Boerger, Chairman
Mr. Ernest C. Ayala
Mr. Richard Bartke
Mr. Fred Blumberg
Mr. Joseph Caverly
Mr. Lambert Lee Choy
Mrs. Daphne Greene
Mr. Peter Haas, Sr.
Mr. Joseph Mendoza
Mrs. Amy Meyer
Mr. John M. Mitchell
Mr. Merritt Robinson
Mr. William Thomas
Mr. Gene Washington
Dr. Edgar Wayburn

The major items on the agenda will be election of officers for 1975, a briefing by the U.S. Coast Guard, and a briefing by the GGNRA planning staff on the GGNRA public hearing process.

This meeting will be open to the public. Any member of the public may file with the Commission a written statement concerning the matters to be discussed.

Persons wishing further information concerning this meeting or who wish to submit written statements may contact William J. Whalen, General Superintendent, Golden Gate/Point Reyes, Fort Mason, San Francisco, California 94123, telephone 415-556-2920.

Minutes of the meeting will be available for public inspection by December 20, 1974 in the Office of the General Superintendent, Golden Gate National Recreation Area, Fort Mason, San Francisco.

Dated: November 4, 1974.

JERRY L. SCHOVER,
Acting General Superintendent.

[FR Doc. 74-26678 Filed 11-13-74;8:45 am]

Office of Hearings and Appeals

[Docket No. M 74-152]

INDIAN CREEK MINING CORP.

**Petition for Modification of Application of
Mandatory Safety Standard**

Notice is hereby given that in accordance with the provisions of section 301(c) of the Federal Coal Mine Health and Safety Act of 1969, 30 U.S.C. section 361(c) (1970), Indian Creek Mining Corp. has filed an amended petition* to modify the application of 30 CFR 75.1405 to its Fort Grand No. 1 Mine, Morgantown, West Virginia.

30 CFR 75.1405 provides:

All haulage equipment acquired by an operator of a coal mine on or after March 30, 1971, shall be equipped with automatic couplers which couple by impact and uncouple without the necessity of persons going between the ends of such equipment. All

*The original petition bearing docket number M 74-152 was published in 39 FR 26302.

haulage equipment without automatic couplers in use in a mine on March 30, 1970, shall also be so equipped within 4 years after March 30, 1970.

Petitioner amends its original petition for modification of 30 CFR 75.1405 as follows:

1. During an investigation by MESA personnel, mine officials have decided that the mine cars can be modified with a lever located across the end of each car which would allow the coupling pin to be raised and lowered from the side of the car.

As a result of MESA's investigation and the conclusion reached, Petitioner hereby amends its original application and proposes an alternative method for coupling and uncoupling mine cars. The alternate method will at all times guarantee the miners the same measure of protection as would be provided by the automatic coupler. The alternative method is as follows:

(a) Each mine car will be provided with a lever system mounted on the non-dumping end of the car. The lever will extend towards the side of the car and be of sufficient length to allow the miner to uncouple without placing himself between the cars. By pushing down on the lever, the pin will raise from the car bumper and disengage the link which couples one car to another. The lever will be operated from the clearance side of the car.

Because Petitioner's dumping procedure requires the dumper to uncouple the cars from the wire side, there will be a pull rod-cable connection tied in with the lever system to allow him to remain clear of the car during the coupling procedure.

(b) Coupling hooks will be issued to workers who couple mine cars. The hooks will be used to align the links between the two cars to be coupled. The hooks will be of sufficient length to permit the coupling procedure to be performed without the worker having to place himself or his hands between the cars that are to be coupled.

(c) All employees whose duties involve coupling and uncoupling of mine cars will be instructed in the proper operation of the uncoupling lever and the use of the coupling hook to align the links. Proper use of these devices will be mandatory procedure for coupling and uncoupling of all mine cars.

(d) Supervisory personnel will observe transportation crews to assure that haulage practices comply with company policy, as well as with federal and state requirements.

2. MESA officials have completed their evaluation of the lever system. The system has been installed on five cars for trial use, and coupling hooks have been provided to men who couple cars. The haulage personnel have been instructed in the proper use of the installed devices.

3. Petitioner believes that this alternative method will guarantee to the miners no less than the same measure of protection than would be provided by automatic couplers. Because of peculiar

characteristics of this mine, certain hazards will be eliminated if the automatic couplers are not required.

Persons interested in this petition may request a hearing on the petition or furnish comments on or before December 16, 1974. Such requests or comments must be filed with the Office of Hearings and Appeals, Hearings Division, U.S. Department of the Interior, 4015 Wilson Boulevard, Arlington, Virginia 22203. Copies of the petition are available for inspection at that address.

Dated: November 7, 1974.

JAMES R. RICHARDS,
Director, Office of
Hearings and Appeals.

[FR Doc.74-28644 Filed 11-13-74;8:45 am]

DEPARTMENT OF AGRICULTURE

Farmers Home Administration

[Notice of Designation Number AO86]

STEELE COUNTY, NORTH DAKOTA

Designation of Emergency Areas

The Secretary of Agriculture has found that a general need for agricultural credit exists in the following county in North Dakota:

Steele

The Secretary has found that this need exists as a result of a natural disaster consisting of a hailstorm driven by high winds on August 1, 1974.

Therefore, the Secretary has designated this area as eligible for Emergency loans, pursuant to the provisions of the Consolidated Farm and Rural Development Act, as amended by Public Law 93-237, and the provisions of 7 CFR 1832.3 (b) including the recommendation of Governor Arthur A. Link that such designation be made.

Applications for Emergency loans must be received by this Department no later than December 30, 1974, for physical losses and August 1, 1975, for production losses, except that qualified borrowers who receive initial loans pursuant to this designation may be eligible for subsequent loans. The urgency of the need for loans in the designated area makes it impracticable and contrary to the public interest to give advance notice of proposed rule making and invite public participation.

Done at Washington, D.C., this 6th day of November, 1974.

FRANK B. ELLIOTT,
Administrator,
Farmers Home Administration.

[FR Doc.74-26673 Filed 11-13-74;8:45 am]

Forest Service

MODOC NATIONAL FOREST GRAZING ADVISORY BOARD

Meeting

The Modoc National Forest Grazing Advisory Board will meet at 10 a.m., December 3, 1974 in the Forest Supervisors Office, 441 N. Main, Alturas, California.

This special meeting will be held to discuss the Triangle Ranch Land Exchange.

The meeting will be open to the public. Persons who wish to attend should notify Kenneth C. Scoggin, Box 611, Alturas, California 96101, Telephone 916-233-3521. Written statements may be filed with the committee before or after the meeting.

The committee has established the following rules for public participation: Public members may speak up at meeting after the special board meeting is completed.

Dated: November 5, 1974.

KENNETH C. SCOGGIN,
Forest Supervisor.

[FR Doc.74-26639 Filed 11-13-74;8:45 am]

SILVER BASIN WINTER SPORTS DEVELOPMENT

Availability of Final Environmental Statement

Pursuant to Section 102(2)(C) of the National Environmental Policy Act of 1969, the Forest Service, Department of Agriculture, has prepared a final environmental statement for the Silver Basin Winter Sports Development, Eldorado National Forest, USDA-FS-R5-FES (Adm) 74-2.

The environmental statement concerns the proposed expansion of a ski area in the Corral Flat area of the Eldorado National Forest, in Amador and El Dorado Counties, California. Facilities constructed to date include two chair lifts, day lodge, motel, first aid building, maintenance building, parking lot and access road. Existing capacity is about 550 skiers. The proposed ultimate development will include an additional four ski lifts and facilities and services to support a total of 2,700 skiers. Approximately 1,040 acres of National Forest land and 90 acres of private land are included within the project boundary.

This final environmental statement was transmitted to CEQ on November 5, 1974.

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

USDA, Forest Service
South Agricultural Bldg., Room 3230
12th St. & Independence Ave., S.W.
Washington, D.C. 20250
Eldorado National Forest
100 Forni Road
Placerville, CA 95667
USDA, Forest Service
California Region
630 Sansome St., Rm. 531
San Francisco, CA 94111
Amador Ranger District
P.O. Box 1327
Jackson, CA 95642

A limited number of single copies are available upon request to Joseph H. Harn, Forest Supervisor, Eldorado National Forest, 100 Forni Road, Placerville, CA 95667.

Copies of the environmental statement have been sent to various Federal, State,

and local agencies as outlined in the CEQ guidelines.

Dated: November 5, 1974.

T. W. KOSKELLA,
Deputy Regional Forester.

[FR Doc. 74-26640 Filed 11-13-74; 8:45 am]

**Rural Electrification Administration
ARIZONA ELECTRIC POWER
COOPERATIVE, INC.**

Draft Environmental Impact Statement

Notice is hereby given that the Rural Electrification Administration intends to prepare a draft environmental impact statement in accordance with section 102(2)(c) of the National Environmental Policy Act of 1969 in connection with an anticipated loan guarantee for Arizona Electric Power Cooperative, Inc., P.O. Box 670, Benson, Arizona 85602.

The anticipated loan will provide for the construction of two 175 MW coal-fired generating units and associated facilities to be located at AEPSCO's existing Apache Plant in Cochise County.

Interested persons are invited to submit comments which may be helpful in preparing the draft EIS.

Comments should be forwarded to the Assistant Administrator-Electric, Rural Electrification Administration, U.S. Department of Agriculture, Washington, D.C. 20250, with a copy to the borrower whose address was given above. Additional information may be obtained at the borrower's office during regular business hours.

Dated at Washington, D.C., this 8th day of November, 1974.

DAVID H. ASKEGAARD,
Acting Administrator.

[FR Doc. 74-26710 Filed 11-13-74; 8:45 am]

**TRI-STATE GENERATION AND
TRANSMISSION ASSOCIATION, INC.**

Draft Environmental Statement

Notice is hereby given that the Rural Electrification Administration has prepared a Draft Environmental Statement in accordance with section 102(2)(C) of the National Environmental Policy Act of 1969, in connection with a loan application for financing from Tri-State Generation and Transmission Association, Inc., 10520 Melody Drive, Northglenn, Colorado, (Mailing Address: P.O. Box 29198, Denver, Colorado 80229). The statement covers a proposed generating station near Wray, Colorado, consisting of three 67 MW combustion turbine powered generating units, a later fourth combustion powered generating unit and appurtenant fuel storage facilities and transformation facilities.

Additional information may be secured on request, submitted to Mr. David H. Askegaard, Assistant Administrator-Electric, Rural Electrification Administration, U.S. Department of Agriculture, Washington, D.C. 20250. Comments are particularly invited from State

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

Copies of the REA Draft Environmental Statement have been sent to various Federal, State and local agencies, as outlined in the Council on Environmental Quality Guidelines. The Draft Environmental Statement may be examined during regular business hours at the offices of REA in the South Agriculture Building, 12th Street and Independence Avenue, SW., Washington, D.C., Room 4310, or at the borrower's address indicated above.

Comments concerning the environmental impact of the construction proposed should be addressed to Mr. Askegaard at the address given above. Due to the urgent needs for power in the area involved and the fact that the nature of the installation should lend itself to a rapid review, it is requested that comments be received by REA on or before December 16, 1974, be considered in connection with the proposed action.

Final REA action with respect to this matter (including any release of funds) will be taken only after REA has reached satisfactory conclusions with respect to its environmental effects and after procedural requirements set forth in the National Environmental Policy Act of 1969 have been met.

Dated at Washington, D.C., this 8th day of November, 1974.

DAVID H. ASKEGAARD,
Acting Administrator, Rural
Electrification Administration.

[FR Doc. 74-26711 Filed 11-13-74; 8:45 am]

DEPARTMENT OF COMMERCE

**Domestic and International Business
Administration**

BATTELLE MEMORIAL INSTITUTE

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

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

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

Docket Number: 75-00066-75-44500. Applicant: Battelle Memorial Institute, Columbus Laboratories, 505 King Avenue, Columbus, Ohio 43201. Article: Leitz 056 Research Micro-Metallograph System. Manufacturer: Ernst Leitz, West Germany. Intended use of article: The article is intended to be used for the

study of sections of irradiated and radioactive nuclear reactor fuels and other components such as claddings, pressure vessels, control rods, piping, and fission monitors. In general, the experiments conducted on the article consist of examination of radioactive materials (generally reactor materials) after irradiation to determine any changes that have occurred as a result of irradiation or reactor operation. Typical experiments will include studies of changes in pore morphology in reactor fuels, and studies of corrosion phenomena of cladding and component materials.

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

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

Reasons: The foreign article provides the capability described above is per-active materials. The National Bureau of Standards (NBS) advised in its memorandum dated October 18, 1974 that (1) the capability described above is pertinent to the applicant's use in the study of nuclear reactor fuels, fuel elements, and other reactor components which are radioactive, (2) domestic metallographs are available, but are not suitable because they lack adequate shielding and use optics that are subject to radiation damage and (3) modification of available domestic instruments to satisfy the applicant's needs would constitute a development effort. Finally, NBS advised that it knows of no available domestic metallograph of equivalent scientific value to the foreign article for the applicant's intended purposes.

A. H. STUART,
Director,

Special Import Programs Division.

[FR Doc. 74-26671 Filed 11-13-74; 8:45 am]

**CHILDREN'S CANCER RESEARCH
FOUNDATION, ET AL.**

**Applications for Duty-Free Entry of
Scientific Articles**

The following are notices of the receipt of applications for duty-free entry of scientific articles pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651; 80 Stat. 897). Interested persons may present their views with respect to the question of whether an instrument or apparatus of equivalent scientific value for the purposes for which the article is intended to be used is being manufactured in the United States. Such comments must be filed in triplicate with the Director, Special Import Programs Division, Office of Import Programs, Washington, D.C. 20230, on or before December 4, 1974.

Amended regulations issued under cited Act, as published in the February 24, 1972 issue of the FEDERAL REGISTER, prescribe the requirements applicable to comments.

A copy of each application is on file, and may be examined during ordinary Commerce Department business hours at the Special Import Programs Division, Department of Commerce, Washington, D.C. 20230.

Docket number: 75-00159-33-90000. Applicant: Children's Cancer Research Foundation, Inc., 35 Binney Street, Boston, Mass. 02115. Article: EMI Scanner System with Magnetic Tape Machine and High Definition Display. Manufacturer: EMI Limited, United Kingdom. Intended use of article: The article is intended to be used for investigation of central nervous system problems and for the assessment of absorption differences in various types of intracerebral tissues and fluids. The article will also be used to train medical students, interns and residents in the most up-to-date techniques for evaluating intracerebral abnormalities. Application received by Commissioner of Customs: October 15, 1974.

Docket number: 75-00160-33-46500. Applicant: The University of Michigan, School of Dentistry, Ann Arbor, Michigan 48104. Article: Ultramicrotome, Model Om U2. Manufacturer: C. Reichert Optische Werke AG, Austria. Intended use of article: The article is intended to be used to prepare serial sections of tissues which have been taken from various animals and humans suffering from oral diseases (periodontal and gingival regression).

The article will also be used to teach both undergraduate dental students and graduate dental students in both didactic academic courses as well as clinical patient/dentist relationships.

Application received by Commissioner of Customs: October 18, 1974.

Docket number: 75-00161-33-46040. Applicant: Harvard Medical School, Berman-Gund Laboratory, Massachusetts Eye and Ear Infirmary, 243 Charles Street, Boston, Mass. 02114. Article: Electron Microscope, Model JEM 100C. Manufacturer: JEOL Ltd., Japan. Intended use of article: The article is intended to be used for studies of mammalian retinal tissues derived from experimental animals, human donors and biopsy which exhibit normal and pathogenic structure. Material will also be obtained from mammalian cell cultures and purified extracts of cells. The experiments to be conducted include: (1) The study of localization and distribution of enzymes in retinal cell membranes, (2) experiments to elucidate the supramolecular architecture of biological membrane systems, and (3) studies of the physiologic and pathologic changes in retinal cell ultrastructure under experimentally induced and hereditary degeneration. Application received by Commissioner of Customs: October 18, 1974.

Docket number: 75-00162-33-90000. Applicant: Henry Ford Hospital, 2799 West Grand Blvd., Detroit, Michigan 48202. Article: EMI Scanner System. Manufacturer: EMI Limited, United Kingdom. Intended use of article: The

article is intended to be used in the following investigations:

(1) The differential radiodensity of a portion of the brain affected by a stroke and a similar portion affected by a brain tumor in different individuals.

(2) Investigation of low pressure hydrocephalus.

(3) Investigation of epileptic patients to try and better define the focus of excitation.

(4) Definition of the area of brain damage from a stroke by distinguishing the actual area of damage from the much wider area of surrounding edema.

(5) Evaluation of various treatments for malignant brain tumors.

(6) Diagnosis of immediate life threatening conditions such as subdural and epidural hematomas.

Application received by Commissioner of Customs: October 18, 1974.

Docket number: 75-00163-33-90000. Applicant: The Methodist Hospital, 6516 Bertner Drive, Houston, Texas 77025. Article: EMI Scanner System. Manufacturer: EMI Limited, United Kingdom. Intended use of article: The article is intended to be used in studies of tumors of the brain in patients. In particular, the subtle absorption between normal and abnormal brain tissue will be examined and charted. Patients with a wide variety of suspected central nervous system disease will be evaluated on this article. The diagnosis will be correlated with current available techniques to understand the best diagnostic approach to patients. In addition, the article will be used for training residents in radiology, neuroradiology, neurosurgery; neuroradiology fellows in nuclear medicine, neuroradiology and radiation physics clinicians and research scientists through evaluation of patients with neuroradiological diseases.

Application received by Commissioner of Customs: October 23, 1974.

Docket number: 75-00164-33-46040. Applicant: Brown University, Division of Biological & Medical Sciences—Cell Biology, 68 Brown Street, Providence, Rhode Island 02912. Article: Electron Microscope, Model EM 201. Manufacturer: Philips Electronic Instruments NVD, The Netherlands. Intended use of article: The article is intended to be used in a wide variety of studies ranging from the three dimensional structure of immunoglobulins to the crystalloid inclusions of reproductive cells. Specific studies will include the following:

(1) The cytochemical localization of $\text{Na}^+ - \text{K}^+$ activated adenosine triphosphatase activity in the plasma membranes of transport epithelia.

(2) The morphogenesis and substructure of melanin granules in normal melanocytes and in melanomas of the skin.

(3) The sizing, distribution, and chemical characterization of surface coats on the plasma membranes of salt secreting cells under different physiological conditions.

(4) The macromolecular assembly of tubulin protein in the formation of microtubules in yeast.

(5) The localization of specific enzymes and proteins in the subcellular compartments of hepatoma cells.

(6) Cytoplasmic and membrane morphology during cell division in algae.

(7) Morphogenesis and fate of crystalloids during cogenesis in Amphibia.

The article will also be used in training undergraduates, graduate students, post-doctoral fellows, research associates, and hospital residents, through its use in their various research programs. In addition, the article will be used in demonstrating special techniques for the course of instruction in electron microscopy, Biomed 216 "Ultrastructure."

Application received by Commissioner of Customs: October 23, 1974.

Docket number: 75-00165-33-46070. Applicant: Yale University, Purchasing Department, 20 Ashmun Street, New Haven, Conn. 06520. Article: Scanning Electron Microscope, Model JFSM-30. Manufacturer: JEOL Ltd., Japan. Intended use of article: The article is intended to be used for studies of cells and subcellular components, primarily membranes, obtained from normal and diseased tissue specimens collected from humans or experimental animals. The experiments to be conducted involve structural analysis of membrane surfaces and the identification of components present on these surfaces in normal and diseased cell and tissue specimens. The article will also be used in part in advanced training at the postdoctoral fellow and research associate level. Application received by Commissioner of Customs: October 23, 1974.

Docket number: 75-00166-33-90000. Applicant: Montefiore Hospital Association of Western Pennsylvania, 3459 Fifth Avenue, Pittsburgh, Pa. 15213. Article: EMI Scanner System, Magnetic Tape System and High Density Display Unit. Manufacturer: EMI Ltd., United Kingdom. Intended use of article: The article is intended to be used in research to evaluate the effectiveness of computerized transaxial tomography in the diagnosis of neurological disease. The article will also be used to teach the application, interpretation, and analysis of computerized transaxial tomography to technical personnel and radiologists in the University Health Center of Pittsburgh. Application received by Commissioner of Customs: October 23, 1974.

Docket number: 75-00167-33-46040. Applicant: State of Florida Department of Citrus, 1115 E. Memorial Blvd., P.O. Box 148, Lakeland, Florida 33802. Article: Electron Microscope, Model EM 201. Manufacturer: Philips Electronic Instruments NVD, The Netherlands. Intended use of article: The article is intended to be used to study the ultrastructure of citrus, particularly organelles such as mitochondria and chloroplasts, and tissues suspected of being infected with virus or virus-like agents. Application received by Commissioner of Customs: October 23, 1974.

A. H. STUART,
Director,

Special Import Programs Division.

[FR Doc. 74-26670 Filed 11-13-74; 8:45 am]

UNIVERSITY OF CALIFORNIA-LOS ALAMOS

Decision on Application for Duty-Free Entry of Scientific Article

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

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

Docket number: 75-00085-75-27000.

Applicant: University of California, Los Alamos Scientific Laboratory, P.O. Box 990, Los Alamos, New Mexico 87544. Article: Imacon Camera System. Manufacturer: John Hadlund Ltd., United Kingdom. Intended use of article: The article is intended to be used to photograph the motion of the high-temperature plasma column in the Scyllac thetapijnch device, a large controlled fusion research device which is part of the U.S. program to produce energy for peaceful purposes through controlled nuclear fusion. Specific experiments to be conducted include: a. Studies of the phenomena involved in the plasma heating processes (shock heating and adiabatic compression heating). b. Studies of the plasma equilibrium and stability in the magnetic confining fields. c. Determination of the detailed plasma properties such as temperature, density, and confinement time. d. Study of the nuclear fusion reactions which occur in the hot plasma.

The basic objective pursued in these experiments is the production of a stable high-temperature plasma which can be confined by magnetic fields for times sufficiently long so that enough nuclear fusion reactions can occur to produce a net energy gain.

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

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

Reasons: The foreign article provides the capability of operation at framing rates of at least 10⁶ per second and at up to 20 frames per run. The most closely comparable domestic instrument, the Model ID3-5-20, manufactured by Quantad Corporation provides the capability for either 3 or 5 frames per run at a rate of at least 10⁶ frames per second. The National Bureau of Standards (NBS) advised in its memorandum dated Octo-

ber 25, 1974 that the capability of article to provide 6 to 20 frames per run at a rate of 10⁶ frames per second is pertinent to the applicant's intended purposes. NBS also advised that it knows of no available domestic image converter camera of equivalent scientific value to the foreign article for the applicant's intended use.

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

[FR Doc.74-26672 Filed 11-13-74; 8:45 am]

Maritime Administration

[Docket No. S-432]

PACIFIC FAR EAST LINE, INC.

Application for Approval of Certain Cruises

Notice is hereby given that Pacific Far East Line, Inc. has applied for approval, pursuant to section 613 of the Merchant Marine Act, 1936, as amended, of the following cruises for the carriage of passengers and cargo not in direct competition with other United States-flag operators:

Ship	Approximate cruise dates 1975	Itinerary
SS Mariposa	Feb. 16-Mar. 6	San Francisco, Honolulu, Hilo, Lahaina, Nawiliwili, Honolulu, Los Angeles, San Francisco.
	Apr. 27-May 15, May 16-June 3, June 4-June 22, June 23-July 11, July 12-July 30, July 31-Aug. 18, Aug. 19-Sept. 6	(Each cruise) San Francisco, Los Angeles, Honolulu, Hilo, Lahaina, Nawiliwili, Honolulu, San Francisco.
	Sept. 7-Oct. 11	San Francisco, Los Angeles, San Diego, Acapulco, Mazatlan, Panama Canal, San Juan, St. Croix, La Guaira, Cartagena, Willemstad (Curacao), Fort-de-France (Martinique), Port-of-Spain (Trinidad), Bridgeton (Barbados), Montego, Paarden Baai (Aruba), Panama Canal, Los Angeles, San Francisco.
	Oct. 12-Oct. 30	San Francisco, Los Angeles, Honolulu, Hilo, Lahaina, Nawiliwili, Honolulu, San Francisco.
1976		
SS Monterey	Dec. 14-Jan. 1	San Francisco, Los Angeles, Honolulu, Hilo, Lahaina, Nawiliwili, Honolulu, San Francisco.
	Jan. 16-Feb. 3	San Francisco, Los Angeles, Honolulu, Hilo, Lahaina, Nawiliwili, Honolulu, San Francisco.
	Mar. 21-Apr. 8	San Francisco, Los Angeles, Honolulu, Hilo, Lahaina, Nawiliwili, Honolulu, San Francisco.
	Apr. 15-June 21	San Francisco, Los Angeles, San Diego, Balboa, Cristobal, Curacao, Santa Cruz de la Palma, Tanager, Palermo, Iraklion, Al Iskandariyah (Alexandria, Egypt), Bayrut, Rodhos, Piraeus, Kerkira (Corfu), Dubrovnik, Napoli, Villefranche, Barcelona, Palma (Majorca), Gibraltar, Lisboa, Funchal, San Juan, Cristobal Balboa, Los Angeles, San Francisco.
	June 22-July 5, July 6-July 19, July 20-Aug. 1, Aug. 2-Aug. 15, Aug. 16-Aug. 28, Aug. 29-Sept. 11	(Each cruise), San Francisco, Los Angeles, Vancouver, Juneau, Glacier Bay, Haines, Sitka, Victoria, San Francisco.
Sept. 12-Sept. 30	San Francisco, Los Angeles, Honolulu, Hilo, Lahaina, Nawiliwili, Honolulu, San Francisco.	
Nov. 20-Dec. 8	San Francisco, Los Angeles, Honolulu, Hilo, Lahaina, Nawiliwili, Honolulu, San Francisco.	

Any person, firm or corporation having any interest in the foregoing, within the meaning of section 613 of the Merchant Marine Act, 1936, as amended, who desires to offer data, views, or arguments should submit the same in writing, in triplicate, to the Secretary, Maritime Subsidy Board, Washington, D.C. 20230, by the close of business on November 29, 1974.

In the event an opportunity to present oral argument is also desired, specific reason for such request should be included. The Maritime Subsidy Board will consider these comments and views and take such action with respect thereto as in its discretion it deems warranted.

(Catalog of Federal Domestic Assistance Program No. 11.504, Operating-Differential Subsidies (ODS))

By Order of the Maritime Subsidy Board.

Dated: November 11, 1974.

JAMES S. DAWSON, Jr.,
Secretary.

[FR Doc.74-26718 Filed 11-13-74; 8:45 am]

National Oceanic and Atmospheric
Administration

MARINE MAMMALS TAKEN IN
COMMERCIAL FISHING OPERATIONS

Change in Hearing Date, Time, and
Location

The National Marine Fisheries Service announced on October 18, 1974 (39 FR 37230), that an informal public hearing would be held on November 21, 1974, commencing at 9 a.m. in the National Marine Fisheries Service Penthouse Conference Room, Page Building 1, 2001 Wisconsin Avenue NW., Washington, D.C., to obtain the comments and views of interested parties with respect to possible amendments to existing regulations established pursuant to the Marine Mammal Protection Act of 1972 (16 U.S.C. 1361-1407) governing yellowfin tuna purse-seine fishing.

Notice is hereby given that the date, time, and place of that hearing have been changed. The hearing will be held in the Civil Service Commission Auditorium, 1900 E Street NW., Washington, D.C., commencing at 9:30 a.m., on December 10, 1974. Written comments will be accepted for the official record provided they are received by the Director, National Marine Fisheries Service, Washington, D.C. 20235, no later than December 27, 1974. Notice is also hereby given that the hearing procedures established by publication in the FEDERAL REGISTER on November 6, 1974 (39 FR 39302), for the November 21, 1974 hearing, shall govern the hearing commencing on December 10, 1974. The date has been changed because the non-National Marine Fisheries Service scientific review team will not complete its review and report on the National Marine Fisheries Service draft porpoise-tuna report until approximately December 9, 1974. The new hearing date will allow the public to view this review report at the hearing and to obtain copies thereof immediately thereafter. In order to provide a more complete hearing record, it is the desire of the National Marine Fisheries Service to ensure that all of the review team reports are available to the public as early as possible so as to allow the public to submit comments on the reports prior to the closing of the record. Changes, if any, in these regulations and in the yellowfin tuna purse-seine fishing general permit issued thereunder, made as a result of information obtained at the hearing, will be effective by January 1, 1975. Other changes in the regulations, and the general permits issued thereunder, may be made from time to time, in conformance with the provisions of the Marine Mammal Protection Act of 1972 and the regulations thereunder.

Dated: November 13, 1974.

ROBERT W. SCHONING,
Director.

[FR Doc.74-26854 Filed 11-13-74; 9:52 am]

DEPARTMENT OF HEALTH,
EDUCATION, AND WELFARE

Food and Drug Administration

UNIFORM EFFECTIVE DATE FOR NEW
FOOD LABELING REGULATIONS

Notice to Manufacturers, Packers, and Dis-
tributors Concerning Requests for Tem-
porary Extensions

In a notice published in the FEDERAL REGISTER of October 10, 1974 (39 FR 36501), the Commissioner of Food and Drugs set forth procedures to be followed by the Food and Drug Administration in granting requests for extensions of time beyond the uniform effective date of December 31, 1974, as announced in the FEDERAL REGISTER of January 19, 1973 (38 FR 2163) for compliance with certain new food labeling regulations.

However, recent developments have caused the Commissioner to reconsider certain portions of that notice.

On October 8, 1974, the President of the United States addressed a joint session of the Congress to present his program for dealing with the Nation's economic problems. In his address, the President stated that the recent Conference on Inflation found broad agreement "that the Federal Government imposes too many hidden and inflationary costs on our economy." He then disclosed his intention to require all major legislative proposals, regulations, and rules emanating from the Executive Branch to include an inflation impact statement that certifies that their effect on inflation has been carefully weighed. The President is requesting the Congress to establish a National Commission on Regulatory Reform whose purpose will be to identify and eliminate existing Federal rules and regulations that increase costs to the consumer without good reason. Furthermore, the Council on Wage and Price Stability was directed by the President to find and expose all restrictive practices, public or private, which raise food prices, such prices being one of the primary inflationary factors.

The Commissioner has also received additional information in response to the notice of October 10, 1974 from industry representatives. For example, by letter dated October 17, 1974, the Milk Industry Foundation (MIF) pointed out that, when all of the new and revised regulations recently promulgated by the Food and Drug Administration are taken into consideration, it will be necessary to redesign totally many dairy packages to comply with all of the new requirements. The MIF contends that a serious economic and perplexing legal situation will exist in the fluid milk industry if an extension of time is not granted for the entire industry beyond December 31, 1974. The MIF cites, as reasons for its request, the fact that certain existing Federal regulations and those in effect in several States are not uniform. These State legislatures will not be convening

until 1975 in order to make the State definitions uniform with the Federal regulations. Another factor asserted by the MIF is that industry-wide action, undertaken immediately upon the finalization of the nutrition labeling regulation (21 CFR 1.17), has resulted in only a recent distribution of approved and statistically evaluated nutritional values to be used by the entire industry in connection with several dairy products. Lastly, the MIF asserts that shortages both in the plastic and in the paper industry have made it necessary for processors to maintain larger packaging inventories and, thus, that processors will require a longer period to utilize existing inventories. It is estimated by the MIF that the economic impact of the labeling changes presently foreseeable will run approximately \$10,000,000, and that this figure would be increased substantially if effective dates require more than one labeling change. Such a substantial economic burden would be forced on the milk industry at a time when the MIF alleges that ingredient costs have nearly doubled in the last 18 months and other packaging and processing costs have risen sharply. The MIF requests that a 6-month extension beyond December 31, 1974 be accorded for milk and cream products, and 9 months for cottage cheese, yogurt, and sour cream, for compliance with all aspects of existing Federal regulations.

The Grocery Manufacturers of America, Inc. (GMA) has also submitted a letter, dated October 30, 1974, to the Commissioner which includes the results of a recently completed GMA survey. The GMA states that almost half of the 35 companies that responded to their survey were having problems meeting the December 31, 1974 uniform effective date. Nineteen companies signified that they had no problems; 16 indicated such problems as excess label and lithographed can inventories or finished goods on hand that were not in compliance. The GMA did not indicate the number of companies that failed to respond to their survey.

By letters dated November 11, 1974, the GMA and the National Canners Association (NCA) have advised the Food and Drug Administration that by December 31, 1974 approximately 95 percent of the labels being applied to food products subject to the new regulations will be in compliance and that most of the remaining label changes can be effected within the following 6 months.

The above-mentioned letters from the MIF, GMA, and NCA are on file in the office of the Hearing Clerk, Food and Drug Administration, Rm. 4-65, Rockville, MD 20852, and may be examined by any interested party.

The Commissioner has carefully considered this matter and concludes as follows:

I. *Extension of uniform effective date.*
Based upon the President's directives

and additional information from industry, the Commissioner is granting an extension of the December 31, 1974 uniform effective date through June 30, 1975 for compliance by products covered by the following regulations: § 1.17 Food; nutrition labeling, published in the FEDERAL REGISTER of March 14, 1973 (38 FR 6951); § 1.18 Labeling of foods in relation to fat, fatty acid, and cholesterol content, published in the FEDERAL REGISTER of March 14, 1973 (38 FR 6961), as clarified in the FEDERAL REGISTER of July 27, 1973 (38 FR 20071); § 102.5 Seafood cocktails (common or usual name), published in the FEDERAL REGISTER of March 14, 1973 (38 FR 6964); § 102.9 Diluted orange juice beverages (common or usual name), published in the FEDERAL REGISTER of March 14, 1973 (38 FR 6968); § 100.5 Frozen "heat and serve" dinner (nutritional quality guideline), published in the FEDERAL REGISTER of March 14, 1973 (38 FR 6969); § 1.8(e) (concerning labeling of foods as "imitation"), published in the FEDERAL REGISTER of August 2, 1973 (38 FR 20702); § 1.12 Food labeling; spices, flavorings, colorings, and chemical preservatives, published in the FEDERAL REGISTER of August 2, 1973 (38 FR 20718), as amended in the FEDERAL REGISTER of December 3, 1973 (38 FR 33284); § 102.12 Foods packaged for use in the preparation of "main dishes" or "dinners," § 102.10 Non-carbonated beverage products containing no fruit or vegetable juice, published in the FEDERAL REGISTER of August 2, 1973 (38 FR 20742); § 102.11 Frozen "heat and serve" dinner (common or usual name regulations), published in the FEDERAL REGISTER of August 2, 1973 (38 FR 20740, 20742); § 1.8d Food labeling; information panel, published in the FEDERAL REGISTER of March 14, 1973 (38 FR 6950), except that the effective date for this regulation is postponed until December 31, 1975 for products for which no other labeling changes have been or will be made subsequent to March 14, 1973.

The Commissioner has also determined that a similar 6-month extension through June 30, 1975, shall be granted for compliance with the following food standard regulations which were to become effective on or about December 31, 1974: § 15.1 Flour, white flour, wheat flour, plain flour * * *, § 15.50 Self-rising flour * * *, § 15.80 Whole wheat flour, graham flour, entire wheat flour * * *, § 15.140 Enriched farina * * *, published in the FEDERAL REGISTER of November 28, 1973 (38 FR 32787); § 15.10 Enriched flour * * *, § 15.60 Enriched self-rising flour * * *, published in the FEDERAL REGISTER of October 15, 1973 (38 FR 28558), as amended in the FEDERAL REGISTER of February 11, 1974 (39 FR 5188); § 17.2 Enriched bread and enriched rolls or enriched buns * * *, published in the FEDERAL REGISTER of October 15, 1973 (38 FR 28558), as amended in the FEDERAL REGISTER of February 11, 1974 (39 FR 5188); "Part 18—Milk and Cream," published in the FEDERAL REGISTER of October 10, 1973 (38 FR 27924);

sour cream and related products standards (21 CFR 18.500, 18.555, 18.560, 18.565, 18.570, 18.575), published in the FEDERAL REGISTER of May 7, 1974 (39 FR 15993), as corrected in the FEDERAL REGISTER of June 27, 1974 (39 FR 23193); § 19.525 Cottage cheese dry curd * * *, § 19.530 Cottage cheese * * *, published in the FEDERAL REGISTER of March 14, 1973 (38 FR 6886); § 19.515 Cream cheese * * *, § 19.520 Neufchatel cheese * * *, published in the FEDERAL REGISTER of March 14, 1973 (38 FR 6883); cottage cheese dry curd and cottage cheese standards (21 CFR 19.525 and 19.530), published in the FEDERAL REGISTER of October 30, 1974 (39 FR 38222); § 19.531 Lowfat cottage cheese, published in the FEDERAL REGISTER of March 14, 1973 (38 FR 6886); § 19.775 Pasteurized process cheese spread * * *, § 19.782 Cream cheese with other foods * * *, § 19.783 Pasteurized neufchatel cheese spread with other foods * * *, published in the FEDERAL REGISTER of March 14, 1973 (38 FR 6883); § 19.750 Pasteurized process cheese * * *, § 19.765 Pasteurized process cheese food, § 19.775 Pasteurized process cheese spread * * *, § 19.782 Cream cheese with other foods * * *, § 19.783 Pasteurized neufchatel cheese spread with other foods * * *, § 19.785 Cold-pack cheese, club cheese * * *, § 19.787 Cold-pack cheese food * * *, § 19.790 Grated American cheese food * * *, published in the FEDERAL REGISTER of April 23, 1973 (38 FR 9996); § 20.8 Mellorine * * *, published in the FEDERAL REGISTER of July 25, 1974 (39 FR 27128); § 26.1 Dextrose monohydrate, § 26.2 Dextrose anhydrous * * *, § 26.3 Glucose syrup * * *, § 26.4 Dried glucose syrup * * *, published in the FEDERAL REGISTER of September 17, 1973 (38 FR 25985), as amended in the FEDERAL REGISTER of March 4, 1974 (39 FR 8157); § 27.90 Canned grapefruit, identity * * *, § 27.91 Canned grapefruit, quality * * *, § 27.92 Canned grapefruit, fill of container * * *, published in the FEDERAL REGISTER of May 29, 1974 (39 FR 18643); § 29.2 Fruit jelly * * *, § 29.3 Preserves, jams * * *, published in the FEDERAL REGISTER of August 28, 1974 (39 FR 31304); "Part 30—Table sirup," published in the FEDERAL REGISTER of June 14, 1974 (39 FR 20879); § 37.10 Canned Pacific Salmon; identity, published in the FEDERAL REGISTER of February 9, 1973 (38 FR 3960); § 45.1 Margarine, oleomargarine * * *, published in the FEDERAL REGISTER of September 14, 1973 (38 FR 25671); frozen pea standards (21 CFR 50.1, 50.2, and 50.3), published in the FEDERAL REGISTER of January 28, 1974 (39 FR 3541); and canned corn standards (21 CFR 51.20, 51.21, and 51.22), published in the FEDERAL REGISTER of February 15, 1974 (38 FR 5760), as amended in the FEDERAL REGISTER of September 24, 1974 (39 FR 34268).

II. Inability to comply because of intervening events. With regard to an inability to comply with the new uniform effective date because of unforeseeable intervening events, extensions up to, but, except in extraordinary circumstances, not exceeding 6 months beyond June 30,

1975, will be granted on a case-by-case basis if good cause is shown in the manner set forth in the October 10, 1974 notice. Extension requests must be submitted as prescribed by the notice of October 10, 1974. Such requests will not be honored if received after May 1, 1975. No request will be necessary unless an extension beyond June 30, 1975 is needed.

III. Products subject to pending rule making. The Commissioner advises that there are no changes from the notice of October 10, 1974, except that the deadline for receipt of requests is May 1, 1975, and no extension beyond December 31, 1975 will be granted except in extraordinary circumstances.

IV. Food for special dietary uses (21 CFR Parts 80 and 125). The Commissioner advises that there are no changes from the notice of October 10, 1974.

Dated: November 12, 1974.

A. M. SCHMIDT,
Commissioner of Food and Drugs.

[FR Doc. 74-36795 Filed 11-13-74; 8:45 am]

National Institutes of Health

AD HOC REVIEW COMMITTEE FOR FREDERICK CANCER RESEARCH CENTER BASIC RESEARCH PROGRAM

Notice of Establishment

The Director, National Institutes of Health, announces the establishment on October 18, 1974, of the advisory committee indicated below by the Director, National Cancer Institute, under the authority of section 410A of the Public Health Service Act (42 U.S.C. 286d). Such advisory committee shall be governed by the provisions of the Federal Advisory Committee Act (Pub. L. 92-463) setting forth standards governing the establishment and use of advisory committees.

Name. Ad Hoc Review Committee for Frederick Cancer Research Center Basic Research Program.

Purpose. The Committee provides to the Director, NCI and the Director, Division of Cancer Cause and Prevention, advice on the establishment of a basic research program at the Frederick Cancer Research Center, Frederick, Maryland, to include interdisciplinary research in cell differentiation and growth, immunology of viral and chemical carcinogenesis, cellular immunology and immunogenetics and biology of metastasis. This committee will terminate March 15, 1975.

Dated: November 11, 1974.

ROBERT S. STONE,
Director,
National Institutes of Health.

[FR Doc. 74-26781 Filed 11-13-74; 8:45 am]

Office of Education

NATIONAL ADVISORY COUNCIL ON EDUCATION PROFESSIONS DEVELOPMENT

Meeting

Notice is hereby given, pursuant to Section 10(a)(2), Pub. L. 92-463, that the

next meeting of the National Advisory Council on Education Professions Development will be held on Wednesday, December 4, 1974, 9 a.m. to 5 p.m., Thursday, December 5, 1974, 9 a.m. to 5 p.m., and Friday, December 6, 1974, 9 a.m. to 2 p.m., local time, at the Fort Brown Motor Hotel, Brownsville, Texas.

The National Advisory Council on Education Professions Development is established under section 502 of the Education Professions Development Act (Pub. L. 90-35). The Council is charged with the review of the Education Professions Development Act and of all other Federal programs for the training and development of educational personnel.

The meeting of the Council shall be open to the public. The proposed agenda includes discussion of the Federal role and legislative proposals in education professions development, the bilingual education field and a tour of bilingual educational facilities in the Brownsville area.

Since the meeting on Thursday, December 5, 1974 involves site visits to bilingual schools in Brownsville, members of the public planning to attend must provide their own transportation and must give advance notice by calling the Council (202-382-8712) or by mail no later than December 2, 1974.

Records shall be kept of all Council proceedings and shall be available for public inspection at the Council offices, located at 1111 20th Street, NW., Suite 308, Washington, D.C. 20036.

Signed at Washington D.C., on November 8, 1974.

DAVID C. NICHOLS,
Acting Director.

[FR Doc.74-26641 Filed 11-13-74; 8:45 am]

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

[Docket No. D-74-301]

SECRETARY, ASSOCIATE REGIONAL COUNSEL FOR PRIVATE MARKETING FINANCING, ATLANTA

Designation; Delegation of Authority To Cause Department Seal To Be Affixed and To Authenticate Copies of Documents

The Secretary's delegation of authority to employees of the Department of Housing and Urban Development to cause the Department seal to be affixed and to authenticate copies of documents as published at 36 FR 23835, December 15, 1971, and amended at 37 FR 23468, November 3, 1972, is further amended by adding paragraph 16 to read as follows:

16. Secretary to the Associate Regional Counsel for Private Market Financing, Atlanta Regional Office, Region IV.

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

Effective date. This amendment of delegation of authority is effective on

publication in the FEDERAL REGISTER November 14, 1974.

JAMES T. LYNN,
*Secretary of Housing
and Urban Development.*

[FR Doc.74-26649 Filed 11-13-74; 8:45 am]

Federal Disaster Assistance Administration [Docket No. D-74-289]

REGIONAL DIRECTORS OF FEDERAL DISASTER ASSISTANCE ADMINISTRATION Redelegation of Authority

Effective August 5, 1974, the Redelegation of Authority from the Administrator of the Federal Disaster Assistance Administration to the Regional Directors of the Federal Disaster Assistance Administration, Docket No. D-74-289, 39 FR 32046, is amended by striking subparagraph 2 in its entirety and renumbering subparagraphs 3 through 9 to become subparagraphs 2 through 8.

THOMAS P. DUNNE,
*Administrator, Federal Disaster
Assistance Administration.*

[FR Doc.74-26650 Filed 11-13-74; 8:45 am]

DEPARTMENT OF TRANSPORTATION

Coast Guard

[74-269]

NEW YORK HARBOR VESSEL TRAFFIC SYSTEM ADVISORY COMMITTEE

Notice of Open Meeting

This is to give notice pursuant to Public Law 92-463, section 10(a), approved October 6, 1972, that the New York Harbor Vessel Traffic System Advisory Committee will conduct an open meeting on Wednesday, December 4, 1974, in the Auditorium of Building 108, Governors Island, New York beginning at 10:30 a.m.

Members of the Committee and their industry positions are:

Admiral John M. Will, USN (Ret.) (Chairman), State of New York Board of Commissioners of Pilots.

Captain H. C. Breitenfeld, United New York Sandy Hook Pilots' Benevolent Association.

Captain W. H. Burrill, State of New Jersey Board of Commissioners of Pilots.

Mr. Richard Dewling, U.S. Environmental Protection Agency.

Commissioner V. J. Fossella, P.E., New York City Department of Marine and Aviation.

Captain T. J. McGovern, United New York Sandy Hook Pilots' Benevolent Association.

Mr. A. Giallorenzi, American Institute of Merchant Shipping-Petroleum Industry Representative.

Mr. A. Hammon, Port Authority of New York and New Jersey.

Captain T. A. King, U.S. Department of Commerce, Maritime Administration.

Commodore F. LINDER, Long Island Sound Commodores Association.

Colonel H. W. LOMBARD, USA, Department of the Army, Corps of Engineers.

Mr. R. W. SANDERS, New York Harbor Panel, Marine Towing and Transportation Industry.

Captain R. D. SANTE, USN, U.S. Navy, Military Sealift Command.

Captain S. M. SELEDEE, American Institute of Marine Underwriters.

Captain J. G. STILLWAGGON, Interport Pilots' Associates, Inc.

Captain K. C. TORRENS, American Institute of Merchant Shipping.

The Agenda for the December 4, 1974 meeting consists of:

1. Status Report of the Executive Committee given by Captain K. C. TORRENS, Chairman of the Executive Committee.

2. Status Report of the Hudson River Sub-Committee given by Captain H. C. BREITENFELD, Chairman of the Hudson River Sub-Committee.

3. Status Report of the Long Island Sound Sub-Committee given by Captain D. M. KENNEDY, Chairman of the Long Island Sound Sub-Committee.

4. Report from the Vessel Traffic System Staff relating to:

a. System Implementation Status Report.

b. Status of Data Collection Project relating to communications and traffic densities.

5. Comments or questions from the floor.

The New York Harbor Vessel Traffic System Advisory Committee was established by the Commander, Third Coast Guard District on April 1, 1973, to advise on the need for, and development, installation and operation of a Vessel Traffic System for the New York harbor. Public members of the Committee serve voluntarily without compensation from the Federal Government, either travel or per diem.

Interested persons may seek additional information by writing Commander H. A. Pledger, Project Officer, Vessel Traffic System, Third Coast Guard District, Governors Island, New York, New York 10004, or by calling (212) 264-0409.

Dated: 23 October 1974.

W. F. REA III,
*Vice Admiral, U.S. Coast Guard,
Commander, Third Coast
Guard District.*

[FR Doc.74-26682 Filed 11-13-74; 8:45 am]

National Highway Traffic Safety Administration

NATIONAL HIGHWAY SAFETY ADVISORY COMMITTEE

Public Meeting

On December 2 and 3, 1974, the National Highway Safety Advisory Committee will hold open meetings at the Quality Inn-Pentagon City, 300 Army-Navy Drive, Arlington, Virginia, and at the DOT Headquarters Building, 400 Seventh Street, SW., Washington, D.C.

The National Highway Safety Advisory Committee is composed of 35 members appointed by the President in accordance with the Highway Safety Act of 1966 (23 U.S.C. 401 et seq.). The Committee consists of representatives of State and local governments, State legislatures, public and private interests contributing to, affected by, or concerned with highway

safety, other public and private agencies, organizations, and groups demonstrating an active interest in highway safety, and research scientists and other experts in highway safety.

The Advisory Committee advises, consults with, and makes recommendations to the Secretary of Transportation on matters relating to the activities of the Department in the field of highway safety. The Committee is specifically authorized (1) to review research projects or programs, and (2) to review, prior to issuance, standards proposed to be issued by the Secretary under the national highway safety program.

On December 2 at 9:00 am at the Quality Inn-Pentagon City Hotel in the Ballroom West the Advisory Committee will meet with the following agenda:

Opening Remarks.
Report of Executive Subcommittee.
New Subcommittee Structure.
New Subcommittee Officers.
New Committee Role and Objectives.

On December 2 at the Quality Inn-Pentagon City in the Ballroom West at 10:00 am the Driver Subcommittee will meet with the following agenda:

Bicyclist Safety.
Advance Notice of Proposed Rulemaking.
Old Business/New Business.

On December 2 at 10 am at the Quality Inn-Pentagon City in the Arlington Room South the Ad Hoc Task Force on Adjudication will meet with the following agenda:

Mandatory Sanctions.
Report and Recommendations.
Future Areas of Task Force Involvement.
Old Business/New Business.

On December 2 at 1:30 pm at the Quality Inn-Pentagon City in the Arlington Room South the Vehicle Subcommittee will meet with the following agenda:

Effect of Truck Size and Weights on Highway Safety.
Effect of Reduced Speed Limits on Highway Safety.
Highway Safety Hazards of Trucking Caused by Excessive Federal Economic Regulation.

At 3:00 pm on December 2 at the Quality Inn-Pentagon City in Parlor C the Ad Hoc Task Force on Driver Education will meet with the following agenda:

Review of Report and Recommendations of Task Force.

On December 3 at 9 am at the DOT Headquarters Building in room 2232 the Highway Environment Subcommittee will meet with the following agenda:

Orientation and Future Plans.

On December 3 at 9:30 am at the DOT Headquarters Building in room 6202 the State-Federal Relations Subcommittee will meet with the following agenda:

Organization of Subcommittee.
Plans for Future State Liaison Meetings.

On December 3 at 10 am at the DOT Headquarters Building in room 2232 the following agenda:

Welcoming Remarks.
Report of Driver Subcommittee.
Report of Adjudication Task Force.
Status Report—DOT Bicycling Program.
Report of State-Federal Relations Subcommittee.
Report of Vehicle Subcommittee.
Report of Highway Environment Subcommittee.
Old business.
Trip reports.
New business.
Future Areas of Committee Involvement.

The above meetings are subject to the approval of the Secretary.

Further information may be obtained from the Executive Secretariat, National Highway Traffic Safety Administration, Department of Transportation, 400 Seventh Street SW., Washington, D.C. 20590, telephone 202-426-2872.

This notice is given pursuant to section 10(a)(2) of Public Law 92-463, Federal Advisory Committee Act (FACA), effective January 5, 1973.

Issued: November 12, 1974.

WM. H. MARSH,
Executive Secretary.

[FR Doc.74-26817 Filed 11-12-74; 3:03 pm]

ATOMIC ENERGY COMMISSION

[Docket No. 50-323; NEPA]

PACIFIC GAS AND ELECTRIC CO.

Hearing

NOVEMBER 7, 1974.

In the Matter of Pacific Gas and Electric Company (Diablo Canyon Nuclear Power Plant, Unit No. 2).

1. Take notice that oral argument on the exceptions filed to the Licensing Board's August 2, 1974 initial decision on National Environmental Policy Act aspects of this construction permit proceeding will be heard at 10:00 am on Wednesday, December 18, 1974 at the Royal Inn, Gold Room A, 214 Madonna Road, San Luis Obispo, California. Counsel should arrange to be in the hearing room no later than 9:45 am.

Each side is allotted one hour for argument; the appellant may reserve a portion of its time for rebuttal. Of course, the parties need not use all the time allotted. The parties should advise the Secretary to this Board by letter, no later than December 8, 1974, of the name of counsel who will present argument.

2. In accordance with our established practice, the Board will review the entire initial decision and the full record underlying it. Unless the parties are advised otherwise by later Board order, the oral argument will be confined to issues raised by the exceptions and the briefs filed in support or in opposition thereto. Counsel will be expected to be fully familiar with the portions of the record bearing upon those issues. In their preparation and presentation of oral argument, counsel may assume that the Board will have carefully examined all briefs on file with it and will therefore be familiar with the positions of the respective parties.

3. Further notice is hereby given that the Board has arranged to visit the Diablo Canyon facility site on Tuesday, De-

ember 17, 1974. All parties to this proceeding are invited to participate in the site visit. Counsel or any other representative of the parties who wish to do so should provide advance notice to Philip Crane, Esquire, Counsel to Pacific Gas & Electric Company. The purpose of the site visit is to facilitate the Board's understanding of the issues raised by the exceptions. Those exceptions assert that methods approved in the initial decision for measuring the potential adverse effects of the facility's coolant discharge on the marine environment are both inadequate and too limited in scope to permit proper evaluation of the effects of certain geographic configurations and local conditions on the facility's coolant discharge plume. The site visit is essential to enable us to put in perspective the descriptions in the record of the relevant physical characteristics and conditions. Of course, all discussion of those characteristics and conditions will be reserved for oral argument the following day.

It is so ordered.

For the Atomic Safety and Licensing Appeal Board.

ROMAYNE M. SKRUTSKI,
Secretary to the
Appeal Board.

[FR Doc.74-26669 Filed 11-13-74; 8:45 am]

CIVIL AERONAUTICS BOARD

[Order 74-10-60; Docket No. 24576, etc.]

ALLEGHENY AIRLINES, INC., ET AL.

Order on Reconsideration

Correction

In FR Doc. 74-24058 appearing at page 37000 of the issue of Wednesday, October 16, 1974, the following changes should be made:

1. In the second column on page 37001, in the 15th line of the first paragraph under "The Memphis-Nashville-Indianapolis Markets", the word "circuitous" should read "non circuitous."

2. In footnote 6 to that same paragraph (referenced in the last line of the column), the word "circuit" in the fourth line should read "circuitry."

3. In the third full paragraph in the first column on page 37002, the word "circuitry" in the 8th line should read "circuitry."

4. On page 37003, in the second paragraph under "The North Central Markets", the word "circuitry" appearing in the 6th and 11th lines should read "circuitry."

[Docket No. 27030; Order 74-9-110]

IBERIA, LINEAS AEREAS de ESPANA, S.A.

Order Regarding Use of a Trade Name

Correction

In FR Doc. 74-23049 appearing on page 35702 in the issue of Thursday, October 3, 1974, the following should be inserted immediately preceding the first paragraph:

"Issued under delegated authority, September 30, 1974."

FLYING TIGER LINE INC.

Notice of Meeting

Notice is hereby given that a briefing will be made by The Flying Tiger Line Inc. on November 19, 1974, at 4 p.m. (local time), in Room 1027, Universal Building, 1825 Connecticut Avenue, N.W., Washington, D.C., on the overall economic condition of the carrier.

Dated at Washington, D.C., November 11, 1974.

[SEAL] EDWIN Z. HOLLAND,
Secretary.

[FR Doc. 74-26716 Filed 11-13-74; 8:45 am]

[Docket No. 26487; Order 74-11-47]

TRANSATLANTIC, TRANSPACIFIC, AND
LATIN AMERICAN MAIL RATES

Order To Show Cause

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 11th day of November, 1974.

By Order 74-10-15, dated October 4, 1974, the Board directed the parties to show cause why the Board should not establish a 13.36 percent fuel surcharge to the temporary international mail rates, effective March 8, 1974. The Flying Tiger Line Inc. (FTL), Pan American World Airways, Inc. (Pan American), and the Department of Transportation (DOT) indicated in responses to the show cause order that they believed the proposed surcharge to be inadequate, and they urged the Board to consider further increases in the temporary mail rates.¹

In addition, Pan American had previously requested the Board to consider establishing temporary rates at levels higher than those proposed in the show cause order in an answer² to the motion to expedite filed in this proceeding by DOT. Responses to Pan American's request for higher temporary rates were filed by the Postal Service and the Department of Defense (DOD).

Pan American stated in response to the fuel surcharge show cause order that the Board's proposal was inadequate with respect to increases in the cost of fuel and did not deal with cost increases other than those for fuel. The carrier referred the Board to the temporary rates it had proposed in its answer filed October 3, 1974, which by its calculations would result in a retroactive increase of about \$9 million and an increase in annual revenues of approximately \$17 million for Pan American. In arriving at these proposed rates, the carrier calculated in-

¹ The parties did not object to the establishment of the proposed fuel surcharge *per se* (FTL filed a notice of objection which it subsequently withdrew), and the proposed surcharge was subsequently adopted by the Board, Order 74-10-125, dated October 24, 1974.

² Dated October 3, 1974.

creases in common economic unit costs³ applicable to all traffic for U.S. scheduled international air carriers incurred since international mail rates were established in the late 1960's⁴ (exclusive of increases in fuel costs for the period after September 30, 1973). In addition, the mail rates were adjusted by Pan American to reflect the fuel-related percentage increases in IATA passenger fares which have been approved by the Board since January 1, 1974.

FTL in an answer dated October 21, 1974, withdrew its objection to the temporary rates proposed by Order 74-10-15 so that the industry could obtain urgently needed funds. However, FTL pointed out that the proposed fuel surcharge covers only those fuel cost increases incurred through February 1974 and ignores subsequent fuel cost increases experienced by the U.S. carriers offering international mail services.⁵ Moreover, FTL maintained that the Board's approach to the setting of temporary international mail rates is deficient since it fails to consider increases in non-fuel related carrier costs.⁶ Thus, FTL believes that the Board should at the minimum establish temporary rates to reflect those recognized cost increases.⁷

In a response dated October 15, 1974, DOT urges the Board to finalize the rates proposed by Order 74-10-15 as an interim temporary increase and issue another show cause order proposing a further temporary increase. DOT believes the troubled financial condition of Pan American and Trans World Airlines, Inc. (TWA) requires that temporary mail rates be established at levels equal to the best available cost estimates of carrying mail and at least should fully bear the escalation of fuel prices. DOT maintains that the temporary rates proposed by the Board do not reflect a full pass-through of increased fuel costs nor do they include any element for general cost increases. Thus, DOT believes a further fuel-related increase in the temporary rates is necessary and concludes

³ The term common economic unit cost as used by Pan American and the Postal Service refers to those costs common to all traffic which excludes passenger service promotion and sales and associated general and administrative costs. The costs also include return and taxes and are translated into average cost per revenue-ton-mile.

⁴ Transatlantic and Transpacific Service Mail Rates 49 C.A.B. 41 (1968) and Latin American Service Mail Rates for Priority Mail, Order 69-10-149 dated October 30, 1969.

⁵ FTL alleges that the cost of fuel has increased 10 percent during the period March-August 1974.

⁶ FTL maintains that non-fuel related carrier costs have increased approximately 30 percent for the period 1968 through June 30, 1974.

⁷ FTL states that it intends to file a petition seeking an additional increase in the temporary mail rates applicable to international services in which it will fully delineate the increased costs incurred and the specific rate adjustment needed.

that a 6.3 cent per revenue-ton-mile fuel pass-through would constitute a reasonable surcharge.⁸

On October 23, 1974, the Postal Service filed an answer to the temporary rates proposed by Pan American in its October 3, 1974 response.⁹ The Postal Service contends that the current mail rates were not cost-based but rather were agreed to by the parties to terminate a formal proceeding and thus Pan American's comparison technique is flawed.¹⁰ Moreover, the Postal Service points out that Pan American's methodology includes two different rates of return which produces an artificially high increase in the current over base-year costs. Finally, the Postal Service believes that rates set forth in Pan American's answer are excessive since mail revenue-ton-miles (RTM) have declined as a percentage of total RTM's in the Atlantic and Pacific rate areas.¹¹ However, the Postal Service does propose non-fuel related increases in the temporary rates which it would regard as fair and reasonable on a temporary basis.¹²

The DOD stated in its response to Pan American's proposed temporary rates that it does not oppose rates which reflect increases other than those for fuel. However, the DOD argued that the carrier had overstated the cost increases that should be attributed to mail, noting specifically the carrier's failure to consider reductions in mail traffic as a percentage of total traffic. DOD urged the Board to adjust the allocation of costs to reflect this change in traffic mix.

On November 1, 1974, Pan American filed a reply to the responses by the Postal Service and DOD, with a motion for leave to file an unauthorized document. In the absence of any objection, we will grant the motion. Pan American contends, *inter alia*, that: (1) Postal Service index computations for MOM and SAM common economic costs are inconsistent in that they are based upon a worldwide average cost in the base year related to only the transatlantic and transpacific average costs in the current year; and, (2) the Postal Service's argument that the prior final rates, which serve as the current base temporary rates, were not cost based and, therefore, should not be the base for the current temporary

⁸ DOT also indicates that it will shortly file a pleading with the Board proposing a further temporary increase for non-fuel related cost increases.

⁹ The postal Service filed its answer pursuant to § 302.303(d) of the Board's Procedural Regulations claiming that Pan American's purported answer of October 5, 1974 was in fact a petition for the establishment of temporary rates.

¹⁰ The Postal Service maintains that the use of Pan American's technique would produce temporary rates at levels ranging from 108 to 135 percent of current economic costs.

¹¹ Only in Latin America have mail RTM's increased as a percentage of total RTM's.

¹² These increases range from 1.6 percent in the Pacific to 36.2 percent in Latin America.

rate determinations is in error. With respect to the first point, Pan American claims that the index and its application should both be based either on worldwide average costs or the transatlantic/transpacific average costs in the base and for the current periods. As to the second item, Pan American states that the prior final rates were submitted by the parties and recognized by the Board as the result of cost analyses of international services performed by U.S.-flag carriers,¹² and that the variations from common economic costs reflect adjustments for extreme directionality, densities and priorities for the international mail traffic.¹⁴

Upon review of these pleadings and other relevant matters, we have determined that an increase in the temporary international mail rates retroactive to March 8, 1974 is necessary. Based upon the findings set forth below and in the appendices attached hereto, we tentatively conclude that the Transatlantic, Transpacific, and Latin American temporary rates should be increased by 26.96 percent, 14.96 percent, and 49.56 percent, respectively; that the temporary rates for MOM and SAM should be increased by 42.56 percent and 26.86 percent, respectively; and, that these increases constitute a reasonable adjustment for temporary rate purposes.¹⁵

In its answer of October 3, Pan American set out the trend of common economic costs per revenue-ton-mile (exclusive of fuel costs) for international services from the base period for the prior final service mail rates to the current operations performed in the year ended June 30, 1974.¹⁶ The carrier, starting with the percentage increase in the unit costs, then added percentage rate impacts for increased fuel costs in addition to annualized labor and material cost increases effective August 1 and October 1, 1974. Exclusive of the annualizations for labor and material costs, this methodology appears to be consistent with that employed by the Board in 1964,¹⁷ 1966,¹⁸ 1968,¹⁹ and 1969²⁰ to adjust the various international priority mail rates reflecting changing trends in common economic costs per revenue-ton-mile, including provision for return and taxes. However, as noted previously, the Postal Service took exception to Pan American's application of the method-

ology, and we find its exceptions to be well taken. We agree with the Postal Service contention that, as a maximum, the temporary mail rate levels should not exceed the common economic unit costs.²¹ The temporary rate adjustments set forth by Pan American in its answer filed October 3, 1974 appear to exceed reasonable levels based upon the limited data on hand. However, in its reply of November 1, 1974, Pan American has raised a valid question as to the use by the Postal Service of different geographic areas in deriving common economic cost estimates for MOM and SAM services for the base and current periods. Therefore, we will adjust the Postal Service averages to recognize increases based upon the same geographic areas for MOM and SAM current common economic unit-cost estimates,²² thus producing increases of 29.2 and 13.5 percent, respectively, and temporary rates of 28.22 cents and 14.76 cents per mail ton-mile exclusive of a fuel surcharge.

In accepting, for temporary rate purposes, the methodology proposed by the Postal Service, as modified herein, we do not, of course, prejudice the ultimate issues in the final rate proceeding. It is clear that a detailed analysis of the relevant data and an allocation of operating costs in the international mail services would undoubtedly produce different results from the rate adjustments arrived at herein. However, as we stated in our recent order proposing a fuel-related increase in the temporary rates,²³ such a detailed costing must await the development of the facts in the establishment of final rates. In the interim, we tentatively conclude that the temporary rates proposed herein are reasonable bearing in mind that the total rates are subject to a final adjustment retroactive to March 8, 1974.

The rate methodology of the Postal Service, which is herein proposed for the establishment of temporary international service mail rates, fails to assign different classes of traffic allocations of common economic cost based upon differing characteristics of the several traffics. Costing principles involving priority, space requirements, directional imbalance, and other unique cost attributes of mail versus other traffics should be determined after investigation produces a proper evidentiary record.

In view of the prevailing financial dilemma of some of the air carriers, and the willingness of the Postal Service to pay the increased temporary rate levels, to which we give great weight, it appears altogether proper for the Board to accord the carriers prompt revenue relief.

²¹ By an index basing, these cost units were extended to the nonpriority MOM and SAM rates to arrive at the maximum rates proposed by the Postal Service for these classes of mail.

²² Predicated on a base-year average for transatlantic and transpacific common economic costs per revenue-ton-mile of 25.38 cents.

²³ Order 74-10-15.

The rate-making responsibility of the Board can be fully exercised in the determination of final rates notwithstanding this response to the emergency need of the air carriers.

Based on the foregoing, the Board tentatively finds and concludes that the fair and reasonable temporary rates to be paid to the carriers on or after March 8, 1974, for the transportation of military ordinary mail (MOM), space available mail (SAM), and all other mail by aircraft, the facilities used and useful therefor, and the services connected therewith for the services under investigation herein are those set forth in Appendix B attached hereto for the areas set forth therein.

It is ordered, That:

1. Pan American's motion to file an unauthorized document is hereby granted, and its reply dated November 1, 1974, is accepted;

2. Airliift International Inc., Alaska Airlines, Inc., American Airlines, Inc., Braniff Airways, Inc., Continental Air Lines, Inc., Delta Air Lines, Inc., Eastern Air Lines, Inc., The Flying Tiger Line Inc., Hughes Air Corp., d/b/a Hughes Airwest, Mackey International, Inc., National Airlines, Inc., Northwest Airlines, Inc., Pan American World Airways, Inc., Seaboard World Airlines, Inc., Trans World Airlines, Inc., United Air Lines, Inc., Western Air Lines, Inc., the Postmaster General, the Department of Defense, and the Department of Transportation are directed to show cause why the Board should not establish for the period on and after March 8, 1974, the fair and reasonable temporary rates, as set forth in Appendix B attached hereto,²⁴ to be paid for the transportation of mail by aircraft, the facilities used and useful therefor and the services connected therewith in the areas specified in Appendix B;

3. The terms and conditions applicable to the transportation of each class of mail at the rates proposed herein shall be those set forth in Order 68-9-8, September 4, 1968, as amended, for MOM; Order E-25654 (47 C.A.B. 957 (1967)), as amended for SAM; Order 68-9-9, September 4, 1968, as amended, for Transatlantic and Transpacific mail; and Order 69-10-149, October 30, 1969, as amended, for Latin American mail. The mail ton-miles shall be based upon non-stop great-circle ton-miles in accordance with Order 73-4-16, April 3, 1973;

4. Further procedures herein shall be in accordance with 14 CFR Part 302, and, if there is any objection to the rates or to the related findings and conclusions proposed herein, notice thereof shall be filed within 8 days after the date of service of this order, and, if notice is filed, written answer and supporting documents shall be filed within 15 days after date of service of this order;

²⁴ This order is not intended to disturb the other service or subsidy mail rates established, or to be established, by separate order of the Board. Appendix B is filed as part of the original document.

¹² Order 68-8-21, August 6, 1968.

¹³ Adjustments proposed by the Postal Service in Order 69-10-65, October 14, 1969.

¹⁴ The temporary rates proposed by Order 74-10-15, October 4, 1974, and finalized by Order 74-10-125, October 24, 1974, to be effective from March 8, 1974, include a fuel factor of 13.36 percent which would be superseded by the rates proposed herein.

¹⁵ Inclusive of provision for return and taxes, as indicated on Appendix B therein.

¹⁶ Order E-21458, October 28, 1964 and Order E-21514, November 19, 1964.

¹⁷ Orders E-23642, May 5, 1966 and E-23753, May 31, 1966.

¹⁸ Orders 68-8-21, August 6, 1968 and 68-9-9, September 4, 1968.

¹⁹ Orders 69-10-65, October 14, 1969 and 69-10-149, October 30, 1969.

5. If notice of objection is not filed within 8 days or if notice is filed and answer is not filed within 15 days after service of this order or, if an answer timely filed raises no material issue of fact, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed herein and fix the rates specified herein;

6. If notice of objection and answer are filed presenting issues for hearing, issues going to the establishment of the fair and reasonable temporary rates herein shall be limited to those specifically raised by such answers except as otherwise provided in 14 CFR § 302.307; and

7. This order shall be served upon the parties listed in paragraph 2 above.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.²

[SEAL] EDWIN Z. HOLLAND,
Secretary.

[FR Doc. 74-26717 Filed 11-13-74; 8:45 am]

DEFENSE NUCLEAR AGENCY ADVANCED MISSILE RESEARCH GROUP

Notice of Meeting

The next meeting of the Advanced Missile Materials Research (AMMRES) Group, sponsored by the Defense Nuclear Agency (DNA), will be held during the period 5-6 December 1974 at the Air Force Weapons Laboratory, Kirtland Air Force Base, New Mexico. AMMRES members will evaluate MIGHTY EPIC (which is a future underground test at the Nevada test site) advanced materials proposals. Since all of the MIGHTY EPIC proposals contain classified information, the meeting will be closed to the public under the provisions of sections 552(b) (1) and (3) of Title 5, United States Code.

J. F. MOULTON, Jr.,
Chief, Aerospace
Systems Division.

[FR Doc. 74-26630 Filed 11-13-74; 8:45 am]

ENVIRONMENTAL PROTECTION AGENCY

[(FRL 293-8); OPP-32000/141]

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

² Minetti and West, members, filed a joint dissent, which, along with appendices A and B, is filed as part of the original document.

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-31, East Tower, 401 M Street SW., Washington, D.C. 20460.

On or before January 13, 1975, 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, 1972, 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 preserve 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 January 13, 1975.

APPLICATIONS RECEIVED

EPA File Symbol 3862-LU. A.B.C. Compounding Co., Inc., PO Box 932, Atlanta GA 30301. CHERRY-O-DIS 19-30 CHERRY ODOR DISINFECTANT. Active Ingredients: n-Alkyl (60% C14, 30% C16, 5% C12, 5% C18) dimethyl benzyl ammonium chlorides 1.6%; n-Alkyl (68% C12, 32% C14) dimethyl ethylbenzyl ammonium chlorides 1.6%; Sodium Carbonate 3.0%. Method of Support: Application proceeds under 2(b) of interim policy.

EPA File Symbol 3862-LG. A.B.C. Compounding Co., Inc. LEM-O-DIS 19-30 LEMON ODOR DISINFECTANT. Active Ingredients: n-Alkyl (60% C14, 30% C16, 5% C12, 5% C18) dimethyl benzyl ammonium chlorides 1.6%; n-Alkyl (68% C12, 32% C14) dimethyl ethylbenzyl ammonium chlorides 1.6%; Sodium Carbonate 3.0%. Method of Support: Application proceeds under 2(b) of interim policy.

EPA File Symbol 3862-LL. A.B.C. Compounding Co., Inc. PINE-O-DIS 19-30 PINE ODOR DISINFECTANT. Active Ingredients: n-Alkyl (60% C14, 30% C16, 5% C12, 5% C18) dimethyl benzyl ammonium chlorides 1.6%; n-Alkyl (68% C12, 32% C14) dimethyl ethylbenzyl ammonium chlorides 1.6%; Sodium Carbonate 3.0%. Method of Support: Application proceeds under 2(b) of interim policy.

EPA File Symbol 3862-LA. A.B.C. Compounding Co., Inc. MINT-O-DIS 19-30 MINT ODOR DISINFECTANT. Active Ingredients: n-Alkyl (60% C14, 30% C16, 5% C12, 5% C18) dimethyl benzyl ammonium chlorides 1.6%; n-Alkyl (68% C12, 32% C14) dimethyl ethylbenzyl ammonium chlorides 1.6%; Sodium Carbonate 3.0%. Method of Support: Application proceeds under 2(b) of interim policy.

EPA Reg. No. 3125-252. Chemagro, Div. of Baychem Corp., PO Box 4913, Kansas City MO 64120. DASANIT+DI-SYSTON 7½%-7½% GRANULAR INSECTICIDE-NEMATOCIDE. Active Ingredients: O,O-Diethyl s-[2-(ethylthio)ethyl] phosphorodithioate 7.5%; O,O-Diethyl O-[p-(methylsulfonyl)phenyl] phosphorothioate 7.5%. Method of Support: Application proceeds under 2(b) of interim policy.

EPA Reg. No. 3125-277. Chemagro, Div. of Baychem Corp., PO Box 4913, Kansas City MO 64120. SENCOR 50% WETTABLE POWDER HERBICIDE. Active Ingredients: 4-Amino-6-tert-butyl-3-(methylthio)-s-triazin-5-(4H)-one 50%. Method of Support: Application proceeds under 2(b) of interim policy.

EPA File Symbol 1130-T. Burnishne Products, Inc., 8140 N. Ridgeway Ave., Skokie IL 60078. KRYSTYL-EEN LAST TANK SANITIZER. Active Ingredients: n-Alkyl (60% C14, 30% C16, 5% C12, 5% C18) dimethyl benzyl ammonium chlorides 20%; n-Alkyl (68% C12, 32% C14) dimethyl ethylbenzyl ammonium chlorides 20%. Method of Support: Application proceeds under 2(b) of interim policy.

EPA File Symbol 991-EO. Camie-Campbell, Inc., 925 Watson Industrial Park, St. Louis MO 63126. PLEASANTLY SCENTED CAMICIDE TWO IN ONE INDUSTRIAL STRENGTH FLYING AND CRAWLING INSECT KILLER. Active Ingredients: Pyrethrins 0.05%; Piperonyl butoxide, technical 1.00%; N-octyl bicycloheptene dicarboximide 1.67%; Petroleum distillate 11.83%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA Reg. No. 239-2286. Chevron Chemical Co., 840 Hensley St., Richmond CA 94804. CHEVRON ORTHO 'GRAMOXONE' CL. Active Ingredients: Paraquat dichloride (1,1'-dimethyl - 4,4'-bipyridinium dichloride) 29.1%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 33436-R. Clean-Flo Laboratories, Inc., 4334B Shady Oak Rd., Hopkins MN 55343. CLEAN-FLO LAKE CLEANSER. Active Ingredients: Calcium sulfate 80.0%; Aluminum sulfate 17.0%; Boric acid 1.0%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 33436-E. Clean-Flo Laboratories, Inc., 4334B Shady Oak Rd., Hopkins MN 55343. CLEAN-FLO II. Active Ingredients: Aluminum sulfate 55.0%; Calcium sulfate 42.0%; Boric acid 1.0%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 9444-GA. Cline-Buckner, Inc., 16317 Piuma Ave., Cerritos CA 90701. PURGE TOTAL RELEASE INSECTICIDE WITH VAPONA AND BAYGON. Active Ingredients: 2,2-dichlorovinyl Dimethyl Phosphate 6.50%; related compounds 0.50%; O-Isopropoxyphenyl methylcarbamate 1.00%; Epichlorohydrin 0.25%; Petroleum distillates 6.00%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 1803-EG. Continental Chemical Co., PO Box 15318, Sacramento CA 95815. CON-O POOL CHLORINE. Active Ingredients: Sodium Hypochlorite 12.50%. Method of Support: Application proceeds under 2(c) of interim policy.

- EPA File Symbol 19713-RE. Drexel Chemical Co., 2602 Corporate Ave. E., Suite 1, PO Box 31023, Memphis TN 38132. DREXEL DEFOLIANT DEFOLIANT WITH FIRE RETARDANT. Active Ingredients: Sodium Chlorate 28.0%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA Reg. No. 352-247. E. I. DuPont De Nemours & Co., Inc., Biochemicals Dept., Legal Dept., Wilmington DE 19898 KARMEX DIURON WEED KILLER. Active Ingredients: Diuron [3-(3,4-dichlorophenyl)-1,1-dimethylurea] 80%. Method of Support: Application proceeds under 2(a) of interim policy.
- EPA File Symbol 4704-UG. J. C. Ehrlich Chemical Co., Inc., 800 Iesters Lane, Reading PA 19605. MAGIC CIRCLE FOOD PLANT SPRAY. Active Ingredients: Pyrethrins 0.400%; Piperonyl butoxide, technical 0.800%; N-octyl bicycloheptene dicarboximide 1.335%; Petroleum distillate 97.465%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 12454-T. Environmental 2000 LTD., 924 Fourth Ave. S., Denison IA 51442. E-2000 BRITEN CLEAR WATER CLARIFIER AND ALGAE INHIBITOR. Active Ingredients: Aluminum Sulfate 14.0%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA Reg. No. 279-2445. FMC Corp., 100 Niagara St., Agricultural Chem. Div., Middleport NY 14105. C-O-C-S ZINC 24-24. Active Ingredients: Copper expressed as metallic 24.00%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 534-II. FS Services, Inc., 1701 Towanda Ave., Bloomington IL 61701. FARMTOWN LAWNFOOD PLUS 11-4-7 BALANCED FEEDING AND PREVENTS CRABGRASS. Active Ingredients: Dimethyl Tetrachloroterephthalate 2.28%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 270-RNT. Farnam Co., PO Box 21447, Phoenix AZ 85036. FARNAM ROLL-ON FLY REPELLENT AA FOR HORSES, PONIES. Active Ingredients: Pyrethrins 0.40%; Piperonyl Butoxide Technical (Equivalent to 0.80% (Butylcarbityl) (6-Propylpiperonyl), ether and 0.20% of related compounds) 1.00%; Di-n-Propyl isocinchomerone 1.00%; N-octyl-Bicycloheptene Dicarboximide 0.40%; Pine Oil 4.00%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA Reg. No. 410-80. Franklin Laboratories Inc., 1777 S. Bellaire St., Denver CO 80222. FRANKLIN LOUSE-FLY KILLER A DUSTING POWDER. Active Ingredients: 2-chloro-1-(2,4,5-trichlorophenyl) vinyl dimethyl phosphate 3.00%. Method of Support: Application proceeds under 2(b) of interim policy.
- EPA File Symbol 7124-GG. Alden Leeds, Inc., 55 Jacobus Ave., South Kearny NJ 07032. NEW NUCLO GRANULAR POOL CHLORINE WITH LO LEVEL STABILIZER FOR SPARKLING POOL WATER. Active Ingredients: 1,3-dichloro-5,5-dimethyl hydantoin 90%; cyanuric acid 10%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 5967-RUU. Moyer Chemical Co., 1310 Bayshore Highway, PO Box 945, San Jose CA 95108. MOYER MALATHION SPRAY No. 8-E. Active Ingredients: Malathion 79.62%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA Reg. No. 33576-26. Olin Water Services, 120 Long Ridge Rd., Kansas City KS 66115. OLIN 3202. Active Ingredients: Bis (tributyltin) oxide 2.38%; n-Alkyl (60% C14, 30% C12, 5% C18) dimethyl benzyl ammonium chlorides 6.25%; n-Alkyl (50% C12, 30% C14, 17% C16, 3% C18) dimethyl ethylbenzyl ammonium chlorides 6.25%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 4758-RRO. Pet Chemicals, Inc., PO Box 660656, 7781 NW. 73rd Court, Miami Springs FL 33166. HOLIDAY INDOOR FOGGER KILLS ALL EXPOSED ROACHES, ANTS, TICKS, FLEAS, FLYING MOTHS, SPIDERS, SCORPIONS. Active Ingredients: (5-Benzyl-3-furyl) methyl 2,2-dimethyl-3-(2-methylpropenyl cyclopropanecarboxylate) 1.00%; Related compounds 0.136%; 2,2-Dichlorovinyl dimethyl phosphate 0.47%; Related compounds 0.03%; Aromatic petroleum hydrocarbons 1.324%; Petroleum distillate 9.192%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 34873-R. Prokem, PO Box 911, Lewisville TX 75067. PRO-KEM "PURE WHITE" WATERBUG & ROACH KILLER POWDER. Active Ingredients: Boric Acid 50%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 491-ERA. Selig Chemical Industries, 840 Selig Dr., SW, Atlanta GA 30336. DRB-74. Active Ingredients: Pyrethrins 3%; Piperonyl butoxide, technical 6%; N-octyl bicycloheptene dicarboximide 10%; Petroleum distillate 81%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 491-ERT. Selig Chemical Industries, 840 Selig Dr., SW, Atlanta GA 30336. SELIG SUPER SE-FLY-GO. Active Ingredients: Pyrethrins 1.50%; Piperonyl butoxide, technical 3.00%; N-octyl-bicycloheptene dicarboximide 5.00%; Petroleum distillate 90.50%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 11849-RT. Silak Co., PO Box 173, Hospers IA 51238. SILAK VAPONA INSECTICIDE SCATTER BAIT. Active Ingredients: 2,2-dichlorovinyl dimethyl phosphate 0.46%; Related Compounds 0.04%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 11849-RA. Silak Co., Inc., PO Box 173, Hospers IA 51238. SILAK 1% VAPONA INSECTICIDE READY-TO-USE ANIMAL SPRAY SOLUTION. Active Ingredients: 2,2-dichlorovinyl dimethyl phosphate 0.93%; Related Compounds 0.07%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 3743-GUG. Southern Agricultural Chemicals, Inc., PO Drawer 527, Kingstree SC 29556. ROYAL BRAND MANEB-LINDANE SPRAY. Active Ingredients: Maneb (Manganese ethylenedisulfocarbamate) 48%; Gamma Isomer of benzene hexachloride (from Lindane) 10%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 476-ERAU. Stauffer Chemical Co., 1200 S. 47th St., Richmond CA 94804. ASPON 67.64% MANUFACTURING CONCENTRATE SOIL INSECTICIDE. Active Ingredients: 0,0,0-Tetrapropyl Dithiopyrophosphate 67.64%; Xylene Range Aromatic Hydrocarbon Solvent 15.72%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 1148-RROG. Thompson-Hayward Chemical Co., 5200 Speaker Rd., Kansas City KS 66110. DED-WEED AMINE-T AMINE SALT. Active Ingredients: Triethylamine Salt of 2,4,5-Trichlorophenoxyacetic Acid 57.0%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA Reg. No. 1386-559. Universal Cooperatives, Inc., 111 Glamorgan St., Alliance OH 44601. UNICO BAN AMINE WEED KILLER. Active Ingredients: Dimethylamine salt of dicamba (3,6-dichloro-o anisic acid) 183%; Dimethylamine salt of related acids 2.4%; Dimethylamine salt of 2,4-Dichlorophenoxyacetic Acid 30.5%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA Reg. No. 8177-11. The Valspar Corp., 200 Sayre St., Rockford IL 61101. VALSPAR ANTI-FOULING BOTTOM PAINT 3594 ESCOLUX BRONZE. Active Ingredients: Copper as metal 36.2%; Copper Oxide 0.56%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 550-RNR. Van Waters & Rogers, PO Box 3200, San Francisco CA 94119. GUARDSMAN PENTA CONCENTRATE. Active Ingredients: Pentachlorophenol 35.2%; other Chlorophenols and related compounds 4.8%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 10367-A. N. I. Weinberg Co., 17th & Walnut, Louisville KY 40203. STAPH CLEAN DISINFECTANT CLEANER. Active Ingredients: Alkyl (C14 90%, C12 5%, C16 5%) dimethyl dichlorobenzyl ammonium chloride 1.25%; Alkyl (C14 90%, C12 5%, C16 5%) dimethyl ethyl ammonium bromide 1.25%; Isopropanol 0.63%; Sodium carbonate 2.00%; Ethylenediaminetetraacetic acid, tetrasodium salt 0.38%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 10367-G. N. I. Weinberg Co. STAPH CLEAN LEMON SCENT DISINFECTANT CLEANER. Active Ingredients: Alkyl (C14 90%, C12 5%, C16 5%) dimethyl dichlorobenzyl ammonium chloride 2.50%; Alkyl (C14 58%, C16 28%, C12 14%) dimethyl benzyl ammonium chloride 1.25%; Alkyl (C14 90%, C12 5%, C16 5%) dimethyl ethyl ammonium bromide 1.25%; Isopropanol 0.63%; Sodium carbonate 2.00%; Ethylenediaminetetraacetic acid, tetrasodium salt 0.38%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 10367-U. N. I. Weinberg Co. LEMON SCENT DISINFECTANT. Active Ingredients: Alkyl (C14 58%, C16 28%, C12 14%) dimethyl benzyl ammonium chloride 4.0%; Isopropanol 2.0%; Essential oils 0.5%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 35138-R. Winco Chemical Co., PO Box 104, Jackson MS 39205. WINCO FOGOUT. Active Ingredients: (5-Benzyl-3-furyl) methyl 2,2-dimethyl-3-(2-methylpropenyl)cyclopropanecarboxylate 0.500%; Related compounds 0.068%; Aromatic petroleum hydrocarbons 0.662%; Petroleum distillate 98.750%. Method of Support: Application proceeds under 2(c) of interim policy.

Dated: November 5, 1974.

MARTIN H. ROGOFF,
Acting Director,
Registration Division.

[FR Doc.74-26498 Filed 11-13-74; 8:45 am]

[FRL 294-5; OPP-180030]

ARMY CORPS OF ENGINEERS
Receipt of Application for Specific
Exemption To Control Water Hyacinth

The Army Corps of Engineers has applied to the Environmental Protection Agency (EPA) for a specific exemption to use 2,4-D to control water hyacinth in the Sabine, Ouachita, and Pearl Rivers in Louisiana. This specific exemption, if

granted, will be valid for no longer than one (1) year from the date of approval by the EPA.

This application is in accordance with the provisions of section 18 (40 CFR Part 166) of the Federal Insecticide, Fungicide, and Rodenticide Act, as amended (86 Stat. 973). Part 166 was issued on December 3, 1973 (38 FR 33303), and prescribes the requirements for exemption of Federal and State agencies for the use of pesticides under emergency conditions.

This notice does not indicate a decision by this Agency on the application. Interested parties may review the application in the Office of the Director, Registration Division (WH-567), Office of Pesticide Programs, EPA, 401 M St., SW., Room E-347, Washington, D.C. 20460.

Dated: November 7, 1974.

JAMES L. AGEE,
Assistant Administrator for
Water and Hazardous Materials.

[FR Doc.74-26626 Filed 11-13-74; 8:45 am]

[FRL 291-3]

VOLUNTARY SELF-CERTIFICATION PROGRAM FOR CERTAIN AFTERMARKET PARTS

Advance Notice of Proposed Guidelines

SUMMARY

The purpose of this advance notice is to outline a proposed program for the voluntary self-certification of certain automotive aftermarket parts. The Agency has determined that such a program is essential if the warranty, recall, antitampering, and maintenance instructions provisions of the Clean Air Act are to be fully implemented while allowing the aftermarket parts industry the opportunity to protect its market and the consumer the right to select from a variety of acceptable parts. Parts covered by the program would be those which are important to vehicle or engine emissions performance. The program would focus on developing standards for such parts that would result in economical testing methods and procedures to demonstrate that parts built to such standards do not cause vehicles or engines in which the parts are installed to exceed applicable emissions standards. EPA and vehicle owners will then have a basis for assuring that installation of a certified part in a vehicle does not jeopardize the emission control warranty coverage and recall protection which the Clean Air Act requires vehicle and engine manufacturers to provide. Likewise, manufacturers of certified parts will have a basis for advertising that installation of their products does not constitute tampering which is prohibited under the Act. A basis will also exist for encouraging uniformity in state and local laws aimed at emissions-related aftermarket parts.

An EPA approved "label" is under consideration for the use of manufacturers of certified parts. Manufacturers desir-

ing to certify aftermarket parts would be required to agree to abide by the conditions of the program before they may use the label and claim that their product is certified. These conditions may include:

(a) Providing *warranty* coverage to consumers that installation of a certified part, according to instructions, will not cause the vehicle or engine in which the part is installed to exceed applicable emission standards within the useful life of the vehicle or engine or the recommended service period of the part, whichever comes first;

(b) Agreeing to *recall* certified parts in certain cases where the part is improperly certified;

(c) Agreeing to *withdraw certification* in certain instances when the part is improperly certified;

(d) Agreeing to keep certain *records* and to allow the EPA reasonable access to these records and to manufacturing premises.

The bulk of the work necessary to the program's success, especially on the technical guidelines, would be accomplished by the automotive industry under the coordination of the Automotive Liaison Council. Proposed standards for the various parts covered in the program and other guidelines for the program would be published in the FEDERAL REGISTER as soon as the Agency concurs with the Council that such guidelines are ready for publication.

BACKGROUND

"Aftermarket parts" are those parts, components, and systems intended for in-use vehicles and engines which are not identical to "original equipment." They are not subject to EPA's program for the certification of new vehicles and engines.

Since the enactment of the Clean Air Act of 1970, 42 U.S.C. section 1857 *et seq.*, the manufacturers of aftermarket parts have expressed concern to EPA regarding the potential impact on their industry of various provisions of the Act. They claim that rigidly enforced 5 year/50,000 mile *emissions warranties* (under section 207(a) and section 207(b) of the Act) could cause a substantial loss of their market in favor of original equipment. They are also concerned about the *recall* provisions (section 207(c) (1)), the provision requiring that *maintenance instructions* be provided to the ultimate purchaser of a vehicle (section 207(c) (3)), and the *antitampering* provision (section 203(a) (3)) of the Act. The potential for a plethora of *conflicting state laws* regulating the aftermarket has also caused great concern.

The concern of the aftermarket parts manufacturers over the antitampering provisions led to the promulgation on December 22, 1972, of an "Interim Tampering Enforcement Policy" by EPA's Mobile Source Enforcement Division in which a policy was set forth whereby parts manufacturers could provide assurance to vehicle dealers that installation of aftermarket parts does not cause applicable emission standards for the

vehicle or engine in which the part is installed to be exceeded and, hence, does not constitute tampering. The Interim Policy (which was republished on June 25, 1974, with minor modifications) has done much to quell objections raised by the aftermarket parts industry in the area of tampering enforcement, but it is not a permanent solution. The Policy does not adequately delineate different categories of aftermarket parts (e.g., the distinction between "replacement parts" and "add-on parts"). Nor does it specify standards, testing methods and procedures that will assure the adequacy of the parts, short of subjecting the entire vehicle or engine in which the part is installed to the complete Federal Test Procedure (FTP), possibly including durability testing. Although the FTP is presently the basic criterion for determining the impact of parts on vehicle and engine emissions, the time and expense of subjecting many aftermarket parts—even just prototype parts—to the FTP would be prohibitive to much of the industry. The Interim Policy did not attempt to address the aftermarket's concern with the warranty, recall, and maintenance instructions provisions.

In December 1972, pursuant to a request by EPA, the Motor and Equipment Manufacturers Association (MEMA) agreed to undertake the task of determining whether it is possible to ascertain critical parameters for emission related parts such that, if a particular part were built to the appropriate parameters, reasonable assurance would exist that the part would not cause applicable emission standards to be exceeded for the vehicle or engine in which the part was installed. The purpose of this project was to attempt to develop standards and testing methods and procedures for emission related parts which would be less time consuming and expensive than the FTP. In order to provide definitiveness to the undertaking EPA asked MEMA to focus its search for critical parameters on four specific parts: PCV valves, carburetors, ignition points, and exhaust valves.

Coordination of the MEMA project was subsequently taken over by the Automotive Liaison Council (ALC), a group which represents most of the aftermarket parts trade associations. Last fall, the ALC reported back to EPA that they had made substantial progress in determining critical parameters for emission related components. At this time the ALC outlined a "systems approach" to the determination of critical parameters. Under this approach, the critical parameters would be determined for those vehicle systems ascertained to be important to emissions. Among the systems to be studied are: (1) PCV valves; (2) exhaust modifier systems; (3) EGR system; (4) evaporative control; (5) basic engine; (6) carburetor; (7) ignition system; (8) distributor; (9) exhaust system. An aftermarket parts manufacturer would then only have to provide assurance, through testing of the system rather than emissions testing the vehicle,

that a particular component or part does not adversely affect the critical system parameters in order to ensure that the vehicle in which the part is intended to be installed will meet applicable standards and remain fully eligible for warranty and recall repairs under section 207. Of course, a fall-back to the FTP would always be allowed, but this should not be necessary if the systems approach leads to technically valid and economically feasible testing methods and procedures for most parts covered by the program. The Agency believes that the systems approach appears viable and should form a central part of the voluntary self-certification program outlined below.

In an attempt to determine the full extent of concern of the aftermarket over the Clean Air Act provisions listed above, the Agency developed and distributed a voluntary questionnaire to the aftermarket (primarily through trade associations), vehicle and engine manufacturers, selected state air pollution control agencies and public interest groups. The questionnaire also appeared in its entirety in the July 9, 1973, FEDERAL REGISTER (38 FR 18264).

Eighty-eight responses to the questionnaire were received by the Agency. A report analyzing these responses ("Summary Report of the Responses to EPA's Automotive Aftermarket Parts and Service Questionnaire") has been compiled and can be obtained from the Environmental Protection Agency, Mobile Source Enforcement Division (EG-340), 401 M Street, SW., Washington, D.C. 20460.

In the area of aftermarket parts, the major conclusions that EPA has drawn from the questionnaire responses are:

1. There is little or no quantifiable data demonstrating that aftermarket parts in general pose a threat to air quality. Further study of the impact on air quality of aftermarket parts is indicated.

2. Although the aftermarket parts industry has not yet suffered because of the Clean Air Amendments of 1970, there is a great fear within the industry that loss of business will occur if steps to allow the industry to remain competitive do not accompany strengthening of in-use enforcement programs under the Act.

3. Increased control of aftermarket parts must occur if the warranty, recall, and tampering provisions of the Act are to be fully and effectively enforced.

4. A considerable portion of the aftermarket parts industry supports a self-certification program for certain categories of aftermarket parts.

THE PROGRAM

Because of the need to more fully implement the in-use enforcement provisions of the Clean Air Act and EPA's belief that this cannot be accomplished without providing a positive program for aftermarket parts, the Agency proposes to develop such a program. The Agency further believes that an aftermarket parts program will promote continued competition in the manufacture and sale

of automotive parts, encourage the widespread availability of parts, and preserve the customers' right to choose from among many acceptable parts. Basically, the program will consist of voluntary self-certification by the manufacturer for certain aftermarket parts to industry developed, EPA approved standards. Conditions will be attached to certification to enable the Agency to effectively monitor the program. Possible strategies to be included within the program are discussed below.

Parts to be covered by the program will consist of those important to vehicle or engine emissions performance. These parts will be brought into the program as their criticalness to emissions performance is clearly demonstrated.

The central feature of the proposed program is the development, promulgation, and continued updating of standards to which parts with the potential for affecting vehicle or engine emissions can be built to assure that they do not cause applicable emission standards to be exceeded. In order for the standards to prove workable at a reasonable cost to the aftermarket and the consumer, relatively simple, quick, and inexpensive non-emissions testing methods and procedures to demonstrate compliance must be developed. Installation of the part in a vehicle or engine and testing of exhaust emission pursuant to the FTP, including durability testing, would provide a backup certification procedure. But, if simpler methods to demonstrate compliance are not available for the bulk of aftermarket parts, the program is unlikely to receive widespread industry support.

Under a voluntary self-certification program, manufacturers of emission related aftermarket parts would not be legally required to certify. A penalty would not automatically follow the selling of uncertified parts merely because they are uncertified. However, EPA believes that widespread certification will occur, providing reasonable standards, testing methods and procedures can be developed. This will allow the Agency to focus on those emissions-related parts which are uncertified, and, if the parts degrade emissions performance, bring pressure to correct deficiencies against the manufacturers, distributors and installers of such parts through the warranty, recall, maintenance instructions and antitampering provisions. If EPA becomes convinced that uncertified parts are creating a serious emissions problem and the voluntary program is not an adequate answer, legislative authority can be sought to make the program mandatory.

The establishment of a voluntary program does not mean that sanctions or other enforcement tools would be unavailable against those who choose to certify or who claim to certify, but do so improperly. EPA will establish ground rules for the certification program. Persons claiming certification will be required to abide by the rules or the Agency

will consider their products to be uncertified.

In order for the program to be effective, it must be clear to the automotive industry, the consumer, and the government whether or not a particular part is certified. Perhaps the best method would be to require that certified parts (or the packaging of the part) bear or contain a "label" officially sanctioned by the Agency. To use this label a person would be required to agree to the conditions of the program. EPA would coordinate with the Federal Trade Commission to establish false advertising claims against persons using the label without abiding by its conditions. Possible conditions which could be attached to use of the label will be discussed below.

The certification of aftermarket parts will provide a basis for a warranty by the parts manufacturer that installation of the part, according to instructions, will not cause emissions to exceed applicable standards for the useful life of the vehicle or the recommended service period of the part, whichever occurs first. EPA believes that this warranty is an essential element of the program and should be a condition of using an EPA approved label. Since vehicle and engine manufacturers must provide a useful life warranty for their product, it is only reasonable to require the aftermarket parts manufacturer who voluntarily certifies to provide a comparable warranty.

The program must enable EPA to ascertain whether parts have been properly certified. The Agency believes that the parts manufacturer rather than EPA should perform all testing. As a condition of voluntarily certifying, manufacturers of parts should be required to keep records of all tests conducted, of their production, of their quality control procedures, etc., for a specified period of time. EPA would also be granted access to these records and to the manufacturing premises, perhaps including permission to talk with employees.

When EPA determines that a part is improperly certified, certain steps would follow. A condition of voluntary certification could be an agreement by the parts manufacturer to abide with EPA's determination that the part was improperly certified. Provisions allowing for a hearing could also be included. If EPA concluded that certification of a part were false or otherwise improper and a manufacturer continued to advertise it as certified, evidence of false advertising could be referred to the FTC.

A further condition of using EPA's certification label could be to agree to the recall of improperly certified parts after appropriate procedural safeguards had been satisfied. Recall could be carried out by various means. The manufacturer might be required to agree to stop the further distribution of certified parts still in the stream of commerce. EPA Consumer Bulletins could be used to provide notice to persons who had already purchased the part that the manufacturer

was paying for a free replacement with an adequate part. The recall of parts in a voluntary program presents many difficulties. It may be that other enforcement alternatives are more effective. This enforcement strategy will be studied as the program develops.

The warranty, recall and tampering provisions of the Act are all applicable to 1972 and later model year vehicles. The tampering provision extends back to all vehicles with emission control systems, that is, all vehicles since the 1968 model year. However, emission control equipment was considerably less extensive prior to the 1972 model year. Therefore, the program should focus on 1972 and later model year vehicles.

Because of the magnitude and complexity of the proposed Aftermarket Parts Program, the Agency believes that the program can succeed only with the active cooperation of the automotive industry. It is contemplated that industry and the Agency will work jointly to determine those parts to be covered by the program. Industry, under the coordination of the Automotive Liaison Council and subject to review of the Agency, will develop the technical standards and suitable testing methods and procedures. The Agency will coordinate the development of compliance strategies to be employed in the program, but will seek industry advice as to desirable strategies.

When EPA is satisfied that any phase of the program is sufficiently advanced, proposed guidelines for that phase will be published in the FEDERAL REGISTER. These guidelines could consist of the voluntary certification standards for a particular part or system or could specify procedural aspects of the program, such as requirements for using an EPA approved "label." Copies of public comments on the proposed guidelines will be given to the Automotive Liaison Council for review in addition to the Agency review. The Council will then make its final recommendation to the Agency prior to promulgation of the final guidelines.

Federal funds are not presently available to pay the salaries or personal expenses of any member of industry involved in this program. Nor are funds expected to be available in the foreseeable future. All persons and organizations desiring to participate in the program will be required to pay their own expenses. Although limited federal funds may be available for certain aspects of the program, most tasks will be carried out by industry on a voluntary basis. It is further envisioned that industry will donate the necessary administrative support to the program.

Although most of the tasks necessary to the program will be performed by industry, the Agency intends to pursue certain tasks independently. For example, an initial task involving the use of a government contract will focus on the long range scope of coverage of the program by examining the relationship between defective aftermarket parts and vehicle emissions. Other tasks may be pursued independently either because industry

has recommended such action to EPA or the Agency has determined that independent action is in the best interest of the program. Of course, all proposed and final guidelines will be subject to Agency review.

COMMENTS

Comments are solicited on all aspects of the proposed self-certification program for aftermarket parts. Comments should be sent to: Mobile Course Enforcement Division (EG-340), U.S. Environmental Protection Agency, 401 M Street SW., Washington, D.C. 20460. They should reach the Agency no later than January 31, 1975.

Dated: November 7, 1974.

RUSSELL E. TRAIN,
Administrator.

[FR Doc.74-26629 Filed 11-13-74; 8:45 am]

[FRL 294-6; OPP-50010]

PREDATOR CONTROL (COYOTES)

Issuance of Experimental Use Permit to Kansas

Pursuant to section 5 of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA), as amended (86 Stat. 983), Kansas State University applied to the Environmental Protection Agency (EPA) for an experimental use permit. This permit (No. 34898-EXP-1G) is hereby issued in accordance with 40 CFR 162.19 as promulgated in the FEDERAL REGISTER on January 31, 1974 (39 FR 3939) and allows the shipment and use of sodium cyanide in the sodium cyanide spring-loaded ejector mechanism (SCSLEM) for control of predation by coyotes. The SCSLEM is to be used only in an experimental program approved by the EPA in 40 approved counties in the State of Kansas only, under the supervision and control of approved SCSLEM applicators as designated by the Kansas State University Agricultural Extension Service.

This program will begin on February 1, 1975, and will expire on June 30, 1975. However, it may be revoked at any time for violation of the terms thereof, or to avoid deleterious effects on the environment.

EPA invites interested persons to submit written comments with reference to this notice to the Federal Register Section, Technical Services Division (WH-569), Office of Pesticide Programs, Environmental Protection Agency, 401 M Street, SW, Room E-421, Washington, DC 20460. Three copies of the comments must be submitted to facilitate the work of EPA and others interested in inspecting them. The comments must be received within 30 days from the publication of this notice and should bear the notation OPP-50010. All written comments filed pursuant to this notice will be available for public inspection in the office of the Federal Register Section from 8:30 a.m. to 4 p.m., Monday through Friday.

The application, the permit issued and the label and directions for use of sodium cyanide in the SCSLEM are available for

public inspection at the Environmental Protection Agency, Room EB-37, East Tower, 401 M Street, SW, Washington, DC.

PROGRAM FOR EXPERIMENTAL USE OF SODIUM CYANIDE SPRING-LOADED EJECTOR MECHANISM (SCSLEM) FOR COYOTE DAMAGE CONTROL IN STATE OF KANSAS

I. PURPOSE

Sodium cyanide will be used in the spring-loaded ejector mechanism (SCSLEM) in an experimental program in the State of Kansas. This experimental program is designed to measure the usefulness of the SCSLEM as a method of reducing domestic livestock losses due to predation by coyotes when other methods are not feasible. This program will also evaluate the effect of the SCSLEM on non-target species and compare the cost and effectiveness of the SCSLEM with non-chemical predator control methods.

II. OBJECTIVES

A. Determine the effects of the use of the mechanisms in coyote damage control with regard to human safety.

B. Determine the selectivity of the SCSLEM's when used to control coyote damage.

C. Determine the effects of the SCSLEM's on livestock losses by coyotes where the SCSLEM's are used as compared to livestock losses where the SCSLEM's are not used.

D. Determine the most effective placement location of the SCSLEM for taking coyotes.

E. Determine the amount of coyote control that can be achieved through the use of the SCSLEM's without causing "unreasonable adverse effects" on the environment.

F. Determine the effectiveness and cost of controlling coyotes with the SCSLEM as compared to controlling coyotes with nonchemical methods such as trapping, shooting, etc.

G. Determine the economic benefits derived from the use of the SCSLEM and other methods of controlling coyotes in Kansas.

H. Determine the effects of the use of the SCSLEM's on the non-target species in the SCSLEM use areas.

III. CONTROL

A. *State Coordinator.* The program will be directed by the Kansas State University Agricultural Extension Service in cooperation with the Kansas Forestry, Fish and Game Commission; data will be analyzed by the Agricultural Experiment Station of Kansas State University. The State Coordinator of this program will be F. Robert Henderson.

B. *County Coordinator.* The county agricultural Extension Agent in each county in the program will serve as County Coordinator. The responsibilities of the County Coordinator are as follows:

1. Work with State Coordinator/Extension Specialist in wildlife damage

control to arrange for and coordinate the training of applicators.

2. Assist in gathering data reports.
3. Maintain a list giving the name, address, and locations of land of each person certified as an approved applicator.
4. Assist applicators in obtaining information on special problems from the State Coordinator/Extension Specialist in wildlife damage control.

C. The Extension Service will assume responsibility for seeing that the county agricultural Extension Agents in the counties concerned are fully apprised of their responsibilities in the conduct of the program and will monitor this phase of the program to see that the duties outlined above are carried out in accordance with the intent of this proposal.

IV. PROCEDURES FOR IMPLEMENTATION

A. *Applicators' Qualifications.* Applicators of the SCSLEM will be ranchers or farmers in the counties in the program. These applicators will be approved by the Kansas Forestry, Fish and Game Commission after the permit seeker fills out an application for use of the SCSLEM to control coyotes, and receives preliminary approval of the application from the Kansas Agricultural Extension Service.

The training program will include information necessary for the approved SCSLEM applicator to understand the nature of the chemical and the mechanism, the techniques of selection of placement sites, selection of SCSLEM baits or scents, actual setting of the mechanisms, visitation periods, record keeping and reporting, legal responsibility, identifying methods of tripping device other than pull, training to identify kill types, locating kills from device, proper storage of the chemical capsule and mechanism when not in use, and method for disposal of used or inoperative capsules. Special emphasis will be given to environmental and human safety precautions to be observed when using the SCSLEM. This training will include on-the-site training and assistance with placement of the SCSLEM's. Each trainee must be thoroughly familiar with Kansas rules and regulations on cyanide use.

B. *Distribution of Chemical Capsules and Mechanisms.* Mechanisms and capsules will only be available to approved SCSLEM applicators. These approved applicators may rent mechanisms only from the Extension Specialist in wildlife damage control. Capsules may be purchased by approved applicators for use in the spring-loaded ejector mechanisms provided the mechanism owners agree to abide by the conditions of the experimental use program and reporting system. No explosive devices will be permitted.

The antidote, amyl nitrite capsules, must be available for users of the SCSLEM. Each purchaser must be advised of the antidote and the availability of this antidote at the time of purchase of capsules and/or mechanisms.

C. *Record Keeping.* A record of each applicator who obtains the chemical

capsules and/or mechanisms will be kept. These records will include:

1. Name of approved applicator of the SCSLEM.
2. Location of ranch or farm headquarters, directions and mileage from nearest town.
3. The number of acres and livestock by type to be protected from depredation on the ranch.
4. The number of capsules and mechanisms purchased.
5. A signed agreement to comply with the terms of the damage assessment reporting system and the conditions of the experimental program.

D. *Data Reporting.* Each applicator must submit the following information to the county agricultural Extension Agent at least once each month.

1. Name of ranch or farm where SCSLEM's are placed, and name of owner.
2. Type of ranch or farm operation [cattle, horses, sheep or other, including the type of livestock production conducted, i.e., range (herded, fenced pastures), ewe, lamb, purebred, farm flock, feeder lambs (pasture, feedlot), etc.].
3. Name of applicator of SCSLEM.
4. Number of SCSLEM's in use each month at each specific SCSLEM location.
5. Number of capsules used each month at each specific SCSLEM location, including the number of capsules replaced.
6. Map showing location of each SCSLEM placed in the field. The map should be of sufficient detail so that a person unfamiliar with the placement of the SCSLEM will be able to locate them.
7. Description of any climatic effects upon the SCSLEM's.
8. Number of coyotes and non-target species taken each month.
9. Number of discharges each month at each SCSLEM location which results in no animal recovery.
10. Number of livestock losses from February 1, 1974 to June 30, 1974 (need only be included in first monthly report) to:
 - a. Coyotes.
 - b. Other known causes (listed by name).
 - c. Unknown causes.
11. Number and type of livestock losses each month of SCSLEM use to:
 - a. Coyotes.
 - b. Other known causes (list by name).
 - c. Unknown causes.
12. Number and type of accidents causing injury to humans, domestic animals or livestock.
13. Other control measures used at the same time that SCSLEM's are in use and animals taken.

Permission must be granted in writing at time of issuance of the permit to allow representatives or designated agents of the Kansas Forestry, Fish and Game Commission and Environmental Protection Agency to enter upon his property for the purpose of inspecting and monitoring all aspects of the experimental program. Any person found to be using the materials improperly or falsifying required data will have his permit re-

voked and will be denied further use of the device and capsules.

An approved applicator may be subject to the civil and criminal penalties under the Federal Insecticide, Fungicide, and Rodenticide Act, as amended.

Furthermore, failure to adhere to the provisions of this program on the part of any persons engaged in this program may result in suspension of the program.

V. DATA SUMMARIZATION AND ANALYSIS

A. The Kansas State University Agricultural Extension Service through the designated county Extension Agents will be responsible for collecting required SCSLEM data report forms from approved applicators. These data report forms will be referred to the Kansas Agricultural Experiment Station for summary and computation of data. Copies of these data report forms shall be sent to the State Coordinator and Pesticide Director of the Environmental Protection Agency office in Kansas City on a monthly basis. The Kansas State University Extension Service will collect requested data from control areas where the SCSLEM is not used and send this data to the Kansas Agricultural Experiment Station for summarization and comparison with data from SCSLEM use areas. The State Coordinator will also send this information to the EPA office in Kansas City on a quarterly basis.

The data from control areas will consist of livestock losses due to coyote predation, losses due to other or unknown causes, and coyote kills due to other control methods, such as trapping, shooting, etc.

A precensus of livestock to be protected and an index of coyote populations both in the control areas and in those counties in the SCSLEM use program must be conducted prior to the introduction of SCSLEM use.

A postcensus of livestock populations and the index of coyote populations will be conducted in both areas at the completion of the program.

B. Evaluation will include determination of the cost of controlling coyotes with the SCSLEM as compared to trapping, shooting, or other methods used to control damage caused by coyotes.

C. This program will begin about February 1, 1975 and end June 30, 1975. No mechanisms or capsules may be distributed after June 1, 1975. Final data summaries and analyses must be submitted to the Registration Division, Office of Pesticide Programs, Environmental Protection Agency, Washington, DC 20460 by September 15, 1975.

D. Use of the SCSLEM will not be permitted where use of the mechanism will harm endangered or threatened species that may be attracted to the SCSLEM.

VI. EXPERIMENTAL PROGRAM

A. *Location of SCSLEM Sites.* This program will be conducted in 40 counties in central and western Kansas. The designated counties were selected on the material basis of the occurrence of greatest predation losses of livestock. The following is a list of the 40 counties.

Barber	Kiowa
Butler	Lane
Clark	Lincoln
Cloud	Marion
Comanche	McPherson
Cowley	Meade
Decatur	Mitchell
Dickinson	Norton
Edwards	Osborne
Ellis	Phillips
Finney	Reno
Ford	Republic
Gove	Rice
Graham	Rooks
Gray	Russell
Harper	Scott
Hodgeman	Sheridan
Jewell	Smith
Kearney	Sumner
Kingman	Trego

1. The total number of devices and capsules for the entire program will not exceed 150 devices and 2000 capsules.

2. All expenses incurred in renting, purchasing and placement of the mechanisms and sodium cyanide capsules will be the responsibility of the approved applicators.

3. No SCSLEM's will be used in 65 counties in Kansas. These counties will serve as control areas for the program. Other methods of controlling will be permitted such as trapping, shooting, etc. SCSLEM's will be used in the 40 counties only when other methods (trapping, etc.) seem least likely to stop the loss. Livestock loss, coyote and non-target species kill data, effectiveness and economic data will be collected from these counties.

B. Work to be accomplished. 1. Training of approved applicators.

2. Collection of program data from approved applicators.

3. Establishment of activities needed for monitoring and surveillance of all aspects of the experimental program by the Kansas Forestry, Fish and Game Commission and EPA.

4. Establishment of a method to evaluate selectivity of the SCSLEM's.

5. Establishment of a method to evaluate the program as a mechanism for measuring efficacy of the SCSLEM's in order to meet the program objectives.

6. Establishment of a method for an economic analysis of coyote control with the SCSLEM's.

7. Establishment of methods to census the livestock and coyote populations in the SCSLEM use areas and the areas where no SCSLEM's are used.

8. Collection of monthly program data from SCSLEM use areas and control areas where no SCSLEM's are in use.

9. Submission of all data to the Kansas Agricultural Experiment Station for summarization, analysis and distribution to the Kansas Forestry, Fish and Game Commission and the EPA.

Dated: November 7, 1974.

JAMES L. AGEE,
Assistant Administrator for
Water and Hazardous Materials.

[FR Doc.74-26627 Filed 11-13-74;8:45 am]

FEDERAL ENERGY ADMINISTRATION

RETAIL DEALERS ADVISORY COMMITTEE

Notice of Meeting

Pursuant to the provisions of the Federal Advisory Committee Act (Public Law 92-463, 86 Stat. 770), notice is hereby given that the Retail Dealers Advisory Committee will meet Monday, December 2, 1974 at 9 a.m., at the Statler Hilton Hotel, 33rd & 7th Avenue, New York, N.Y.

The Committee was established to provide the Federal Energy Administration with technical and timely information on a wide range of business activities associated with the retailing of gasoline and diesel fuel.

The agenda for the meeting is as follows:

A. OLD BUSINESS

1. Discussion of problems associated with leases and rents.

2. Review of voluntary conservation practices.

3. Review of amendments to petroleum price and allocation regulations.

4. Review of unleaded gasoline sales.

B. NEW BUSINESS

1. Discussion of trade practices.

2. Discussion of compliance problems.

3. Review of crude price equalization program.

4. Review of problems associated with changes in supplier's distribution.

5. Remarks from the floor (10 minute rule).

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

The Chairman of the Committee is empowered to conduct the meeting in a fashion that will, in his judgment, facilitate the orderly conduct of business. Any member of the public who wishes to file a written statement with the Committee will be permitted to do so, either before or after the meeting. Members of the public who wish to make oral statements should inform Lois Weeks, Advisory Committee Management Office, (202) 961-7022 at least 5 days before the meeting and reasonable provision will be made for their appearance on the agenda.

Further information concerning this meeting may be obtained from the Advisory Committee Management Office.

Minutes of the meeting will be made available for public inspection at the Federal Energy Administration, Washington, D.C.

Issued at Washington, D.C. on November 8, 1974.

ROBERT E. MONTGOMERY, Jr.,
General Counsel.

[FR Doc.74-26623 Filed 11-13-74;8:45 am]

FEDERAL MARITIME COMMISSION

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

Order of Revocation

In the matter of Certificate of Financial Responsibility for Indemnification

of Passengers for Nonperformance of Transportation No. P-37 and Certificate of Financial Responsibility to Meet Liability Incurred for Death or Injury to Passengers or Other Persons on Voyages No. C-1,034; The Peninsular and Oriental Steam Navigation Company, c/o P & O Lines (North America) Inc., 165 Post Street, San Francisco, California 94108, Order of Revocation.

Whereas, The Peninsular and Oriental Steam Navigation Company (P & O Lines) has ceased to operate the passenger vessel, ORSOVA.

It is ordered, That Certificate (Performance) No. P-37 and Certificate (Casualty) No. C-1,034 applying only to the ORSOVA be, and are hereby revoked effective November 7, 1974.

It is further ordered, That a copy of this Order be published in the FEDERAL REGISTER and served on the Certificant.

By the Commission.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.74-26707 Filed 11-13-74;8:45 am]

STATE OF ALASKA

Order of Revocation

In the matter of Certificate of Financial Responsibility for Indemnification of Passengers for Nonperformance of Transportation No. P-66 and Certificate of Financial Responsibility to Meet Liability Incurred for Death or Injury to Passengers or Other Persons on Voyages No. C-1,062; State of Alaska, Department of Public Works, Division of Marine Transportation, Pouch R, Juneau, Alaska 99801, Order of Revocation.

Whereas, The State of Alaska has ceased to operate the passenger vessel WICKERSHAM.

It is ordered, That Certificate (Performance) No. P-66 and Certificate (Casualty) No. C-1,062 covering the WICKERSHAM be, and are hereby revoked effective November 7, 1974.

It is further ordered, That a copy of this order be published in the FEDERAL REGISTER and served on the Certificant.

By the Commission.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.74-26708 Filed 11-13-74;8:45 am]

FEDERAL POWER COMMISSION

[Docket No. E-9081]

ARIZONA PUBLIC SERVICE CO.

Filing of Transmission Agreement

NOVEMBER 7, 1974.

Take notice that on October 29, 1974, Arizona Public Service Company (APS) tendered for filing an "Agreement for the Transmission of Electric Power and Energy for Resale" (Agreement) with Arizona Electric Power Cooperative, Inc. (AERCO). Under the terms of the Agreement, APS would permit AEPSCO to interconnect to Round Valley Switching

Station, owned by APS, in order to provide electric service to Mohave Electric Cooperative, Inc.

APS states that the charges for the transmission facilities to be used pursuant to this Agreement are the same as those charges under Rate Schedule FPC Nos. 50, 52, 57, 58 and 59 for local facilities. The adjustment clauses contained in these rate schedules, which clauses are identical to those in the tendered Agreement, are now under investigation by the Commission (Docket Nos. E-8621, *et al.*). APS states, and hearing thereon is pending.

APS states that estimated revenues to be derived under the tendered Agreement are \$18,360 for the period November 1, 1974 through October 31, 1975. This figure includes a monthly transmission service charge of \$1,385, plus adjustments equal to \$145 per month. The adjustments concern income tax, ad valorem tax, and materials, supplies and labor.

APS has requested an effective date of "early November, 1974" since, the Company states, AEPSCO has requested that deliveries under this Agreement be commenced at that time. APS accordingly requests waiver of applicable Commission regulations in order to permit such an effective date.

APS states that copies of this Agreement have been mailed to the Arizona Corporation Commission and to AEPSCO.

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 November 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 application are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.74-26663 Filed 11-13-74;8:45 am]

[Docket No. RP74-4]

CITIES SERVICE GAS CO.

Certification of Stipulation and Agreement

NOVEMBER 7, 1974.

Take notice that on September 12, 1974, the Presiding Administrative Law Judge certified to the Commission a Stipulation and Agreement (Stipulation) which would resolve all issues outstanding in the above-entitled proceeding. The Stipulation was presented for certification along with the entire record, including the evidence of all parties and the Commission's staff, at a hearing held on September 10, 1974.

The Agreement would result in the reduction of a jurisdictional rate increase proposed by Cities Service Gas Company (Cities), and made effective subject to refund January 23, 1973, from \$20,990,103 as originally proposed to \$11,529,722. The Stipulation contains provisions for the tracking of rate changes for advance payments and for changes in effective federal income taxes.

Cities states that copies of the Stipulation were served on all parties to the above-entitled proceeding.

Any person desiring to comment upon the Stipulation should file such comments with the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, on or before November 22, 1974.

KENNETH F. PLUMB,
Secretary.

[FR Doc.74-26657 Filed 11-13-74;8:45 am]

[Docket No. E-9091]

GEORGIA POWER CO.

Proposed Changes in Rates and Charges

NOVEMBER 7, 1974.

Take notice that Georgia Power Company, on October 31, 1974, tendered for filing proposed changes in its FPC Electric Tariff, Original Volume No. 1. The proposed changes would increase revenues from jurisdictional sales and service by \$42,981,351.00, based on the twelve month period ending December 31, 1975. The filing contains a proposed Rate Schedule WR-8 which would replace Rate Schedule WR-7, the subject of consideration in Docket No. E-8170, as revised by the settlement agreement presently pending before the Commission.

The Company asserts that its costs have escalated steadily since the filing of its WR-7 rate, resulting not only in a large increase in the revenue requirement from wholesale service, but also reducing earnings to a point below the level at which first mortgage bonds and preferred stock may be issued because of coverage limitations. The data submitted with the Company's filing allegedly demonstrates that rate WR-7, as amended by the settlement agreement, does not provide a fair rate of return on the Company's wholesale service.

Copies of the filing were served upon the Company's jurisdictional customers and on the Georgia Public Service Commission.

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 November 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.

KENNETH F. PLUMB,
Secretary.

[FR Doc.74-26655 Filed 11-13-74;8:45 am]

[Docket No. RI74-188]

INDEPENDENT OIL AND GAS ASSOCIATION OF WEST VIRGINIA, ET AL.

Extension of Procedural Dates

NOVEMBER 7, 1974.

In the matter of Independent Oil and Gas Association of West Virginia, Petitioner vs. Consolidated Gas Supply Corporation, Columbia Gas Transmission Corporation, Carnegie Natural Gas Company, Equitable Gas Company, Respondent.

On November 4, 1974, Staff Counsel filed a motion to extend the procedural dates fixed by the Presiding Administrative Law Judge and adopted by the Secretary's Notice issued October 30, 1974, in the above-designated matter. On November 5, 1974, the Independent Oil and Gas Association of West Virginia filed a motion in response to the above.

Upon consideration, notice is hereby given that the date for filing comments is extended to and including December 2, 1974, and the date for filing replies to comments is extended to and including December 11, 1974.

KENNETH F. PLUMB,
Secretary.

[FR Doc.74-26667 Filed 11-13-74;8:45 am]

[Docket No. CI75-273]

INTRASTATE GATHERING CORP.

Application

NOVEMBER 7, 1974.

Take notice that on October 25, 1974, Interstate Gathering Corporation (Applicant), 8626 Tesoro Drive, San Antonio, Texas 78217, filed in Docket No. CI75-273 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale for resale of natural gas in interstate commerce to United Gas Pipe Line Company (United) from Porciorer 81 and 85, Starr County, Texas, and delivery of said gas to Tennessee Gas Pipeline Company, a Division of Tenneco Inc., for the account of United, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that it commenced the sale of natural gas to United on October 15, 1974, within the contemplation of § 157.29 of the regulations under the Natural Gas Act (18 CFR 157.29) and proposes to continue said sale for 60 days from the end of the 60-day emergency period within the contemplation of § 2.70 of the Commission's General Policy and

Interpretations (18 CFR 2.70). Applicant proposes to sell approximately 210,000 Mcf of gas per month at 85.0 cents per Mcf at 14.65 psia.

Any person desiring to be heard or to make any protest with reference to said application should on or before November 26, 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.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

[FR Doc.74-26662 Filed 11-13-74; 8:45 am]

[Docket No. RP74-26]

LOUISIANA-NEVADA TRANSIT CO.
Postponement of Hearing Date

NOVEMBER 7, 1974.

On October 11, 1974, the City of De Queen, Arkansas, filed a motion to extend the hearing date fixed by Order issued October 31, 1973, as most recently modified by Notice issued September 4, 1974, in the above-designated matter. On October 17, 1974, and November 4, 1974, Louisiana Nevada Transit Company and Staff Counsel filed motions suggesting different hearing dates due to schedule conflicts.

Upon consideration, notice is hereby given that the date for hearing in the above matter is rescheduled for January 20, 1975, at 10:00 am, e.s.t.

KENNETH F. PLUMB,
Secretary.

[FR Doc.74-26665 Filed 11-13-74; 8:45 am]

[Docket No. RP74-96]
NATURAL GAS PIPE LINE COMPANY OF AMERICA

Extension of Procedural Dates

NOVEMBER 7, 1974.

On October 30, 1974, Staff Counsel filed a motion for extension of the procedural dates fixed by order issued June 28, 1974, in the above-designated matter. The parties have no objection to the motion.

Notice is hereby given that the procedural dates in the above matter are modified as follows:

Service of Staff Evidence, January 31, 1975.
Service of Intervenor Evidence, February 28, 1975.
Service of Company Rebuttal Evidence, March 14, 1975.
Hearing, March 28, 1975 (10:00 am e.d.t.).

By direction of the Commission.

MARY B. KIDD,
Acting Secretary.

[FR Doc.74-26666 Filed 11-13-74; 8:45 am]

[Docket No. E-9043]

METROPOLITAN EDISON CO.

Revisions to Interconnection Agreement and Certificate of Concurrence There-with

NOVEMBER 7, 1974.

Take notice that on September 30, 1974, the Metropolitan Edison Company (ME) tendered for filing proposed revisions to Appendix C of its Interconnection Agreement with Pennsylvania Power and Light Company (PL) dated October 30, 1964. The proposed revisions will, among other matters, replace estimated costs with actual investment values and change the carrying charge rate to be used in calculating the monthly payment to be made by PL to ME.

PL's Certificate of Concurrence is also submitted with the above-mentioned filing.

ME requests that November 1, 1974, be designated as the effective date of the proposed revisions.

Any person desiring to be heard or to make any protest with reference to the subject matter of this notice, should on or before November 20, 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 any 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 documents referred to herein are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.74-26656 Filed 11-13-74; 8:45 am]

[Docket Nos. CP62-59, CP74-124]
PACIFIC GAS TRANSMISSION CO.
Petition To Amend

NOVEMBER 7, 1974.

Take notice that on October 25, 1974, Pacific Gas Transmission Company (Petitioner), 77 Beale Street, San Francisco, California 94106, filed in Docket Nos. CP62-59 and CP74-124 a petition to amend the Commission's orders issued pursuant to section 7(c) of the Natural Gas Act on April 6, 1962 (27 FPC 671), as amended, and January 23, 1974 (51 FPC —), in the respective dockets by authorizing Petitioner to construct a new delivery point at Mica, Washington, and to reallocate a portion of the volumes of natural gas currently delivered for Northwest Pipeline Corporation (Northwest) at the Spokane, Washington, delivery point to the Mica delivery point, all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

By order issued April 6, 1962, Petitioner was authorized to construct facilities necessary to transport natural gas in behalf of El Paso Natural Gas Company (El Paso) (predecessor to Northwest). By order issued January 23, 1974, Petitioner was authorized a certain allocation among delivery points of the gas Petitioner delivered for the account of El Paso.

Petitioner proposes to establish at Mica a new mainline delivery point which will be used for the sale of natural gas by Northwest to the Washington Water Power Company (WWPC) for resale in Mica and in the WWPC's existing Spokane distribution system. Petitioner states that Mica, located at the end of the Spokane distribution system, currently receives natural gas service by way of the Spokane delivery point. The petition indicates that since Mica is a rapidly growing area, a new delivery point at Mica will reinforce the existing distribution system and will enable the WWPC to make more efficient use of the system. Petitioner proposes that the maximum daily demand for the Mica delivery point shall be 8,490 Mcf of gas and that the Spokane delivery point shall be reduced accordingly. Petitioner states that the proposed delivery point will not alter the total volume of gas transported and delivered by Petitioner for Northwest. Petitioner further states that none of the gas involved will be used as boiler fuel.

To effectuate this service, Petitioner proposes to install a mainline tap and a meter station at an estimated cost of \$114,000.

Any person desiring to be heard or to make any protest with reference to said petition to amend should on or before November 29, 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 CSR 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.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 74-26663 Filed 11-13-74; 8:45 am]

[Project No. 477]

PORTLAND GENERAL ELECTRIC CO.
Issuance of Annual License

NOVEMBER 8, 1974.

On November 13, 1973, Portland General Electric Company, Licensee for Bull Run Project No. 477, located in Mount Hood National Forest on the Sandy River, in Clackamas County, Oregon, filed an application for a new license under Section 15 of the Federal Power Act and Commission regulations thereunder (§§ 16.1-16.6).

The License for Project No. 477 was issued effective November 17, 1974 for a period ending November 16, 1974. In order to authorize the continued operation and maintenance of the Bull Run Project pursuant to section 15 of the Act, pending completion of Licensee's application and Commission action thereon, it is appropriate and in the public interest to issue an annual license to Portland General Electric Company for continued operation and maintenance of Project No. 477.

Take notice that an annual license is issued to Portland General Electric Company (Licensee) under section 15 of the Federal Power Act for the period November 17, 1974 to November 16, 1975 or until Federal takeover, or the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of Bull Run Project No. 477, subject to the terms and conditions of its present license.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 74-26652 Filed 11-13-74; 8:45 am]

[Docket No. E-9085]

PUBLIC SERVICE COMPANY OF INDIANA
Filing of Supplement to Electric Power Contract

NOVEMBER 7, 1974.

Take notice that on October 29, 1974 Public Service Company of Indiana (PSCI) tendered for filing a proposed supplement, dated December 1, 1974, to its Interconnection Agreement with The Cincinnati Gas and Electric Company (Cincinnati), dated September 1, 1970.¹

¹ Designated as PSCI Rate Schedule FPC No. 218.

PSCI states that the purpose of this supplement is to increase the demand charge for Short Term Power from 40 cents per kilowatt per week to 45 cents per kilowatt per week, a change necessitated by present and future costs.

PSCI states that Cincinnati has agreed to the proposed supplement, as is evidenced by Cincinnati's signature on the supplement, as well as a certificate of concurrence submitted by Cincinnati.

PSCI requests an effective date of December 1, 1974, for the proposal contained herein.

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 November 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.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 74-26653 Filed 11-13-74; 8:45 am]

[Docket No. E-9086]

PUBLIC SERVICE COMPANY OF INDIANA
Filing of Supplement to Electric Power Contract

NOVEMBER 7, 1974.

Take notice that on October 29, 1974 Public Service Company of Indiana (PSCI) tendered for filing a proposed supplement, dated December 1, 1974, to its Interconnection Agreement with Louisville Gas and Electric Company (Louisville), dated February 1, 1974.¹ PSCI states that the purpose of this supplement is to increase the demand charge for Short Term Power from 40 cents per kilowatt per week to 45 cents per kilowatt per week, and to amend the definition of "out-of-pocket cost" to include reference to replacement costs of fuel purchased for, or supplied from, the supplying party's storage inventories.

PSCI states that Louisville has agreed to the proposed supplement, as is evidenced by Louisville's signature on the supplement, as well as a certificate of concurrence submitted by Louisville.

PSCI requests an effective date of December 1, 1974, for the proposal contained herein.

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

¹ Designated as PSCI Rate Schedule FPC No. 208.

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 November 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.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 74-26658 Filed 11-13-74; 8:45 am]

[Docket No. RP73-92; PGA 75-1-A]

RATON NATURAL GAS CO.

Change in Rates

NOVEMBER 7, 1974.

Take notice that Raton Natural Gas Company (Raton) on October 29, 1974 tendered for filing proposed changes in its FPC Gas Tariff, Volume No. 1, consisting of Substitute Fourth Revised Sheet No. 3a. The change in rates is for jurisdictional gas service.

Raton states that the instant notice of change in rates is occasioned solely by, and will compensate Raton only for, increases in the cost of gas purchased from Colorado Interstate Gas Company (CIG) without any reallocation of cost of service to rate design formula prescribed by the Commission in Opinion No. 671, as filed by Raton on September 20, 1974.

Ration has requested waiver of all applicable rules and regulations of the Commission as may be necessary to permit the tendered tariff sheet to become effective on October 1, 1974, or such other date as the Commission makes effective CIG Tariff Sheets under which Raton purchases gas.

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 November 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.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 74-26654 Filed 11-13-74; 8:45 am]

[Docket No. CI73-694]

RODMAN CORP.

Extension of Procedural Dates

NOVEMBER 7, 1974.

On November 5, 1974, the Rodman Corporation filed a motion to extend the

date for filing rebuttal testimony and the hearing date fixed by Order issued May 15, 1974, as most recently modified by Notice issued October 16, 1974, in the above-designated matter. The motion states that Staff Counsel and the intervenor have been notified and have no objection.

Upon consideration, notice is hereby given that the date for filing rebuttal testimony is extended to and including November 15, 1974. The hearing date is rescheduled for November 21, 1974, at 10 am, e.s.t.

KENNETH F. PLUMB,
Secretary.

[FR Doc.74-26660 Filed 11-13-74;8:45 am]

[Docket Nos. RP72-121; PGA75-3]

SOUTHWEST GAS CORP.

Tendered PGA Tariff Revision

NOVEMBER 6, 1974.

Take notice that on October 17, 1974, Southwest Gas Corporation (SGC) tendered for filing Third Substitute Sixth Revised Sheet No. 3A, constituting Original PGA-1, to its FPC Gas Tariff, Original Volume No. 1. The tariff sheet is proposed to become effective December 1, 1974.

SGC states that the purpose of this filing is to reflect proposed increases of 2.964 cents per therm and .272 cents per therm by SGC's sole supplier, Northwest Pipeline Corporation (Northwest).¹ SGC further states that it intends to accrue into Account 191 the 2.964 cents per therm increase from November 1, 1974, or such date granted Northwest by Commission order, until December 1, 1974. On December 1, 1974, SGC would then increase its rates by 3.263 cents per therm.² Since SGC has only a single supplier, it proposes that Exhibit A attached to Commission Order No. 452 in Docket No. R-406 is not required and therefore requests a waiver of same.

SGC states that copies of this filing are being posted in accordance with § 154.16 of the Commission's rules and regulations.

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 November 14, 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 per-

¹ Proposed to become effective November 1, 1974 (Docket No. RP72-154) and December 1, 1974 (Docket No. RP74-95) respectively.

² (2.964 + .272) cents per therm x 1.0084 (to reflect the jurisdictional portion of the compressor station fuel and unaccounted for gas) = 3.263 cents per therm.

son 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.

KENNETH F. PLUMB,
Secretary.

[FR Doc.74-26668 Filed 11-13-74;8:45 am]

[Docket No. CS72-258]

S.S.C. GAS PRODUCING CO.

Petition To Amend and Request for Waiver of Regulations

NOVEMBER 7, 1974.

On August 14, 1974, S.S.C. Gas Producing Company (Petitioner) filed in Docket No. CS72-258 a petition to amend the order of the Commission issuing a small producer certificate of public convenience and necessity in said docket pursuant to section 7(c) of the Natural Gas Act and § 157.40 of the Commission's regulations thereunder by authorizing the continuation of a sale of natural gas to Texas Eastern Transmission Corporation from developed acreage in the Strauch-Wilcox Field, Bee County, Texas, which Petitioner has acquired from Union Texas Petroleum, a Division of Allied Chemical, and Texas Pacific Oil Company, Inc. (Union Texas, *et al.*), all as more fully set forth in the petition which is on file with the Commission and open to public inspection.

Petitioner acquired from Union Texas, *et al.* by assignment effective as of June 1, 1972, interests in certain leases in Bee County, Texas, which constitute the acquisition of developed reserves in place from a large producer. Petitioner seeks herein authorization to continue the sale of natural gas from such leases under its small producer certificate at a rate not in excess of the applicable area rate. In this regard Petitioner requests waiver of § 157.40(c) of the regulations under the Natural Gas Act (18 CFR 157.30(c) which provides in part that sales of natural gas may not be made pursuant to a small producer certificate from reserves acquired by a small producer by purchase of developed reserves in place from a large producer.

Any person desiring to be heard or to make any protest with reference to said petition to amend should on or before November 29, 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.

KENNETH F. PLUMB,
Secretary.

[FR Doc.74-26659 Filed 11-13-74;8:45 am]

[Docket Nos. CI70-355; CI73-575]

TRICENTROL UNITED STATES, INC.

Redesignation

NOVEMBER 7, 1974.

On September 20, 1974, notification was received by the Commission of the corporate name change of High Crest Oils, Inc. to Tricentrol United States, Inc. (Tricentrol). In addition, the new corporation requested certain redesignations.

Accordingly, the certificates of public convenience and necessity issued in Docket Nos. CI70-355 and CI73-575 pursuant to section 7(c) of the Natural Gas Act are redesignated as those of Tricentrol. The Rate Schedule Nos. 1 and 2 related to such certificates are also redesignated as those of Tricentrol.

KENNETH F. PLUMB,
Secretary.

[FR Doc.74-26661 Filed 11-13-74;8:45 am]

GENERAL ACCOUNTING OFFICE

CIVIL AERONAUTICS BOARD

Receipt of Regulatory Report Proposals

The following requests for clearance of reports intended for use in collecting information from the public were received by the Regulatory Reports Review Staff, GAO, on November 6, 1974. See 44 U.S.C. 3512(c) & (d). The purpose of publishing this list in the FEDERAL REGISTER is to inform the public of such receipt.

The list includes the title of each request received; the name of the agency sponsoring the proposed collection of information; the agency form number, if applicable; and the frequency with which the information is proposed to be collected.

Further information about the items on this list may be obtained from the Regulatory Reports Review Officer, 202-376-5425.

CIVIL AERONAUTICS BOARD

Request for clearance of an amendment to require air taxi operators to list the address and telephone number of their local FAA office on their registration form, and to utilize CAB 298-A to report any changes in their operations. This reporting requirement is mandatory under the Federal Aviation Act. Potential respondents are approximately 3200 registered air taxi operators that are required to re-register and file Form 298-A every two years. Throughout the year there will be new operators registering with the Board for the first time, and there will also be others submitting changes on an irregular basis. Respondent burden is estimated at one-half hour for each respondent per response.

NORMAN F. HEYL,
Regulatory Reports
Review Officer.

[FR Doc.74-26703 Filed 11-13-74;8:45 am]

**NATIONAL ADVISORY COUNCIL
ON ECONOMIC OPPORTUNITY
MEETING**

NOVEMBER 12, 1974.

A Committee of the National Advisory Council on Economic Opportunity, authorized by section 605 of the Economic Opportunity Act of 1964, as amended, will hold a two day working session at its offices at 1016 16th Street, NW. (Room 601), Washington, D.C. on Monday, November 18, 1974 and Tuesday, November 19, 1974. Each working session will begin at 9:30 a.m. This working session is open to the public.

The Committee of the National Advisory Council will discuss its research effort for its Eighth Annual Report as well as legislation pending to continue Economic Opportunity Act Programs.

It is requested that the above information be published in the FEDERAL REGISTER as required by section 9 of the Federal Advisory Committee Act of 1972. Although we are aware that fifteen days notice is required for publication of notice in the FEDERAL REGISTER, there were unanticipated scheduling problems encountered in coordinating a Washington, D.C. based meeting since the Council's membership is not Washington, D.C. based.

JOSEPH A. DOOLING,
*Chairman, Advisory
Council Committee.*

[FR Doc.74-26796 Filed 11-13-74; 8:45 am]

**NATIONAL ENDOWMENT FOR THE
HUMANITIES**

PUBLIC PROGRAMS PANEL

Meeting

OCTOBER 29, 1974.

Pursuant to the provisions of the Federal Advisory Committee Act (Public Law 92-463) notice is hereby given that a meeting of the Public Programs Panel will meet at Washington, D.C. on December 5 and 6, 1974.

The purpose of the meeting is to review Humanities Program Grant proposals and Development Grant proposals that have been submitted to the Endowment for possible grant funding.

Because the proposed meeting will consider financial information and personnel and similar files the disclosure of which would constitute a clearly unwarranted invasion of personal privacy, pursuant to authority granted me by the Chairman's Delegation of Authority to Close Advisory Committee Meetings, dated August 13, 1973, I have determined that the meeting would fall within exemptions (4) and (6) of 5 U.S.C. 552(b) and that it is essential to close the meeting to protect the free exchange of internal views and to avoid interference with operation of the Committee.

It is suggested that those desiring more specific information contact the Advisory Committee Management Officer, Mr. John W. Jordan, 806 15th Street,

NW., Washington, D.C. 20506, or call area code 202-382-2031.

JOHN W. JORDAN,
*Advisory Committee
Management Officer.*

[FR Doc.74-26714 Filed 11-13-74; 8:45 am]

PUBLIC PROGRAMS PANEL

Meeting

NOVEMBER 11, 1974.

Pursuant to the provisions of the Federal Advisory Committee Act (Public Law 92-463) notice is hereby given that a meeting of the Public Programs Panel will meet in Washington, D.C. on December 9 and 10, 1974.

The purpose of the meeting is to review Humanities Program Grant proposals and Development Grant proposals that have been submitted to the Endowment for possible grant funding.

Because the proposed meeting will consider financial information and personnel and similar files the disclosure of which would constitute a clearly unwarranted invasion of personal privacy, pursuant to authority granted me by the Chairman's Delegation of Authority to Close Advisory Committee Meetings, dated August 13, 1973, I have determined that the meeting would fall within exemptions (4) and (6) of 5 U.S.C. 552(b) and that it is essential to close the meeting to protect the free exchange of internal views and to avoid interference with operation of the Committee.

It is suggested that those desiring more specific information contact the Advisory Committee Management Officer, Mr. John W. Jordan, 806 15th Street, NW., Washington, D.C. 20506, or call area code 202-382-2031.

JOHN W. JORDAN,
*Advisory Committee
Management Officer.*

[FR Doc.74-26713 Filed 11-13-74; 8:45 am]

PUBLIC PROGRAMS PANEL

Meeting

NOVEMBER 13, 1974.

Pursuant to the provisions of the Federal Advisory Committee Act (Public Law 92-463) notice is hereby given that a meeting of the Public Programs Panel will meet in Washington, D.C. on December 13, 1974.

The purpose of the meeting is to review Humanities Program Grant proposals and Development Grant proposals that have been submitted to the Endowment for possible grant funding.

Because the proposed meeting will consider financial information and personnel and similar files the disclosure of which would constitute a clearly unwarranted invasion of personal privacy, pursuant to authority granted me by the Chairman's Delegation of Authority to Close Advisory Committee Meetings, dated August 13, 1973, I have determined that the meeting would fall within ex-

emptions (4) and (6) of 5 U.S.C. 552(b) and that it is essential to close the meeting to protect the free exchange of internal views and to avoid interference with operation of the Committee.

It is suggested that those desiring more specific information contact the Advisory Committee Management Officer, Mr. John W. Jordan, 806 15th Street NW., Washington, D.C. 20506, or call area code 202-382-2031.

JOHN W. JORDAN,
*Advisory Committee
Management Officer.*

[FR Doc.74-26712 Filed 11-13-74; 8:45 am]

**NATIONAL FOUNDATION ON THE
ARTS AND THE HUMANITIES**

EXPANSION ARTS ADVISORY PANEL

Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), notice is hereby given that a closed meeting of the Expansion Arts Advisory Panel to the National Council on the Arts will be held from 9 a.m.-5 p.m. on December 2, 3 and 4, 1974 in the 11th floor conference room of the Shoreham Building, 806 15th Street, Washington, D.C.

This meeting is for the purpose of Panel review, discussion, evaluation, and recommendation on applications for financial assistance under the National Foundation on the Arts and the Humanities Act of 1965, as amended, including discussion of information given in confidence to the agency by grant applicants. In accordance with the determination of the Chairman published in the FEDERAL REGISTER of January 10, 1973, this meeting, which involves matters exempt from the requirements of public disclosure under the provisions of the Freedom of Information Act (5 U.S.C. 552(b) (4), (5)), will not be open to the public.

Further information with reference to this meeting can be obtained from Mrs. Luna Diamond, Advisory Committee Management Officer, National Endowment for the Arts, Washington, D.C. 20506, or call (202) 634-6110.

EDWARD M. WOLFE,
*Administrative Officer, National
Endowment for the Arts,
National Foundation on the
Arts and the Humanities.*

[FR Doc.74-26647 Filed 11-13-74; 8:45 am]

LITERATURE ADVISORY PANEL

Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), notice is hereby given that a meeting of the Literature Advisory Panel to the National Council on the Arts will be held from 9 a.m.-5 p.m. on December 6 and from 3 p.m.-5 p.m. on December 7, 1974 at the DeSoto Hilton in Savannah, Georgia.

A portion of this meeting will be open to the public on December 7 from 3 p.m.-5 p.m. on a space available basis. Accommodations are limited. During the Open session on December 7 information about the Arts Endowment will be given to the southern writing community.

The remaining session of this meeting on December 6 will be for the purpose of Panel review, discussion, evaluation, and recommendation on applications for financial assistance under the National Foundation on the Arts and the Humanities Act of 1965, as amended, including discussion of information given in confidence to the agency by grant applicants. In accordance with the determination of the Chairman published in the FEDERAL REGISTER of January 10, 1973, these sessions, which involve matters exempt from the requirements of public disclosure under the provisions of the Freedom of Information Act (5 U.S.C. 552(b), (4) and (5)), will not be open to the public.

Further information with reference to this meeting can be obtained from Mrs. Luna Diamond, Advisory Committee Management Officer, National Endowment for the Arts, Washington, D.C. 20506, or call (202) 634-6110.

EDWARD M. WOLFE,
*Administrative Officer, National
Endowment for the Arts, National
Foundation on the Arts
and the Humanities.*

[FR Doc.74-26648 Filed 11-13-74; 8:45 am]

PUBLIC MEDIA ADVISORY PANEL

Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), notice is hereby given that a closed meeting of the Public Media Advisory Panel to the National Endowment for the Arts will be held on November 30 thru December 3, 1974, at the Beverly-Hilton, Los Angeles, California.

This meeting is for the purpose of Panel review, discussion, evaluation, and recommendation on applications for financial assistance under the National Foundation on the Arts and the Humanities Act of 1965, as amended, including discussion of information given in confidence to the agency by grant applicants. In accordance with the determination of the Chairman published in the FEDERAL REGISTER of January 10, 1973, this meeting, which involves matters exempt from the requirements of public disclosure under the provisions of the Freedom of Information Act (5 U.S.C. 552(b) (4), (5)), will not be open to the public.

Further information with reference to this meeting can be obtained from Mrs. Luna Diamond, Advisory Committee Management Officer, National Endowment for the Arts, Washington, D.C. 20506, or call (202) 634-6110.

EDWARD M. WOLFE,
*Administrative Officer, National
Endowment for the Arts, National
Foundation on the Arts
and the Humanities.*

[FR Doc.74-26645 Filed 11-13-74; 8:45 am]

VISUAL ARTS ADVISORY PANEL

Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), notice is hereby given that a closed meeting of the Visual Arts Advisory Panel to the National Council on the Arts will be held from 9 a.m.-5 p.m. on December 3 and from 9 a.m.-5 p.m. on December 4, 1974 in the 1st floor conference room of the Shoreham Building, 806 15th Street, Washington, D.C.

This meeting is for the purpose of Panel review, discussion, evaluation, and recommendation on applications for financial assistance under the National Foundation on the Arts and the Humanities Act of 1965, as amended, including discussion of information given in confidence to the agency by grant applicants. In accordance with the determination of the Chairman published in the FEDERAL REGISTER of January 10, 1973, this meeting, which involves matters exempt from the requirements of public disclosure under the provisions of the Freedom of Information Act (5 U.S.C. 552(b) (4), (5)), will not be open to the public.

Further information with reference to this meeting can be obtained from Mrs. Luna Diamond, Advisory Committee Management Officer, National Endowment for the Arts, Washington, D.C. 20506, or call (202) 634-6110.

EDWARD M. WOLFE,
*Administrative Officer, National
Endowment for the Arts, National
Foundation on the Arts
and the Humanities.*

[FR Doc.74-26646 Filed 11-13-74; 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 November 11, 1974 (44 USC 3509). The purpose of publishing this list in the FEDERAL REGISTER is to inform the public.

The list includes the title of each request 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), or from the reviewer listed.

NEW FORMS

DEPARTMENT OF AGRICULTURE

Economic Research Service: Convenience Foods: Consumer Use and Attitude, Form ----, Single time, Sunderhauf (395-4911), Gonzales (395-3793), Individual in household who prepares the food.

U.S. CIVIL SERVICE COMMISSION

Continuance of Child's Eligibility to Receive Benefit, Form BRI 49-233, Occasional, Caywood (395-3443), Parent or guardian of student child survivor annuitant.

U.S. TARIFF COMMISSION

Importers' and Producers' Questionnaire Electronic Printing Calculators, Form ----, Single time, Evinger (395-3648), Importers' and producers of electronic printing calculators.

Purchasers' Questionnaire, Tapered Roller Bearings Form ----, Single time, Evinger (395-3648), U.S. tapered rolled bearing purchasers.

REVISIONS

DEPARTMENT OF DEFENSE

Department of the Navy: Fraudulent Enlistment Warning, Form NAVPERS 1130/2, Occasional, Lowry (395-3772) Navy enlistment applicant.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Education: Application to Participate in the State Student Incentive Grant Program, Form OE 1288, Annual, Lowry (395-3772), State agencies.

THE RENEGOTIATION BOARD

Standard Form of Contractors Report, Statement of Non-applicability of the Renegotiation Act of 1951, Form RB-1, RB-90, Monthly, Caywood (395-3443), Defense and aerospace contractors.

EXTENSIONS

None.

PHILLIP D. LARSEN,
Budget and Management Officer.

[FR Doc.74-26814 Filed 11-13-74; 8:45 am]

SECURITIES AND EXCHANGE COMMISSION

[812-3714]

CAPITAL SHARES, INC. AND CAPITAL INVESTORS GROWTH FUND, INC.

Filing of Application

NOVEMBER 6, 1974.

Notice is hereby given that Capital Shares, Inc. ("Capital") and Capital Investors Growth Fund, Inc. ("Growth Fund") (collectively referred to as the "Funds"), 2727 Allen Parkway, Houston, Texas 77019, both registered under the Investment Company Act of 1940 ("Act") as open-end investment companies, have filed an application pursuant to section 17(b) of the Act for an order of the Commission exempting from the provisions of section 17(a) of the Act the proposed exchange of substantially all of the assets of Growth Funds for shares of Capital. 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.

The application states that Capital and Growth Fund have entered into an Agreement and Plan of Reorganization ("Plan") under which substantially all the assets of Growth Fund are to be purchased by Capital in exchange for shares of Capital at net asset value as of the Valuation Date as defined in the Plan. The Capital shares will be distributed to holders of shares of Growth Fund in liquidation.

Growth Fund and Capital both have as their primary objective growth of capital through investment in common stocks and other securities with current income and incidental objectives. The investment restrictions of each Fund are substantially the same. Growth Fund has a limited power to borrow money for investment purposes which it has never used and which Capital does not have. Capital has a prohibition against investing in companies in which directors or officers, or the investment adviser own certain amounts, and is limited in amounts it may invest in companies with less than a three-year record of continuous operations, while Growth Fund has no such restrictions. Growth Fund is also permitted to invest indirectly in commodities while Capital is not. The Funds' directors and the officers, except for Presidents, are identical. The investment advisory agreements which each Fund has with Investors Counsel, Inc., are the same in all respects.

On June 30, 1974, net assets of Growth Fund and Capital amounted to \$1,274,688 and \$23,245,244, respectively. Under the Plan all securities and cash of Growth Fund (subject to the retention by it of cash estimated to be sufficient to pay its liabilities and expenses of liquidation and dissolution but not to exceed 10 percent of its net assets nor 30 percent of its gross assets) will be delivered to Capital in exchange for shares of Capital. The exchange will be based on the adjusted net asset value per share of Growth Fund and the net asset value of Capital as of the close of business on the Valuation Date. If the transaction had taken place (on the basis of unaudited financial statements) at June 30, 1974, the shareholders of Growth Fund would have received .570 shares of Capital having a value of \$4.09 per share for each share of Growth Fund held by them.

There is no adjustment contemplated to give credit for the tax consequences which might inhere, in different proportions, in the respective portfolios of Capital and Growth Fund for realized and unrealized capital gains and losses. As of June 30, 1974, Growth Fund had unrealized capital losses of \$1,403,414. The application states that the long-term benefit to the shareholders of Capital, however, would be highly theoretical because Capital, itself had, as of that date, unrealized losses of \$18,886,868, more than ample to offset its realizable gains. It is further stated that one theoretical purpose of such tax adjustment is to limit the benefit which an acquiring fund derives from realized losses of the acquired fund; but this

benefit inures only to a fund with a portfolio market value in excess of its tax-cost basis. The portfolios of both Capital and Growth Fund have market values substantially less than their respective tax-costs bases.

The Plan is contingent upon (1) approval by the shareholders of Growth Fund; (2) receipt of an opinion of counsel to the effect that the proposed transaction will constitute a tax-free reorganization and that no gain or loss will be recognized for Federal Income Tax purposes by either of the Funds or their shareholders as a result of the transaction; and (3) the distribution, immediately prior to the effective date of the transaction, by Growth Fund to its shareholders of a dividend consisting of substantially all of its undistributed net income and capital gains. The application states that the Plan is for the benefit of both of the Funds. Growth Fund, it is alleged, offers increased diversification of investments and anticipated savings of expenses as a per cent of assets; e.g. various fixed expenses such as legal, auditing, stockholder reports, Commission filings and other administrative costs can be reduced. Capital will benefit by the acquisition of portfolio securities without incurring the usual transaction costs or brokerage fees. In the opinion of management of Capital, all of the securities in Growth Fund's portfolio are consistent with Capital's investment policies and no sale of portfolio securities would be required as a result of the acquisition.

Section 17(a) of the Act prohibits an affiliated person of a registered investment company, or an affiliated person of such a person, from selling to or purchasing from such registered company any security or other property, subject to certain exceptions, unless the Commission upon application, pursuant to section 17(b) of the Act, grants an exemption from the provisions of section 17(a) of the Act upon a finding that the terms of the proposed transaction, including the consideration to be paid, are reasonable and fair and do not involve over-reaching on the part of any person concerned, that the proposed transaction is consistent with the policy of each registered investment company concerned, as recited in its registration statement and reports filed under the Act, and is consistent with the general purposes of the Act.

Funds submit that the proposed transaction meets all the standards of section 17(b) of the Act, because, among other things, the exchange is to take place solely on the basis of relative net asset values; nothing in the recited policy of either of the Funds forbids the proposed transaction; shareholders of Growth Fund are being fully advised of the investment policies of Capital; the transaction will serve to reduce the per-share amount of certain fixed expenses which presently duplicate one another and the transaction is consistent with the general purposes of the Act because as part of the Plan, the shareholders of

Growth Fund will become shareholders of Capital which is itself a registered investment company.

Notice is further given, that any interested person may, not later than December 2, 1974, at 5:30 p.m., submit to the Commission in writing a request for a hearing on this matter accompanied by a statement as to the nature of his interest, the reason for such request, and the issues, if any, of fact or law proposed to be controverted, or he may request that he be notified if the Commission 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 Funds at the address stated above. Proof of such service (by affidavit, or in the case of an attorney-at-law, by certificate) shall be filed contemporaneously with the request. As provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the matter herein 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 any notices and orders issued 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.74-26694 Filed 11-13-74;8:45 am]

CHICAGO BOARD OPTIONS EXCHANGE, INC.

Proposed New Rules and Rules Amendments and Deletions to Option Plan

Notice is hereby given the Chicago Board Options Exchange, Inc. (CBOE) has filed proposed new rules and rules amendments and deletions to its Option Plan filed pursuant to Rule 9b-1 under the Securities Exchange Act of 1934 (17 CFR 240.9b-1). The proposed CBOE rules changes are necessary because of the proposed changes in the By-Laws and Rules of the Chicago Board Options Exchange Clearing Corporation (the "Clearing Corporation"). The changes are as follows:

Amendments to Rules 1.1(d), 1.1(m), 4.9, 4.11, 4.12, 4.13, 4.14, 4.15, 4.16, 5.2, 5.3, 5.5, 5.6, 5.7, 6.40, 6.50, 6.51(d), 9.7(c), 9.17, 10.2, 11.1, 12.3(a)(5), 12.3(b), 12.3(c), 12.5, 13.4, 15.2 and 15.3, and the Schedule to Rule 14.5 (a) (1);

New Rules 6.54, 6.55, 6.56, 6.57 and 6.58;
Deletions of Rules 11.4, 12.4 and 12.6.

The amendment to Rule 1.1(d) is simply to reflect name changes of the Clearing Corporation.

The amendment to Rule 1.1(m) is deemed advisable to make it clear that options which are the subject of transactions that are rejected by the Clearing

Corporation are still "option contracts" under CBOE's Rules.

Rule 4.9 is being amended to add the words "clearing corporation."

Rules 4.11, 4.12, 4.13, 4.14, 4.15, 4.16, 9.7(c), 9.17 and 15.3 are being amended to reflect the possibility of multiple trading in options. In addition, Rule 4.11 is being further amended to remove the 500 contracts per expiration month limit insofar as it pertains to covered short positions and certain spread positions. Such limits appeared to be too restrictive on customers having large positions in the underlying stock or spread positions and to be unnecessary for such positions in light of the continued applicability of the 1,000 contracts per class limit. Rule 4.13 is also being amended to increase the reporting requirement from 100 contracts to 250 contracts, since the additional reports have proved a burden on both staff and members and have not proved useful in surveillance. Rule 4.16 is also being amended to delete the last sentence thereof (the subject matter of which is being added to the Clearing Corporation's By-Laws).

Rules 5.2, 5.6, 5.7, 11.1 and 11.4 are being amended to reflect the fact that portions of the subject matter thereof will be added to the By-Laws of the Clearing Corporation. Rule 5.3 is being amended to refer to the proposed Participant Exchange Agreement. In addition, these Rules and Rule 5.5 are being amended in minor respects to improve the drafting and to eliminate some obsolete references.

Rule 6.40 is being amended to reflect the proposed amendment to Rule 5.6.

The amendments to Rules 6.50, 6.51(d) and 15.2 and new Rules 6.54-6.58 are necessary as a result of the Exchange's taking over the responsibility for trade comparison.

Rules 12.3 through 12.6 need to be amended to reflect the fact that options will be traded on other exchanges. Moreover, CBOE understands that the New York Stock Exchange's Board of Governors will shortly consider proposed amendments to that Exchange's margin rules insofar as they pertain to options.

Accordingly, CBOE deemed it appropriate to amend its margin rules at this time to reflect both the initiation of trading on other exchanges and the adoption of uniform rules by NYSE and CBOE. Although the proposed amendments to CBOE's margin rules are in a different verbal format from NYSE's, CBOE believes they are substantively the same with one possible exception related to the treatment accorded to over-the-counter options.

The amendment to Rule 13.4 is simply a drafting "clean up" made necessary by the recent amendment to Rule 13.2.

The amendment to the Schedule in Rule 14.5(a)(1), which has been approved for filing by the Executive Committee of CBOE, is to be considered by the Board of Directors on November 14 but is not to become effective until approved by a vote of members after the Commission's comments have been re-

ceived. Although the effectiveness of common clearing is not dependent on the approval of this amendment, it is hoped that the amendment may be submitted for a vote of members at a meeting scheduled for December 9, which would require a mailing to members not later than November 22. (In such mailing CBOE would make clear, assuming it had not yet received the Commission's comments, that effectiveness would depend on non-disapproval by the Commission.)

CBOE is aware of proposed Rule 19b-3 requiring termination of all fixed rates, including floor brokerage rates, by May 1, 1975. If the Commission determines in the current proceedings to adopt proposed Rule 19b-3 in respect of floor brokerage rates, the proposed new schedule (or any amended schedule) would continue in effect only until the effective date of such rule.

As compared with the present schedule, the proposed new schedule is designed to reduce the general level of floor brokerage and at the same time to simplify treatment of the subject. Overall, based on trading data for the first six months of 1974, it is estimated that a reduction of approximately 26 percent would result.

However, since the proposed simplification would involve decreasing the number of price categories (horizontal lines on the schedule) from thirteen to six and decreasing the number of size categories (vertical columns in the schedule) from six to two, there are a few places where the new schedule would produce a higher rate than the old. In particular this could occur as to options with premiums in the \$5-\$6 or \$10-\$14 range, but basically only as to large orders. For example, for an option with a premium in the range of \$12-\$14 the existing schedule would produce a rate of \$102.85 for sixty contracts whereas the new schedule would produce \$105. Based on data for the first six months of 1974, it is estimated that less than 1% of total CBOE volume would be subject to a possible rate increase in this way.

There are other places where the new schedule shows a higher rate in the last column but where the total rate, taking account of the new lower rate for the first ten units in an order, would nevertheless be lower. For example, for an option with a premium in the range of \$6-\$8, even though the last column in the old schedule shows a lower rate than in the new one, the old schedule would produce a total rate of \$80.60 for sixty contracts whereas the new schedule would produce a total rate of \$80.

The proposed new rules and rules amendments and deletions will become effective upon the 30th day after this notice appears in the FEDERAL REGISTER, or upon such earlier date as the Commission may allow unless the Commission shall disapprove the change in whole or in part as being inconsistent with the public interest or the protection of investors.

All interested persons are invited to submit their views and comments on the

proposed new rules and rules amendments and deletions to CBOE's plan either before or after they have become effective. Written statements of views and comments should be addressed to the Secretary, Securities and Exchange Commission, 500 North Capitol Street, Washington, D.C. 20549. Reference should be made to file number 10-54. The proposed new rules and rules amendments and deletions are, and all such comments will be, available for public inspection at the Public Reference Room of the Securities and Exchange Commission at 1100 L Street, N.W., Washington, D.C.

GEORGE A. FITZSIMMONS,
Secretary.

NOVEMBER 6, 1974.

[FR Doc.74-26691 Filed 11-13-74;8:45 am]

[812-3299]

**DIVERSIFIED TAX-EXEMPT BOND FUND,
CALIFORNIA-SERIES I AND BLYTH
EASTMAN DILLON & CO., INC.**

Filing of Application

NOVEMBER 6, 1974.

NOTICE IS HEREBY GIVEN that Diversified Tax-Exempt Bond Fund, California Series I ("Fund"), a unit investment trust registered under the Investment Company Act of 1940 ("Act"), and its sponsor, Blyth Eastman Dillon & Co. Incorporated ("Sponsor"), (the Fund and the Sponsor hereinafter collectively referred to as "Applicants"), 555 California Street, San Francisco, California 94104, have filed an application pursuant to section 6(c) of the Act for an order of the Commission, amending a prior Commission order, exempting Fund and all subsequent national or state series of the same or similar title of which Sponsor is a sponsor or co-sponsor ("the Subsequent Series") from the provisions of section 14(a) of the Act, in order to permit the possible distribution and redemption of Units of one or more Subsequent Series by an underwriting syndicate as well as by the sponsor acting alone. All interested persons are referred to the application on file with the Commission for a statement of the representations therein, which are summarized below.

The Fund is a unit investment trust organized under the laws of the State of California. Sponsor acts as sole sponsor of the Fund.

The Sponsor had filed a Registration Statement on Form S-6 under the Securities Act of 1933 (the "1933 Act"), which has subsequently been amended to cover an aggregate of 9,000 units (including 4,000 Units to be resold from time to time by the Sponsor in connection with its market making activities) to be offered to investors at a public offering price as set forth in the prospectus which became effective on June 19, 1974. The Sponsor has also filed a notification of registration on Form N-8A and a Registration Statement on Form N-8B-2 relating to the Fund.

The Fund is governed by a trust agreement (the "Trust Agreement") under

which the Sponsor acts as such and Bank of America National Trust and Savings Association ("Bank") acts as Trustee and Evaluator. Pursuant to the Trust Agreement, the Sponsor deposited with the Trustee \$5,000,000 principal amount of bonds (the "Bonds") which were accumulated for such purpose. Thereafter, the Trustee delivered to the Sponsor registered certificates for 5,000 Units, which represent the entire ownership of the Fund. These Units were in turn offered for sale to the public by the Sponsor.

Applicants state that the Bonds were not pledged or in any other way subjected to any debt by the Fund at the time they were deposited with the Trustee. All of the Bonds were tax free municipal bonds, selected to insure exemption from Federal and California income tax, diversity and value. Bank acts as Bond Advisor to the Fund and advises the Sponsor regarding the Fund's bond portfolio. For these services Bank received a fee of \$20,000.

The assets of the Fund consist and will consist of the Bonds, bonds acquired upon certain refundings, accrued and undistributed interest and undistributed cash. Units in the Fund represent fractional individual interests; they remain outstanding until redeemed or until termination of the Trust Agreement.

Pursuant to an order of the Commission issued on April 20, 1973 (Investment Company Act Release No. 7780) ("1973 Order") the Fund and all Subsequent Series were exempted, pursuant to section 6(c) of the Act, from various provisions of the Act and rules thereunder. Upon the Sponsor's undertaking of various financial responsibilities, discussed more fully below, the Fund and all Subsequent Series were exempted from the net worth requirements of section 14(a) of the Act. Furthermore, the Fund and all Subsequent Series were exempted from the capital gains dividend distribution restrictions in Rule 10b-1(a) and from secondary market operations restrictions in Rule 22c-1.

Section 14(a) of the Act requires that a registered investment company (a) having a net worth of at least \$100,000 prior to making a public offering of its securities, (b) have previously made a public offering and at the time have had a net worth of \$100,000; or (c) have made arrangements for at least \$100,000 to be paid in by 25 or fewer persons before acceptance of public subscriptions.

The 1973 Order exempts the Applicants from the provisions of section 14(a) of the Act. In connection with such order the Sponsor had undertaken (i) to refund, on demand and without deduction, all sales charges to purchasers of Units of the Fund and of a Subsequent Series if within 90 days after the Registration Statement of the Fund or of a Subsequent Series under the 1933 Act becomes effective, the net worth of the Fund or of a Subsequent Series shall be reduced to less than \$100,000 or if the Fund or the Subsequent Series is terminated; (ii) to instruct the trustee on the date the bonds are deposited in the Fund

and each Subsequent Series that in the event that redemption by the Sponsor of Units which constitute a part of the unsold Units shall result in the Fund or a Subsequent Series having a net worth of less than 10 percent of the principal amount of bonds originally deposited, the trustee shall terminate the Fund or the Subsequent Series in the manner provided in the governing Trust Agreement and distribute any bonds, or other assets deposited with the trustee pursuant to the Trust Agreement as provided therein; and (iii) in the event of termination for the reasons described in (ii) above, to refund any sales load to any purchaser of Units of the Fund or any Subsequent Series purchased from the Sponsor or any dealer participating in the underwriting, on demand, and without any deduction.

Applicant submits that should an underwriting syndicate be used in the distribution of one of the Subsequent Series the sales load on Units sold by Syndicate) and also that such members members and not to the Sponsor (except to the extent it is a member of a Syndicate) and also that such members might tender Units for redemption. Consequently, Applicants believe it necessary to amend the 1973 order so as to reflect the effects of such possible distributions and redemptions upon their Section 14(a) exemption and the Sponsor's undertakings in connection therewith.

Applicants seek an exemption from the provisions of section 14(a) of the Act in order to make a possible future public offering of a Subsequent Series through a distribution and redemption mechanism of an underwriting syndicate as well as by the Sponsor acting alone. In connection with this requested exemption the Sponsor has modified its prior section 14(a) undertakings as follows: the Sponsor agrees (i) to refund or cause to be refunded by members of a Syndicate, if any, on demand and without deduction all sales charges to purchasers of Units of any Subsequent Series if within 90 days after the Registration Statement of any Subsequent Series under the 1933 Act becomes effective, the net worth of said Subsequent Series shall be reduced to less than \$100,000 or if the Subsequent Series is terminated; (ii) to instruct the trustee on the date the bonds are deposited in each Subsequent Series that in the event that redemption by the Sponsor or members of a Syndicate, if any, of Units of the Subsequent Series which constitute a part of the unsold Units shall result in said Subsequent Series having a net worth of less than 10% of the principal amount of bonds originally deposited, the trustee shall terminate said Subsequent Series in the manner provided in the governing Trust Agreement and distribute any bonds or other assets deposited with the trustee pursuant to the Trust Agreement as provided therein; and (iii) in the event of termination for the reasons described in (ii) above to refund or cause to be refunded by members of a Syndicate if

any any sales load to any purchaser of Units of any Subsequent Series purchased from the Sponsor any member of the Syndicate, or any dealer participating in the underwriting, on demand, and without any deduction.

Section 6(c) of the Act provides, in part, that the Commission may, upon application, 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, 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.

Notice is further given that any interested person may, not later than December 2, 1974, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request, and the issues, if any, of fact or law proposed to be controverted, or he may request that he be notified if the Commission 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 Applicants at the address stated above. Proof of such service (by affidavit, or in case of any 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 application will be issued as of course following November __, 1974, 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 any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponement thereof.

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

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74-26695 Filed 11-13-74;8:45 am]

[File No. 500-1]

EQUITY FUNDING CORPORATION OF AMERICA

Suspension of Trading

NOVEMBER 6, 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 November 8, 1974 through November 17, 1974.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc. 74-26696 Filed 11-13-74; 8:45 am]

[File No. 500-1]

INDUSTRIES INTERNATIONAL, INC.

Suspension of Trading

NOVEMBER 6, 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 November 8, 1974 through November 17, 1974.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc. 74-26692 Filed 11-13-74; 8:45 am]

[812-398]

SAVINGS BANK INVESTMENT FUND

Filing of Application

NOVEMBER 6, 1974.

Notice is hereby given that Savings Bank Investment Fund ("Applicant"), 50 Congress Street, Boston, Massachusetts 02109, a corporation duly organized pursuant to a special act of the Massachusetts legislature, effective August 8, 1945, and registered under the Investment Company Act of 1940 ("Act") as an open-end diversified investment company, has filed an amendment to its application pursuant to sections 6(c), 18(i) and 22(e) of the Act requesting an order supplementing the Commission's exemptive order of December 17, 1946 (Investment Company Act Release No. 988) declaring that the amendment of Applicant's Charter effective September 12, 1974 and the exercise by the Board of Directors of the authority granted thereby have no effect upon the validity of the exemptions granted by the December 17, 1946 exemptive order. The 1946 order granted Applicant exemptions from sections 13(a), 15(a), 16(a), 18(i), 22(d) and (e), 24(d), 32(a)(2) and (3) of the Act. All interested persons are referred to the application on file with the Commission for a statement of the

representations therein, which are summarized below.

Applicant states that it is an investment fund created by the Commonwealth of Massachusetts, the securities of which may be sold only to Massachusetts savings banks and a related entity and to Massachusetts co-operative banks, the investment powers of which are prescribed by statute, and which is subject to control of the Commissioner of Banks of the Commonwealth of Massachusetts. The special act of the Massachusetts legislature which comprises Applicant's Charter has been amended by an act of the Massachusetts legislature effective September 12, 1974. The amendment authorizes Applicant's Board of Directors: (a) to establish one or more additional distinct portfolios or investment funds in which Applicant's assets would be held, each such fund to be represented by a separate class of shares of beneficial interest of Applicant and each such fund to be subject to the investment restrictions presently contained in Applicant's Charter; (b) to enter into one or more investment advisory contracts with respect to any one or more of such funds on the same terms and conditions presently contained in the Charter; provided, however, that no adviser, at the time its contract is approved, may advise any such fund or combination of funds amounting to more than 1/2 of 1 percent of all deposits in Massachusetts savings banks; and (c) to pay dividends with respect to any class of Applicant's shares.

Section 49 of Chapter 168 of the Massachusetts General Laws has also been amended effective September 12, 1974 so that the limits on investment by savings banks in Applicant's shares contained in that section would reflect the fact that there may be more than one fund within Applicant.

Applicant has undertaken to declare and pay dividends to shareholders of a given fund only out of income and capital gains attributable to that fund. Applicant represents that the purpose of the amendment to Applicant's Charter is to permit the creation of two new funds within Applicant, one of which would invest in long-term debt securities and the other of which would invest principally in short-term debt instruments. Applicant states that its present portfolio consists principally of equity securities, and would constitute a third distinct fund within Applicant. Applicant submits that the purpose of the amendment is in accord with Applicant's original purpose of giving Massachusetts savings banks an opportunity to participate in a professionally-managed portfolio which is permitted to invest in a broader range of securities than such banks may invest in directly.

Notice is further given that any interested person, may, not later than December 2, 1974, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request, and the issues, if any, of fact or law proposed to

be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon Applicant in care of Gaston Snow & Ely Bartlett, 82 Devonshire Street, Boston, Massachusetts 02109, attention: Sheldon A. Jones, Esquire.

Proof of such service (by affidavit, or in the 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 application 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 any notices and orders issued 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. 74-26697 Filed 11-13-74; 8:45 am]

[File No. 500-1]

WESTGATE CALIFORNIA CORP.

Suspension of Trading

NOVEMBER 6, 1974.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock (class A and B), the cumulative preferred stock (5% and 6%), the 6 percent subordinated debentures due 1979 and the 6 1/2 percent convertible subordinated debentures due 1987 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 November 8, 1974 through November 17, 1974.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc. 74-26698 Filed 11-13-74; 8:45 am]

[File No. 500-1]

ZENITH DEVELOPMENT CORP.

Suspension of Trading

NOVEMBER 6, 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 November 8, 1974 through November 17, 1974.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74-26692 Filed 11-13-74;8:45 am]

SMALL BUSINESS ADMINISTRATION

[Notice of Disaster Loan Area 1099]

LOUISIANA

Notice of Disaster Relief Loan Availability

As a result of the President's declaration of the State of Louisiana as a major disaster following severe storms beginning on or about October 28, 1974, applications for disaster relief loans will be accepted by the Small Business Administration from disaster victims in the following Parish: Acadia and adjacent affected areas. Adjacent areas include only parishes within the state for which the declaration is made and do not extend beyond state lines.

Applications may be filed at the:

Small Business Administration
District Office
Plaza Tower—17th Floor
1001 Howard Avenue
New Orleans, Louisiana 70113

and at such temporary offices as are established. Such addresses will be announced locally.

Applications for disaster loans under this announcement must be filed not later than January 6, 1975. EIDL applications will not be accepted subsequent to August 4, 1975.

Dated: November 6, 1974.

THOMAS S. KLEPPE,
Administrator.

[FR Doc.74-26690 Filed 11-13-74;8:45 am]

[License No. 03/03-5114]

MODEDCO INVESTMENT CO.

Filing of Application for Change of Ownership of Licensed Small Business Investment Company

Notice is hereby given that an application has been filed with the Small Business Administration (SBA) pursuant to 13 CFR 107.701 (1974) for a change of ownership of MODEDCO Investment Company (MODEDCO), 1325 Massachusetts Avenue, NW., Suite 110, Washington, D.C. 20005, a Federal Licensee under section 301(d) of the Small Business Investment Act of 1958, as amended (the Act), (15 U.S.C. 661 et seq.).

MODEDCO was licensed by SBA on March 5, 1973, as a wholly owned subsidiary of Model Cities Economic Development Corporation (MODEL), a nonprofit corporation funded by the District of Columbia Model Cities Demonstration Agency with grants received from the Department of Housing and Urban Affairs.

Pursuant to a Plan of Merger involving, among others, MODEL and the District of Columbia Development Corporation (DCDC), and approved by the board of directors of both corporations, MODEL is being merged with and into DCDC, the survivor of the merger. DCDC is a nonprofit corporation organized under the laws of the District of Columbia and has its principal office located at 1120 Connecticut Avenue, NW., Washington, D.C. 20036.

As a result of this merger, MODEDCO will become a wholly owned subsidiary of DCDC and will maintain its office at 1120 Connecticut Avenue, NW., Washington, D.C. 20036, the same address as its parent company.

No management changes are contemplated for MODEDCO as a result of the change of ownership.

Matters involved in SBA's consideration of the application include the general business reputation of the new owner and the probability of successful operation of the company under such ownership (including adequate profitability and financial soundness) in accordance with the Act and SBA regulations.

Notice is further given that any person may, not later than November 29, 1974, submit written comments on the proposed change of ownership of the Licensee to Deputy Associate Administrator for Investment, Small Business Administration, 1441 L Street, NW., Washington, D.C. 20416.

Dated: November 7, 1974.

JAMES THOMAS PHELAN,
*Deputy Associate Administrator
for Investment.*

[FR Doc.74-26689 Filed 11-13-74;8:45 am]

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

ADVISORY BOARD

Open Meeting

Notice is hereby given pursuant to the Federal Advisory Committee Act, section 10(a)(2), dated October 6, 1972, that an open meeting of the Advisory Board of the Saint Lawrence Seaway Development Corporation will be held in the offices of the Corporation on the 8th floor at 800 Independence Avenue, SW, Washington, D.C. on December 12, 1974 at 3 p.m.

Agenda items are as follows:

- (1) Opening remarks by the Administrator;
- (2) Approval of minutes of prior meeting;
- (3) Administrative report;
- (4) Program reviews;
- (5) Closing remarks.

Reservations and further information may be obtained from Mr. Robert Kraft, Special Assistant to the Administrator, Office of the Administrator, at the above address, or by calling 202-426-3574.

Issued: November 7, 1974.

[SEAL] D. W. OBERLIN,
Administrator.

[FR Doc.74-26642 Filed 11-13-74;8:45 am]

VETERANS ADMINISTRATION

ADVISORY COMMITTEE ON CEMETERIES AND MEMORIALS

Meeting

The Veterans Administration gives notice that a meeting of the Administrator's Advisory Committee on Cemeteries and Memorials, authorized by section 1001, title 38, United States Code, will be held at the Veterans Administration Central Office, 810 Vermont Avenue, NW., Washington, D.C., on December 3 and 4, 1974, at 9 a.m. The meeting will be held to conduct routine business.

The meeting will be open to the public up to the seating capacity of the conference room which is about 40 persons. Because of the limited seating capacity and the need for building security, it will be necessary for those wishing to attend to contact Ms. Charlotte Withers in the office of the Director, National Cemetery System, Veterans Administration Central Office (phone 202-389-5211) prior to December 3, 1974.

Any interested person may attend, appear before, or file statements with the Committee—which statements, if in written form, may be filed before or after the meeting.

Oral statements and/or reports from the public will be heard only between 3 p.m. and 5 p.m. on December 3, 1974, due to the number of items on the agenda for the meeting.

Dated: November 8, 1974.

[SEAL] R. L. ROUDEBUSH,
Administrator.

[FR Doc.74-26705 Filed 11-13-74;8:45 am]

INTERSTATE COMMERCE COMMISSION

[Notice 630]

ASSIGNMENT OF HEARINGS

NOVEMBER 11, 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 119767 Sub 315, Beaver Transport Co., application dismissed.

MC 136786 Sub 52, Robco Transportation, Inc., application dismissed.

MC 128878 Sub 34, Service Truck Line, Inc., now being assigned January 14, 1975 (2 days), at New Orleans, La., in a hearing room to be later designated.

MC 107107 Sub 434, Alterman Transport Lines, Inc., now being assigned January 16, 1975 (2 days), at New Orleans, La., in a hearing room to be later designated.

I & S No. M 27990, Increased Rates, September, 1974, Alaska Carriers Association, now being assigned January 14, 1975 (4 days), at Anchorage, Alaska, in a hearing room to be later designated.

I & S No. 8982, Soda Ash, SFA Territory, and FSA No. 42837, Soda Ash Within The South, now being assigned January 3, 1975, at the Offices of the Interstate Commerce Commission, Wash., D.C.

MC 22229 Sub 82, Terminal Transport Co., Inc., now being assigned January 20, 1975 (1 week), at Tampa, Fla., in a hearing room to be later designated.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-26722 Filed 11-13-74; 8:45 am]

FOURTH SECTION APPLICATION FOR RELIEF

NOVEMBER 11, 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. 42899—*Rubber to Andover, Massachusetts*. Filed by Southwestern Freight Bureau, Agent (No. B-491), for interested rail carriers. Rates on rubber, etc., in carloads, as described in the application, from points in Louisiana and Texas, to Andover, Massachusetts.

Grounds for relief—Rate relationship and water competition.

Tariff—Supplement 100 to Southwestern Freight Bureau, Agent, tariff 13-E, I.C.C. No. 4982. Rates are published to become effective on December 13, 1974.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-26719 Filed 11-13-74; 8:45 am]

[Notice 189]

MOTOR CARRIER BOARD TRANSFER PROCEEDINGS

NOVEMBER 14, 1974.

Synopses of orders entered by the Motor Carrier Board of the Commission pursuant to sections 212(b), 206(a), 211,

312(b), and 410(g) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

Each application (except as otherwise specifically noted) filed after March 27, 1972, contains a statement by applicants that there will be no significant effect on the quality of the human environment resulting from approval of the application. As provided in the Commission's Special Rules of Practice any interested person may file a petition seeking reconsideration of the following numbered proceedings on or before December 2, 1974. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-75115. By order of November 1, 1974, the Motor Carrier Board approved the transfer to Booth Refrigerated Lines, Inc., Central City, Nebr., of that portion of the operating rights in Certificates Nos. MC 121168 (Sub-No. 2), and MC 121168 (Sub-No. 4), issued August 24, 1973, and April 19, 1973, as corrected May 8, 1973, to Booth Transfer, Inc., Clarks, Nebr., authorizing the transportation of fresh meat, from the plant site and storage facilities of Swift & Co., at or near Grand Island, Nebr., to Council Bluffs, Iowa, and frozen onions, from the facilities of Delicious Food Company at Grand Island, Nebr., to Chicago, Ill., and points in Iowa and Wisconsin. Patrick E. Quinn, 605 South 14th Street, P.O. Box 82028, Lincoln, Nebr. 68501, attorney for applicants.

No. MC-FC-75395. By order entered 11-4-74, the Motor Carrier Board approved the transfer to W. A. Wagner, Inc., Garden Prairie, Ill., of the operating rights set forth in Certificate No. MC 33401, issued April 22, 1974, to Chas. Ind. Co., Rockford, Ill., authorizing the transportation of machinery, equipment, and supplies used in, or incidental to, the construction of roads and buildings, between a specified area in Illinois, on the one hand, and, on the other, specified areas in Iowa and Wisconsin. Robert H. Levy, 29 S. LaSalle St., Chicago, Ill. 60603, attorney for applicants.

No. MC-FC-75437. By order entered 11-7-74, the Motor Carrier Board approved the transfer to Hillsdale Cartage, Inc., 94 West Hallett, R.F.D. No. 4, Hillsdale, Mich. 49242, of the operating rights set forth in Permit No. MC 110645, issued September 26, 1949, to Wells Beebe, doing business as Hillsdale Cartage, Hillsdale, Mich., authorizing the transportation of such commodities, except food, as are dealt in by chain, retail, and mail-order department stores, from Hillsdale, Mich., to points and places in Michigan, Ohio, and Indiana within 50 miles of Hillsdale, Mich., and damaged, defective, repossessed, and trade-in merchandise, from the above-specified destination points and places to Hillsdale, Mich.

No. MC-FC-75443. By order entered 11-4-74, the Motor Carrier Board approved the transfer to Gene Stewart and Herb Davies, doing business as Stewart-Davies Truck Line, Topeka, Kans., of the operating rights set forth in Certificate No. MC 124950, issued May 21, 1963, and those evidenced by Certificates of Registration Nos. MC 124950 (Sub-No. 1), and MC 124950 (Sub-No. 2), issued by the Commission April 26, 1965, and August 2, 1965, respectively, to Herb Davies, doing business as Davies Truck Line, Topeka, Kans., authorizing the transportation of general commodities, with the usual exceptions, between points in Kansas. Floyd E. Gehrt, P.O. Box 5186, Topeka, Kans. 66605, attorney for applicants.

No. MC-FC-75484. By order of November 7, 1974, the Motor Carrier Board approved the transfer to Woldorf Transportation Service, Inc., Philadelphia, Pa., of the operating rights in Certificate No. MC 128402 (Sub-No. 1), issued August 1, 1969, to Morris Woldorf, doing business as Woldorf Transportation Service, Philadelphia, Pa., authorizing the transportation of passengers and their baggage, in special operations, between King of Prussia, Fort Washington, and Willow Grove, Pa., on the one hand, and, on the other, New York, N.Y. Raymond A. Thistle, Jr., 4 Penn Center Plaza, Philadelphia, Pa. 19102, attorney for applicants.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-26720 Filed 11-13-74; 8:45 am]

IRREGULAR-ROUTE MOTOR COMMON CARRIERS OF PROPERTY

Elimination of Gateway Letter Notices

NOVEMBER 11, 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 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 November 25, 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 59367 (Sub-No. E3), filed June 3, 1974. Applicant: DECKER TRUCK LINES, INC., Box 915, 3584 Fifth Avenue South, Fort Dodge, Iowa 50501.

Applicant's representative: William L. Fairbank, 900 Hubbell Bldg., Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Solid fiber shipping containers, paper, and paper products*, from Chicago, Ill., to Dakota City, Nebr. The purpose of this filing is to eliminate the gateway of Fort Dodge, Iowa.

No. MC 83539 (Sub-No. E30), filed June 4, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *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; (2) *machinery, equipment, materials, 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, and (3) *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 Arkansas, on the one hand, and, on the other, points in that part of California in and north of Santa Cruz, Santa Clara, Merced, Tulumne, and Mono Counties. The purpose of this filing is to eliminate the gateways of points in Colorado, Wyoming and Kansas.

No. MC 83539 (Sub-No. E49), filed June 4, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, which because of size or weight require the use of special equipment, and *parts* of such commodities when moving in connection therewith; and (2) *Self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, between points in Utah, on the one hand, and, on the other, points in Kansas (except points in Cheyenne, Rawlins, Decatur, Norton, Phillips, Smith, Jewell, Mitchell, Osborne, Rooks, Graham, Sheridan, Thomas, Sherman, Wallace, Logan, Gove, Trego, Ellis, Russell, and Lincoln Counties). Restriction: The operations authorized in (1) above are restricted

against service performed in the stringing or picking up of commodities in connection with main or trunk pipelines. The operations authorized in (2) above are restricted to commodities which are transported on trailers. The purpose of this filing is to eliminate the gateways of Wichita, Kans., and points in Colorado.

No. MC 83539 (Sub-No. E50), filed June 4, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce Street, P.O. Box 5976, Dallas, Tex. 75202. Applicant's representative: Wiley C. Willingworth (Same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, which because of size or weight require the use of special equipment, and (2) *Self-propelled articles*, each weighing 15,000 pounds or more (except in drive-away service), and *related machinery, tools parts, and supplies* moving in connection therewith, between points in that part of California in and north of Monterey, Kings, Tulare, and Inyo Counties, on the one hand, and, on the other, points in that part of New Mexico in, north, and east of Eddy, Chaves, De Baca, Guadalupe, Torrance, Santa Fe, Sandoval, and Rio Arriba Counties. Restriction: The operations in (2) above are restricted to commodities which as transported on trailers. The purpose of this filing is to eliminate the gateways of points in Utah and Colorado.

No. MC 100666 (Sub-No. E217), filed May 19, 1974. Applicant: MELTON TRUCK LINES, INC., P.O. Box 7666, Shreveport, La. 71107. Applicant's representative: Paul L. Caplinger (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, from the plant site of the West Virginia Pulp and Paper Company located at or near Wickcliffe, Ky., to points in Arizona, California, Idaho, Nevada, Oregon, Washington, and points in Utah on and south of a line from the Utah-Nevada State line along Interstate Highway 80 to the junction of Alternate U.S. Highway 50, thence along Alternate U.S. Highway 50 to the junction of U.S. Highway 50, thence along U.S. Highway 50 to the Utah-Colorado State line. The purpose of this filing is to eliminate the gateway of points in Little River County, Ark.

No. MC 100666 (Sub-No. E221), filed May 24, 1974. Applicant: MELTON TRUCK LINES, INC., P.O. Box 7666, Shreveport, La. 71107. Applicant's representative: Paul L. Caplinger (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Composition or prepared roofing* from points in Kansas to points in Mississippi. The purpose of this filing is to eliminate the gateway of West Memphis, Ark.

No. MC 100666 (Sub-No. E224), filed September 18, 1974. Applicant: MELTON TRUCK LINES, INC., P.O. Box 7666,

Shreveport, La. 71107. Applicant's representative: Paul L. Caplinger (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (A) *Insulating materials*; (1) from the plant site of the Celotex Corporation at or near Hamlin, Tex., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia, and the District of Columbia; (2) from Duke, Okla., and points within one mile thereof, to points in Alabama, Connecticut, Delaware, Florida, Georgia, points in Kentucky east of U.S. Highway 45, points in Maine, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, North Carolina, points in Ohio on and east of U.S. Highway 71, points in Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia; (3) from Acme, Tex., to points in Connecticut, Delaware, Florida, Georgia, Indiana, Maine, Maryland, Massachusetts, points in the Lower Peninsula of Michigan on and east of a line from the Michigan-Indiana State line along U.S. Highway 131 to the junction of Michigan Highway 37, thence along Michigan Highway 37 to Traverse City, and points in New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia, and the District of Columbia; (4) from Florence, Ky., to points in Arizona, points in California on and south of California Highway 20 and points in New Mexico on and south of a line from the New Mexico-Texas State line along U.S. Highway 66 to the junction of New Mexico Highway 44, thence along New Mexico Highway 44 to the Colorado-New Mexico State line; (5) from West Memphis, Ark., to points in Arizona, California, points in Colorado on and west of a line from the Colorado-New Mexico State line along U.S. Highway 24 to the junction of Colorado Highway 13, thence along Colorado Highway 13 to the Colorado-Wyoming State line, and points in Idaho, Nevada, New Mexico, Oregon, Utah, and Washington; (6) from the plant site and warehouse facilities of the Celotex Corporation in Wayne County, N.C., to points in Arizona, California, Colorado, Idaho, points in Montana on and west of a line from the Montana-Wyoming State line along U.S. Highway 87 to the junction of U.S. Highway 91, thence along U.S. Highway 91 to the United States-Canada International Boundary line, and points in Nevada, New Mexico, Oklahoma, Oregon, Texas, Utah, Washington, and Wyoming.

(B) *Insulating materials* (except commodities in bulk), from the plant site and warehouse facilities of National Gypsum Co., at or near Rotan, Tex., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky,

Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia. (C) *Insulating sheathing*, from Irving, Tex., to points in Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, points in the Lower Peninsula of Michigan, points in New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia, and points in Wisconsin on, east, and south of a line from Prairie du Chien, along Wisconsin Highway 27 to the junction of U.S. Highway 8, thence along U.S. Highway 8 to the Wisconsin-Michigan State line and Birmingham, Selma, and Mobile, Ala., and points in the District of Columbia. (D) *Insulating boards*; (1) from Macon, Ga., to points in Arizona, California, Idaho, Montana, Nevada, Oregon, South Dakota, Utah, Washington, Wyoming, and points in North Dakota on and west of U.S. Highway 83; (2) from Pensacola, Fla., to points in Arizona, California, Idaho, Minnesota, Montana, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, Wyoming, and Dallas and Fort Worth, Tex. The purpose of this filing is to eliminate the gateway of the plant site of Fibreboard Company at or near Grambling, La.

No. MC 100666 (Sub-No. E225), filed Sept. 20, 1974. Applicant: MELTON TRUCK LINES, INC., P.O. Box 7666, Shreveport, La. 71107. Applicant's representative: Paul L. Caplinger (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wooden beams, joists, and trusses*, from Delaware, Ohio, to points in Colorado on and south of U.S. Highway 50 and points in New Mexico (Duke, Okla., and points within 1 mile thereof)*, points in Arizona (Texarkana, Tex.)*, points in Kansas on and south of a line from the Kansas-Missouri State line along U.S. Highway 54 to the junction of Interstate Highway 35, thence along Interstate Highway 35 to the junction of Interstate Highway 70, thence along Interstate Highway 70 to the Colorado-Kansas State line, and points in Missouri on and south of a line from the Missouri-Arkansas State line along U.S. Highway 60 to the junction of U.S. Highway 66, thence along U.S. Highway 66 to the Missouri-Kansas State line and points in Tennessee within 250 miles of Texarkana, Tex. (points in Arkansas)*, points in Tennessee on, west, and south of a line from the Tennessee-Missouri State line along Tennessee Highway 20 to the junction of U.S. Highway 45, thence along U.S. Highway 45 to the Tennessee-Mississippi State line, (points in Arkansas or Mississippi)*, and points in Alabama on, west, and south of a line from the Alabama-Tennessee State line along Interstate Highway 65 to the junction of U.S. Highway 231, thence along U.S.

Highway 231 to the Alabama-Florida State line (points in Arkansas or Mississippi)*. The purpose of this filing is to eliminate the gateways marked with asterisks above.

No. MC 100666 (Sub-No. E227), filed Aug. 12, 1974. Applicant: MELTON TRUCK LINES, INC., P.O. Box 7666, Shreveport, La. 71107. Applicant's representative: Paul L. Caplinger (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Plastic pipe*, from Bakers, N.C., to points in Arkansas, California, Colorado, Idaho, Kansas, Montana, Nebraska, Nevada, Oregon, South Dakota, Utah, Washington, and Wyoming and points in North Dakota on and west of North Dakota Highway 3 and points in Arkansas on, west, and north of a line from the Arkansas-Missouri state line along Arkansas Highway 7 to the junction of Arkansas Highway 27 to the junction of Arkansas Highway 8, thence along Arkansas Highway 8 to the Arkansas-Oklahoma State line. (Moffett, Okla.)*; (2) *Plastic pipe* (except oilfield commodities as described by the Commission in *Mercer Extension—Oilfield Commodities*, 74 M.C.C. 459 from Bakers, N.C., to points in Arkansas on, west, and south of a line from the Arkansas-Louisiana State line along Arkansas Highway 7 to the junction of Arkansas Highway 8, thence along Arkansas Highway 8 to the Arkansas-Oklahoma State line (Columbia, Miss.)*. The purpose of this filing is to eliminate the gateways marked with asterisks above.

No. MC 100666 (Sub-No. E226), filed August 23, 1974. Applicant: MELTON TRUCK LINES, INC., P.O. Box 7666, Shreveport, La. 71107. Applicant's representative: Paul L. Caplinger (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Plastic pipe and fittings*, from the plant site and warehouse facilities of Kyle-Gifford-Hill, Inc., at or near Newberry, Fla., to points in Arizona, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming (plant site of Smith Plastics, Inc., at Little Rock, Ark.)*; and (2) *Plastic pipe* (except oilfield commodities, as described by the Commission in *Mercer Extension—Oilfield Commodities*, 74 M.C.C. 459), from the plant site and warehouse facilities of Kyle-Gifford-Hill, Inc., at or near Newberry, Fla., to points in Missouri (Columbia, Miss.)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 106398 (Sub-No. E146), (Correction), filed May 31, 1974, published in the FEDERAL REGISTER, November 5, 1974. Applicant: NATIONAL TRAILER CONVOY, INC., P.O. Box 3329, Tulsa, Okla. 74101. Applicant's representative: Irvin Tull (same as above). Authority sought to operate as a *common carrier*, by motor

vehicle, over irregular routes, transporting: *Plastic pipe, tubing, conduit, valves, or fittings, compounds, joint sealer, primer, coating, thinner, and accessories* used in the installation of such products (except commodities in bulk), when intended for use in the construction of buildings, from the plant site of Carlon Products Division of Continental Oil Company, at Ohio, to points in Minnesota, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, New Mexico, Colorado, Wyoming, Montana, Idaho, Utah, Arizona, California, Nevada, Oregon, Washington, South Carolina, Georgia, Alabama, and Florida. The purpose of this filing is to eliminate the gateway of the plant site of Metal Deck, Inc., at Oregon, Ohio. The purpose of this correction is to correct the E number, previously published as E46.

No. MC 108380 (Sub-No. E1), filed June 5, 1974. Applicant: JOHNSTON'S FUEL LINERS, INC., P.O. Box 100, Newcastle, Wyo. 82701. Applicant's representative: C. W. Burnette (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, from Newcastle, Wyo., to points in Nebraska east of U.S. Highway 183. The purpose of this filing is to eliminate the gateway of Pennington County, S. Dak.

No. MC 108380 (Sub-No. E2), filed June 5, 1974. Applicant: JOHNSTON'S FUEL LINERS, INC., P.O. Box 100, Newcastle, Wyo. 82701. Applicant's representative: C. W. Burnette (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes transporting: *Petroleum and petroleum products*, from Mandan, N. Dak., to points in Colorado, Wyoming, and those in Nebraska in and west of Sheridan, Garden, and Devel Counties. The purpose of this filing is to eliminate the gateway of Butte County, S. Dak.

No. MC 110420 (Sub-No. E116) (Correction), filed June 4, 1974, published in the FEDERAL REGISTER November 5, 1974. Applicant: QUALITY CARRIERS, INC., P.O. Box 186, Pleasant Prairie, Wis. 53158. Applicant's representative: E. Stephen Helsley, 666 Eleventh St. NW, Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vegetable oils*, in bulk, in tank vehicles, from Chicago, Ill.; to (1) Portland, Maine (Cudahy, Wis.)*; (2) points in North Dakota (Clinton, Iowa)*; (3) points in Arkansas, Kentucky, and Tennessee (Indianapolis, Ind.)*; (4) points in North Dakota and South Dakota (Red Wing, Minn.)*; and (5) to points in Arkansas (St. Louis, Mo.)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above. The purpose of this correction is to correct the "E" number, previously published as E115 and to correct the applicant's address.

No. MC 110420 (Sub-No. E142), filed June 4, 1974. Applicant: QUALITY

CARRIERS, INC., P.O. Box 186, Pleasant Prairie, Wisconsin 53158. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street, NW., Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid sugar*, in bulk, in tank vehicles from Peoria, Ill., to (1) Johnstown, Penn. (Detroit, Mich.)*; (2) points in Huron, Tuscola, Sanilac, Genesee, Tappan, St. Clair, Oakland, Macomb, Wayne, and Monroe Counties, Mich. (Toledo, Ohio)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 110420 (Sub-No. E143), filed June 4, 1974. Applicant: **QUALITY CARRIERS, INC.**, P.O. Box 186, Pleasant Prairie, Wisconsin 53158. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street, NW., Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid sugar*, in bulk, in tank vehicles from Peoria, Ill., to points in Floyd, Clark, Jefferson, and Switzerland Counties, Ind. The purpose of this filing is to eliminate the gateway of Louisville, Ky.

No. MC 110420 (Sub-No. E144), filed June 4, 1974. Applicant: **QUALITY CARRIERS, INC.**, P.O. Box 186, Pleasant Prairie, Wisconsin 53158. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street NW., Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid sugar*, in bulk, in tank vehicles, from Granite City, Ill., to points in West Virginia and to points in Floyd, Clark, Jefferson, and Switzerland Counties, Ind. The purpose of this filing is to eliminate the gateway of Louisville, Ky.

No. MC 110420 (Sub-No. E145), filed June 4, 1974. Applicant: **QUALITY CARRIERS, INC.**, P.O. Box 186, Pleasant Prairie, Wis. 53158. Applicant's representative: E. Stephen Heisley, 666 Eleventh St. NW., Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid sugar*, in bulk, in tank vehicles, from the facilities of CPC International Inc., and Holly Sugar Corp., at or near Bonner Springs, Kans.; to (1) points in McKenzie, Williams, Divide, Burke, Mountrail, Ward, Renville, and Bottineau Counties, N. Dak. (Cedar Rapids, Iowa)*; (2) Upjohn, Mich. (Clinton, Iowa)*; (3) points in Michigan and Mississippi (St. Louis, Mo.)*; and (4) points in Utah (North Kansas City, Mo.)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 110988 (Sub-No. E3) (Correction), filed May 17, 1974, published in the FEDERAL REGISTER October 8, 1974. Applicant: **SCHNEIDER TANK LINES, INC.**, 200 W. Cecil Street, Neenah, Wis. 54956. Applicant's representative: Neil A. DuJardin (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes,

transporting: (3) *Concentrated spent sulphite* (sulphur waste liquor), in bulk, in tank vehicles, (b) from Rhinelander, Wis., to points in Pennsylvania, West Virginia, Kentucky, Alabama, Mississippi, Louisiana, Arkansas, Texas, Oklahoma, Colorado, Kansas, points in that part of Tennessee west of U.S. Highway 27, points in that part of Wyoming on and south of a line beginning at the Idaho-Wyoming State line, thence along U.S. Highway 30N to junction U.S. Highway 30, thence along U.S. Highway 30 to the Wyoming-Nebraska State line, points in that part of Missouri on, south, and east of a line beginning at the Missouri-Nebraska State line, thence along Missouri Highway 6 to junction Missouri Highway 5, thence along Missouri Highway 5 to the Iowa-Missouri State line (the plant site of Philadelphia Quartz Co., at Utica, Ill.)*, points in Pennsylvania, West Virginia (Otsego, Mich.)*, New York, New Jersey (South Beloit, Ill.)*; * * * (8) *Liquid glue*, in bulk, in tank vehicles, from Forest Park, Ill., to points in that part of Wisconsin on and north of a line beginning at Prescott, thence along U.S. Highway 10 to junction U.S. Highway 57, thence along U.S. Highway 57 to Green Bay, and points in that part of Minnesota on and north of a line beginning at the South Dakota-Minnesota State line, thence along U.S. Highway 16 to junction Minnesota Highway 60, thence along Minnesota Highway 60 to the Minnesota-Wisconsin State line (Kimberly, Wis.)*.

(13) *Sulphuric acid*, in bulk, in tank vehicles, from Joliet, Ill., to points in that part of Minnesota on and north of a line beginning at the Minnesota-North Dakota State line, thence along U.S. Highway 2 to junction U.S. Highway 71, thence along U.S. Highway 71 to International Falls (Groes, Mich.)*. (14) *Chemicals* (except liquid hydrogen, liquid oxygen, and liquid nitrogen), in bulk, in tank vehicles, from the plant and warehouse sites of the Philadelphia Quartz Co., at Utica, Ill., to points in New York and New Jersey (South Beloit, Ill.)*. (15) *Chemicals*, in bulk, in tank vehicles, from the plant and warehouse sites of Philadelphia Quartz Co., at Utica, Ill., to points in Minnesota (Portage, Wis.)*. (18) *Fertilizer and fertilizer ingredients*, in bulk, in tank or hopper type vehicles, from the plant site of Stauffer Chemical Co., at or near Morris, Ill., to points in Pennsylvania, and points in that part of West Virginia on, north, and east of a line beginning at the Ohio-West Virginia State line, thence along U.S. Highway 250 to junction U.S. Highway 19, thence along U.S. Highway 19 to the West Virginia-Virginia State line (Otsego, Mich.)*, points in North Dakota, and points in that part of South Dakota on and north of a line beginning at the Wyoming-South Dakota State line, thence along U.S. Highway 16 to junction U.S. Highway 14, thence along U.S. Highway 14 to the South Dakota-Minnesota State line (Rothschild, Wis.)*.

(21) *Liquid chemicals* (except liquid hydrogen, liquid oxygen, liquid nitrogen, wood preservatives, and water repellants), in bulk, in tank or hopper type vehicles, from points in that part of Wisconsin on, north, and west of a line beginning at Green Bay, thence along U.S. Highway 41 to junction U.S. Highway 151, thence along U.S. Highway 151 to the Wisconsin-Illinois State line (except Superior), to points in Pennsylvania, points in that part of West Virginia on and north of Interstate Highway 70, and points in that part of Ohio on and east of a line beginning at Cleveland, thence along Interstate Highway 77 to junction Ohio Highway 43, thence along Ohio Highway 43 to the Ohio-West Virginia State line (Ostego, Mich., and that part of the South Beloit, Ill., commercial zone which lies in Wisconsin)*. (31) *Phosphoric acid and phosphatic fertilizer solutions*, in bulk, in tank vehicles, having an immediate prior movement by rail or water, from points in that part of Wisconsin on and east of U.S. Highway 41, to points in Indiana, points in that part of Illinois on and south of U.S. Highway 6, and points in that part of Iowa on and south of U.S. Highway 6 (the plant site of Hydrite Chemical Co., at Milwaukee, Wis.)*. (35) *Chromium sulphate*, in bulk, in tank vehicles, having an immediate prior movement by rail or water, (b) from points in that part of Wisconsin on and north of U.S. Highway 16 (except Superior) to points in Pennsylvania, Tennessee, Virginia, and West Virginia (Milwaukee, Wis.)*. The purpose of this filing is to eliminate the gateways indicated by the asterisks above. The purpose of this partial correction is to clarify descriptions previously published. The remainder remains as previously published.

No. MC 111545 (Sub-No. E12) (Correction), filed May 19, 1974, published in the FEDERAL REGISTER, October 30, 1974. Applicant: **HOME TRANSPORTATION CO., 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 and agricultural machinery and implements, other than hand, as defined by the Commission), the transportation of which, because of size or weight, requires the use of special equipment, from points in Florida to points in Colorado. The purpose of this filing is to eliminate the gateways of (1) Atlanta, Cartersville, or Marietta, Ga., or points in that part of Georgia within 50 miles thereof, and (2) points in Oklahoma. The purpose of this correction is to reflect Florida as the origin point.

No. MC 111545 (Sub-No. E45), filed May 27, 1974. Applicant: **HOME TRANSPORTATION CO., 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: *Heavy machinery and air compressors*, the transportation of which, because of size or weight, requires the use of special equipment, (1) from points in that part of Virginia on and east of a line beginning at the Virginia-West Virginia State line, thence along U.S. Highway 11 to Winchester, thence along U.S. Highway 50 to Arlington, thence along Interstate Highway 95 to Richmond, thence along U.S. Highway 1 to South Hill, thence along U.S. Highway 58 to South Boston, thence along U.S. Highway 501 to the Virginia-North Carolina State line, to points in that part of Tennessee on and west of a line beginning at the Tennessee-Mississippi State line, thence along U.S. Highway 45 to Jackson, thence along Tennessee Highway 20, to the Tennessee-Missouri State line; (2) from Norfolk, Va., to points in that part of Tennessee on and west of Tennessee Highway 69; and (3) from points in that part of Virginia on and east of a line beginning at the Virginia-Kentucky State line, thence along U.S. Highway 23 to Pound, thence along Virginia Highway 83 to Fremont, thence along Virginia Highway 63 to St. Paul, thence along Alternate U.S. Highway 58 to Hansonville, thence along U.S. Highway 19 to the Virginia-Tennessee State line, to points in that part of Alabama on and south of a line beginning at the Alabama-Georgia State line, thence along U.S. Highway 80 to Montgomery, thence along U.S. Highway 82 to the Alabama-Mississippi State line. The purpose of this filing is to eliminate the gateways of points in that part of North Carolina within 175 miles of Chattanooga, Tenn., and Atlanta, Ga.

No. MC 111545 Sub-No. E107, filed May 31, 1974. Applicant: HOME TRANSPORTATION CO., 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: (1) *Heat exchangers or equalizers* for air, gas, or liquids; (2) *Machinery and equipment* for heating, cooling, conditioning, humidifying, dehumidifying, and moving of air, gas, or liquids; and (3) *parts, attachments, and accessories* for use in the installation and operation of (1) and (2) above, the transportation of which, because of size or weight requires the use of special equipment, from points in that part of Wisconsin on and east of a line beginning at the Wisconsin-Minnesota State line, thence along U.S. Highway 53 to Chippewa Falls, thence along Wisconsin Highway 178 to Cornell, thence along Wisconsin Highway 27 to Brule, thence along U.S. Highway 2 to the Wisconsin-Minnesota State line (except points in that part of Wisconsin east and south of a line beginning at the Wisconsin-Illinois State line, thence along Interstate Highway 90 to junction Wisconsin Highway 26, thence along Wisconsin Highway 26 to Jefferson,

thence along U.S. Highway 18 to Milwaukee), to points in that part of Louisiana on and south of U.S. Highway 80. The purpose of this filing is to eliminate the gateways of points in Iowa and the plant and warehouse facilities of the Trane Company at Clarksville, Tenn.

No. MC 111545 (Sub-No. E155), filed May 19, 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, from points in that part of Maryland on and east of a line beginning at the Pennsylvania-Maryland State line, thence along Interstate Highway 83 to Baltimore, thence along Interstate Highway 95 to the District of Columbia, to points in that part of Colorado on and south of a line beginning at the Colorado-Kansas State line, thence along U.S. Highway 24 to Limon, thence along U.S. Highway 40 to Craig, thence along Colorado Highway 789 to the Colorado-Wyoming State line. The purpose of this filing is to eliminate the gateways of Atlanta, Cartersville, or Marietta, Ga., or points in Georgia within 50 miles thereof, and points in Oklahoma.

No. MC 111545 (Sub-No. E318), filed June 4, 1974. Applicant: HOME TRANSPORTATION CO., 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., and on, east, and south of a line beginning at the Alabama-Tennessee State line, thence along U.S. Highway 31 to Birmingham, thence along U.S. Highway 11 to the Alabama-Mississippi State line, to points in Wyoming and that part of Colorado on, north, and west of a line beginning at the Colorado-Kansas State line, thence along U.S. Highway 24 to Limon, thence along Colorado Highway 71 to junction Colorado Highway 10, thence along Colorado Highway 10 to Walsenburg, thence along U.S. Highway 160 to Alamosa, thence along U.S. Highway 285 to the Colorado-New Mexico State line. The purpose of this filing is to eliminate the gateways of points in Georgia within 175 miles of Chattanooga, Tenn., and Springfield, Mo.

No. MC 111545 (Sub-No. E328), filed June 4, 1974. Applicant: HOME TRANSPORTATION CO., 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, south, and east of a line beginning at the Texas-Louisiana State line, thence along Texas Highway 49 to junction U.S. Highway 67, thence along U.S. Highway 67 to Greenville, thence along U.S. Highway 380 to Denton, thence along Interstate Highway 35W to Ft. Worth, thence along U.S. Highway 81 to Laredo, to points in Kansas. 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. E342), filed June 4, 1974. Applicant: HOME TRANSPORTATION CO., 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 pipe* (except pipe as described in *Mercer Extension—Oilfield Commodities*, 74 M.C.C. 459, and pipe originating at or destined to pipeline rights-of-way), from points in that part of Texas on, south, and east of a line beginning at the Texas-Arkansas State line, thence along Interstate Highway 30 to Greenville, thence along Texas Highway 34 to Italy, thence along U.S. Highway 77 to the International Boundary line between the United States and Mexico, to points in that part of Colorado on, north, and west of a line beginning at the Colorado-Kansas State line, thence along U.S. Highway 24 to Colorado Springs, thence along U.S. Highway 85 to Pueblo, thence along U.S. Highway 50 to Salida, thence along U.S. Highway 285 to junction Colorado Highway 17, thence along Colorado Highway 17 to Alamosa, thence along U.S. Highway 285 to the Colorado-New Mexico State line, restricted to the transportation of commodities which, because of size or weight, require the use of special equipment, where such transportation is performed on ordinary vehicular equipment, and special equipment is provided for loading and unloading and the loading and unloading is performed by the consignor or consignee, or both. The purpose of this filing is to eliminate the gateway of the plant site and warehouse facilities of Western Foundry Company, at or near Tyler, Tex.

No. MC 111545 (Sub-No. E358), filed June 4, 1974. Applicant: HOME TRANSPORTATION CO., 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; (1)

from points in that part of Tennessee, within 175 miles of Chattanooga, Tenn., and on, east, and south of a line beginning at the Tennessee-Georgia State line, thence along U.S. Highway 11 to Knoxville, thence along U.S. Highway 441 to the Tennessee-North Carolina State line, to points in South Dakota; and (2) from points in that part of Tennessee within 175 miles of Chattanooga, Tenn., and on and east of a line beginning at the Tennessee-Alabama State line, thence along Tennessee Highway 56 to junction U.S. Highway 70N, thence along U.S. Highway 70N to Cookeville, thence along Tennessee Highway 42 to the Tennessee-Kentucky State line, to points in Colorado. The purpose of this filing is to eliminate the gateways of points in Georgia within 175 miles of Chattanooga, Tenn., and Springfield, Mo.

No. MC 111545 (Sub-No. E366), filed June 4, 1974. Applicant: HOME TRANSPORTATION CO., 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 pipe* (except pipe as described in *Mercer Extension—Oilfield Commodities*, 74 M.C.C. 459, and pipe originating at or destined to pipeline rights-of-way), from points in that part of Georgia on and south of U.S. Highway 278, to points in that part of Wyoming on, west, and north of a line beginning at the Wyoming-Colorado State line, thence along U.S. Highway 87 to Cheyenne, thence along Interstate Highway 42 to Rawlins, thence along U.S. Highway 287 to Muddy Gap, thence along Wyoming Highway 220 to Casper, thence along U.S. Highway 87 to junction Interstate Highway 90, thence along Interstate Highway 90 to Gillette, thence along Wyoming Highway 59 to the Wyoming-Montana State line, restricted to the transportation of commodities which, because of size and weight, require the use of special equipment, where such transportation is performed on ordinary vehicular equipment, and special equipment is provided for loading and unloading and the loading and unloading is performed by the consignor or consignee, or both. The purpose of this filing is to eliminate the gateways of (1) Atlanta, Cartersville, or Marietta, Ga., or points in that part of Georgia within 50 miles thereof, (2) points in Oklahoma, and (3) the plant site and warehouse facilities of Western Foundry Co., at or near Tyler, Tex.

No. MC 111545 (Sub-No. E369), filed June 4, 1974. Applicant: HOME TRANSPORTATION CO., 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 spe-

cial equipment; (1) from points in that part of Tennessee within 175 miles of Chattanooga, Tenn., and on and east of a line beginning at the Tennessee-Alabama State line, thence along U.S. Highway 31 to Nashville, thence along Alternate U.S. Highway 41 to the Tennessee-Kentucky State line, to points in California and Washington; (2) from points in that part of Tennessee within 175 miles of Chattanooga, Tenn., and on, east, and south of a line beginning at the Tennessee-Alabama State line, thence along U.S. Highway 31 to Columbia, thence along Tennessee Highway 99 to Unionville, thence along U.S. Alternate Highway 41 to Tullahoma, thence along Tennessee Highway 55 to McMinnville, thence along U.S. Highway 70S to junction U.S. Highway 70, thence along U.S. Highway 70 to Knoxville, thence along U.S. Highway 11W to the Tennessee-Virginia State line, to points in Idaho, Montana, Nevada, and Oregon; (3) from points in that part of Tennessee within 175 miles of Chattanooga, Tenn., and on and east of a line beginning at the Tennessee-Alabama State line, thence along U.S. Highway 31 to Nashville, thence along U.S. Highway 31W to the Tennessee-Kentucky State line, to points in Arizona; (4) from points in that part of Tennessee within 175 miles of Chattanooga, Tenn., and on, east, and south of a line beginning at the Tennessee-Alabama State line, thence along U.S. Highway 231 to Murfreesboro, thence along U.S. Highway 70S to junction Tennessee Highway 42, thence along Tennessee Highway 42 to the Tennessee-Kentucky State line, to points in New Mexico; (5) from points in that part of Tennessee within 175 miles of Chattanooga, Tenn., and on, east, 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 junction Tennessee Highway 50, thence along Tennessee Highway 50 to Lynchburg, thence along Tennessee Highway 55 to McMinnville, thence along U.S. Highway 70S to junction U.S. Highway 70, thence along U.S. Highway 70 to Knoxville, thence along Tennessee Highway 33 to Tazewell, thence along U.S. Highway 25E to the Tennessee-Kentucky State line, to points in Wyoming; and (6) from points in that part of Tennessee within 175 miles of Chattanooga, Tenn., and on and east 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 junction Tennessee Highway 50, thence along Tennessee Highway 50 to Lynchburg, thence along Tennessee Highway 55 to McMinnville, thence along U.S. Highway 70S to junction Tennessee Highway 42, thence along Tennessee Highway 42 to the Tennessee-Kentucky State line, to points in Utah. The purpose of this filing is to eliminate the gateway of Anniston, Alabama.

No. MC 111545 (Sub-No. E506), filed May 30, 1974. Applicant: HOME TRANSPORTATION CO., 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, the transportation of which, because of size or weight, requires the use of special equipment (except commodities to be used in, or in connection with, main or trunk pipelines), from points in that part of Utah on and south of a line beginning at the Utah-Colorado State line, thence along U.S. Highway 666 to Monticello, thence along U.S. Highway 163 to Crescent Junction, thence along U.S. Highway 6 to junction Interstate Highway 70, thence along Interstate Highway 70 to Salina, thence along Utah Highway 26 to Delta, thence along U.S. Highway 6 to the Utah-Nevada State line, to points in that part of the lower peninsula of Michigan on, north and east of a line beginning at the Michigan-Indiana State line, thence along Michigan Highway 66 to junction Interstate Highway 96, thence along Interstate Highway 96 to junction Michigan Highway 46, thence along Michigan Highway 46 to Muskegon. The purpose of this filing is to eliminate the gateways of points in that part of Missouri within 100 miles of Kansas City, Kans., and the plant site of Continental Homes, Inc., at or near Malden, Mo.

No. MC 111956 (Sub-No. E1), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette St., Washington, Pa. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper partitions*, from Westmoreland County, Pa., to points in that part of Ohio west of a line beginning at the Ohio-Pennsylvania State line, thence along U.S. Highway 250 to its intersection with Ohio Highway 21, thence along Ohio Highway 21 to Cleveland, Ohio; materials and supplies (except commodities in bulk), used in the products, sale, distribution, and transportation of paper partitions, from points in that part of Ohio west of a line beginning at the Ohio-Pennsylvania State line, thence along U.S. Highway 250 to its intersection with Ohio Highway 21, thence along Ohio Highway 21 to Cleveland, Ohio. The purpose of this filing is to eliminate the gateway of Donora, Pa.

No. MC 111956 (Sub-No. E3), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette St., Washington, Pa. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glassware, glass containers, and caps, stoppers, and covers*, therefor, in cartons (in truck loads except to points in Ohio),

from Salem, N.J., to points in Allegheny, Fayette, Greene, Washington, and Westmoreland Counties, Pa., in Ohio (except Cleveland), and in Illinois within 50 miles of the intersection of Clark and Madison Streets in Chicago; and *Returned, rejected, or damaged shipments of glassware, glass containers, and caps, stoppers, and covers, therefor*, in cartons, from points in Allegheny, Fayette, Greene, Washington, and Westmoreland Counties, Pa., in Ohio (except Cleveland), and in Illinois within 50 miles of the intersection of Clark and Madison Streets in Chicago or Salem, N.J. The purpose of this filing is to eliminate the gateways of Connellsville and Washington, Pa.

No. MC 111956 (Sub-No. E5), filed June 4, 1974. Applicant: SUWAK TRUCKING CO., 1105-15 Fayette St., Washington, Pa. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glassware, glass containers, and caps, stoppers, and covers therefor*, in truck loads, from points in Allegheny, Fayette, Greene, Washington Counties, Pa., to Boston and Cambridge, Mass., Keene, N.H., Clinton, Conn., and points in Rhode Island and New York; *returned and rejected or damaged shipments of glassware, glass containers, and caps, stoppers, and covers, therefore, and material and supplies used in the manufacture of glassware and glass containers*, from Boston and Cambridge, Mass., Keene, N.H., Clinton, Conn., and points in Rhode Island and New York to points in Allegheny, Fayette, Greene, and Washington Counties, Pa. The purpose of this filing is to eliminate the gateway of Washington, Pa.

No. MC 111956 (Sub-No. E6), filed June 4, 1974. Applicant: SUWAK TRUCKING CO., 1105-15 Fayette Co., Washington, Pa. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glassware, glass containers, and caps, stoppers, and covers therefor* (in truckloads, except to points in Ohio), from points in Allegheny, Fayette, Washington, and Westmoreland Counties, Pa., and points in Bedford, Blair, Fulton, Franklin, and Huntingdon Counties, Pa., within 50 miles of Bedford, Pa., to points in that part of Ohio on and west and south of a line beginning at the Ohio-Pennsylvania State line, thence along Ohio Highway 250 to its intersection with Ohio Highway 21, thence along Ohio Highway 21 to Cleveland, Ohio, and to points in Illinois within 50 miles of the intersection of Clark and Madison Streets in Chicago; *returned and rejected or damaged shipments of glassware, glass containers, and caps, stoppers, and covers therefor and material and supplies used in the manufacture of glassware and glass containers*, from points in that part of Ohio on

and west and south of a line beginning at the Ohio-Pennsylvania State line, thence along Ohio Highway 250 to its intersection with Ohio Highway 21, thence along Ohio Highway 21 to Cleveland, Ohio, points in Illinois within 50 miles of the intersection of Clark and Madison Streets in Chicago, to points in Allegheny, Fayette, Washington, and Westmoreland Counties, Pa., and points in Bedford, Blair, Fulton, Franklin, and Huntingdon Counties, Pa., within 40 miles of Bedford, Pa. The purpose of this filing is to eliminate the gateways of Bedford, Washington, and New Stanton, Pa.

No. MC 111956 (Sub-No. E7), filed June 14, 1974. Applicant: SUWAK TRUCKING CO., 1105-15 Fayette St., Washington, Pa. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers and caps for glass containers*, from Allegheny and Westmoreland Counties, Pa., to points in that part of West Virginia on and south of a line beginning at the Maryland-West Virginia State line, and thence along West Virginia Highway 7 to the Ohio-West Virginia State line; *returned and rejected or damaged shipments of glass containers and caps for glass containers*, from points in that part of West Virginia on and south of a line beginning at the Maryland-West Virginia State line and thence along West Virginia Highway 7 to the Ohio-West Virginia State line to points in Allegheny and Westmoreland Counties, Pa. The purpose of this filing is to eliminate the gateway of Connellsville, Pa.

No. MC 111956 (Sub-No. E8), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette St., Washington, Pa. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper cartons, paper sheets, cullet, and tin plate*, from points in that part of Ohio west and south of a line beginning at the Ohio-Pennsylvania State line, thence along Ohio Highway 250 to Ohio Highway 21, thence along Ohio Highway 21 to Cleveland, Ohio, to points in Westmoreland County, Pa., and *rejected or refused shipments of paper carton, paper sheets, cullet, and tin plate*, from points in Westmoreland County, Pa., to points in that part of Ohio west and south of a line beginning at the Ohio-Pennsylvania State line, thence along Ohio Highway 250 to Ohio Highway 21 and thence along Ohio Highway 21 to Cleveland, Ohio. The purpose of this filing is to eliminate the gateway of Connellsville, Pa.

No. MC 111956 (Sub-No. E9), filed June 4, 1974. Applicant: SUWAK TRUCKING CO., 1105-15 Fayette St., Washington, Pa. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Pa. 15219. Au-

thority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper cartons, paper sheets, cullet, and tin plate*, from points in that part of West Virginia on and south of a line beginning at the Virginia-West Virginia State line, thence along West Virginia Highway 50 to the Ohio-West Virginia State line to points in Allegheny and Westmoreland Counties, Pa. The purpose of this filing is to eliminate the gateway of Connellsville, Pa.

No. MC 111956 (Sub-No. E10), filed June 4, 1974. Applicant: SUWAK TRUCKING CO., 1105-15 Fayette St., Washington, Pa. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper cartons, paper sheets, cullet, and tin plates*, from points in Ohio, to points in Fayette County, Pa., and *rejected or refused shipments of paper cartons, paper sheets, cullet, and tin plate*, from points in Fayette County, Pa., to points in Ohio. The purpose of this filing is to eliminate the gateway of Connellsville, Pa.

No. MC 111956 (Sub-No. E11), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette Street, Washington, Penn. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Penn. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper cartons, paper sheets, cullet, and tin plate*, from points in Delaware, Maryland, New Jersey, and that part of New York east of New York Highway 14, to Allegheny, Fayette, Greene, Washington, and Westmoreland Counties, Penn., and *rejected or refused shipments of paper cartons, paper sheets, cullet, and tin plate*, from points in Allegheny, Fayette, Greene, Washington, and Westmoreland Counties, Penn., to points in Delaware, Maryland, New Jersey, and that part of New York east of New York Highway 14. The purpose of this filing is to eliminate the gateway of Connellsville, Penn.

No. MC 111956 (Sub-No. E12), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette St., Washington, Pa. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper cartons, paper sheets, cullet, and tin plate*, from points in that part of Ohio on and south and west of a line beginning at Portsmouth, Ohio, thence along Ohio State Highway 73 to Oxford, Ohio, thence along Ohio Highway 27 to the Indiana-Ohio State line, to points in Allegheny County, Pa., and *rejected or refused shipments of paper cartons, paper sheets, cullet, and tin plate*, from points in Allegheny County, Pa., to points in that part of Ohio on and south and west of a line

beginning at Portsmouth, Ohio, thence along Ohio Highway 73 to Oxford, thence along Ohio Highway 27 to the Indiana-Ohio State line. The purpose of this filing is to eliminate the gateway of Connellsville, Pa.

No. MC 111956 (Sub-No. E13), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette Street, Washington, Penn. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Penn. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Tin plate*, from points in that part of Ohio on and south of U.S. Highway 40 and points in that part of West Virginia on and west of a line beginning at the Pennsylvania-West Virginia State line, thence along U.S. Highway 19 to its junction with West Virginia Highway 60, thence on West Virginia Highway 60 to the Ohio-West Virginia State line, to points in that part of New York on and east of a line beginning at Oswego, N.Y., thence along New York Highway 48 to its junction with U.S. Highway 11, thence along U.S. Highway 11 to the New York-Pennsylvania State line, and rejected or refused shipments of tin plate, from points in that part of New York on and east of a line beginning at Oswego, N.Y., thence along New York Highway 48 to its junction with U.S. Highway 11, thence along U.S. Highway 11 to the New York-Pennsylvania State line, to points in that part of West Virginia on and west of a line beginning at the Pennsylvania-West Virginia State line, thence along U.S. Highway 19 to West Virginia Highway 60, thence along West Virginia Highway 60 to the Ohio-West Virginia State line and points in that part of Ohio on and south of U.S. Highway 40. The purpose of this filing is to eliminate the gateway of Connellsville-Washington, Penn.

No. MC 111956 (Sub-No. E14), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette Street, Washington, Penn. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Penn. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Corrugated fibreboard boxes and parts thereof*, between points in that part of Ohio on and south of U.S. Highway 40 on one hand, and, on the other, points in that part of New York bounded by a line beginning at Peekskill, N.Y., and extending east to the Connecticut-New York State line, points in New Jersey, and thence along U.S. Highway 6. The purpose of this filing is to eliminate the gateway of Connellsville-McKees Rocks, Penn.

No. MC 111956 (Sub-No. E15), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette St., Washington, Pa. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular

routes, transporting: *Corrugated fibreboard boxes*, between points in Allegheny County, Pa., on the one hand, and, on the other, points in West Virginia. The purpose of this filing is to eliminate the gateway of McKees Rocks, Pa.

No. MC 111956 (Sub-No. E16), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette Street, Washington, Penn. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Penn. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Corrugated fibreboard boxes*, between points in Delaware, New Jersey, and New York on the one hand, and, on the other, points in Allegheny, Fayette, Greene, Washington, and Westmoreland Counties, Penn. The purpose of this filing is to eliminate the gateway of McKees Rocks, Penn.

No. MC 111956 (Sub-No. E17), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette St., Washington, Pa. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Corrugated fibreboard boxes*, between points in that part of Ohio west of a line beginning at Portsmouth, Ohio, thence along U.S. Highway 23 to Toledo, Ohio, on the one hand, and, on the other, points in Allegheny, Fayette, and Westmoreland Counties, Pa. The purpose of this filing is to eliminate the gateway of McKees Rocks, Pa.

No. MC 111956 (Sub-No. E18), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette Street, Washington, Penn. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Penn. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Ferro-alloys and ferro-compounds*, from points in Allegheny, Fayette, Greene, and Washington Counties, Penn., to Newport, Ky., Buffalo, Dunkirk, Lockport, and Syracuse, N.Y., and refused or damaged shipments of ferro-alloys and ferro-compounds and empty cartons, therefor, from Newport, Ky., Buffalo, Dunkirk, Lockport, and Syracuse, N.Y., to points in Allegheny, Fayette, Greene, and Washington Counties, Penn. The purpose of this filing is to eliminate the gateway of Washington, Penn.

No. MC 111956 (Sub-No. E19), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette St., Washington, Pa. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Ferro-molybdenum, molybdenum oxide, calcium molybdate, ferro-tungsten, and tungsten powder*, from points in Allegheny, Fayette, Greene, Washington, and

Westmoreland Counties, Pa., to points in that part of Ohio on and west of a line beginning at the Ohio-Pennsylvania State line, thence along U.S. Highway 250 to its junction with Interstate Highway 77, thence along Interstate Highway 77 to Cleveland, Ohio, and rejected or damaged shipments of *ferro-molybdenum, molybdenum oxide, calcium molybdate, ferro-tungsten, tungsten powder, and empty containers* therefor, from points in that part of Ohio on and west of a line beginning at the Ohio-Pennsylvania State line and thence along U.S. Highway 250 to its junction with Interstate Highway 77, thence along Interstate Highway 77 to Cleveland, Ohio, to points in Allegheny, Fayette, Greene, Washington, and Westmoreland Counties, Pa. The purpose of this filing is to eliminate the gateway of Washington, Pa.

No. MC 111956 (Sub-No. E20), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette Street, Washington, Penn. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Penn. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Ferro-molybdenum, molybdenum oxide, calcium molybdate, ferro-tungsten, and tungsten powder*, from points in Allegheny, Fayette, Greene, and Washington Counties, Penn., to Harrison, N.J., and rejected or damaged shipments of ferro-molybdenum, molybdenum oxide, calcium molybdate, ferro-tungsten, tungsten powder, and empty containers therefor, from Harrison, N.J., to points in Allegheny, Fayette, Greene, and Washington Counties, Penn. The purpose of this filing is to eliminate the gateway of Washington, Penn.

No. MC 111956 (Sub-No. E21), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette Street, Washington, Penn. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Penn. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Ferro-molybdenum, molybdenum oxide, calcium molybdate, ferro-tungsten, and tungsten powder*, from points in Allegheny, Fayette, Greene, and Westmoreland Counties, Penn., to points in that part of Ohio on and west of a line beginning at Marietta, Ohio, thence along Interstate Highway 77 to Cleveland, Ohio (except Akron and Cleveland), and rejected or damaged shipments of ferro-molybdenum, molybdenum oxide, calcium molybdate, ferro-tungsten, tungsten powder and empty containers therefor, from points in that part of Ohio on and west of a line beginning at Marietta, Ohio, thence along Interstate Highway 77 to Cleveland, Ohio (except Akron and Cleveland), to points in Allegheny, Fayette, Greene, and Westmoreland Counties, Penn. The purpose of this filing is to eliminate the gateway of Washington, Penn.

No. MC 111956 (Sub-No. E22), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette Street, Washington, Penn. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Penn. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Machinery, materials, and supplies used in the packing and shipping of glassware and glass containers*, between points in Fayette and Westmoreland Counties, Penn. on the one hand, and, on the other, Lancaster, Ohio. The purpose of this filing is to eliminate the gateway of Connelville, Penn.

No. MC 111956 (Sub-No. E23), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette Street, Washington, Penn. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Penn. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, between points in Allegheny, Fayette, Greene, Washington, and Westmoreland Counties on the one hand, and, on the other, Newark, N.J. Restriction: The service authorized herein is restricted to the transportation of traffic received from or delivered to connecting motor carriers at Newark, N.J. The purpose of this filing is to eliminate the gateways of points within 5 miles of Washington, Penn.

No. MC 111956 (Sub-No. E24), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette Street, Washington, Penn. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Penn. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum products*, from Oil City, Penn., to points in Maryland and in West Virginia within 35 miles of Cumberland, Md. The purpose of this filing is to eliminate the gateway of Cumberland, Md.

No. MC 111956 (Sub-No. E25), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette Street, Washington, Penn. 15301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Bldg., Pittsburgh, Penn. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Paper partitions*, from points in Allegheny and Westmoreland Counties, Penn., to points in that part of West Virginia on and south and west of a line beginning at the Maryland-Virginia State line, thence along U.S. Highway 250 to its intersection at U.S. Route 50, thence along U.S. Highway 50 to the Ohio-West Virginia State line, and *materials and supplies* (except commodities in bulk), used in the production, sale, distribution, and transportation of paper partitions, from points in that part of West Virginia on and south and west of a line beginning at the Maryland-Virginia

State line, thence along U.S. Highway 250 to its intersection with U.S. Highway 50 thence along U.S. Route 50 to the Ohio-West Virginia State line, to Allegheny and Westmoreland Counties, Penn. The purpose of this filing is to eliminate the gateway of Donora, Penn.

No. MC 111956 (Sub-No. E26), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette St., Washington, Penn. 15219. Applicant's representative: Henry M. Wick Jr., 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Paper partitions*, from points in Allegheny, Fayette, Greene, and Washington Counties, Pa., to points in Delaware, New Jersey (except points in Ocean and Monmouth Counties and points in those parts of Mercer, Middlesex, Union, and Essex Counties on and south of U.S. Highway 1), New York, Indiana, and the Lower Peninsula of Michigan, and *Materials and supplies* (except commodities in bulk) used in the production, sale, distribution, and transportation of paper partitions, from points in Delaware, New Jersey (except points in Ocean and Monmouth Counties and points in those parts of Mercer, Middlesex, Union, and Essex Counties on and south of U.S. Highway 1), New York, Allegheny, Fayette, Greene, and Washington Counties. The purpose of this filing is to eliminate the gateway of Donora, Pa.

No. MC 111956 (Sub-No. E27), filed June 4, 1974. Applicant: SUWAK TRUCKING COMPANY, 1105-15 Fayette St., Washington, Penn. 15301. Applicant's representative: Henry M. Wick Jr., 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Paper partitions*, from points in Allegheny and Fayette Counties, Pa., to points in that part of Ohio on and west of a line beginning at Portsmouth, Ohio, thence along U.S. Highway 23 to its intersection with Ohio State Highway 4, thence along Ohio State Highway 4 to Sandusky, Ohio, (2) *Materials and supplies* (except commodities in bulk), used in the production, sale, distribution, and transportation of paper partitions, from points in that part of Ohio on and west of a line beginning at Portsmouth, Ohio, thence along U.S. Highway 23 to its intersection with Ohio State Highway 4, thence along Ohio State Highway 4 to Sandusky, Ohio, to points in Allegheny and Fayette Counties, Pa. The purpose of this filing is to eliminate the gateway of Donora, Pa.

No. MC 112822 (Sub-No. E179), filed June 3, 1974. Applicant: BRAY LINES INC., P.O. Box 1191, Cushing, Okla. 74023. Applicant's representative: Robert A. Stone (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum products*, from Stroud, Okla., to points in Alabama and Tennessee. The purpose of this filing is

to eliminate the gateway of Coffeyville, Kans.

No. MC 112822 (Sub-No. E180), filed June 5, 1974. Applicant: BRAY LINES INCORPORATED, P.O. Box 1191, Cushing, Okla. 74023. Applicant's representative: Robert A. Stone (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in New Mexico (except Clovis, Lea, and Eddy Counties), to points in Missouri. The purpose of this filing is to eliminate the gateway points in Colorado.

No. MC 112822 (Sub-No. E181), filed June 5, 1974. Applicant: BRAY LINES INCORPORATED, P.O. Box 1191, Cushing, Okla. 74023. Applicant's representative: Robert A. Stone (Same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Composition lumber*, from the site of the warehouse of Dierks Forests, Inc., at or near Broken Bow, Okla., to points in California north of San Mateo, Santa Clara, Stanislaus, Tuolumne, and Mono Counties. The purpose of this filing is to eliminate the gateway of points in Colorado.

No. MC 112822 (Sub-No. E183), filed June 5, 1974. Applicant: BRAY LINES INCORPORATED, P.O. Box 1191, Cushing, Okla. 74023. Applicant's representative: Robert A. Stone (Same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Sugar*, in bulk, in tank vehicles, from Rody Ford, Colo., to points in Iowa east of U.S. Highway 59 (except Cedar Rapids, Clinton, and Keokuk). The purpose of this filing is to eliminate the gateway of Kansas City, Mo.

No. MC 112822 (Sub-No. E184), filed June 5, 1974. Applicant: BRAY LINES INCORPORATED, P.O. Box 1191, Cushing, Okla. 74023. Applicant's representative: Robert A. Stone (Same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia liquid*, in bulk, in tank vehicles, from the plant and storage facilities of Arkla Chemical Corporation, in Phillips County, Ark., to points in Illinois on, north, and west of a line extending from the Illinois-Wisc. State line along U.S. Highway 51 to El Paso, thence along U.S. Highway 24 to the Illinois-Missouri State line, Minnesota, North Dakota, South Dakota, and Wisconsin. The purpose of this filing is to eliminate the gateway of the plant site of American Cyanamid Company, at South River, Mo.

No. MC 112822 (Sub-No. E185), filed June 5, 1974. Applicant: BRAY LINES INCORPORATED, P.O. Box 1191, Cushing, Okla. 74023. Applicant's representative: Robert A. Stone (Same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Composition lumber*, from Craig (McCurtain County), Okla., to points in California

north of San Mateo, Santa Clara, Stanislaus, Tuolumne, and Mono Counties. The purpose of this filing is to eliminate the gateway of points in Colorado.

No. MC 112822 (Sub-No. E186), filed May 16, 1974. Applicant: BRAY LINES INCORPORATED, P.O. Box 1191, Cushing, Okla. 74023. Applicant's representative: Robert A. Stone (Same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Sugar*, in bulk, from Bonner Springs, Kans., to points in Arkansas (except Little Rock), Iowa (except Cedar Rapids, Clinton, Keokuk), and Nebraska (except Omaha). The purpose of this filing is to eliminate the gateway of Kansas City, Mo.

No. MC 112822 (Sub-No. E188), filed May 16, 1974. Applicant: BRAY LINES INCORPORATED, P.O. Box 1191, Cushing, Okla. 74023. Applicant's representative: Robert A. Stone (Same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in containers, from Casper, Wyo., to points in Louisiana. The purpose of this filing is to eliminate the gateway of points in Kansas and Stroud, Okla.

No. MC 112822 (Sub-No. E191), filed June 5, 1974. Applicant: BRAY LINES INCORPORATED, P.O. Box 1191, Cushing, Okla. 74023. Applicant's representative: Robert A. Stone (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dairy products*, in containers, from points in Minnesota on and south of a line beginning at the Minnesota-South Dakota State line and extending along U.S. Highway 14 to junction Minnesota Highway 23, thence along Minnesota Highway 23 to Marshall, thence along U.S. Highway 59 to junction U.S. Highway 14, thence along U.S. Highway 14 to Rochester, thence along U.S. Highway 52 to its junction U.S. Highway 16, thence along U.S. Highway 16 to junction Minnesota Highway 76, thence along Minnesota Highway 76 to the Minnesota-Iowa State line, to points in Wisconsin south of a line beginning at Genoa and extending along Wisconsin Highway 56 to junction U.S. Highway 14, thence along U.S. Highway 14 to Madison, thence along U.S. Highway 151 to junction Wisconsin Highway 26, thence along Wisconsin Highway 26 to junction U.S. Highway 41, thence along U.S. Highway 41 to Green Bay, thence along Wisconsin Highway 57 to junction Wisconsin Highway 54, thence along Wisconsin Highway 54 to Algoma. The purpose of this filing is to eliminate the gateway of points in Iowa.

No. MC 112822 (Sub-No. E193), filed June 5, 1974. Applicant: BRAY LINES INC., P.O. Box 1191, Cushing, Okla. 74023. Applicant's representative: Robert A. Stone (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dairy products*, from

points in Minnesota on and south of a line beginning at the Minnesota-North Dakota State line and extending along U.S. Highway 52 to St. Paul, thence along U.S. Highway 12 to the Minnesota-Wisconsin State line, to points in Wisconsin on and south of a line beginning at the Wisconsin-Iowa State line and extending along Wisconsin Highway 171 to junction J.S. Highway 14, thence along U.S. Highway 14 to Madison, thence along Interstate Highway 94 to Milwaukee. The purpose of this filing is to eliminate the gateway of points in Iowa.

No. MC 112822 (Sub-No. E195), filed June 5, 1974. Applicant: BRAY LINES INCORPORATED, P.O. Box 1191, Cushing, Okla. 74023. Applicant's representative: Robert A. Stone (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Canned goods*, from Jacksonville, Ill., to points in Arizona (except Cochise County), and Nevada. The purpose of this filing is to eliminate the gateway of Delta, Colo.

No. MC 115841 (Sub-No. E9), filed June 3, 1974. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., P.O. Box 10327, Birmingham, Ala. 35202. Applicant's representative: E. Stephen Heisley, 666 Eleventh St. NW., Washington, D.C. 20001. 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 (except commodities in bulk, in tank vehicles, and hides), from the plant site of Missouri Beef Packers, Inc., located at or near Phelps City, Mo., to points in Alabama, Georgia, North Carolina, South Carolina, and Virginia (Chattanooga, Tenn.)* and points in Kentucky, Connecticut, Massachusetts, New Jersey, Rhode Island, and those in New York on and south of Interstate Highway 84 (points in Tennessee)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 115841 (Sub-No. E10), filed June 3, 1974. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., P.O. Box 10327, Birmingham, Ala. 35202. Applicant's representative: E. Stephen Heisley, 666 Eleventh St., NW., Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *meats* (except canned meats) and *dairy products*, in vehicles with mechanical refrigeration, restricted against the transportation of commodities in bulk or in tank vehicles or when frozen, from Brundidge, Ala., and points in Alabama on and north of U.S. Highway 80 (except traffic originating at Cullman, Ala.) to points in Kansas, Iowa, Missouri, Minnesota, Nebraska, Oklahoma, South Dakota, and Texas. The purpose of this filing is to eliminate the gateway of Birmingham, Ala.

No. MC 115841 (Sub-No. E11), filed June 3, 1974. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., P.O. Box 10327, Birmingham, Ala. 35202. Applicant's representative: E. Stephen Heisley, 666 Eleventh St. NW., Washington, D.C. 20001. 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 *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, in vehicles equipped with mechanical refrigeration (except commodities in bulk or in tank vehicles), when such commodities are foodstuffs, from Brundidge, Ala., and points in Alabama on and north of U.S. Highway 80 (except traffic originating at Cullman, Ala.), to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Virginia, and the District of Columbia. The purpose of this filing is to eliminate the gateway of Birmingham, Ala.

No. MC 119988 (Sub-No. E1), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements*, otherwise exempt from economic regulation under section 203 (b) (7) of the Act when transported in mixed loads with printed advertising matter, from New Orleans, La., to Los Angeles and San Francisco, Calif. The purpose of this filing is to eliminate the gateway of Lufkin, Tex.

No. MC 119988 (Sub-No. E2), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements*, otherwise exempt from economic regulation under section 203 (b) (7) of the Act when transported in mixed loads with printed advertising matter, from New Orleans, La., to Fort Smith, Ark. The purpose of this filing is to eliminate the gateway of Lufkin, Tex.

No. MC 119988 (Sub-No. E3), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements*, otherwise exempt from economic regulation under section 203 (b) (7) of the Act when transported in mixed loads with printed advertising matter,

from New Orleans, La., to points in that part of Arkansas on, north, and west of a line beginning at the Arkansas-Oklahoma State line, thence along Interstate Highway 40 to junction Arkansas Highway 21, thence along Arkansas Highway 21 to the Arkansas-Missouri State line. The purpose of this filing is to eliminate the gateway of Lufkin, Tex.

No. MC 119988 (Sub-No. E4), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce Street, Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements*, otherwise exempt from economic regulation under section 203(b)(7) of the Act when transported in mixed loads with printed advertising matter, from New Orleans, La., to points in that part of California on and south of a line beginning at the California-Arizona State line at or near Needles, thence along Interstate Highway 40 to junction California Highway 58, thence along California Highway 58 to junction California Highway 99, thence along California Highway 99 to junction California Highway 46, thence along California Highway 46 to Cambria (except Los Angeles). The purpose of this filing is to eliminate the gateway of Houston, Tex.

No. MC 119988 (Sub-No. E5), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce Street, Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements*, otherwise exempt from economic regulation under section 203(b)(7) of the Act when transported in mixed loads with printed advertising matter, from New Orleans, La., to points in that part of California (except San Francisco) north of a line beginning at the California-Arizona State line at or near Needles, thence along Interstate Highway 40 to junction California Highway 58, thence along California Highway 58 to junction California Highway 99, thence along California Highway 99 to junction California Highway 46, thence along California Highway 46 to Cambria. The purpose of this filing is to eliminate the gateway of Dallas, Tex.

No. MC 119988 (Sub-No. E6), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 210 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements*, otherwise exempt from economic regu-

lation under section 203(b)(7) of the Act when transported in mixed loads with printed advertising matter, from New Orleans, La., to points in Arizona. The purpose of this filing is to eliminate the gateway of Dallas, Tex.

No. MC 119988 (Sub-No. E7), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements*, otherwise except from economic regulation under section 203(b)(7) of the Act when transported in mixed loads with printed advertising matter, from New Orleans, La., to points in Colorado. The purpose of this filing is to eliminate the gateway of Dallas, Tex.

No. MC 119988 (Sub-No. E8), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements*, otherwise exempt from economic regulation under section 203(b)(7) of the Act when transported in mixed loads with printed advertising matter, from New Orleans, La., to points in Idaho. The purpose of this filing is to eliminate the gateway of Dallas, Tex.

No. MC 119988 (Sub-No. E9), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements*, otherwise exempt from economic regulation under section 203(b)(7) of the Act when transported in mixed loads with printed advertising matter, from New Orleans, La., to points in Iowa. The purpose of this filing is to eliminate the gateway of Texarkana, Tex.

No. MC 119988 (Sub-No. E10), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements*, otherwise exempt from economic regulation under section 203(b)(7) of the Act when transported in mixed loads with printed advertising matter, from New Orleans, La., to points in Kansas. The purpose of this filing is to eliminate the gateway of Texarkana, Tex.

No. MC 119988 (Sub-No. E13), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 2010 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements*, otherwise exempt from economic regulation under section 203(b)(7) of the Act when transported in mixed loads with printed advertising matter, from New Orleans, La., to points in Nebraska. The purpose of this filing is to eliminate the gateway of Dallas, Tex.

No. MC 128741 (Sub-No. E196) (Correction), filed June 4, 1974, published in the FEDERAL REGISTER November 5, 1974. Applicant: AMERICAN TRANS-CONTINENTAL VAN LINES, INC., P.O. Box 80266, Lincoln, Nebr. 68501. Applicant's representative: A. J. Swanson, 521 South 14th St., P.O. Box 81849, Lincoln, Nebr. 68501. 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 Iowa, on the one hand, and, on the other, points in New York, Pennsylvania, Massachusetts, New Jersey, Maryland, West Virginia, Virginia, North Carolina, South Carolina, and the District of Columbia. The purpose of this filing is to eliminate the gateway of points in Indiana south of U.S. Highway 40. The purpose of this correction is to correct the E number, previously published as E195.

No. MC 134838 (Sub-No. E3) filed June 4, 1974. Applicant: SOUTHEASTERN TRANSFER AND STORAGE CO., INC., 2567 Plant Atkinson Rd. NW., Atlanta, Ga. 30318. Applicant's representative: Charles Ephraim, Suite 600, 1250 Connecticut Ave. NW., Washington, D.C. 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Wooden poles*; (1) between points in that part of Alabama north of a line beginning at the Mississippi-Alabama State line, thence along U.S. Highway 80 to junction Alabama Highway 14, thence along Alabama Highway 14 to junction U.S. Highway 29, thence along U.S. Highway 29 to the Alabama-Georgia State line (except points in, south, and west of Marion, Walker, Jefferson, Shelby, Chilton, and Autauga Counties, and the cities of Florence, Athens, and Huntsville), on the one hand, and, on the other, points in that part of Florida in and east of Gadsden, Liberty, and Franklin Counties; (2) from points in Alabama (except points in that part of Alabama in and north of Colbert, Lawrence, Morgan, Madison, and Jackson Counties), to points in Virginia; (3) from points in that part of Alabama in and north of Colbert, Lawrence, Morgan, Madison, and Jackson Counties, Ala., to points in Virginia (except points in that part of Virginia in and west of Tazewell, Smyth, and

Washington Counties); (4) between points in that part of Alabama north of a line beginning at the Mississippi-Alabama State line, thence along U.S. Highway 80 to junction Alabama Highway 14, thence along Alabama Highway 14 to junction U.S. Highway 29, thence along U.S. Highway 29 to the Alabama-Georgia State line, on the one hand, and, on the other, points in that part of Georgia in, south, and east of Rabun, Habersham, Banks, Hall, Gwinnett, De Kalb, Henry, Butts, Monroe, Bibb, Twiggs, Bleckley, Pulaski, Wilcox, Ben Hill, Irwin, Berrien, Cook, and Lowndes Counties; (5) between points in that part of Alabama in and north of Franklin, Lawrence, Morgan, Marshall, Etowah, and Cherokee Counties, on the one hand, and, on the other, points in Seminole, Miller, Baker, Mitchell, Colquitt, Decatur, Grady, Thomas, and Brooks Counties, Ga.; (6) between points in Lauderdale, Colbert, Franklin, Lawrence, Limestone, Morgan, and Madison Counties, Ala., on the one hand, and, on the other, points in Heard, Coweta, Fayette, Spalding, Troup, Meriwether, Pike, Lamar, Upson, Harris, Talbot, Taylor, Crawford, Peach, Houston, Dooly, Macon, Schley, Marion, Muscogee, Stewart, Webster, Sumter, Crisp, Quitman, Randolph, Terrell, Lee, Worth, Turner, Tift, Dougherty, Calhoun, Clay, and Eady Counties, Ga.; and (7) between points in that part of Alabama north of a line beginning at the Mississippi-Alabama State line, thence along U.S. Highway 80 to junction Alabama Highway 14, thence along Alabama Highway 14 to junction U.S. Highway 29, thence along U.S. Highway 29 to the Alabama-Georgia State line (except points in Jackson, De Kalb, Marshall, Etowah, and Cherokee Counties), on the one hand, and, on the other, points in Fannin, Union, Towns, White, Lumpkin, Gilmer, Pickens, Dawson, Cherokee, Forsyth, Fulton, and Cobb Counties, Ga. The purpose of this filing is to eliminate the gateways of Macon, Ga., for points in (1) above, points in Georgia for points in (2) above, Atlanta, Ga., for points in (3) above, and Atlanta and Macon, Ga., for points in (4), (5), (6), and (7) above.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-26721 Filed 11-13-74; 8:45 am]

[Notice 90]

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

NOVEMBER 8, 1974.

The following applications (except as otherwise specifically noted, each applicant (on applications filed after March 27, 1972) states that there will be no significant effect on the quality of the human environment resulting from approval of its application), are governed by Special Rule 1100.247¹ of the Com-

¹ Copies of Special Rule 247 (as amended) can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C. 20423.

mission's general rules of practice (49 CFR, as amended), published in the FEDERAL REGISTER issue of April 20, 1966, effective May 20, 1966. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with section 247(d) (3) of the rules of practice which requires that it set forth specifically the grounds upon which it is made, contain a detailed statement of protestant's interest in the proceeding (including a copy of the specific portions of its authority which protestant believes to be in conflict with that sought in the application, and describing in detail the method—whether by joinder, interline, or other means—by which protestant would use such authority to provide all or part of the service proposed), and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and one (1) copy of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the requirements of section 247(d) (4) of the special rules, and shall include the certification required therein.

Section 247(f) of the Commission's rules of practice further provides that each applicant shall, if protests to its application have been filed, and, on or before January 13, 1975, notify the Commission in writing (1) that it is ready to proceed and prosecute the application, or (2) that it wishes to withdraw the application, failure in which the application will be dismissed by the Commission.

Further processing steps (whether modified procedure, oral hearing, or other procedures) will be determined generally in accordance with the Commission's general policy statement concerning motor carrier licensing procedures, published in the FEDERAL REGISTER, issue of May 3, 1966. This assignment will be by Commission order which will be served on each party of record. Broadening amendments will not be accepted after the date of this publication except for good cause shown, and restrictive amendments will not be entertained following publication in the FEDERAL REGISTER of a notice that the proceeding has been assigned for oral hearing.

No. MC 297 (Sub-No. 7) filed October 15, 1974. Applicant: WOODLAND TRUCK LINE, INC., 635 Park Street, Woodland, Wash. 98674. Applicant's representative: Lawrence V. Smart, Jr., 419 N.W. 23rd Avenue, Portland, Ore. 97210. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General com-*

modities (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, and commodities in bulk): Between Woodland, Wash., and Spirit Lake, Wash.: From Woodland over Interstate Highway 5 to junction Washington Highway 504, thence over Washington Highway 504 to Spirit Lake, and return over the same route, serving all intermediate points, and serving the off-route points of Longview, Wash., and all points within 10 miles of Washington Highway 504, restricted against service between Longview and Kelso, Wash., on the one hand, and, on the other, Portland, Ore. and Vancouver, Wash.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 2780 (Sub-No. 5) (Correction), filed August 5, 1974, published in the FEDERAL REGISTER issue of September 6, 1974, and republished as corrected this issue. Applicant: HORN'S MOTOR EXPRESS, INC., 2020 Lincoln Way East, Chambersburg, Pa. 17201. Applicant's representative: John M. Musselman, 410 North Third Street, Harrisburg, Pa. 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except high explosives, household goods when transported as a separate and distinct service in connection with so-called "household movings," commodities in bulk, and commodities requiring special equipment), serving York, Pa., and Newberrytown, Pa., as off-route points in connection with applicant's regular route authority between Harrisburg, Pa., and Baltimore, Md., for the purpose of interlining with authorized motor carriers at the indicated off-route points, restricted to the transportation of traffic received from or delivered to authorized motor carriers at the named off-route points. The purposes of this republication are to indicate that applicant seeks regular-route authority and to clarify the nature of the operations to be performed at the requested off-route points. If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa., or Washington, D.C.

No. MC 2900 (Sub-No. 266), filed October 16, 1974. Applicant: RYDER TRUCK LINES, INC., 2050 Kings Road, Jacksonville, Fla. 32209. Applicant's representative: S. E. Somers, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsite and warehouse facilities of Federal Mogul Corporation, located at or near Jacksonville, Ala., as an off-route point in connection with carrier's regular route operations.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 2962 (Sub-No. 54), filed October 18, 1974. Applicant: A. & H. TRUCK LINE, INC., 1111 East Louisiana Street, Evansville, Ind. 47717. Applicant's representative: Robert H. Kinker, 711 McClure Bldg., P.O. Box 464, Frankfort, Ky. 40601. 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 which because of size or weight require the use of special equipment), serving Santa Claus, Ind., as an off-route point in connection with applicant's regular route authority in MC 2962 and Sub-No. 12 thereunder.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 13095 (Sub-No. 10), filed October 4, 1974. Applicant: WUNNICKE TRANSFER LINES, INC., 101 S. Buchanan Street, Boscobel, Wis. 53805. Applicant's representative: Glen L. Gissing, 8 South Madison Street, Evansville, Wis. 53536. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Whey, whey by-products, lactose, feeds, and feed ingredients*, from Boscobel, Wis., and Dundee, Ill., to points in the United States (except Alaska and Hawaii); and (2) *materials, supplies, and equipment* used or useful in the manufacture and distribution of (1) above, from points in the United States (except Alaska and Hawaii), to Boscobel, Wis., and Dundee, Ill., under contract with Milk Specialties Co., Division of Cudahy Company.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Madison or Milwaukee, Wis.

No. MC 13499 (Sub-No. 7), filed October 7, 1974. Applicant: PACIFIC TRANSPORTATION LINES, INC., 443 Delaware Avenue, Buffalo, N.Y. 14202. Applicant's representative: William J. Hirsch, 43 Court Street, Suite 1125, Buffalo, N.Y. 14202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Frozen foodstuffs*, from Solon, Ohio, and Cleveland, Ohio, to Syracuse, N.Y., and returned, refused, and rejected shipments on return; and (2) *frozen merchandise* as is dealt in by grocery and food business houses, between Geddes, N.Y., on the one hand, and, on the other, points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, Virginia, Ohio, and West Virginia.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Buffalo, N.Y.

No. MC 20722 (Sub-No. 25), filed October 9, 1974. Applicant: M & G CONVOY, INC., 590 Elk Street, Buffalo, N.Y. 14240. Applicant's representative: Eu-

gene C. Ewald, 100 West Long Lake Road, Bloomfield Hills, Mich. 48013. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles, trucks and chassis*, new used, and unfinished, in secondary movements, in truckaway and driveaway service, between points in Delaware, Maryland, New Jersey, Pennsylvania, New York, Connecticut, Massachusetts, Ohio, Illinois, Indiana, Michigan, Missouri, West Virginia, Arkansas, Oklahoma, points in Kentucky contiguous to Indiana and Illinois, and points in that part of Iowa east of a line beginning at the Minnesota-Iowa State Boundary line and extending along U.S. Highway 52 to Dubuque, Iowa, thence along U.S. Highway 67 to Davenport, Iowa, thence along U.S. Highway 61 to the Iowa-Missouri State Boundary line, including points on the indicated portions of the highway specified.

NOTE.—By the instant application, applicant seeks to eliminate the gateways of New York, Pennsylvania, Ohio, Missouri, and St. Louis, Mo. Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 21684 (Sub-No. 24), filed October 10, 1974. Applicant: CHARLES E. DANBURY CO., a Corporation, 292 South Fifth Street, Williamsburg, Ohio 45176. Applicant's representative: Jack B. Josselson, 700 Atlas Bank Building, Cincinnati, Ohio 45202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Truck bodies and accessories, parts and equipment therefor*, from West Plains, Mo., to points in the United States (except Alaska and Hawaii), under a continuing contract or contracts with Pullman Incorporated, Trailmobile Division.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 22426 (Sub-No. 16), filed October 10, 1974. Applicant: LONGVIEW MOTOR TRANSPORT, INC., 763 Seventh Avenue, P.O. Box 1366, Longview, Wash. 98632. Applicant's representative: Russell M. Allen, 1200 Jackson Tower, Portland, Ore. 97205. 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, and commodities in bulk), between Kelso, Wash., and points in its Commercial Zone, and Gilmore Corners, Wash.: From Kelso, Wash., and points in its Commercial Zone over Interstate Highway 5 to junction Washington Highway 504, thence over Washington Highway 504 to Gilmore Corners, Wash., and return over the same route, serving all intermediate points and their Commercial Zones, and all off-route points located within 10 miles of that section of Washington Highway 504 between the junction of Interstate Highway 5 and Washington Highway 504, and Gilmore Corners, Wash.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Longview, Wash., or Portland, Ore.

No. MC 25798 (Sub-No. 267), filed October 17, 1974. Applicant: CLAY HYDER TRUCKING LINES, INC., P.O. Box 1186, Auburndale, Fla. 33823. Applicant's representative: Tony G. Russell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas and agricultural commodities* exempt from economic regulations under Section 203(b) (6) of the Act, when transported in mixed loads with bananas, from New Orleans, La., and Gulfport, Miss., to points in Colorado, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, New Mexico, Ohio, Oklahoma, Texas, and Wisconsin, restricted to the transportation of traffic having an immediate prior movement by water.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at New Orleans, La.

No. MC 28956 (Sub-No. 18), filed October 21, 1974. Applicant: RYALS TRUCK LINE, INC., 908 N. Pacific Highway, P.O. Box 634, Albany, Ore. 97321. Applicant's representative: Lawrence V. Smart, Jr., 419 NW. 23rd Avenue, Portland, Ore. 97210. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper articles*, between the plantsite of the Western Kraft Corporation, near Albany, Ore., on the one hand, and, on the other, points in Thurston, Pierce, and King Counties, Wash.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Portland, Ore.

No. MC 30887 (Sub-No. 212), filed October 18, 1974. Applicant: SHIPLEY TRANSFER, INC., 1550 E. Patapsco Avenue, P.O. Box 3483, Baltimore, Md. 21225. Applicant's representative: Theodore Polydoroff, 1250 Connecticut Avenue, Suite 600, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid natural latex*, in bulk, in tank vehicles, from Baltimore, Md., to Birmingham, Ala.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 31389 (Sub-No. 188), filed October 11, 1974. Applicant: McLEAN TRUCKING COMPANY, a Corporation, 617 Waughtown Street, P.O. Box 213, Winston-Salem, N.C. 27102. Applicant's representative: David F. Eshelman (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, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsite of Western Electric Company, located at or near intersection of N.Y. Highway 422 and Maple Street,

Elma Township, Erie County, N.Y., as an off-route point in connection with applicant's regular route operations to and from Buffalo, N.Y.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 32213 (Sub-No. 7), filed October 15, 1974. Applicant: PORTER TRUCK SERVICE, INC., 1217 West Cherokee Street, Sioux Falls, S. Dak. 57105. Applicant's representative: Hans O. Pedersen, Jr., P.O. Box 866, Sioux Falls, S. Dak. 57101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Lumber and building materials and supplies*, from Sioux Falls, S. Dak., to points in South Dakota, Nebraska, Iowa, Minnesota, and North Dakota; and (2) *lumber and building materials and supplies* (except cement), from Minneapolis, Minn., to Sioux Falls, South Dakota.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Sioux Falls or Pierre, S. Dak.

No. MC 35628 (Sub-No. 364), filed October 24, 1974. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, a corporation, 134 Grandville, SW., Grand Rapids, Mich. 49502. Applicant's representative: Leonard D. Verdier, Jr., 900 Old Kent Building, Grand Rapids, Mich. 49502. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Safes, safe and vault parts, and insulated filing cabinets*, serving the plantsite of Schwab Safe Co., Inc., at or near Cannelton, Ind., as an off-route point in connection with applicant's authorized regular route operations between Evansville, Ind. and Owensboro, Ky.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Detroit or Lansing, Mich.

No. MC 35807 (Sub-No. 52), filed October 11, 1974. Applicant: WELLS FARGO ARMORED SERVICE CORPORATION, P.O. Box 4313, Atlanta, Ga. 30302. Applicant's representative: Harry J. Jordan, 1000 16th Street NW., Washington, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Currency, coin, bonds, securities, and other valuables*, between El Paso, Tex., on the one hand, and, on the other, points in Cochise, Pima, Graham, Santa Cruz, Maricopa, and Greenlee Counties, Ariz., and points in Otero, Eddy, Grant, Lincoln, Curry, Luna, Lea, DeBaca, Chaves, Dona Ana, Quay, Hidalgo, Roosevelt, Guadalupe, Socorro, Sierra, Torrance, and Catron Counties, N. Mex., under a continuing contract or contracts with banks and banking institutions.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at either Washington, D.C., or El Paso, Tex.

No. MC 42487 (Sub-No. 827), filed October 23, 1974. Applicant: CONSOLIDATED FREIGHTWAYS CORPORA-

TION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. 94025. Applicant's representative: V. R. Oldenburg, P.O. Box 5138, Chicago, Ill. 60680. 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, commodities requiring special equipment); *Serving the facilities of Economy Baler Company, at or near Manchester, Mich., as an off-route point in connection with carrier's existing regular-route operations.*

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Detroit, Mich.

No. MC 46054 (Sub-No. 78), filed October 11, 1974. Applicant: BROWN EXPRESS, INC., 428 South Main Avenue, San Antonio, Tex. 78285. Applicant's representative: Phillip Robinson, P.O. Box 2207, Austin, Tex. 78767. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk and commodities requiring special equipment), (1) Between Mission, Tex., and LaGloria, Tex.: From Mission over Texas Highway 107 to Junction Farm Road 681, thence over Farm Road 681 to junction Farm Road 1017, thence over Farm Road 1017 to LaGloria, and return over the same route, serving all intermediate points; (2) Between Linn, Tex. and Puerto Rico, Tex.: From Linn over Farm Road 1017 to Puerto Rico, and return over the same route, serving all intermediate points; (3) Between junction U.S. Highway 281 and Farm Road 490 and junction Farm Road 490 and Farm Road 755: From junction U.S. Highway 281 and Farm Road 490 over Farm Road 490 to junction Farm Road 755, and return over the same route, serving all intermediate points; (4) Between McCook, Tex., and junction Farm Road 2058 and Farm Road 681: From McCook over Farm Road 2058 to junction Farm Road 681, and return over the same route, serving all intermediate points; (5) Between LaReforma, Tex. and El Centro, Tex.: From LaReforma over unnumbered county road to El Centro, and return over the same route, serving all intermediate points; (6) Between junction Farm Road 1017 and Farm Road 2294 and junction Farm Road 2294 and Farm Road 655: From junction Farm Road 1017 and Farm Road 2294 and Farm Road 755: From junction Farm Road 755, and return over the same route, serving all intermediate points; and (7) Between junction Farm Road 2294 and Farm Road 2844 and junction Farm Road 2844 and Farm Road 490: From junction Farm Road 2294 and Farm Road 2844 over Farm Road 2844 to junction Farm Road 490, and return over the same route, serving all intermediate points.

NOTE.—Common control was approved in MC-F-4807. If a hearing is deemed neces-

sary, applicant requests it be held at either Houston or Austin, Tex.

No. MC 51518 (Sub-No. 8), filed October 16, 1974. Applicant: EDWARD VESELY AND FRANCES VESELY, a partnership, doing business as VESELY BROTHERS, "THE MOVERS", P.O. Box 455, Fayette City, Pa. 15438. Applicant's representative: Thomas M. Mulroy, 2310 Grant Building, Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Merchandise, equipment, and supplies* sold, used, distributed, or dealt in by a manufacturer of cosmetics (except in bulk) from Butler, Pa., to points in Armstrong, Beaver, Butler, Centre, Clarion, Clearfield, Crawford, Elk, Erie, Forest, Indiana, Jefferson, Lawrence, McKean, Mercer, Venango, and Warren Counties, Pa.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa., or Washington, D.C.

No. MC 52657 (Sub-No. 715) (Correction), filed April 1, 1974, published in the FEDERAL REGISTER issue of May 9, 1974, and republished as corrected this issue. Notice of Hearing Assignment published in the FEDERAL REGISTER issue of October 29, 1974 also corrected in this republication. Applicant: ARCO AUTO CARRIERS, INC., 2140 West 79th Street, Chicago, Ill. 60620. Applicant's representative: S. J. Zangri (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers, and trailer chassis* (except those designed to be drawn by passenger automobiles) and *trailer converter dollies*, in secondary movements in truckaway service, between points in the United States (excluding Alaska and Hawaii).

NOTE.—The above-entitled proceeding is assigned for hearing on January 14, 1975, at 9:30 a.m., Local Time, at the Offices of the Interstate Commerce Commission, Washington, D.C. The purposes of these republications are to indicate applicant's correct name.

No. MC 56553 (Sub-No. 27), filed October 10, 1974. Applicant: PULASKI HIGHWAY EXPRESS, INC., 640 Hamilton Street, Nashville, Tenn. 37203. Applicant's representative: A. O. Buck, 618 Hamilton Bank Bldg., Nashville, Tenn. 37219. 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 Tuscumbia, Ala. and Fayette, Ala.: From Tuscumbia over U.S. Highway 43 to Fayette, and return over the same route, serving all intermediate points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Florence, Ala.

No. MC 59531 (Sub-No. 101), filed October 17, 1974. Applicant: AUTO CONVOY CO., a limited partnership, 3020 S.

Haskell Avenue, Dallas, Tex. 75223. Applicant's representative: Walter N. Bieneman, 100 West Long Lake Rd., Suite 102, Bloomfield Hills, Mich. 48013. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commercial motor vehicles*, in secondary movements, in driveway service, from El Paso, Tex., to points in Cochise, Graham, Greenlee, Pima, and Santa Cruz Counties, Ariz., and Catron, Chaves, De Baca, Dona Ana, Eddy, Grant, Hidalgo, Lea, Lincoln, Luna, Otero, Roosevelt, Sierra, and Socorro Counties, N. Mex., restricted to traffic having an immediate prior movement by rail.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Washington, D.C., or Dallas, Tex.

No. MC 59531 (Sub-No. 102), filed October 17, 1974. Applicant: AUTO CONVOY CO., a limited partnership, 3020 South Haskell Avenue, Dallas, Tex. 75223. Applicant's representative: Walter N. Bieneman, 100 West Long Lake Road, Suite 102, Bloomfield Hills, Mich. 48013. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles, trucks, and buses* as described in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, in secondary movements, in truckway service, from Freeport, Tex., to points in Mississippi, Tennessee, and Alabama.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Washington, D.C., or Dallas, Tex.

No. MC 59583 (Sub-No. 146), filed October 16, 1974. Applicant: THE MASON AND DIXON LINES, INCORPORATED, Eastman Road, P.O. Box 969, Kingsport, Tenn. 37662. Applicant's representative: A. Alvis Layne, 915 Pennsylvania Building, Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel castings*, from the plantsite and facilities of Central Foundry Company at Holt, Ala., to points in Connecticut, Delaware, Illinois, Indiana, Maryland, Massachusetts, Michigan, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia and the District of Columbia.

NOTE.—Common control was approved in MC-F-6347. If a hearing is deemed necessary, the applicant requests it be held at either Birmingham, Ala., or Washington, D.C.

No. MC 62388 (Sub-No. 5), filed October 15, 1974. Applicant: HASTON POORE, Route 1, Box 262, Hanceville, Ala. 35077. Applicant's representative: Maurice F. Bishop, 603 Frank Nelson Bldg., Birmingham, Ala. 35203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, including laminated beams*, from points in Alabama (except Cullman County), to points in Indiana, Kentucky, and Ohio.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala.

No. MC 66886 (Sub-No. 45), filed October 24, 1974. Applicant: BELGER CARTAGE SERVICE INC., 2100 Walnut Street, Kansas City, Mo. 64108. Applicant's representative: Frank W. Taylor, Jr., 1221 Baltimore Avenue, Kansas City, Mo. 64105. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Conveying systems*, (2) *parts and accessories* for conveying systems; (3) *iron and steel articles* used in the manufacture of conveying systems; and (4) *materials, supplies, tools and equipment* used in the erection and dismantling of conveying systems, between points in Clay, Jackson, Ray, and Cass Counties, Mo., and points in Wyandotte, Johnson, and Leavenworth Counties, Kans., on the one hand, and, on the other, points in the United States in and east of New Mexico, Colorado, Wyoming, and Montana, restricted to shipments originating at or destined to the above mentioned counties in Missouri and Kansas.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 72140 (Sub-No. 64), filed October 21, 1974. Applicant: SHIPPERS DISPATCH, INC., 1216 West Sample Street, South Bend, Ind. 46619. Applicant's representative: Richard L. Andrysiak (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials*, as described in Appendix VI to the report to the Commission in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, 279, from the plantsite of Globe Industries, Inc., at Whiting, Ind., to points in Illinois.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 74321 (Sub-No. 106), filed October 15, 1974. Applicant: B. F. WALKER, INC., P.O. Box 17-B, Denver, Colo. 80217. Applicant's representative: Richard P. Kissinger (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Iron and steel articles*, from the plantsite of Chaparral Steel Company in Ellis County, Tex., to points in Tennessee; and (2) *scrap iron and steel*, from points in Arkansas, Colorado, Louisiana, Mississippi, New Mexico, Oklahoma, and Tennessee, to the plantsite of Chaparral Steel Company in Ellis County, Tex.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Dallas or Houston, Tex.

No. MC 82841 (Sub-No. 146), filed October 8, 1974. Applicant: HUNT TRANSPORTATION, INC., 10770 "I" Street, Omaha, Nebr. 68127. Applicant's representative: Donald L. Stern, 530 Univac Building, 7100 West Center Road, Omaha, Nebr. 68106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Farm and stock trailers, set up, and parts and accessories thereof*; and (2) *axles, wheels, and accessories* used in

the manufacture of trailers, (1) from Falls City, Nebr., to points in Arizona, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Montana, New Mexico, North Dakota, Ohio, South Dakota, Utah, Wisconsin, and Wyoming; and (2) from Wausau, Wis., to points in Falls City, Nebr.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Omaha, Nebr.

No. MC 83539 (Sub-No. 397), filed October 15, 1974. Applicant: C & H TRANSPORTATION CO., INC., 1936-2010 West Commerce Street, P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Thomas E. James (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, lumber products, wood products, and composition board*, (1) from points in Idaho and Montana, to points in Utah; (2) from points in Montana, Idaho, and Wyoming, to points in California, Washington, and Oregon; and (3) from points in Oregon and Washington, to points in California.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash., or Portland, Oreg.

No. MC 87511 (Sub-No. 17), filed September 23, 1974. Applicant: SAIA MOTOR FREIGHT LINE, INC., P.O. Box 10157, Station One, Houma, La. 70360. Applicant's representative: Harold D. Miller, Jr., 700 Petroleum Bldg., P.O. Box 22567, Jackson, Miss. 39205. 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 commodities which because of size or weight require the use of special equipment): (1) Between Shreveport, La., and Fort Worth, Tex.: From Shreveport over Interstate Highway 20 to Fort Worth, and return over the same route, serving all intermediate points; (2) Between the junction of Interstate Highway 20 and U.S. Highway 80 at or near Waskom, Tex., and the junction of Interstate Highway 20 and U.S. Highway 259 near Longview, Tex.: From the junction of Interstate Highway 20 and U.S. Highway 80 at or near Waskom, Tex., over U.S. Highway 80 to Longview, thence over U.S. Highway 259 to junction Interstate Highway 20 near Longview, and return over the same route, serving all intermediate points; (3) Between the junction of Interstate Highway 20 and U.S. Highway 271 and the junction of Interstate Highway 20 and U.S. Highway 69: From the junction of Interstate Highway 20 and U.S. Highway 271 over U.S. Highway 271 to Tyler, Tex., thence over U.S. Highway 69 to junction Interstate Highway 20, and return over the same route, serving all intermediate points;

(4) Between the junction of Interstate Highway 20 and U.S. Highway 259 near

Longview, Tex., and Kilgore, Tex.: From the junction of Interstate Highway 20 and U.S. Highway 259 near Longview over U.S. Highway 259 to Kilgore, and return over the same route, serving all intermediate points; (5) Between Shreveport, La., and Houston, Tex.; From Shreveport over Interstate Highway 20 to junction U.S. Highway 79, thence over U.S. Highway 79 to junction U.S. Highway 59 at or near Carthage, Tex., thence over U.S. Highway 59 to Houston, and return over the same route; (6) Between Dallas, Tex. and Beaumont, Tex.: From Dallas over U.S. Highway 175 to Jacksonville, Tex., thence over U.S. Highway 69 to Beaumont, and return over the same route, serving Beaumont for joinder purposes only; (7) Between Shreveport, La. and El Dorado, Ark.: From Shreveport over Interstate Highway 20 (and also U.S. Highway 80) to Minden, La., thence over U.S. Highway 79 to Homer, La., thence over Louisiana Highway 9 to Junction City, La., thence over U.S. Highway 167 to El Dorado, and return over the same route, serving Homer as an intermediate point; (8) Between Minden, La., and El Dorado, Ark.: From Minden over Interstate Highway 20 to Ruston, La., thence over U.S. Highway 167 to El Dorado, and return over the same route, serving all intermediate points on U.S. Highway 167 north of Ruston, and serving Minden for joinder purposes only; (9) Between Baton Rouge, La. and Natchez, Miss.: From Baton Rouge over U.S. Highway 61 to Natchez, Miss., and return over the same route; (10) Between Natchez, Miss., and Monroe, La.: From Natchez over U.S. Highway 84 to Ferriday, La., thence over Louisiana Highway 15 to Monroe, and return over the same route, as an alternate route for operating convenience only; (11) Between Alexandria, La., and Natchez, Miss.: From Alexandria over Louisiana Highway 28 to junction U.S. Highway 84 at or near Archie, La., thence over U.S. Highway 84 to Natchez, and return over the same route, serving all intermediate points; (12) Between Shreveport, La., and Monroe, La.: From Shreveport over U.S. Highway 80 (and also Interstate Highway 20) to Monroe, and return over the same route, serving all intermediate points; and (13) serving the plant and facilities of Western Kraft Paper Company at or near Campti, La., Continental Can Corporation at or near Hodge, La., and Great Plains Bag Company at or near Hodge, La., as off-route points in connection with carrier's regular-route operations requested in (1) through (12) above, restricted against the transportation of shipments between New Orleans, La., and points within its commercial zone, on the one hand, and, on the other, Natchez, Miss., and points in Mississippi within its commercial zone, and further restricted against the transportation of shipments between points in Texas.

NOTE.—If a hearing is deemed necessary applicant requests it be held at Dallas, Tex., Shreveport, New Orleans, and Lafayette, La.

No. MC 94201 (Sub-No. 128), filed October 24, 1974. Applicant: BOWMAN TRANSPORTATION, INC., P.O. Box 17744, Atlanta, Ga. 30316. Applicant's representative: Maurice F. Bishop, 601-09 Frank Nelson Bldg., Birmingham, Ala. 35203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, from the plantsite, warehouse, and storage facilities of Gulf States Paper Corporation at or near Tuscaloosa, Ala., to Nicholasville, Ky.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala.

No. MC 97699 (Sub-No. 43), filed October 21, 1974. Applicant: BARBER TRANSPORTATION CO., a Corporation, P.O. Drawer 2047, Rapid City, S. Dak. 57701. Applicant's representative: Leslie R. Kehl, Suite 1600 Lincoln Center Bldg., 1660 Lincoln St., Denver, Colo. 80203. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment): (a) Serving Wanbee, Interior, and Cedar Pass Lodge, S. Dak., as off-route points in connection with carrier's otherwise authorized regular route operations between Rapid City, S. Dak., and Omaha, Nebr., or Sioux City, Iowa; and (b) Serving Nemo, S. Dak., as an off-route point in connection with carrier's otherwise authorized regular route operations between Rapid City, and Sturgis, S. Dak.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Rapid City, S. Dak.

No. MC 99780 (Sub-No. 48), filed October 15, 1974. Applicant: CHIPPER CARTAGE COMPANY, INC., 1327 N.E. Bond Street, Peoria, Ill. 61603. Applicant's representative: John R. Zang, P.O. Box 1345, Peoria, Ill. 61601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Containers of soya flour*, from the premises of Central Soya Company, Inc., at Gibson City, Ill., to railheads located in Illinois, restricted to traffic destined for export only.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 103826 (Sub-No. 5), filed October 8, 1974. Applicant: R. O. HARRELL, INC., P.O. Box 97, South Boston, Va. 24592. Applicant's representative: E. Stephen Heisley, 805 McLachlen Bank Bldg., 666 Eleventh Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid petroleum gas*, in bulk, in tank vehicles, from the site of the pipeline terminal of the Dixie Pipe Line Company located at or near Apex, N.C., to points in Virginia, on, east, and north of a line beginning at the Virginia-North Carolina

State Boundary line and extending north along U.S. Highway 29 to Amherst, Va., thence west along U.S. Highway 60 to the Virginia-West Virginia State Boundary line.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Richmond, Va.

No. MC 105375 (Sub-No. 52), filed October 15, 1974. Applicant: DAHLEN TRANSPORT OF IOWA, INC., 1680 Fourth Avenue, Newport, Minn. 55055. Applicant's representative: Leonard A. Jaskiewicz, 1730 M Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Liquid animal feed and liquid animal feed supplements*, in bulk, in tank vehicles, from Blair, Nebr., to points in Iowa, Illinois, Missouri, Kansas, Wisconsin, Minnesota, North Dakota, South Dakota, Nebraska, Colorado, Wyoming, Montana, and Oklahoma; and (2) *anhydrous ammonia*, in bulk, in tank vehicles, from Algona and Iowa Falls, Iowa, to points in Minnesota, Wisconsin, South Dakota, and Illinois.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Minneapolis, Minn.

No. MC 105375 (Sub-No. 53), filed October 30, 1974. Applicant: DAHLEN TRANSPORT OF IOWA, INC., 1650 Fourth Avenue, Newport, Minn. 55055. Applicant's representative: Joseph A. Eschenbacher, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cleaning, scouring, or washing compounds*, in bulk, in tank vehicles, from Cordova, Ill., to points in Prairie du Chien, Wis.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at either Minneapolis or St. Paul, Minn.

No. MC 106674 (Sub-No. 141), filed October 4, 1974. Applicant: SCHILLI MOTOR LINES, INC., P.O. Box 123, Remington, Ind. 47977. Applicant's representative: Jerry L. Johnson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Shower bath stalls*, plastic, with or without frames or doors, with or without receptors, set up, and *plastic bath tubs and accessories*, from the plantsite and facilities of Powers Fiat Corporation located at or near Monroe, Ohio, to points in Alabama, Arkansas, Delaware, the District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Mississippi, Missouri, North Carolina, South Carolina, Oklahoma, Pennsylvania, Tennessee, Virginia, West Virginia, Wisconsin, and points in that part of New York on and west of Interstate Highway 81.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Indianapolis, Ind.

No. MC 106674 (Sub-No. 142), filed October 15, 1974. Applicant: SCHILLI MOTOR LINES, INC., P.O. Box 123, Remington, Ind. 47977. Applicant's representative: Jerry L. Johnson (Same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Printed matter and materials, supplies, and equipment* used in the maintenance and operation of printing plants (except commodities in bulk, in tank vehicles), between the plant site and warehouse facilities of R. R. Donnelley & Sons Company, at or near Gallatin, other, points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New York, North Tenn., on the one hand, and, on the Carolina, Ohio, Pennsylvania, South Carolina, Virginia, West Virginia, and Wisconsin.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Chicago, Ill., or Indianapolis, Ind.

No. MC 106674 (Sub-No. 143), filed October 17, 1974. Applicant: SCHILLI MOTOR LINES, INC., P.O. Box 123, Remington, Ind. 47977. Applicant's representative: Jerry L. Johnson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Plastic resins and plastic sheets* (except in bulk), from Mt. Vernon, Ind., to points in Alabama, Arkansas, Florida, Georgia, Illinois, Iowa, Kentucky, Louisiana, Michigan, Mississippi, Missouri, New York, Ohio, Pennsylvania, Tennessee, Virginia, West Virginia, and Wisconsin; and (2) *materials, equipment, and supplies* used in the manufacture, distribution, and sale of plastic resins and plastic sheets, from points in the above-named states to Mt. Vernon, Ind., restricted to the transportation of traffic originating at or destined to Mt. Vernon, Ind.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Chicago, Ill., or Indianapolis, Ind.

No. MC 107002 (Sub-No. 461), filed October 15, 1974. Applicant: MILLER TRANSPORTERS, INC., P.O. Box 1123 (U.S. Highway 80 West), Jackson, Miss. 39205. Applicant's representative: H. E. Miller, Jr., P.O. Box 22567, Jackson, Miss. 39205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed and feed ingredients, liquid*, in bulk, in tank vehicles, from Memphis, Tenn., to points in Arkansas, Kentucky, Mississippi, Missouri, and Tennessee.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Memphis, Tenn.

No. MC 107295 (Sub-No. 747), filed October 21, 1974. Applicant: PRE-FAB TRANSIT CO., 100 South Main Street, Farmer City, Ill. 61842. Applicant's representative: Mack Stephenson (same address as applicant). Authority sought to

operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fencing, netting, wire, fence stretcher, gates and post* (except commodities which because of size or weight require the use of special equipment), from Houston, Tex., to points in the United States (except Alaska, Hawaii, Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Tennessee, Virginia, West Virginia, and Wisconsin).

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Houston, Tex.

No. MC 107295 (Sub-No. 748), filed October 23, 1974. Applicant: PRE-FAB TRANSIT CO., a Corporation, 100 South Main Street, Farmer City, Ill. 61842. Applicant's representative: Mack Stephenson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Structural and fabricated steel*, from Lufkin, Tex., to points in the United States (except Alaska and Hawaii).

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Dallas, Tex., or Washington, D.C.

No. MC 107295 (Sub-No. 749), filed October 21, 1974. Applicant: PRE-FAB TRANSIT CO., a Corporation, 100 South Main Street, P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Mack Stephenson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Houses and buildings, complete, knocked down and in sections; and wall, roof, and floor sections*, from points in Chester County, S.C., to points in the United States (except Alaska and Hawaii).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex., or Washington, D.C.

No. MC 107295 (Sub-No. 750), filed October 21, 1974. Applicant: PRE-FAB TRANSIT CO., a Corporation, 100 South Main Street, P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Mack Stephenson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Precast concrete products*, from points in Winnebago County, Wis., to points in the United States (except Alaska and Hawaii).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 107295 (Sub-No. 751), filed October 21, 1974. Applicant: PRE-FAB TRANSIT CO., a Corporation, 100 South Main Street, P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Mack Stephenson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cotton gin machinery, parts, and accessories and mobile home parts*, from Sherman, Tex., to points in Arizona, New Mexico, Oklahoma, Arkansas, Louisiana, Ala-

bama, Mississippi, Georgia, Tennessee, North Carolina, and South Carolina.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex., or Washington, D.C.

No. MC 107295 (Sub-No. 752), filed October 21, 1974. Applicant: PRE-FAB TRANSIT CO., a Corporation, 100 South Main Street, P.O. Box 146, Farmer City, Ill. 61842. Applicant's representative: Mack Stephenson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Concrete additives, flooring compounds, grouting compounds, building mortar, and curing compounds* (except in bulk), from Cucamonga, Calif., to points in the United States in and west of North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, and Texas.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, or Washington, D.C.

No. MC 107818 (Sub-No. 71), filed October 21, 1974. Applicant: GREENSTEIN TRUCKING COMPANY, a Corporation, 280 N.W. 12th Avenue, P.O. Box 608, Pompano Beach, Fla. 33061. Applicant's representative: Martin Sack, Jr., 1754 Gulf Life Tower, Jacksonville, Fla. 32207. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Candy and confectionery products*, from the facilities of Peter Paul, Inc., at or near Frankfort, Ind., to points in Georgia, and Florida.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 111170 (Sub-No. 217), filed October 11, 1974. Applicant: WHEELING PIPE LINE, INC., P.O. Box 1718, El Dorado, Ark. 71730. Applicant's representative: Don A. Smith, P.O. Box 43, Fort Smith, Ark. 72901. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Liquid chemicals*, in bulk, in tank vehicles, between the plantsite of Michigan Chemical Corporation at or near El Dorado, Ark., and St. Louis, Mich.; and (2) *chemicals, N.O.I.*, in bulk, in tank vehicles, from points in Union County, Ark., to points in the United States (except Alaska and Hawaii).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Little Rock, Ark., or Memphis, Tenn.

No. MC 111729 (Sub-No. 467), filed October 2, 1974. Applicant: PUROLATOR COURIER CORP., 2 Nevada Drive, Lake Success, N.Y. 11040. Applicant's representative: John M. Delany (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Business papers, records, and payroll checks*, between Youngstown, Ohio, and Kendallville, Ind.; (2) *hydraulic pumps, hydraulic motors, pressed metal tank heads, and underground tunnel supports*, between Youngstown, Ohio, and Kendallville, Ind.; (3) *whole human*

blood and blood derivatives, between Milwaukee, Wis., and Chicago, Ill.; (4) processed and/or cured meat specimens for the purpose of laboratory testing, and supplies related thereto, from Wagner, S. Dak., to Sioux City, Iowa; (5) business papers, records, audit and accounting media of all kinds, between Milwaukee, Wis., and Hannibal, Mo.; (6) business papers, records, of all kinds; small emergency automotive replacement parts, accessories, and samples, (a) between Lock Haven, Pa., and Baltimore, Md.; and (b) between Lock Haven and Philadelphia, Pa., on traffic having a prior or subsequent movement by air; and (7) denture impressions, models, bites, articulators, and products related to the dental industry, between Toledo, Ohio, on the one hand, and, on the other, points in Hillsdale, Jackson, Lenawee, Monroe, St. Joseph, and Washtenaw Counties, Mich.

NOTE.—Common control may be involved. Applicant holds contract carrier authority in MC 112750 and subs thereunder, therefore dual operations may also be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 111812 (Sub-No. 510), filed October 15, 1974. Applicant: MIDWEST COAST TRANSPORT, INC., 900 West Delaware, P.O. Box 1233, Sioux Falls, S. Dak. 57101. Applicant's representative: Ralph H. Jinks (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Confectionery products, from (1) the Port of New York located at or near New York City, N.Y., the Port of Newark located at or near Newark, N.J., and Port Elizabeth located at or near Elizabeth, N.J., and Hazelton, Pa., to points in Ohio, Michigan, Indiana, Illinois, Wisconsin, Missouri, Iowa, Minnesota, North Dakota, South Dakota, Nebraska, Kansas, Colorado, Wyoming, Montana, Idaho, Utah, Arizona, Nevada, California, Oregon, and Washington; (2) from Detroit, Mich., to points in Wisconsin, Illinois, Missouri, Iowa, Minnesota, North Dakota, South Dakota, Nebraska, Kansas, Colorado, Wyoming, Montana, Idaho, Utah, Arizona, Nevada, California, Oregon, and Washington; (3) from Minneapolis, Minn., to points in Colorado, Wyoming, Montana, Idaho, Utah, Arizona, Nevada, California, Oregon, and Washington; and (4) from Chicago, Ill., to points in Colorado, Wyoming, and Utah (except Salt Lake City), restricted to traffic originating at the plantsites and warehouse facilities utilized by the Cadbury Corporation and destined to the named destinations.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Boston, Mass., or Washington, D.C.

No. MC 113158 (Sub-No. 27), filed October 9, 1974. Applicant: TODD TRANSPORT COMPANY, INC., Secretary, Md. 21664. Applicant's representative: V. Baker Smith, 2107 The Fidelity

Bldg., Philadelphia, Pa. 19109. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Foodstuffs (except frozen foods and commodities in bulk), from the plantsites and storage facilities utilized by Acme Markets, Inc., located in the Counties of Caroline, Dorchester (except the City of Hurlock), Talbot, and Wicomico, Md., to points in Philadelphia, Johnstown, and Forty Ft., Pa.; Syracuse and Buffalo, N.Y., and Kearny, N.J.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Philadelphia, Pa., or Washington, D.C.

No. MC 113459 (Sub-No. 92), filed October 18, 1974. Applicant: H. J. JEFFRIES TRUCK LINE, INC., P.O. Box 94850, Oklahoma City, Okla. 73109. Applicant's representative: James W. Hightower, 136 Wynnewood Professional Building, Dallas, Tex. 75224. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Rough castings, from Mayes, County, Okla., to points in the United States (excluding Alaska and Hawaii).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Tulsa, Okla., or Dallas, Tex.

No. MC 113784 (Sub-No. 57), filed October 11, 1974. Applicant: LAIDLAW TRANSPORT LIMITED, 65 Guise Street, Hamilton, Ontario, Canada L8L 4M1. Applicant's representative: David A. Sutherland, 2001 Massachusetts Avenue NW., Washington, D.C. 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Tractors and tractor parts and accessories, between the plantsite and facilities of the Ford Motor Co. at Romeo, Mich., on the one hand, and, on the other, ports of entry on the International Boundary Line between the United States and Canada on the St. Clair River, restricted to traffic moving in foreign commerce.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113843 (Sub-No. 214), filed October 21, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Francis P. Barrett, 60 Adams Street, Milton, Mass. 02187. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Oleomargarine, salad dressing, coconut oil, vegetable oil, cooking oil, shortening, stearine, stearate, mayonnaise (except in bulk, in tank vehicles), and related advertising matter, when moving in mixed shipments with oleomargarine, salad dressing, coconut oil, vegetable oil, cooking oil, shortening, stearine, stearate, and mayonnaise (except in bulk, in tank vehicles), in vehicles equipped with mechanical refrigeration, from Columbus, Ohio, to points in Michigan.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at New York, N.Y.

No. MC 113855 (Sub-No. 299), filed October 16, 1974. Applicant: INTERNATIONAL TRANSPORT, INC., 2450 Marion Road, S.E., Rochester, Minn. 55901. Applicant's representative: Alan Foss, 502 First National Bank Bldg., Fargo, N. Dak. 58102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Self-propelled articles weighting 15,000 lbs. or more, and attachments, accessories, and parts of such articles, and materials and supplies used in the manufacture thereof, between points in Horry County, S.C., on the one hand, and, on the other, points in the United States including Alaska but excluding Hawaii.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 114273 (Sub-No. 222), filed October 17, 1974. Applicant: CEDAR RAPIDS STEEL TRANSPORTATION, INC., P.O. Box 68, Cedar Rapids, Iowa 52406. Applicant's representative: Robert E. Konchar, Suite 315 Commerce Exchange Bldg., P.O. Box 1943, Cedar Rapids, Iowa 52406. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Citric acid, in bags, drums, and containers, from the plantsite of Pfizer, Inc., located at or near Southport, N.C., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Ohio, Missouri, and Wisconsin.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114332 (Sub-No. 8), filed October 4, 1974. Applicant: O C TRANSPORTATION CO., INC., Pennsylvania Ave., P.O. Box 236, Beverly, N.J. 08010. Applicant's representative: Bert Collins, Suite 6193, 5 World Trade Center, New York, N.Y. 10048. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Sugar, sugar products, materials, supplies and equipment, used in the conduct of such business, between New York, N.Y., on the one hand, and, on the other, points in Delaware, Maryland, Pennsylvania on and east of U.S. Highway 220, and the District of Columbia, under contract with Sucrest Corporation.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 114632 (Sub-No. 80), filed October 24, 1974. Applicant: APPLE LINES, INC., 212 SW. Second, Madison, S. Dak. 57042. Applicant's representative: Andrew Clark, 1000 First National Bank Bldg., Minneapolis, Minn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Beet pulp, from Drayton, and E. Grand Forks, N. Dak., and Crookston, Moorhead, and Renville, Minn., to

points in Iowa, Illinois, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin.

NOTE.—Applicant holds contract carrier authority in MC 129706, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 115242 (Sub-No. 12), filed October 17, 1974. Applicant: DONALD MOORE, 601 North Prairie, Prairie du Chien, Wis. 53821. Applicant's representative: John Duncan Varda, 121 South Pinckney Street, Madison, Wis. 53703. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood chips*, from points in the Fulton, Ill., Commercial Zone, to points in the Dubuque, Iowa, Commercial Zone.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Madison, Wis., or Chicago, Ill.

No. MC 115667 (Sub-No. 10), filed October 18, 1974. Applicant: ARROW TRANSFER CO., LTD., 320 Seymour Blvd., North Vancouver, British Columbia, Canada V7J 2J3. Applicant's representative: Clyde H. MacIver, 1900 Peoples National Bank Bldg., 1415 Fifth Avenue, Seattle, Wash. 98171. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nails*, in cartons weighing 50 pounds or more, from ports of entry on the International Boundary Line between the United States and Canada at or near Blaine, Lynden, and Sumas, Wash., to Kirkland, Auburn, and Spokane, Wash., and Portland and Eugene, Oreg.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Seattle or Olympia, Wash.

No. MC 115669 (Sub-No. 146), filed October 18, 1974. Applicant: DAHLSTEN TRUCK LINE, INC., 101 West Edgar Street, P.O. Box 95, Clay Center, Nebr. 68933. Applicant's representative: Donald L. Stern, 530 Univac Bldg., 7100 West Center Road, Omaha, Nebr. 68106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Soybean meal, soybean mill run, and soybean hulls*, dry, in bulk and in bags, from the plantsite of Farmland Industries, Inc., at or near Sergeant Bluff, Iowa, to points in Idaho, Illinois, Montana, Utah, and Wisconsin, and (2) *mineral mixtures, dry animal and poultry feed and ingredients thereof, and dry fertilizer and ingredients thereof*, from the plantsites of Micro-Lite, Inc., at or near Buffalo and Chanute, Kans., to points in Arkansas, Colorado, Illinois, Indiana, Iowa, Minnesota, Missouri, Nebraska, New Mexico, North Dakota, Ohio, South Dakota, Texas, Wisconsin, and Wyoming.

NOTE.—Common control and dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at Kansas City, Mo.

No. MC 116063 (Sub-No. 135), filed October 15, 1974. Applicant: WESTERN-COMMERCIAL TRANSPORT, INC.,

2929 W. 5th Street, P.O. Box 270, Fort Worth, Tex. 76101. Applicant's representative: W. H. Cole (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal fats, vegetable oils, and blends thereof*, in bulk, in tank vehicles, from Chattanooga, Tenn. (except those points in the Chattanooga Commercial Zone located in Georgia), to Denver, Colo.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Fort Worth or Dallas, Tex.

No. MC 116325 (Sub-No. 67), filed October 8, 1974. Applicant: JENNINGS BOND, doing business as BOND ENTERPRISES, P.O. Box 8, Lutesville, Mo. 63762. Applicant's representative: Jennings Bond (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, plywood, particle board, and wood products* (except in bulk), from Bon Wier, Cleveland, and Silsbee, Tex., to points in the United States (except Alaska and Hawaii).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Dallas or Houston, Tex.

No. MC 116519 (Sub-No. 24), filed October 10, 1974. Applicant: FREDERICK TRANSPORT LIMITED, R.R. 6, Chatham, Ontario, Canada. Applicant's representative: S. Harrison Kahn, Suite 733 Investment Bldg., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tractors* (except truck tractors), *agricultural implements and machinery, and attachments and equipment* designed for use with such articles when moving in mixed loads therewith, from Rock Island and East Moline, Ill., to the ports of entry on the International Boundary line between the United States and Canada located in New York, Maine, Michigan, and Vermont, restricted to the transportation of traffic originating at the facilities of International Harvester Company.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 116626 (Sub-No. 11), filed October 24, 1974. Applicant: C. W. EANES, R.F.D. 1, Box 6, Gretna, Va. 24557. Applicant's representative: Edward G. Villalon, 1032 Pennsylvania Bldg., Pennsylvania Ave. & 13th St. NW., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wooden desk skids*, from the facilities of Spaulding Lumber Co. at Chase City and Keysville, Va., to the U.S. Penitentiary, at Marion, Ill.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Roanoke, Va., or Richmond, Va.

No. MC 116763 (Sub-No. 295), filed October 15, 1974. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, Ohio 45380. Applicant's representative: H. M. Richters (same ad-

dress as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flat glass*, from the plantsites and warehouse facilities of PPG Industries, Inc., located at or near Mt. Holly Springs, Pa. and Cumberland, Md., to points in Florida.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Pittsburgh, Pa.

No. MC 116763 (Sub-No. 296), filed October 15, 1974. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, Ohio 45380. Applicant's representative: H. M. Richters (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flat glass*, from the plantsites and warehouse facilities of PPG Industries, Inc., located at or near Wichita Falls, Tex., and Crystal City, Mo., to points in Tennessee, North Carolina, South Carolina, Georgia, Alabama, Mississippi, and Florida.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Pittsburgh, Pa.

No. MC 119118 (Sub-No. 37), filed October 17, 1974. Applicant: McCURDY TRUCKING, INC., P.O. Box 388, Latrobe, Pa. 15650. Applicant's representative: Paul F. Sullivan, 711 Washington Bldg., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages*, in containers, and related advertising material moving therewith, from Raddison (Lysander Township), New York, to points in Connecticut, Delaware, Maine, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont; and (2) *empty malt beverage containers*, on return movements.

NOTE.—Applicant holds contract carrier authority in MC 116564 and sub 22, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 119489 (Sub-No. 40), filed October 17, 1974. Applicant: PAUL ABLER, doing business as CENTRAL TRANSPORT COMPANY, P.O. Box 249, Norfolk, Nebr. 68701. Applicant's representative: A. J. Sindelar, 2500 North 13th Street, Norfolk, Nebr. 68701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Packing house offal* in leak proof vehicles, from Gering, Nebr., to Denver, Colo.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Lincoln or Omaha, Nebr.

No. MC 119789 (Sub-No. 225), filed October 23, 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: *Canned foodstuffs*, from Turkey, N.C., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia, and District of Columbia.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Peoria, Ill., or Dallas, Tex.

No. MC 119789 (Sub-No. 226), filed October 21, 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: *Prepared dough*, in mechanically refrigerated equipment, from New Albany, Ind., to points in California.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn., or Dallas, Tex.

No. MC 120257 (Sub-No. 22), filed October 16, 1974. Applicant: K. L. BREEDEN & SONS, INC., 401 Alamo Street, Terrell, Tex. 75160. Applicant's representative: Bernard H. English, 6270 Fifth Road, Fort Worth, Tex. 76116. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, plywood, particle board, and wood products* (except in bulk), from the plantsite and storage facilities of Kirby Lumber Company at Silsbee and Bon Weir, Tex., to points in the United States (except Alaska and Hawaii).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Dallas or Houston, Tex.

No. MC 123009 (Sub-No. 1), filed October 3, 1974. Applicant: SHANTZ CARTAGE, INC., 165 N. Case Avenue, Akron, Ohio 44305. Applicant's representative: Harry Stein, 1 Cascade Plaza, Akron, Ohio 44308. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Beauty and barber supplies*, either in individual packaging or in bulk self-contained containers, from Stow, Ohio, to points in New York, Indiana, Michigan, and Illinois, under a continuing contract or contracts with Milo Beauty and Supply Company, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Cleveland, Ohio.

No. MC 123272 (Sub-No. 10), filed October 17, 1974. Applicant: FAST FREIGHT, INC., 9651 South Ewing Avenue, Chicago, Ill. 60617. Applicant's representative: Joseph M. Scanlan, 111 West Washington Street, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except in bulk), between the plantsites of Pet, Inc. located at Greenville, Ill. and Bowling Green, Ky.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 123335 (Sub-No. 3), filed October 15, 1974. Applicant: R. E. & J. E. PRIARS LIMITED, P.O. Box 215, Foster Thurston Drive, St. John, New Brunswick, Canada. Applicant's representative: Rodney J. Gillis, 133 Prince William Street, P.O. Box 1174, St. John, New Brunswick, Canada. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cement*, from ports of entry on the International Boundary line between the United States and Canada at or near Calais, Houlton, and Vanceboro, Maine, to points in Maine; and (2) *return of damaged or refused shipments*, under a continuing contract or contracts with Maritime Cement Company, Ltd., Division of Canada Cement LaFarge, Ltd.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Portland, Maine.

No. MC 123407 (Sub-No. 208), filed October 7, 1974. Applicant: SAWYER TRANSPORT, INC., South Haven Square, U.S. Highway 6, Valparaiso, Ind. 46383. Applicant's representative: Robert W. Sawyer (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal buildings, metal building components, and supplies and equipment* used in the construction thereof, from points in Oregon, to points in South Dakota, North Dakota, Wyoming, Colorado, Utah, Arizona, Minnesota, Iowa, Kansas, Idaho, Nevada, and Nebraska.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Omaha, Nebr. or Washington, D.C.

No. MC 123407 (Sub-No. 209), filed October 21, 1974. Applicant: SAWYER TRANSPORT, INC., South Haven Square, U.S. Highway 6, Valparaiso, Ind. 46383. Applicant's representative: Robert W. Sawyer (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, from Greenville, Vicksburg, and Natchez, Miss., to points in Mississippi, Arkansas, and Louisiana.

NOTE.—Common control may be involved. If a hearing is deemed necessary applicant requests it be held at New Orleans, La., or Washington, D.C.

No. MC 124078 (Sub-No. 617), filed October 17, 1974. Applicant: SCHWERMAN TRUCKING CO., 611 South 28th Street, Milwaukee, Wis. 53246. Applicant's representative: Richard H. Pevette (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Sand*, in bulk, from Benton County, Tenn., to points in Pennsylvania; (2) *pulverized coal*, from Birmingham, Ala., to points in Mississippi; and (3) *fly ash*, from the plantsites of Monongahela Power Com-

pany located at or near Shinnston, Morgantown, Albright, and Willow Island, W. Va., to points in Ohio, Pennsylvania, Maryland, and Virginia.

NOTE.—Applicant holds contract carrier authority in MC 113832 Sub. 68, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at Indianapolis, Ind. or Chicago, Ill.

No. MC 123777 (Sub-No. 1), filed September 20, 1974. Applicant: MICHAEL W. WOOD, INC., Ridge Road, P.O. Box 63, Fairfield, Maine 04937. Applicant's representative: Michael W. Wood (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Chain drugstore merchandise*, from Winslow, Maine, to Portsmouth, N.H., under a continuing contract or contracts with LaVerdiere's Enterprises.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Portland, Maine.

No. MC 123972 (Sub-No. 12), filed October 16, 1974. Applicant: LEO J. UMERLEY, INC., 9813 Philadelphia Road, Baltimore, Md. 21237. Applicant's representative: Francis J. Ortman, 1100 17th Street NW., Suite 613, Washington, D.C. 20036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Roofing and materials and supplies* used in the installation thereof, from the plantsite of Lloyd A. Fry Roofing Co., located at or near Patuxent Industries Park, Jessup, Md., to points in Delaware, the District of Columbia, Pennsylvania, Virginia, and West Virginia, under a continuing contract or contracts with Lloyd A. Fry Roofing Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124017 (Sub-No. 7), filed October 15, 1974. Applicant: ROBERT A. JEFFREY, doing business as R. JEFFREY & SONS, Rural Delivery No. 1, Elysburg, Pa. 17824. Applicant's representative: John M. Musselman, P.O. Box 1146, 410 North Third Street, Harrisburg, Pa. 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, from points in Luzerne County, Pa., to points in New York on and west of a line beginning at Sodus Point, N.Y., and extending along New York Highway 14 to Horsehead, N.Y., thence along New York Highway 17 to Waverly, N.Y., and thence along U.S. Highway 22 to the New York-Pennsylvania State Boundary line.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa., or Washington, D.C.

No. MC 124025 (Sub-No. 5), filed October 15, 1974. Applicant: GLASS TRUCKING COMPANY, a corporation, P.O. Box 276, Newkirk, Okla. 74647. Applicant's representative: Clyde N. Christey, 641 Harrison Street, Topeka, Kans. 66603. Authority sought to operate as a

contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Flour*, from the milling and/or warehousing facilities of Ross Industries, Inc., at or near Wichita, Wellington, and Newton, Kans., to points in Oklahoma, Arkansas, Texas, and Missouri, under a continuing contract or contracts with Ross Industries, Inc., in (1) above; and (2) *flour*, from the milling and/or warehousing facilities of Sunny Kansas Flour Mills, a division of Cereal Food Processors, Inc., at or near Wichita, Kans., to points in Texas, New Mexico, Missouri, and Oklahoma, under a continuing contract or contracts with Sunny Kansas Flour Mills, a division of Cereal Food Processors, Inc., in (2) above.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 124328 (Sub-No. 67), filed October 21, 1974. Applicant: BRINK'S INCORPORATED, 234 East 24th Street, Chicago, Ill. 60616. Applicant's representative: John G. O'Keefe, O'Hare Plaza, Suite 650, 5725 East River Road, Chicago, Ill. 60631. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Nobel metals*, between Solon, Ohio, and Shreveport, La.; and (2) *Canadian Olympic coins*, from ports of entry on the International Boundary line between the United States and Canada at Niagara Falls, N.Y., and at or near Lansdowne, Ontario, Canada, to Englewood, Ohio, under a continuing contract or contracts with Automotive Products Division of Universal Oil Products Company and Olympic Coin Program of the Government of Canada.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 124511 (Sub-No. 28), filed October 7, 1974. Applicant: JOHN F. OLIVER, E. Highway 54, P.O. Box 223, Mexico, Mo. 65265. Applicant's representative: Ernest A. Brooks II, 1301 Ambassador Building, St. Louis, Mo. 65101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, from Centerville, Iowa, to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Missouri, Pennsylvania, Tennessee, and Wisconsin.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 124905 (Sub-No. 3), filed October 15, 1974. Applicant: COLUMBIA TRANSPORT, INC., Rural Delivery No. 1, Columbia, N.J. 07832. Applicant's representative: John W. Frame, Box 626, 2207 Old Gettysburg Road, Camp Hill, Pa. 17011. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand, gravel, stone, and excavated materials*, between points in Warren County, N.J., on the one hand, and, on the other, points in Monroe, Lehigh, and Northampton Counties, Pa.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa.

No. MC 126489 (Sub-No. 27), filed October 15, 1974. Applicant: GASTON FEED TRANSPORTS, INC., 1203 West Fourth, P.O. Box 1066, Hutchinson, Kans. 67501. 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: *Feed ingredients*, from Atlantic, Iowa, to points in Graham County, Ariz.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Kansas City, Mo.

No. MC 126717 (Sub-No. 7), filed October 18, 1974. Applicant: WALT'S DRIVE-AWAY SERVICE, INC., 1103 East Franklin Street, Evansville, Ind. 47711. Applicant's representative: Warren C. Moberly, 777 Chamber of Commerce Bldg., Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mine or quarry drilling machinery*, in drive-away service, in initial movements, from Franklin, Pa., to points in the United States including Alaska, but excluding Hawaii.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Indianapolis, Ind., or Washington, D.C.

No. MC 128412 (Sub-No. 6) (Correction), filed September 16, 1974, published in the FEDERAL REGISTER issue of October 10, 1974, and republished as corrected this issue. Applicant: LOTEMP EXPRESS, INC., 1810 Tenth Avenue, Altoona, Pa. 16603. Applicant's representative: Arthur J. Diskin, 806 Frick Building, Pittsburgh, Pa. 15219. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs, and such commodities* as are dealt in by wholesale and retail grocery stores (except commodities in bulk), between Altoona, Lemoyne, and State College, Pa., on the one hand, and, on the other, points in Vermont, New Hampshire, Maine, Rhode Island, Connecticut, Kentucky, North Carolina, South Carolina, Tennessee, Arkansas, Alabama, Louisiana, Oklahoma, Mississippi, North Dakota, South Dakota, Minnesota, Kansas, Nebraska, Texas, Indiana, and the District of Columbia, under a continuing contract with Sky Bros., Inc.; Sky Bros. of Lemoyne, Inc.; Cold, Inc.; and Frozen Farm Products, Inc.

NOTE.—The purpose of this correction is to indicate the correct address of the Applicant, as 1810 Tenth Avenue, Altoona, Pa. 16603, instead of Burns Ave., Cannon Street, Duncansville, Pa. 16635. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Pittsburgh, Pa.

No. MC 128841 (Sub-No. 5), filed October 16, 1974. Applicant: MUR-GAIL, INC., 301 North Fifth Street, Minneapolis, Minn. 55403. Applicant's representative: Samuel Rubenstein (same address as applicant). Authority sought to op-

erate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Printing ink*, in bulk, in tank vehicles, from Minneapolis, Minn., to Chicago (except those points in the Chicago, Ill. Commercial Zone in Indiana) and Kankakee, Ill.; Sioux City, Iowa; Norfolk, Nebr.; Bismark and Grand Forks, N. Dak.; Aberdeen, Huron, Sioux Falls, and Watertown, S. Dak.; Appleton, Ashland, Eau Claire, Janesville, La Crosse, Madison, and Superior, Wis., under a continuing contract or contracts with Northern Printing Ink Corp.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Minneapolis or St. Paul, Minn.

No. MC 128866 (Sub-No. 53), filed October 3, 1974. Applicant: B & B TRUCKING, INC., P.O. Box 128, Cherry Hill, N.J. 08034. Applicant's representative: J. Michael Farrell, 1725 K St. NW., Washington, D.C. 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Aluminum foil and sheet*, (a) from the plantsite of the Aluminum Company of America, at or near Lebanon, Pa., to Atkins, Ark.; and (b) from the plantsite of Penny Plate, Inc., at Cherry Hill, N.J., to Searcy and Atkins, Ark.; and (2) *aluminum food containers*, (a) from the plantsite of Penny Plate, at Cherry Hill, N.J., to Batesville, Ark., and Wethersfield, Conn.; and (b) from the plantsite of Penny Plate, Inc., at Deerfield, Ill., to Fort Wayne and Winchester, Ind.; Chambersburg, Erie, and King of Prussia, Pa.; and Oconomowoc, Wis., under contract with Penny Plate, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C., or Philadelphia, Pa.

No. MC 129282 (Sub-No. 23), filed October 21, 1974. Applicant: BERRY TRANSPORTATION, INC., P.O. Box 2147, Longview, Tex. 75601. Applicant's representative: Fred S. Berry (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages and materials and supplies* used in the manufacture and distribution thereof, from San Antonio, Tex., to points in Arkansas (except Texarkana) and Mississippi, and *empty containers and dunnage*, on return.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either San Antonio or Dallas, Tex.

No. MC 129973 (Sub-No. 14), filed October 11, 1974. Applicant: FIELD MARKETING SERVICES, INC., 825 Third Avenue, New York, N.Y. 10022. Applicant's representative: William J. Lippman, Suite 550, 1819 H Street NW., Washington, D.C. 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Merchandise, equipment, and supplies*, sold, used, or distributed by a manufacturer of household products, restricted to packages weighing 50

pounds or less, between points in Massachusetts, under a continuing contract with Amway Corporation.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at New York, N.Y.

No. MC 129994 (Sub-No. 9), filed October 15, 1974. Applicants: RAY BETHERS, 165 West Central Avenue, Salt Lake City, Utah 84107. Applicant's representative: Lon Rodney Kump, 200 Law Building, 333 East Fourth South, Salt Lake City, Utah 84111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum, gypsum products, gypsum wallboard, lathe, plaster, lime, and materials and supplies* used in the manufacture, installation or distribution thereof, from points in Clark County, Nev., to points in Utah and Wyoming.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Salt Lake City, Utah, or Las Vegas, Nev.

No. MC 133708 (Sub-No. 15), filed October 15, 1974. Applicant: FIKSE BROS., INC., 12647 East South Street, Artesia, Calif. 90701. Applicant's representative: Carl H. Fritze, 1545 Wilshire Boulevard, Los Angeles, Calif. 90017. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fluorspar*, in bulk, from the mine and plant sites of J. Irving Crowell, Jr. & Sons at or near Beatty, Nev., to the plant sites of Bethlehem Steel Corporation at or near Vernon, Calif.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Los Angeles, Calif.

No. MC 134477 (Sub-No. 81), filed October 11, 1974. Applicant: SCHANNO TRANSPORTATION, INC., 5 West Mendota Road, West St. Paul, Minn. 55118. Applicant's representative: Thomas D. Fischbach (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products 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 South St. Paul, Minn., to Bedford and Manchester, N.H.; Boston, Mass.; Providence, R.I.; and Syracuse, N.Y., restricted to traffic originating at the plantsite and storage facilities of Morris Rifkin & Sons, Inc. at or near South St. Paul, Minn. and destined to the above named destination points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 134477 (Sub-No. 82), filed October 11, 1974. Applicant: SCHANNO TRANSPORTATION, INC., 5 West Mendota Road, West St. Paul, Minn. 55118. Applicant's representative: Thomas D. Fischbach (same address as applicant). Authority sought to operate as a *common*

carrier, by motor vehicle, over irregular routes, transporting: *Canned goods*, from Belgium, Random Lake, Sturgeon Bay, and Green Bay, Wis., to points in Minnesota, North Dakota, and South Dakota.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn. or Madison, Wis.

No. MC 134477 (Sub-No. 83), filed October 18, 1974. Applicant: SCHANNO TRANSPORTATION, INC., 5 West Mendota Road, West St. Paul, Minn. 55118. Applicant's representative: Thomas D. Fischbach (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paints, stains, and varnishes and compounds* used for reducing, removing, thickening, or thinning such commodities (except commodities in bulk) from Rockford, Ill. and Minneapolis, Minn., to Oklahoma City, Okla. and Dallas, Tex.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 134501 (Sub-No. 14), filed October 24, 1974. Applicant: UFT TRANSPORT COMPANY, a Corporation, P.O. Box 3128, Irving, Tex. 75061. Applicant's representative: T. M. Brown, 600 Leininger Building, Oklahoma City, Okla. 73112. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture and fixtures*, from the plantsite of Loughman Cabinet Company, a division of BBC Banc Products Corporation in Overland, Mo., to points in the United States (except Alaska and Hawaii).

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either St. Louis, Mo., Washington, D.C., or Dallas, Texas.

No. MC 134734 (Sub-No. 18), filed October 17, 1974. Applicant: NATIONAL TRANSPORTATION, INC., P.O. Box 37106, Omaha, Nebr. 68137. Applicant's representative: Lanny N. Fauss, P.O. Box 37096, Omaha, Nebr. 68137. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except in bulk), from Kenosha, Wis., to points in Tennessee under a continuing contract with Ocean Spray Cranberries, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Chicago, Ill., or Milwaukee, Wis.

No. MC 134922 (Sub-No. 106), filed October 21, 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: *Toilet preparations and toilet articles*, in vehicles equipped with mechanical refrigeration, from Elizabethton, Tenn., to points in Georgia, Florida, South Carolina, North Carolina, San Diego, Long Beach, Fresno, Oakland, Sacramento, and San Jose, Calif., Mary-

land, Pennsylvania, Ohio, Indiana, Michigan, New York, New Jersey, Massachusetts, Connecticut, Rhode Island, Vermont, New Hampshire, Maine, Kansas, Wisconsin, Illinois, and Milwaukie, Ore.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn., or Detroit, Mich.

No. MC 135152 (Sub-No. 16), filed October 18, 1974. Applicant: CASKET DISTRIBUTORS, INC., Rural Route No. 2, West Harrison, Ind. 45030. Applicant's representative: Jack B. Josselson, 700 Atlas Bank Bldg., Cincinnati, Ohio 45202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Uncrated caskets, casket displays, funeral supplies, and crated caskets* in mixed loads with uncrated caskets, from (1) New York, N.Y., and Brooklyn, N.Y., to points in the United States (except Alaska and Hawaii); and (2) from Elgin, Ill., to points in Sacramento, Calif.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 135732 (Sub-No. 10), filed October 10, 1974. Applicant: AUBREY FREIGHT LINES, INC., P.O. Box 503, 615 Grove Street, Elizabeth, N.J. 07202. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Greenhouses and equipment, materials and supplies*, used or useful in the manufacture and sale of greenhouses (except commodities in bulk), between Eatontown, N.J., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 136008 (Sub-No. 46), filed October 7, 1974. Applicant: JOE BROWN COMPANY, INC., 20 Third Street NE., P.O. Box 1669, Ardmore, Okla. 73401. Applicant's representative: Rufus H. Lawson, 106 Bixler Bldg., 2400 Northwest 23d St., Oklahoma City, Okla. 73107. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bentonite*, from points in Natrona County, Wyo., to points in Arkansas, Kansas, Oklahoma, and Texas.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla., or Dallas, Tex.

No. MC 136291 (Sub-No. 5), filed October 15, 1974. Applicant: CUSTOMIZED PARTS DISTRIBUTION, INC., 3600 NW 82d Ave., Miami, Fla. 33166. Applicant's representative: Walter N. Bieneman, 100 West Long Lake Road, Suite 102, Bloomfield Hills, Mich. 48013. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Motor vehicle parts and accessories*, (1) between Teterboro, N.J., on the one hand, and, on the other, Baltimore and Marlowe Heights, Md.;

Alexandria, Falls Church, and Richmond, Va.; and the District of Columbia; and (2) between Pennsauken, N.J., on the one hand, and, on the other, Marlowe Heights, Md.; Alexandria, Falls Church, and Richmond, Va.; and the District of Columbia, under a continuing contract or contracts with Ford Marketing Corporation, Ford Parts Division.

NOTE.—Common control and dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 136407 (Sub-No. 6), filed October 17, 1974. Applicant: COORS TRANSPORTATION COMPANY, 5101 York Street, Denver, Colo. 80216. Applicant's representative: Leslie R. Kehl, 1600 Lincoln Center Bldg., 1660 Lincoln Street, Denver, Colo. 80203. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Confectionery, chocolate, chocolate coating, cocoa, cocoa and/or chocolate compounds, cocoa butter, and flavoring syrup* in vehicles equipped with mechanical refrigeration, from Oakdale, Calif., to points in Arizona, Colorado, Idaho, Montana, New Mexico, Oregon, Utah, Washington, and Wyoming, under a continuing contract with Hershey Foods Corporation.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 136882 (Sub-No. 6), filed October 18, 1974. Applicant: BTA TRUCKING CO., INC., Route No. 4, P.O. Box 134, Smithville, Tenn. 37166. Applicant's representative: Robert L. Baker, Suite 618, Hamilton Bank Bldg., Nashville, Tenn. 37219. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum storm doors and windows*, from Woodbury, Tenn., to points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Maryland, Minnesota, Mississippi, Missouri, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Texas, Virginia, West Virginia, and Wisconsin, under a continuing contract or contracts with V. E. Anderson Mfg. Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn., or Washington, D.C.

No. MC 138069 (Sub-No. 2), filed October 16, 1974. Applicant: LUCIUS, INC., 9250 North Wadsworth Blvd., Broomfield, Colo. 80020. Applicant's representative: Leslie R. Kehl, 1600 Lincoln Center Bldg., 1660 Lincoln Street, Denver, Colo. 80203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Alcoholic beverages and non-alcoholic beverages mixes* (except commodities in bulk), from points in California, Oklahoma, and St. Louis, Mo. (except those in the St. Louis, Mo. Commercial Zone in Illinois), to Denver, Colo., restricted to traffic originating at the named origins and destined to the facilities of Davis Bros., Inc., at Denver, Colo.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Denver, Colo.

No. MC 138503 (Sub-No. 1), filed October 4, 1974. Applicant: JOHN GEOR-GALLAS BANANA DISTRIBUTORS OF NEW YORK, INC., 420-22 Hunts Point Avenue, Bronx, N.Y. 10474. Applicant's representative: S. Michael Richards, 44 North Avenue, Webster, N.Y. 14580. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, (1) from Baltimore, Md., to Floral Park, N.Y.; Ipswich, Mass.; and points in Bronx County, N.Y.; (2) from Wilmington, Del., to Ipswich, Mass.; and Floral Park, N.Y.; (3) from Albany, N.Y., to Ipswich, Mass.; and (4) from Philadelphia, Pa., to Floral Park, N.Y. and points in Bronx County, N.Y.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 138557 (Sub-No. 7), filed October 15, 1974. Applicant: WALT KEITH TRUCKING, INC., Route #1, P.O. Box 30, Rushville, Mo. 64484. Applicant's representative: Patrick E. Quinn, 605 South 14th Street, P.O. Box 82028, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, 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, in tank vehicles), from the plantsites of Armour & Co., at or near Omaha, Nebr., and Kansas City, and St. Joseph, Mo., to points in Iowa, Missouri, Illinois, Kansas, Oklahoma, Colorado, and Nebraska, restricted to traffic originating at the plantsites of Armour & Co., at or near Omaha, Nebr., and Kansas City and St. Joseph, Mo. and destined to points in the named destination states and further restricted to transportation under a continuing contract or contracts with Armour & Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Kansas City, Mo. or Omaha, Nebr.

No. MC 138632 (Sub-No. 2) (correction), filed August 21, 1974, published in the FEDERAL REGISTER issue of September 26, 1974, and republished as corrected this issue. Applicant: JOSEPH F. HALE, doing business as JOE HALE TRUCKING CO., P.O. Box 715, Dublin, Va. 24084. Applicant's representative: John R. Bagileo, Suite 700, 918 16th St. NW., Washington, D.C. 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Corrugated metal pipe, fibre pipe, pipe end sections, and pipe connecting bands, bolts, fittings and related articles*, from Dublin, Va., to points in Georgia, Kentucky, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, and West Virginia; and returned or rejected shipments on return;

and (2) *steel sheets bolts, rivets, lugs and pipe end sections, corrugated metal pipe, and cardboard containers*, from Monroe, Ga., Baltimore and Sparrows Point, Md.; Maryville, Mo.; Dunellen, N.J.; Ballaton Spa, Bath, and Lackawanna, N.Y.; and Bedford, Bethlehem, King of Prussia, and Pulaski, Pa., to Dublin, Va., under a continuing contract or contracts with Lane Metal Products Company, Inc., at Dublin, Va.

NOTE.—The purpose of this correction is to indicate the correct address of the applicant's representative as 918 16th St. NW., instead of 718 16th St. NW. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C. or Roanoke, Va.

No. MC 139193 (Sub-No. 21), filed October 17, 1974. Applicant: ROBERTS & OAKE, INC., 208 South 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, meat by-products and articles distributed by meat packinghouses*, as defined by the Commission in Sections A and C of Appendix 1 to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except liquid commodities in bulk), from the plantsite and storage facilities of John Morrell & Co., located at Arkansas City, Kans., to points in the United States (except Alaska and Hawaii); and (2) *such commodities* as are used by meat packers in the conduct of their business, from points in the United States (except Alaska and Hawaii), to Arkansas City, Kans., restricted to traffic transported under contract with John Morrell & Co.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Chicago, Ill., or Washington, D.C.

No. MC 139313 (Sub-No. 1), filed October 22, 1974. Applicant: P. KRIMBEL, doing business as, KRIMBEL TRUCKING CO., 600 Hill Road, P.O. Box 294, Aberdeen, Wash. 98520. Applicant's representative: P. Krimbel (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Beer and wine*, from Lodi, Los Angeles, Madera, Reedley, Modesto, San Francisco, and Saratoga, Calif., to Aberdeen, Olympia, and Everett, Wash., under contract with Crown Distributors, Inc., and Friendly Distributors, Inc., at Everett, Wash.; Cammarano Bros., Inc., at Olympia, Wash.; and Crown Dist. Co., Inc., at Aberdeen, Wash.; and (2) *red cedar shakes and shingles, ridge and trim*, from points in Grays Harbor County, Wash., to points in California, under contract with A. E. Erickson Enterprises, Inc., at Seattle, Wash.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Seattle, Wash.

No. MC 139420 (Sub-No. 9), filed October 15, 1974. Applicant: ART GREENBERG, doing business as GLACIER TRANSPORT, P.O. Box 428, Grand

Forks, N. Dak. 58201. Applicant's representative: James B. Hovland, 425 Gate City Building, Fargo, N. Dak. 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Non-alcoholic beverages and containers* therefor, between points in Minnesota and North Dakota.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Minneapolis, or St. Paul, Minn., or Fargo, N. Dak.

No. MC 139482 (Sub-No. 4), filed October 16, 1974. Applicant: NEW ULM FREIGHT LINES, INC., County Road No. 29 West, New Ulm, Minn. 56073. Applicant's representative: Samuel Rubenstein, 301 North Fifth Street, Minneapolis, Minn. 55403. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Printed matter*, from Chicago, Ill., to the plantsite and facilities of Haas Corporation, at Sleepy Eye, Minn.

NOTE.—Applicant holds contract carrier authority in MC 133882 Sub 1, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, applicant requests it be held at New Ulm, Mankato, or Minneapolis-St. Paul, Minn.

No. MC 139539 (Sub-No. 4), filed October 15, 1974. Applicant: AFRO-URBAN TRANSPORTATION, INC., 1167 Atlantic Avenue, Brooklyn, N.Y. 11216. Applicant's representative: Charles J. Williams, 47 Lincoln Park, Newark, N.J. 07102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel, and iron and steel articles*, (a) from the plantsite of Bethlehem Steel Corporation located at or near Sparrows Point, Md., to points in the New York, N.Y., Commercial Zone as defined by the Commission, points in Pennsylvania on and east of U.S. Highway 15, and points in New Jersey; and (b) from the plantsite of Bethlehem Steel Corporation located at or near Bethlehem, Pa., to points in the New York, N.Y., Commercial Zone as defined by the Commission, to points in the District of Columbia Commercial Zone, and points in Maryland and New Jersey.

NOTE.—Applicant holds contract carrier authority in MC 135713 Sub No. 1, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 139784 (Sub-No. 3), filed October 17, 1974. Applicant: CATTLE AND GRAIN TRANSPORTS, INC., 310 Court Street, Scott City, Kans. 67871. Applicant's representative: Keen Brantley, 325 Main Street, Scott City, Kans. 67871. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agriculture implements and parts, iron and steel articles*, from Pueblo, Colo.; Kansas City, Mo.; Peoria, Ill., and Sterling, Ill., to points in Kansas.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Kansas City, Kans., or Denver, Colo.

No. MC 139871 (Sub-No. 2), filed October 15, 1974. Applicant: CHI-RU LEASING & TRUCKING, INC., 2425 South Wood Street, Chicago, Ill. 60608. Applicant's representative: Arlene Pagone (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except automobiles, trucks, tractors, trailers, buses, chassis, commodities in bulk, and commodities having a prior or subsequent movement by air), between points in the Chicago, Ill. Commercial Zone (except those points located in Indiana), on the one hand, and on the other, points in Illinois and Milwaukee, Wis., restricted to shipments having a prior or subsequent movement by rail, truck, or water common carrier.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 140003 (Sub-No. 3), filed October 17, 1974. Applicant: BALL MOTOR LINE OF APOPKA, INC., P.O. Drawer AL, Apopka, Fla. 32703. Applicant's representative: Theodore Polydoroff, 1250 Connecticut Avenue NW., Washington, D.C. 20036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Plastic products, machine parts and molds, and materials and supplies* used in the manufacture and distribution of plastic products (except commodities in bulk): (1) From Chicago, Ill., to Rockmart, Ga.; S. Rockwood, Mich.; and Kissimmee, Fla.; (2) from S. Rockwood, Mich., to Kissimmee and Apopka, Fla.; Semmes, Ala.; Rockmart, Ga.; and Malvern, Pa.; (3) from Malvern, Pa., to Kissimmee and Apopka, Fla.; Semmes, Ala.; and Rockmart, Ga.; (4) from Rockmart, Ga., to Kissimmee and Apopka, Fla.; Malvern, Pa.; and S. Rockwood, Mich.; (5) from Kissimmee and Apopka, Fla., to Semmes, Ala.; Rockmart, Ga.; S. Rockwood, Mich.; Malvern, Pa.; and Houston, Tex.; and (6) from Houston, Tex., to Kissimmee and Apopka, Fla.; S. Rockwood, Mich.; Semmes, Ala.; and Rockmart, Ga., under a continuing contract or contracts with Better Plastics, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 140030 (Sub-No. 1), filed October 7, 1974. Applicant: RAY KURTZ AND LINDA FARLEY, a partnership, doing business as PLASTIC EXPRESS, 11452 Eckhoff Street, Orange, Calif. 92668. Applicant's representative: Jerry Solomon Berger, 9454 Wilshire Blvd., Penthouse, Beverly Hills, Calif. 90212. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Plastic pipe, and related fittings, valves, parts, and accessories, and materials, equipment and supplies* used in the installation of plastic pipe systems, (a) From the plantsite and storage facilities of Celanese Piping Systems, Inc., located at points in Orange County, Calif., to points

in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Texas, Utah, Washington, and Wyoming, (b) from the plantsite and storage facilities of Celanese Piping Systems, Inc., at or near Denver, Colo., to points in Arizona, California, New Mexico, Texas, and Utah; and (2) *plastic granules*, from Deer Park and Bishop, Tex., to Denver, Colo., and points in California, on return movements, under a continuing contract or contracts with Celanese Piping Systems.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Orange or Los Angeles, Calif.

No. MC 140091 (Sub-No. 1), filed October 8, 1974. Applicant: AMBASSADOR TRANSPORT, INC., 790 Broad Street, Newark, N.J. 07102. Applicant's representative: Robert B. Pepper, 168 Woodbridge Avenue, Highland Park, N.J. 08904. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Steel*, (1) from South Kearny, Harrison, Saddle Brook, Port Newark, Port Elizabeth, and Elizabeth, N.J.; New York, N.Y.; Bridgeport, New Haven, and West Haven, Conn.; Philadelphia, Eddystone, and Fairless Hill, Pa.; and Baltimore, Md., to Worcester, Mass., and points in Massachusetts east of State Highway 12; Bristol, Conn.; ports of entry on the International Boundary line between the United States and Canada, at Champlain, Buffalo, and Niagara Falls, N.Y., and Calais, Maine; Chicago, Danville, and East Moline, Ill., and Auburn, Rome, and Wellsville, N.Y.; and (2) from Buffalo, N.Y., to Boston, Mass., and Hamilton, Ohio, under a continuing contract with Ambassador Metals, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Newark, N.J., or New York, N.Y.

No. MC 140163, filed August 12, 1974. Applicant: POST & SONS TRANSFER CO., a Corporation, 323 East D Street, Tacoma, Wash. 98421. Applicant's representative: Arthur R. Paulsen, 906 So. 10th Street, P.O. Box 5327, Tacoma, Wash. 98405. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, lumber products, and bulk containers, plywood, building materials, and construction steel*, between San Francisco, Redding, Sacramento, Eureka, Susanville, Anderson, and Red Bluff, Calif., and points in Idaho, Washington, and Oregon, and those points on the International Boundary line between the United States and Canada in Idaho and Washington, in non-radial movements.

NOTE.—If a hearing is deemed necessary the applicant requests it be held at Seattle, Wash.

No. MC 140210 (Sub-No. 1), filed October 11, 1974. Applicant: W. W. ALLEN TRUCK LEASING, INC., Route 4, Box 27, Sheridan, Ark. 72510. Applicant's representative: Don A. Smith, P.O. Box 43, 13 North 7th St., Fort Smith, Ark.

72901. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Sawdust, wood chips, and wood shavings*, from the plant sites and warehouse facilities of International Paper Company at or near Leola, Ark., to the plant sites and warehouse facilities of International Paper Company at or Springhill, La., under a continuing contract or contracts with International Paper Company.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Little Rock or Fort Smith, Ark.

No. MC 140241 (Sub-No. 2), filed October 15, 1974. Applicant: DALKE TRANSPORT, INC., Box 7, Moundridge, Kans. 67107. 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: (1) *Steel coils*, from Ashland, Ky., Lansing, Madison, Chicago, Des Plaines, Hennepin, Elk Grove Village, Granite City, Bensenville, and Broadview, Ill., Hebron and Gary, Ind., Cleveland, Perry, and Youngstown, Ohio, Birmingham, Ala., and Sedalia, Mo., to Moundridge, Kans.; (2) *metal fabricating equipment*, from Moundridge, Kans., to points in Alabama, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and District of Columbia; (3) *agricultural and industrial trailers*, from the plantsite and/or storage facilities of Jantz Mfg., Inc., located at or near Hutchinson and Moundridge, Kans., to points in Arkansas, Colorado, Illinois, Iowa, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, South Dakota, Texas, and Wyoming; and (4) *steel articles*, from points in Arkansas, Colorado, Illinois, Iowa, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, South Dakota, Texas, and Wyoming, to the plantsite and/or storage facilities of Jantz Mfg., Inc., located at or near Hutchinson and Moundridge, Kans.

NOTE.—If a hearing is deemed necessary applicant requests it be held at Kansas City, Mo.

No. MC 140278 (Sub-No. 1), filed October 16, 1974. Applicant: F. E. BEITZ, doing business as BEITZ WRECKER SERVICE, Highway 65, Redfield, Ark. 72132. Applicant's representative: Thomas J. Presson, P.O. Box 71, Redfield, Ark. 72132. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motor vehicles of all types including truck tractors, automobiles, straight trucks and any other self-propelled vehicle, and semi-trailers or full trailers*

when attached to a power unit, when such vehicles are in need of emergency towing service due to wreck, upset, breakdown or other stoppage which renders the vehicle unable to move under its own power, between points in Alabama, Arkansas, Colorado, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, Ohio, Oklahoma, South Carolina, Tennessee, Texas, Virginia, and West Virginia.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Little Rock, Ark., or Memphis, Tenn.

No. MC 140283 (Sub-No. 2), filed October 10, 1974. Applicant: McHENRY TRUCK LINE, INC., P.O. Box 575, McHenry, Ill. 60050. Applicant's representative: Stephen H. Loeb, 327 South La Salle St., Chicago, Ill. 60604. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Timers, outdoor lighting systems, and heaters*, from Spring Grove, Ill., to Chicago, Ill. (except those points in the Chicago, Ill. Commercial Zone in Indiana); and (2) *equipment, materials, and supplies* used in the manufacture and distribution of the commodities described in (1) above (except commodities in bulk), from Chicago, Ill. (except those points in the Chicago, Ill. Commercial Zone in Indiana), to Spring Grove, Ill., restricted to traffic having a prior or subsequent movement by rail, under a continuing contract or contracts with Intermatic, Inc. of Spring Grove, Ill.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Chicago, Ill., or Washington, D.C.

No. MC 140332, filed October 10, 1974. Applicant: B & E LINES, INC., Rural Route 7, Box 127, Winchester, Va. 22601. Applicant's representative: Bill R. Davis, Suite 101, 2814 New Spring Road, Atlanta, Ga. 30339. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Frozen foods*: (a) between Winchester, Va., and Ranson, W. Va.; and (b) from Winchester, Va., and Ranson, W. Va., to points in Alabama, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia; and (2) *materials and supplies* used in the manufacture, processing, sale, and distribution of frozen foods, from points in Alabama, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West

Virginia, Wisconsin, and the District of Columbia, to Winchester, Va., and Ranson, W. Va., under a continuing contract or contracts with the Zeropack Company and Ranson Fruit Co., Inc.

NOTE.—Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

PASSENGER APPLICATIONS

No. MC 106798 (Sub-No. 9), filed October 16, 1974. Applicant: GARDEN STATE COACHWAYS, a corporation, 690 N. Pearl Street, Bridgeton, N.J. 08302. Applicant's representative: Raymond A. Thistle, Jr., Suite 1012, Four Penn Center Plaza, Philadelphia, Pa. 19103. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express packages and newspapers* in the same vehicle with passengers, Between Bridgeton, N.J., and New York, N.Y., serving intermediate points between Bridgeton, N.J., and the junction of New Jersey Highway 45 and Interstate Highway 295, and the intermediate point of Exit 5 of the New Jersey Turnpike: From Bridgeton over New Jersey Highway 77 to junction New Jersey Highway 45, thence over New Jersey Highway 45 to junction Interstate Highway 295, thence over Interstate Highway 295 to junction County Road 541, thence over County Road 541 to junction Exit 5 of the New Jersey Turnpike, thence along the New Jersey Turnpike to Exit 16, thence along Interstate Highway 495 to the Lincoln Tunnel, thence through the Lincoln Tunnel to New York City, N.Y., and return over the same route.

NOTE.—Applicant holds contract carrier authority in MC 118815, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at either Woodbury or Camden, N.J., or Philadelphia, Pa.

No. MC 120781 (Sub-No. 5), filed October 15, 1974. Applicant: KRAFT TOURS CORPORATION, 2715 South Memorial Drive, Tulsa, Okla. 74129. Applicant's representative: Maxwell A. Howell, 1100 Investment Building, 1511 K Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in special operations, in one-way and round-trip sightseeing and pleasure tours, from points in Kansas, to points in the United States, including Alaska and Hawaii.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Kansas City, Kans.

No. MC 139869 (Sub-No. 2), filed October 4, 1974. Applicant: FLEET LINE CABS LTD., 100 View St., Nelson, British Columbia, Canada. Applicant's representative: George Kargianis, 2120 Pacific Bldg., Seattle, Wash. 98104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Passengers and*

their baggage, between points in Spokane County, Wash., and the Port of Entry on the International Boundary line between the United States and Canada at Metaline Falls, Wash.; and (2) passengers and their baggage, in round-trip charter operations, between points in Spokane County, Wash., and the Port of Entry on the International Boundary line between the United States and Canada at Metaline Falls, Wash.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Spokane or Seattle, Wash.

WATER CARRIER APPLICATIONS

No. W 377 (Sub-No. 15), filed October 7, 1974. Applicant: DIXIE CARRIERS, INC., 1616 West Loop South, Houston, Tex. 77027. Applicant's representative: Alan F. Wohlstetter, 1700 K Street NW., Washington, D.C. 20006. Authority sought to engage in operation, in interstate or foreign commerce as a common carrier by water in the transportation of Commodities generally, (1) by tug and barge service, between ports and points on: (a) The Mississippi River between its confluence with the Illinois River and its confluence with the Red River, and between New Orleans, La., and the mouth of the Mississippi River; (b) the Illinois Waterway between the junction of the Illinois and Mississippi Rivers and Chicago, Ill., and the other Lake Michigan Ports between and including Waukegan, Ill., and Michigan City, Ind. (but not including service between Lake Michigan Ports); (c) the Ohio River below and including Pittsburgh, Pa.; (d) the Allegheny River below and including Kittanning, Pa.; (e) the Monongahela River below and including Fairmont, W. Va.; (f) the Tennessee River and its tributaries below and including Knoxville, Tenn.; (g) the Gulf Intracoastal Waterway and the Gulf of Mexico, and connecting waterways, between and including Apalachicola and Tampa, Fla. (including all points on or reached via Tampa Bay); (h) the Gulf of Mexico

between Brownsville, Tex., and Tampa, Fla. (including all points on or reached via Tampa Bay); (i) Mobile River System, including the Tombigbee, Alabama, Warrior, and Black Warrior Rivers, from Mobile Bay to the respective heads of navigation on the various segments of the System; (j) the Apalachicola, Chattahoochee, and Flint Rivers below and including Columbus and Bainbridge, Ga.; (k) the Arkansas-Verdigris Waterway System below and including Catoosa (Tulsa), Okla.; (l) between ports and points included in each of the lettered segments described above, and points and ports included in each of the other lettered segments described above; and (m) between ports and points described above and ports and points included in applicant's present operating authority as set forth in its Tenth Amended Certificate and Order issued in Docket No. W-377 under date of September 18, 1968; and

(2) By towage service, between (a) ports and points described in (1) (a) through (k) above; (b) ports and points on the Mississippi River from Baton Rouge, La. to its confluence with the Red River, the Red River to its confluence with the Black River, the Black River to its confluence with the Ouachita River, and the Ouachita River to and including Camden, Ark.; (c) ports and points on the Gulf Intracoastal Waterway and connecting waters between New Orleans, La., and Apalachicola, Fla., inclusive; (d) between ports and points included in each of the segments numbered (a), (b), and (c) immediately above, and ports and points in each of the other segments so lettered; and (e) between ports and points in each of the said lettered segments immediately above, on the one hand, and, on the other, ports and points included in the applicant's present towage authority as described in its Tenth Amended Certificate and Order issued in Docket No. W-377 under date of September 18, 1968.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Houston, Tex.

No. W-536 (Sub-No. 14), filed October 22, 1974. Applicant: HENNEPIN TOWING COMPANY, a Corporation, 7703 Normandale Road, Minneapolis, Minn. 55435. Applicant's representative: William F. King, Suite 400, Overlook Bldg., 6121 Lincoln Rd., Alexandria, Va. 22312. Authority sought to engage in operation, in interstate or foreign commerce as a common carrier by water in the transportation of General commodities, by non-self-propelled vessels with the use of separate towing vessels, and by towing vessels in the performance of general towage, between ports and points on the Kaskaskia River between and including the head of navigation near Fayetteville, Ill. and the confluence of the Kaskaskia and Mississippi Rivers near St. Louis, Mo.

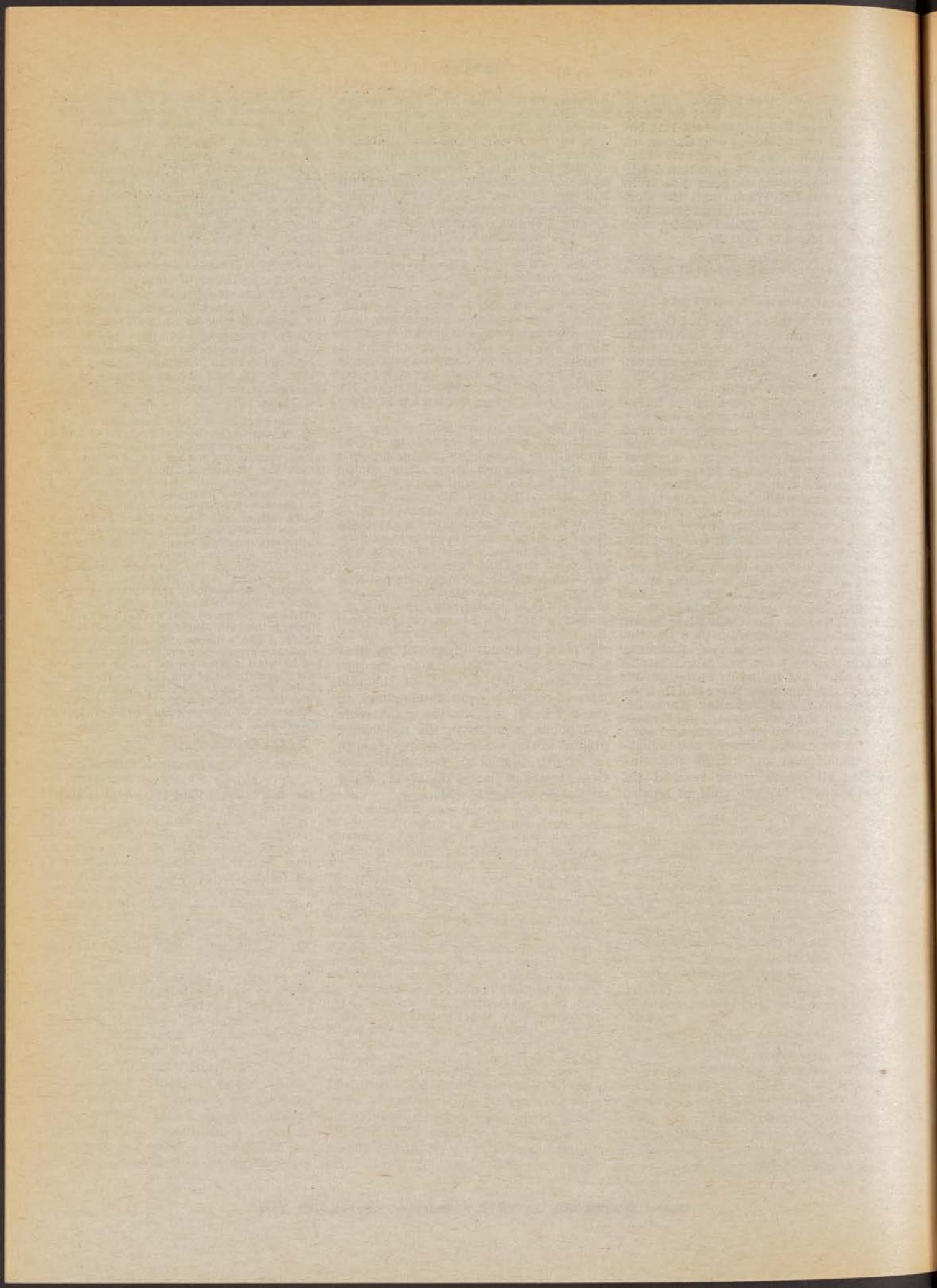
NOTE.—Applicant intends to join or tack the requested authority with its existing authority to provide through service in both affreightment and towage to and from points along the Mississippi River below and including Minneapolis, Minn., the Minnesota River below and including Shakopee, Minn., St. Croix River below and including Stillwater, Minn., the Illinois River below and including the Lake Michigan Ports between and including Waukegan, Ill. and Michigan City, Ind., the Ohio River below and including Pittsburgh, Pa., the Allegheny River below and including East Brady, Pa., the Monongahela River below and including Fairmont, W. Va., the Kanawha River below and including Gauley Bridge, W. Va., the Licking River below and including Ryland Lakes, Ky., and the Arkansas-Verdegris Waterway. Applicant proposes to provide through service between points sought to be served in this application and the Ports of Port Everglades, Fort Lauderdale, and Miami, Fla. If a hearing is deemed necessary, the applicant requests it be held at either Chicago, Ill. or Washington, D.C.

By the Commission.

[SEAL]

ROBERT L. OSWALD,
Secretary.

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PART II



ENVIRONMENTAL PROTECTION AGENCY



TIMBER PRODUCTS PROCESSING POINT SOURCE CATEGORY

**Proposed Limitations and
Guidelines for Existing Sources and
Standards of Performance and
Pretreatment Standards for New Sources**

ENVIRONMENTAL PROTECTION AGENCY

[40 CFR Part 429]

[F.R.L. 293-6]

TIMBER PRODUCTS PROCESSING POINT SOURCE CATEGORY

Proposed Effluent Limitations and Guidelines for Existing Sources and Standards of Performance and Pretreatment Standards for New Sources

Notice is hereby given that effluent limitations and guidelines for existing sources and standards of performance and pretreatment standards for new sources set forth in tentative form below are proposed by the Environmental Protection Agency (EPA). On April 18, 1974, EPA promulgated a regulation adding Part 429 to Chapter 40 of the Code of Federal Regulations (39 FR 13942). That regulation with subsequent amendments established effluent limitations and guidelines for existing sources and standards of performance and pretreatment standards for new sources for the timber products processing point source category. The regulation proposed below will amend 40 CFR 429—timber products processing point source category by adding thereto the wood furniture and fixture production without water wash spray booth(s) or laundry facilities subcategory (Subpart P), the wood furniture and fixture production with water wash spray booth(s) but with laundry facilities subcategory (Subpart Q), the wood furniture and fixture production with water wash spray booth(s), but without laundry facilities subcategory (Subpart R), and the wood furniture and fixture production with water wash spray booth(s) and with laundry facilities subcategory (Subpart S) pursuant to sections 301, 304 (b) and (c), 306(b) and 307(c) of the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251, 1311, 1314 (b) and (c), 1316 (b) and 1317 (c); 86 Stat. 816 et seq.; P.L. 92-500) (the Act).

(a) *Legal authority*—(1) *Existing point sources*. Section 301(b) of the Act requires the achievement by not later than July 1, 1977, of effluent limitations for point sources, other than publicly owned treatment works, which require the application of the best practicable control technology currently available as defined by the Administrator pursuant to section 304(b) of the Act. Section 301(b) also requires the achievement by not later than July 1, 1983, of effluent limitations for point sources, other than publicly owned treatment works, which require the application of best available technology economically achievable which will result in reasonable further progress toward the national goal of eliminating the discharge of all pollutants, as determined in accordance with regulations issued by the Administrator pursuant to section 304(b) of the Act.

Section 304(b) of the Act requires the Administrator to publish regulations providing guidelines for effluent limitations setting forth the degree of effluent re-

duction attainable through the application of the best practicable control technology currently available and the degree of effluent reduction attainable through the application of the best control measures and practices achievable including treatment techniques, process and procedural innovations, operating methods and other alternatives. The regulation proposed herein sets forth effluent limitations and guidelines, pursuant to sections 301 and 304(b) of the Act, for the wood furniture and fixture production without water wash spray booth(s) or laundry facilities subcategory (Subpart P), the wood furniture and fixture production with water wash spray booth(s) but with laundry facilities subcategory (Subpart Q), the wood furniture and fixture production with water wash spray booth(s), but without laundry facilities subcategory (Subpart R), and the wood furniture and fixture production with water wash spray booth(s) and with laundry facilities subcategory (Subpart S) of the timber products processing point source category.

(2) *New sources*. Section 306 of the Act requires the achievement by new sources of a Federal standard of performance providing for the control of the discharge of pollutants which reflects the greatest degree of effluent reduction which the Administrator determines to be achievable through application of the best available demonstrated control technology, processes, operating methods, or other alternatives, including, where practicable, a standard permitting no discharge of pollutants.

Section 306(b) (1) (B) of the Act requires the Administrator to propose regulations establishing Federal standards of performance for categories of new sources included in a list published pursuant to section 306(b) (1) (A) of the Act. The Administrator published in the FEDERAL REGISTER of January 16, 1973 (38 FR 1624) a list of 27 source categories, including the timber products processing category. The regulations proposed herein set forth the standards of performance applicable to new sources for the wood furniture and fixture production without water wash spray booth(s) or laundry facilities subcategory (Subpart P), the wood furniture and fixture production with water wash spray booth(s) but with laundry facilities subcategory (Subpart Q), the wood furniture and fixture production with water wash spray booth(s) but without laundry facilities subcategory (Subpart R), and the wood furniture and fixture production with water wash spray booth(s) and with laundry facilities subcategory (Subpart S) of the timber products processing point source category.

Section 307(c) of the Act requires the Administrator to promulgate pretreatment standards for new sources at the same time that standards of performance for new sources are promulgated pursuant to section 306. Sections 429.166, 429.176, 429.186, and 429.196, proposed below, provide pretreatment standards for new sources within wood furniture

and fixture production without water wash spray booth(s) and with laundry subcategory (Subpart P), the wood furniture and fixture production without water wash spray booth(s) but with laundry facilities subcategory (Subpart Q), the wood furniture and fixture production with water wash spray booth(s) but without laundry facilities subcategory (Subpart R), and the wood furniture and fixture production with water wash spray booth(s) and with laundry facilities subcategory (Subpart S) of the timber products processing point source category.

Section 304(c) of the Act requires the Administrator to issue to the States and appropriate water pollution control agencies information on the processes, procedures or operating methods which result in the elimination or reduction of the discharge of pollutants to implement standards of performance under section 306 of the Act. The report or "Development Document" referred to below provides, pursuant to section 304(c) of the Act, information on such processes, procedures or operating methods.

(b) *Summary and Basis of Proposed Effluent Limitations Guidelines for Existing Sources and Standards of Performance and Pretreatment Standards for New Sources*.

(1) *General methodology*. The effluent limitations, guidelines and standards of performance proposed herein were developed in the following manner. The point source category was first studied for the purpose of determining whether separate limitations and standards are appropriate for different segments within the category. This analysis included a determination of whether differences in raw material used, product produced, manufacturing process employed, age, size, waste water constituents and other factors require development of separate limitations and standards for different segments of the point source category. The raw waste characteristics for each such segment were then identified. This included an analysis of the source, flow and volume of water used in the process employed, the sources of waste and waste waters in the operation and the constituents of all waste water. The constituents of the waste waters which should be subject to effluent limitations and standards of performance were identified.

The control and treatment technologies existing within each segment were identified. This included an identification of each distinct control and treatment technology, including both in-plant and end-of-process technologies, which is existent or capable of being designed for each segment. It also included an identification of, in terms of the amount of constituents and the chemical, physical, and biological characteristics of pollutants, the effluent level resulting from the application of each of the technologies. The problems, limitations and reliability of each treatment and control technology were also identified. In addition, the nonwater

quality environmental impact, such as the effects of the application of such technologies upon other pollution problems, including air, solid waste, noise and radiation was identified. The energy requirements of each control and treatment technology were determined as well as the cost of the application of such technologies.

The information, as outlined above, was then evaluated in order to determine what levels of technology constitute the "best practicable control technology currently available," "best available technology economically achievable" and the "best available demonstrated control technology, processes, operating methods, or other alternatives." In identifying such technologies, various factors were considered. These included the total cost of application of technology in relation to the effluent reduction benefits to be achieved from such application, the age of equipment and facilities involved, the process employed, the engineering aspects of the application of various types of control techniques, process changes, non-water quality environmental impact (including energy requirements) and other factors.

The data upon which the above analysis was performed included EPA permit applications, EPA sampling and inspections, consultant reports, and industry submissions.

The pretreatment standards proposed herein are intended to be complementary to the pretreatment standards proposed for existing sources under 40 CFR 128. The basis for such standards is set forth in the FEDERAL REGISTER of July 19, 1973, 38 FR 19236. The provisions of Part 128 are equally applicable to sources which would constitute "new sources," under section 306 if they were to discharge pollutants directly to navigable waters, except for § 128.133. That section provides a pretreatment standard for "incompatible pollutants" which requires application of the "best practicable control technology currently available," subject to an adjustment for amounts of pollutants removed by the publicly owned treatment works. Since the pretreatment standards proposed herein apply to new sources, §§ 429.166, 429.176, 429.186, and 429.196 below amend section 128.133 to specify the application of the standard of performance for new sources rather than the "best practicable" standard applicable to existing sources under sections 301 and 304(b) of the Act.

(2) Summary of conclusions with respect to the wood furniture and fixture production without water wash spray booth(s) or laundry facilities subcategory (Subpart P), the wood furniture and fixture production without water wash spray booth(s) but with laundry facilities subcategory (Subpart Q), the wood furniture and fixture production with water wash spray booth(s) but without laundry facilities subcategory (Subpart R), and the wood furniture and fixture production with water wash spray booth(s) and with laundry facilities subcategory

(Subpart S) of the timber products processing points source category.

(i) *Categorization.* The production of wood furniture and fixtures includes many processes that may or may not be utilized, depending on the type of product being made and the quality desired. The water requirements for the production of wood products in Standard Industrial Classification, Major Group 25 are minimal.

The nature of raw materials does not enter into the subcategorization considerations because of the fact that raw material storage is usually under cover and the production processes are generally dry with regard to water contact with the material during processing. Glue makeup and washup and the use of different finishing materials cause variations in waste water constituents. However, because waste waters from these operations are usually handled together, not as individual streams, subcategorization on this basis is not appropriate.

Plant location and land availability may be significant in terms of climatic effects on operation and control and treatment technology, and the availability of land for the construction of treatment facilities. The treatment and control technology options considered in the development of the proposed limitations eliminate the necessity of subcategorization on this basis.

Water usage in this segment of the timber products processing industry is significant only in water wash spray booth operations, and the in-plant laundry. Therefore, subcategorization results from the existence of water wash spray booths and in-plant laundry facilities.

(ii) *Waste characteristics.* The primary sources of waste water from the furniture and fixture manufacturing segment are spray booths, laundry facilities, and glue cleanup operations.

The pH of spray booth waste water is usually high because of the presence of alkaline agents in the water which are added to disperse the finishing materials. COD levels are also high while BOD levels in some cases may indicate a low biodegradability.

Laundry facility waste water shows a high pH and solids concentration as a result of adding soda ash, caustics such as sodium hydroxide, and clay to the wash water.

Glue system waste water characteristics very depending on the nature and type of glue and the volume of water used for cleanup operations.

(iii) *Origin of waste water pollutants.* Volumes of waste water generated by wooden furniture and fixture manufacturing facilities are primarily dependent on the presence of water wash spray booths, laundry facilities, and the presence of glue applicators. The volume of water discharged from a water wash spray booth varies between 760 liters per week, and 5,700 liters per week. Glue washup waste water is quite variable (75 to 800 liters per day). Waste water from laundry facilities is also quite variable,

dependent on the size of the plant, the type of product produced, the number of loads per day, and operating practice differences.

(iv) *Treatment and control technology.* Waste water treatment and control technologies have been studied for each subcategory of the industry to determine what is (a) the best practicable control technology currently available, (b) the best available technology economically achievable, and (c) the best available demonstrated control technology, processes, operating methods or other alternatives.

An estimated ninety-five percent of all wood furniture and fixture manufacturing facilities either discharge their waste water to municipal treatment systems or dispose of the waste water by contractual arrangements with commercial disposal companies.

Inplant contract measures to reduce the volume of waste water generated by gluing operations consist of manually cleaning the mixing tanks, glue spreaders and adjacent areas before the application of water. The use of high pressure water and steam or steam-water mixtures on metal surfaces can result in a water savings of as much as fifty percent. Water wash spray booth waste water volumes of discharge may be reduced by prolonging the batch life; however, the spray booth loses its efficiency to control air-borne emissions as pollutants build up in the water system.

Existing end-of-pipe treatment systems include septic tanks followed by tile fields. The efficiency and applicability of this type of treatment are dependent on the nature of the waste water, the soil type, hydrologic conditions, and the availability of land. Oxidation ponds or lagoons may provide a degree of treatment although that type of treatment may not show a good level of reduction efficiency on the pollutants generated by this industry.

Incineration of pollutants on hog fuel is an available technique where a hog Fuel boiler exists and the volume of waste water is such that the operation of the boiler cannot be maintained. Evaporation of waste water from a lagoon by natural or mechanical evaporation with sludge disposal in a landfill is an alternative. Spray irrigation utilizes soil microorganisms' ability to decompose organic matter to achieve waste water treatment and control. Pretreatment of sedimentation and skimming is usually necessary before spray irrigation.

Solid waste control must be considered. Solid wastes may be generated by the treatment and control technologies used to achieve these proposed regulations. The majority of these materials are wood based and are degradable. Some materials, used mainly in the finishing operations may require special consideration. Best practicable control technology and best available control technology as they are known today, require disposal of the pollutants removed from waste waters in this industry in the

form of solid wastes and liquid concentrates. In most cases these are non-hazardous substances requiring only minimal custodial care. However, some constituents may be hazardous and may require special consideration. In order to insure long-term protection of the environment from these hazardous or harmful constituents, special consideration of disposal sites must be made. All landfill sites where such hazardous wastes are disposed should be selected so as to prevent horizontal and vertical migration of these contaminants to ground or surface waters. In cases where geologic conditions may not reasonably ensure this, adequate legal and mechanical precautions (e.g. impervious liners) should be taken to ensure long term protection to the environment from hazardous materials. Where appropriate, the location of solid hazardous materials disposal sites should be permanently recorded in the appropriate office of legal jurisdiction in which the site is located.

(v) *Cost estimates for control of waste water pollutants.* A wood furniture and fixture manufacturing facility that has waste water from two glue spreaders and no laundry or spray booth waste water to dispose of (Model 1) is presented with four alternatives to achieve the proposed limitations. Total yearly costs range between \$300 and \$3,330. Facilities that have dry booths, laundry facilities and two glue spreaders (Model 2) show a range of costs between \$300 and \$11,630. A facility with water wash spray booths, no laundry, and two glue spreaders shows a range of costs between \$300 and \$4,740. Plants with water wash booths, laundry facilities and two glue spreaders have total yearly costs between \$300 and \$12,000. It is expected that in most facilities a lower cost alternative will be available.

(vi) *Energy requirements and non-water quality environmental impacts.* Energy requirements for the model 1 plant show a maximum of \$110 per year in the use of the evaporation pond alternative. Solids to be disposed of amount to 14 kg per day. Model 2 plants show a maximum energy requirement of \$580 per year with a solid waste load of 59 kg per day. Model 3 plants have a maximum energy requirement of \$320 per year and produce 92 kg per day of solids. Model 4 plants have a power requirement of up to \$820 per year and a total solids load of 145 kg per day.

The solids listed above may not have an environmental impact depending on the control alternative selected by the facility, e.g., disposal of process waste water pollutants in a hog fuel boiler would resolve any disposal problem for organic solid waste.

(vii) *Economic impact analysis.* The cost of compliance for these industry sectors is not expected to significantly affect prices, industry production, employment or growth. The proposed guidelines will only affect up to 10% of the plants in these sectors because the remaining plants already discharge their

waste waters to municipal waste water treatment systems, contract them to be hauled away by commercial disposal companies, or use a combination of these methods. For those plants affected by these guidelines, prices are expected to increase from 0.1 to 2 percent and, as a result, profits are not expected to be affected. The capital costs associated with meeting the proposed effluent limitations will range from 0.1 to 3.5 percent of net assets and are not expected to present a capital availability problem. Therefore, no closures, unemployment or community impacts are expected. Further, abatement costs are not expected to affect the balance of trade or industry growth.

The report entitled "Development Document for Proposed Effluent Limitations Guidelines and New Source Performance Standards for the Wood Furniture and Fixture Manufacturing Segment of the Timber Products Processing Point Source Category" details the analysis undertaken in support of the regulation being proposed herein and is available for inspection in the EPA Information Center, Room 227, West Tower, Waterside Mall, Washington, D.C., at all EPA regional offices, and at State water pollution control offices. A supplementary analysis prepared for EPA of the possible economic effects of the proposed regulation is also available for inspection at these locations. Copies of both of these documents are being sent to persons or institutions affected by the proposed regulation or who have placed themselves on a mailing list for this purpose (see EPA's Advance Notice of Public Review Procedures, 38 FR 21202, August 6, 1973). An additional limited number of copies of both reports are available. Persons wishing to obtain a copy may write the EPA Information Center, Environmental Protection Agency, Washington, D.C. 20460, Attention: Mr. Philip B. Wisman.

On June 14, 1973, the Agency published procedures designed to insure that, when certain major standards, regulations, and guidelines are proposed, an explanation of their basis, purpose and environmental effects is made available to the public (38 FR 15653). The procedures are applicable to major standards, regulations and guidelines which are proposed on or after December 31, 1973, and which prescribe national standards of environmental quality or require national emission, effluent or performance standards and limitations.

The Agency determined to implement these procedures in order to insure that the public was apprised of the environmental effects of its major standards setting actions and was provided with detailed background information to assist it in commenting on the merits of a proposed action. In brief, the procedures call for the Agency to make public the information available to it delineating the major nonenvironmental factors affecting the decision, and to explain the viable options available to it and the reasons for the option selected.

The procedures contemplate publication of this information in the FEDERAL REGISTER, where this is practicable. They provide, however, that where, because of the length of these materials, such publication is impracticable, the material may be made available in an alternate format.

The report entitled "Development Document for Proposed Effluent Limitations Guidelines and New Source Performance Standards for the Wood Furniture and Fixture Manufacturing Segment of the Timber Products Processing Point Source Category" contains information available to the Agency concerning the major environmental effects of the regulation proposed below, including:

(1) The pollutants presently discharged into the Nation's waterways by manufacturers of wood furniture and fixtures and the degree of pollution reduction obtainable from implementation of the proposed guidelines and standards (see particularly Sections IV, V, VI, IX, X, and XI);

(2) The anticipated effects of the proposed regulation on other aspects of the environment including air, solid waste disposal and land use, and noise (see particularly Section VIII); and

(3) Options available to the Agency in developing the proposed regulatory system and the reasons for its selecting the particular levels of effluent reduction which are proposed (see particularly Sections VI, VII, and VIII).

The supplementary report entitled "Economic Analysis of Proposed Effluent Guidelines, Wood Furniture and Fixture Manufacturing Segment of the Timber Products Processing Industry" contains an estimate of the cost of pollution control requirements and an analysis of the possible effects of the proposed regulation on prices, production levels, employment, communities in which wood furniture and fixture manufacturing plants are located, and international trade. In addition, the Development Document describes, in Section VIII, the cost and energy consumption implications of the proposed regulations.

The two reports described above in the aggregate exceed 200 pages in length and contain a substantial number of charts, diagrams, and tables. It is clearly impracticable to publish the material contained in these documents in the FEDERAL REGISTER. To the extent possible, significant aspects of the material have been presented in summary form in foregoing portions of this preamble. Additional discussion is contained in the following analysis of comments received and the Agency's response to them. As has been indicated, both documents are available for inspection at the Agency's Washington, D.C. and regional offices and at State water pollution control agency offices. Copies of each have been distributed to persons and institutions affected by the proposed regulations or who have placed themselves on a mailing list for this purpose. Finally, so long as the supply remains available, additional copies

may be obtained from the Agency as described above.

When this regulation is promulgated, revised copies of the Development Document will be available from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. Copies of the Economic Analysis will be available through the National Technical Information Service, Springfield, Virginia 22151.

(c) *Summary of public participation.* Prior to this publication, the agencies and groups listed below were consulted and given an opportunity to participate in the development of effluent limitations, guidelines and standards proposed for the wood furniture and fixture manufacturing category. All participating agencies have been informed of project developments. An initial draft of the Development Document was sent to all participants and comments were solicited on that report. The following are the principal agencies and groups consulted: (1) Effluent Standards and Water Quality Information Advisory Committee (established under section 515 of the Act); (2) all State and U.S. Territory Pollution Control Agencies; (3) American Society of Mechanical Engineers; (4) The Conservation Foundation; (5) Businessmen for the Public Interest; (6) Environmental Defense Fund; (7) Natural Resources Defense Council; (8) The American Society of Civil Engineers; (9) Water Pollution Control Federation; (10) National Wildlife Federation; (11) Southern Furniture Manufacturers Association; (12) Hardwood Plywood Manufacturers Association; (13) American Plywood Association; (14) American Hardboard Association; (15) Furniture Manufacturers' Association of Grand Rapids; (16) National Forest Products Association; (17) Natural Association of Furniture Manufacturers, Inc.; (18) Northwest Furniture Manufacturing Association; (19) Southwest Furniture Manufacturing Association; and (20) Furniture Manufacturers' Association of California.

The following responded with comments: the state of Nebraska Department of Environmental Control; the state of Delaware Department of Natural Resources and Environmental Control; the Minnesota Pollution Control Agency; the Southern Furniture Manufacturers' Association; the North Carolina Department of Natural and Economic Resources; the U.S. Department of the Interior; the U.S. Department of Agriculture; the state of Colorado Department of Public Health; the Furniture Manufacturers' Association of California; and the Delaware River Basin Commission.

The primary issues raised in the development of the proposed effluent limitations guidelines and standards of performance and the treatment of these issues herein are as follows:

(1) One criticism was that the data base on which the proposed guidelines and standards are based was too limited, and also that the time frame of the study was short.

There are more than 7,000 establishments subject to these proposed regulations. It was obviously not feasible to survey or sample all or even a majority of these plants. Rather, a sufficient number of these plants were surveyed and sampled to adequately determine and confirm the existence and practice of procedures and methods that could be considered as best practicable control technology currently available. The material processing steps required in the manufacture of wood furniture are limited in number and to a degree similar in the 7,000 plus establishments. The time was sufficient to categorize the industry, characterize the waste waters, identify the treatment and control technologies and develop the proposed effluent guidelines and standards.

(2) A commenter discussed the options available to a furniture manufacturing facility, as presented in the draft report, to eliminate the discharge of pollutants, and reviewed circumstances where each of the options might not be appropriate.

The options presented in the draft report were exhibited as alternative techniques to achieve the best practicable control technology limitations. It is acknowledged that each control scheme may not be appropriate for every establishment. The fact that there are a minimum of five options available indicates that the limitations are achievable.

(3) One commenter suggested that the industry should be allowed to discharge pollutants at a level equal to effluent levels permitted for municipal treatment facilities.

Section 304(b) of the Act states that the best practicable control technology (BPCT) determination shall include consideration of the total cost of application of technology in relation to the effluent reduction benefits to be achieved from such application, and shall also take into account the age of equipment and facilities involved, the process employed, the engineering aspects of the application of various types of control techniques, process changes, non-water quality environmental impact, and other factors. Consideration of these factors resulted in the conclusion that BPCT should be no discharge of process waste water pollutants to navigable waters.

(4) A comment was received that suggested that the industry should be further subcategorized on the basis of size, number of employees, and amount of pollutants generated.

These factors were considered during the effluent guidelines development program and it was determined that these factors were not significant with regard to subcategorization as their effects seemed to be minor.

(5) It was pointed out that some of the alternatives presented as techniques for achieving the no discharge of process waste water proposed limitation are land based technology; some plants subject to these proposed limitations may not have land available to install the appropriate control systems and may not have options available to them that

are not land based. This situation limits the options available to the permit issuing office.

A combination of circumstances might exist where none of the techniques presented in the support document for these regulations are applicable. The waste water generated in wood furniture manufacturing industry is usually of a small volume. It may, however, contain a wide range of pollutants. Additional information and data are specifically requested by EPA regarding the applicability of treatment, the efficiency of treatment, the constituents controlled, the levels of pollutant discharge being controlled, and other factors related to treatment of wood furniture process waste water before discharge to the environment.

(6) A number of comments of an editorial type were received.

These were considered and in most cases were corrected or incorporated in the Development Document.

Interested persons may participate in this rulemaking submitting written comments in triplicate to the EPA Information Center, Environmental Protection Agency, Washington, D.C. 20460, Attention: Mr. Philip B. Wisman. Comments on all aspects of the proposed regulation are solicited. In the event comments are in the nature of criticisms as to the adequacy of data which are available, or which may be relied upon by the Agency, comments should identify and, if possible, provide any additional data which may be available and should indicate why such data are essential to the development of the regulations. In the event comments address the approach taken by the Agency in establishing an effluent limitations guideline or standard of performance, EPA solicits suggestions as to what alternative approach should be taken and why and how this alternative better satisfies the detailed requirements of sections 301, 304(b), 306, and 307 of the Act.

A copy of all public comments will be available for inspection and copying at the EPA Information Center, Room 227, West Tower, Waterside Mall, 401 M Street, S.W., Washington, D.C. A copy of preliminary draft contractor reports, the Development Document and economic study referred to above, and certain supplementary materials supporting the study of the industry concerned will also be maintained at this location for public review and copying. The EPA information regulation, 40 CFR Part 2, provides that a reasonable fee may be charged for copying.

All comments received on or before December 16, 1974, will be considered. Steps previously taken by the Environmental Protection Agency to facilitate public response within this time period are outlined in the advance notice concerning public review procedures published on August 6, 1973 (38 F.R. 21202).

Dated: November 4, 1974.

JOHN QUARLES,
Administrator.

PART 429—TIMBER PRODUCTS PROCESSING POINT SOURCE CATEGORY
Subpart P—Wood Furniture and Fixture Production Without Water Wash Spray Booth(s) or Laundry Facilities Subcategory

- Sec.
429.160 Applicability; description of the wood furniture and fixture production without water wash spray booth(s) or laundry facilities subcategory.
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429.163 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.
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- 429.170 Applicability; description of the furniture and fixture production without water wash spray booth(s) but with laundry facilities subcategory.
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Subpart R—Wood Furniture and Fixture Production With Water Wash Spray Booth(s) but Without Laundry Facilities

- 429.180 Applicability; description of the wood furniture and fixture production with water wash spray booth(s) but without laundry facilities subcategory.
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Subpart S—Wood Furniture and Fixture Production With Water Wash Spray Booth(s) and With Laundry Facilities

- Sec.
429.190 Applicability; description of the wood furniture and fixture production with water wash spray booth(s) and with laundry facilities subcategory.
429.191 Specialized definitions.
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429.193 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.
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429.195 Standards of performance for new sources.
429.196 Pretreatment standards for new sources.

Subpart P—Wood Furniture and Fixture Production Without Water Wash Spray Booth(s) or Laundry Facilities Subcategory

- § 429.160 Applicability; description of the wood furniture and fixture production without water wash spray booth(s) or laundry facilities subcategory.

The provisions of this subpart are applicable to discharges resulting from the manufacture of wood furniture and fixtures at establishments that (a) do not utilize water wash spray booths to collect and contain the overspray from spray applications of finishing materials and (b) do not maintain on-site laundry facilities for fabric utilized in various finishing operations.

§ 429.161 Specialized definitions.

For the purpose of this subpart the general definitions, abbreviations and methods of analysis set forth in 40 CFR Part 401 shall apply to this subpart.

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

(a) In establishing the limitations set forth in this section, EPA took into account all information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials, manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategorization and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An individual discharger or other interested person may submit evidence to the Regional Administrator (or to the State, if the State has the authority

to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such discharger are fundamentally different from the factors considered in the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or are not fundamentally different for that facility compared to those specified in the Development Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such fundamentally different factors. Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limitations, or initiate proceedings to revise these regulations.

(b) The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available: There shall be no discharge of process waste water pollutants to navigable waters.

§ 429.163 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.

The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable: There shall be no discharge of process waste water pollutants to navigable waters.

§ 429.164 [Reserved]

§ 429.165 Standards of performance for new sources.

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart: There shall be no discharge of process waste water pollutants to navigable waters.

§ 429.166 Pretreatment standards for new sources.

The pretreatment standards under section 307(c) of the Act for a source within the wood furniture and fixture production without water wash spray booth(s) or laundry facilities subcategory, which is a user of a publicly owned treatment

works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the standard set forth in 40 CFR Part 128, except that, for the purpose of this section, 40 CFR 128.133 shall be amended to read as follows: "In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced into a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 429.165; provided that, if the publicly owned treatment works which receives the pollutants is committed, in its NPDES permit, to remove a specified percentage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant."

Subpart Q—Wood Furniture and Fixture Production Without Water Wash Spray Booth but With Laundry Facilities

§ 429.170 **Applicability; description of the wood furniture and fixture production without water wash spray booth but with laundry facilities subcategory.**

The provisions of this subpart are applicable to discharges resulting from the manufacture of wood furniture and fixtures at establishments that (a) do not utilize water wash spray booths to collect and contain the overspray from spray applications of finishing materials (b) but do maintain on-site laundry facilities for fabric utilized in various finishing operations.

§ 429.171 **Specialized definitions.**

For the purpose of this subpart the general definitions, abbreviations and methods of analysis set forth in 40 CFR Part 401 shall apply to this subpart.

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

(a) In establishing the limitations set forth in this section, EPA took into account all information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials, manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategory and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An individual discharger or other interested person may submit evidence to the Regional Administrator (or to the State, if the State has the authority to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such dis-

charger are fundamentally different from the factors considered in the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or are not fundamentally different for that facility compared to those specified in the Development Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such fundamentally different factors. Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limitations, or initiate proceedings to revise these regulations.

(a) The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available: There shall be no discharge of process waste water pollutants to navigable waters.

§ 429.173 **Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.**

The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable: There shall be no discharge of process waste water pollutants to navigable waters.

§ 429.174 **[Reserved]**

§ 429.175 **Standards of performance for new sources.**

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart: There shall be no discharge of process waste water pollutants to navigable waters.

§ 429.176 **Pretreatment standards for new sources.**

The pretreatment standards under section 307(c) of the Act for a source within the wood furniture and fixture production without water wash spray booth but with laundry facilities subcategory, which is a user of a publicly owned treatment works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the standard set forth in 40 CFR Part 128, except that, for the purpose of this section, 40 CFR 128.133 shall be amended

to read as follows: "In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced into a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 429.175; provided that, if the publicly owned treatment works which receives the pollutants is committed, in its NPDES permit, to remove a specified percentage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant."

Subpart R—Wood Furniture and Fixture Production With Water Wash Spray Booth(s) but Without Laundry Facilities Subcategory

§ 429.180 **Applicability; description of the wood furniture and fixture production with water wash spray booth(s) but without laundry facilities subcategory.**

The provisions of this subpart are applicable to discharges resulting from the manufacture of wood furniture and fixtures at establishments that (a) do utilize water wash spray booth to collect and contain overspray from spray applications of finishing materials but (a) do not maintain on-site laundry facilities for fabric utilized in various finishing operations.

§ 429.181 **Specialized definitions.**

For the purpose of this subpart the general definitions, abbreviations and methods of analysis set forth in 40 CFR Part 401 shall apply to this subpart.

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

(a) In establishing the limitations set forth in this section, EPA took into account all information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials, manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategory and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An individual discharger or other interested person may submit evidence to the Regional Administrator (or to the State, if the State has the authority to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such discharger are fundamentally different from the factors considered in the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or

are not fundamentally different for that facility compared to those specified in the Development Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such fundamentally different factors. Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limitations, or initiate proceedings to revise these regulations.

(b) The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available: There shall be no discharge of process waste water pollutants to navigable waters.

§ 429.183 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.

The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable: There shall be no discharge of process waste water pollutants to navigable waters.

§ 429.184 [Reserved]

§ 429.185 Standards of performance for new sources.

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart: There shall be no discharge of process waste water pollutants to navigable waters.

§ 429.186 Pretreatment standards for new sources.

The pretreatment standards under section 307(c) of the Act for a source within the wood furniture and fixture production with water wash spray booth(s) but without laundry facilities subcategory, which is a user of a publicly owned treatment works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the standard set forth in 40 CFR Part 128, except that, for the purpose of this section, 40 CFR 128.133 shall be amended to read as follows: "In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced into a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 429.185; provided that, if the publicly owned treatment

works which receives the pollutants is committed, in its NPDES permit, to remove a specified percentage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant."

Subpart S—Wood Furniture and Fixture Production With Water Wash Spray Booth(s) and With Laundry Facilities Subcategory

§ 429.190 Applicability; description of the wood furniture and fixture production with water wash spray booth(s) and with laundry facilities subcategory.

The provisions of this subpart are applicable to discharges resulting from the manufacture of wood furniture and fixtures at establishments that (a) do utilize water wash spray booth to collect and contain overspray from spray application of finishing materials and (b) do maintain on-site laundry facilities for fabric utilized in various finishing operations.

§ 429.191 Specialized definitions.

For the purpose of this subpart the general definitions, abbreviations and methods of analysis set forth in 40 CFR Part 401 shall apply to this subpart.

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

(a) In establishing the limitations set forth in this section, EPA took into account all information it was able to collect, develop and solicit with respect to factors (such as age and size of plant, raw materials, manufacturing processes, products produced, treatment technology available, energy requirements and costs) which can affect the industry subcategorization and effluent levels established. It is, however, possible that data which would affect these limitations have not been available and, as a result, these limitations should be adjusted for certain plants in this industry. An individual discharger or other interested person may submit evidence to the Regional Administrator (or to the State, if the State has the authority to issue NPDES permits) that factors relating to the equipment or facilities involved, the process applied, or other such factors related to such discharger are fundamentally different from the factors considered in the establishment of the guidelines. On the basis of such evidence or other available information, the Regional Administrator (or the State) will make a written finding that such factors are or are not fundamentally different for that facility compared to those specified in the Development Document. If such fundamentally different factors are found to exist, the Regional Administrator or the State shall establish for the discharger effluent limitations in the NPDES permit either more or less stringent than the limitations established herein, to the extent dictated by such fundamentally different factors.

Such limitations must be approved by the Administrator of the Environmental Protection Agency. The Administrator may approve or disapprove such limitations, specify other limitations, or initiate proceedings to revise these regulations.

(b) The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best practicable control technology currently available: There shall be no discharge of process waste water pollutants to navigable waters.

§ 429.193 Effluent limitations guidelines representing the degree of effluent reduction attainable by the application of the best available technology economically achievable.

The following limitations establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a point source subject to the provisions of this subpart after application of the best available technology economically achievable: There shall be no discharge of process waste water pollutants to navigable waters.

§ 429.194 [Reserved]

§ 429.195 Standards of performance for new sources.

The following standards of performance establish the quantity or quality of pollutants or pollutant properties, controlled by this section, which may be discharged by a new source subject to the provisions of this subpart: There shall be no discharge of process waste water pollutants to navigable waters.

§ 429.196 Pretreatment standards for new sources.

The pretreatment standards under section 307(c) of the Act for a source within the wood furniture and fixture production with water wash spray booth(s) and with laundry facilities subcategory, which is a user of a publicly owned treatment works (and which would be a new source subject to section 306 of the Act, if it were to discharge pollutants to the navigable waters), shall be the standard set forth in 40 CFR Part 128, except that, for the purpose of this section, 40 CFR 128.133 shall be amended to read as follows: "In addition to the prohibitions set forth in 40 CFR 128.131, the pretreatment standard for incompatible pollutants introduced into a publicly owned treatment works shall be the standard of performance for new sources specified in 40 CFR 429.195; provided that, if the publicly owned treatment works which receives the pollutants is committed, in its NPDES permit, to remove a specified percentage of any incompatible pollutant, the pretreatment standard applicable to users of such treatment works shall, except in the case of standards providing for no discharge of pollutants, be correspondingly reduced in stringency for that pollutant."

[FR Doc. 74-26505 Filed 11-13-74; 8:45 am]

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PART III

OFFICE OF MANAGEMENT AND BUDGET

■

FY 75 RESCISSIONS AND DEFERRALS

Cumulative Report

OFFICE OF MANAGEMENT AND
BUDGET
FY 1975 RESCISSIONS AND DEFERRALS
Cumulative Report

NOVEMBER 7, 1974.

HONORABLE JAMES O. EASTLAND,
President pro tempore,
United States Senate,
Washington, D.C. 20510.

DEAR SENATOR EASTLAND: The President has directed me to submit the enclosed report required by section 1014(e) of the Congressional Budget and Impoundment Control Act of 1974. In accordance with that Act, the report is also being transmitted to the House and will be published in the FEDERAL REGISTER.

Sincerely,

ROY L. ASH,
Director.

CUMULATIVE REPORT OF FISCAL YEAR 1975
RESCISSIONS AND DEFERRALS,
NOVEMBER 1974

This report is submitted in fulfillment of the requirements of section 1014 of the Congressional Budget and Impoundment Control Act of 1974 (P.L. 93-344). Section 1014 provides for a monthly report listing all budget authority for the current fiscal year with respect to which,

as of the first day of such month, a special message has been transmitted to the Congress.

This November report includes those deferrals and rescissions in the four Special Messages sent by the President to the Congress in September and October. Attachment A lists, by agency and account, a total of \$678 million proposed for rescission. Attachment B identifies, by agency and account, all deferred funds reported. They total \$23,168 million. Some of the actions reported in the Special Messages are not, in the opinion of the Attorney General, subject to congressional ratification or disapproval under the new Act since they were concluded before it became effective on July 12, 1974. These items are marked by asterisks and included in the report to provide more complete information on the status of withheld funds.

STATUS OF DEFERRALS

Unlike proposed rescissions of budget authority, funds reported as deferred (Section 1013 of the Act) are often planned to be made available for obligation, in whole or in part, during the course of the fiscal year. In this November report, releases in six accounts reduce by \$26.4 million the \$23,168 million reported as deferred in the September and October Special Messages. These releases

are detailed in Attachment B which shows, for each deferral, the amount of deferred funds made available by the Office of Management and Budget and other Federal agencies in the current year, the date the funds were made available, and the balance of funds being deferred as of the first of the month for which the report is submitted.

ACTIONS BY CONGRESS ON RESCISSIONS AND DEFERRALS

The report formats provide for showing the effect of congressional action and inaction on both deferrals and proposed rescissions. On November 1, 1974, however, no action had been completed on any of the items reported in the President's four Special Messages forwarded in September and October. Further, none of the items proposed for rescission had lain before the Congress for 45 days of continuous session without action and thus no funds proposed for rescission had been made available.

INFORMATION FROM THE SPECIAL MESSAGES

The four special messages covered by the cumulative report are contained in the FEDERAL REGISTER of Monday, September 23 (Vol. 39, No. 185, Part III), of Tuesday, October 8 (Vol. 39, No. 196, Part V), and of Tuesday, November 5 (Vol. 39, No. 214, Part III).

STATUS OF RESCISSIONS
FISCAL YEAR 1975, AS OF NOV. 1, 1974

[Dollar amounts in thousands]

Agency bureau account	Rescission No.	Amount proposed for rescission	Date special message transmitted to Congress	Amount rescinded by Congress	Date rescission act signed
Funds Appropriated to the President: Appalachian Regional Development Commission Appalachian Regional Development Programs. ¹	R75-1	\$40,000	Sept. 20, 1974		
Department of Agriculture:					
Agricultural Stabilization and Conservation Service: Agricultural Conservation Program (REAP). ¹	R75-3	85,000	Oct. 4, 1974		
Rural Electrification Administration Loans. ¹	R75-2	455,635	Sept. 20, 1974		
Forest Service: Forest Road and Trails and Roads and Trails for State National Forest Fund. ¹	R75-4	63,553	Oct. 4, 1974		
Department of Housing and Urban Development: Housing Production and Mortgage Credit College Housing. ¹	R75-5	14,518	do		
Department of the Interior:					
Bureau of Land Management: Public Lands Development Roads and Trails. ¹	R75-6	4,891	do		
National Park Service Road Construction	R75-7	14,000	do		
Total rescissions		677,597			

¹ Action concluded prior to July 12, 1974, the day the Impoundment Control Act became effective.

STATUS OF DEFERRALS
FISCAL YEAR 1975

[Dollar amount in thousands]

Bureau/account	Deferral No.	Amount transmitted in special message	Date of action	Subsequent actions taken by—			Amount deferred as of Nov. 1, 1974
				OMB/agency	House	Senate	
AGENCY: FUNDS APPROPRIATED TO THE PRESIDENT							
Agency for International Development: Prototype Desalting Plant, Economic Assistance. ¹	D75-19	\$20,000	Oct. 4, 1974				\$20,000
Total		20,000					20,000
AGENCY: DEPARTMENT OF AGRICULTURE							
Agricultural Research Service: Agricultural Research Service (Construction). ¹	D75-11	1770	Sept. 20, 1974				770
Foreign Agriculture Service: Special Foreign Currency Program. ¹	D75-20	12,516	Oct. 4, 1974				2,516
Agricultural Stabilization and Conservation Service: Emergency Conservation Measures.	D75-21	5,000	do				5,000
Agricultural Marketing Service:							
Marketing Services. ¹	D75-22	1903	do				903
Perishable Agricultural Commodities Act Fund. ¹	D75-23	1341	do				341

Bureau/account	Deferral No.	Amount transmitted in special message	Date of action	Subsequent actions taken by—			Amount deferred as of Nov. 1, 1974
				OMB/agency	House	Senate	
Forest Service:							
Forest Roads and Trails and Roads and Trails for State National Forest Fund. ¹	D75-24	1 420,000	do				420,000
Forest Fire Prevention	D75-25	152	do				152
Expense, Brush Disposal ¹	D75-26	1 18,747	do				18,747
Total		448,429					448,429
AGENCY: DEPARTMENT OF COMMERCE							
Domestic and International Business Administration: Financial and Technical Assistance, Trade Adjustment Assistance. ¹	D75-27	1 1,780	Oct. 4, 1974				1,780
United States Travel Service: Inter-American Cultural and Trade Center. ¹	D75-28	1 4,891	do				4,891
National Bureau of Standards: Construction and Facilities ¹	D75-29	1 231	do				231
National Oceanic and Atmospheric Administration: Coastal Zone Management ¹	D75-30	1 3,175	do				3,175
Fisheries Loan Fund ¹	D75-12	1 4,039	Sept. 20, 1974				4,039
Office of the Assistant Secretary for Science and Technology: Scientific and Technical Research and Services. ¹	D75-31	1 2,468	Oct. 4, 1974				2,468
Total		16,584					16,584
AGENCY: DEPARTMENT OF DEFENSE, MILITARY							
Shipbuilding and Conversion, Navy	D75-32	497,990	Oct. 4, 1974				497,990
Military Construction, All	D75-33	156,893	do	-19,598			137,295
Special Foreign Currency Program Appropriations	D75-34	955	Oct. 4, 1974				955
Total		655,838		-19,598			636,240
AGENCY: DEPARTMENT OF DEFENSE, CIVIL							
Corps of Engineers, Civil: Construction, General	D75-1	108	Sept. 20, 1974				108
	D75-81	43,945	Oct. 31, 1974				43,945
Flood Control, Mississippi River and Tributaries	D75-82	14,503	do				14,503
Soldiers' and Airmen's Home: Capital Outlay ¹	D75-35	1 613	Oct. 4, 1974	-179			434
Panama Canal Zone Capital Outlay ¹	D75-36	1 500	Oct. 4, 1974				500
Wildlife Construction Military Reservations ¹	D75-37	1 297	do				297
Total		59,966		-179			59,787
AGENCY: DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE							
Health Services Administration: Health Services Delivery ¹	D75-38	1 2,250	Oct. 4, 1974	-2,250			
			Oct. 31, 1974				
Indian Health Facilities ¹	D75-39	1 88	Oct. 4, 1974				88
National Institutes of Health: Buildings and Facilities ¹	D75-40	1 10,441	do				10,441
Health Resources Administration: Health Manpower	D75-67	100	Oct. 31, 1974				100
Office of Assistant Secretary for Health: Scientific Activities Overseas ¹	D75-41	1 21,714	Oct. 4, 1974				21,714
Education Division:							
Office of Education:							
School Assistance in Federally Affected Areas	D75-6	16,000	Sept. 20, 1974				16,000
Higher Education ¹	D75-42	1 8,788	Oct. 4, 1974				8,788
(University Community Services)	D75-3	2,906	Sept. 20, 1974				2,906
(Land Grant Colleges)	D75-4	9,500	do				9,500
(State Postsecondary Education Commission)	D75-5	350	do				350
Library Resources: (Public Libraries)	D75-2	5,437	do				5,437
Social and Rehabilitation Services:							
Public Assistance (Child Welfare Assistance)	D75-8	375	do				375
Rehabilitation Services (Innovation and Expansion)	D75-7	5,000	do				5,000
Research and Training Activities Overseas	D75-43	8,158	Oct. 4, 1974				8,158
Social Security Administration: Limitation on Construction ¹	D75-44	1 15,393	do				15,393
Special Institutions:							
Model Secondary School for the Deaf ¹	D75-45	1 803	do				803
Howard University ¹	D75-46	1 11,490	do				11,490
Total		118,793		-2,250			116,543
AGENCY: DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT							
Housing Production and Mortgage Credit:							
Nonprofit Sponsor Assistance ¹	D75-47	1 7,995	Oct. 4, 1974				7,995
Homeownership Assistance ¹	D75-48	1 264,117	do				264,117
Community Planning and Development:							
Open Space Land Programs ¹	D75-49	1 55,161	do				55,161
Grants for Neighborhood Facilities ¹	D75-50	1 48	do				48
Grants for Basic Water and Sewer Facilities ¹	D75-51	1 401,734	do				401,734
Public Housing Loans ¹	D75-52	1 199,290	do				199,290
New Communities Administration: New Communities Assistance Grants ¹	D75-53	1 1,799	do				1,799
Total		930,144					930,144
AGENCY: DEPARTMENT OF THE INTERIOR							
Bureau of Land Management:							
Public Lands Development Roads and Trails ¹	D75-54	1 30,000	Oct. 4, 1974				30,000
Oregon and California Grant Lands ¹	D75-13	1 23,693	Sept. 20, 1974				23,693
Bureau of Reclamation:							
Loan Program	D75-63	900	Oct. 31, 1974				900
Construction and Rehabilitation	D75-14	1,055	Sept. 20, 1974	-25			1,030
	D75-84	17,955	Oct. 31, 1974				17,955
Colorado River Basin Project	D75-85	2,525	do				2,525
Upper Colorado River Storage Project	D75-86	1,730	do				1,730
Upper Colorado River Basin Fund	D75-15	1,150	Sept. 20, 1974				1,150
Bureau of Outdoor Recreation: Land and Water Conservation Fund ¹	D75-65	1 30,000	Oct. 4, 1974				30,000

Bureau/account	Deferral No.	Amount transmitted in special message	Date of action	Subsequent actions taken by—			Amount deferred as of Nov. 1, 1974
				OMB/agency	House	Senate	
Fish and Wildlife Service:							
Federal Aid in Fish Restoration and Management ¹	D75-56	16,924	do				6,924
Federal Aid in Wildlife Restoration ¹	D75-57	19,375	do				19,375
National Wildlife Refuge Fund.....	D75-58	3,642	do				3,642
Proceeds from Sales, Water Resources Development Projects ¹	D75-59	14	do				4
National Park Service: Road Construction.....	D75-60	312,098	do				312,098
U.S. Geological Survey: Payments from Proceeds, Sale of Water, Mineral Leasing Act, 1920 ¹	D75-61	128	do				27
Bureau of Mines: Drainage of Anthracite Mines ¹.....							
	D75-62	13,575	Oct. 25, 1974				
			Oct. 4, 1974				3,575
Bureau of Indian Affairs:							
Road Construction.....	D75-63	110,423	do				110,423
Acquisition of Land and Loans to Indians of Oklahoma, Act of June 26, 1939 ¹	D75-64	105	do				105
Total.....		565,182			-26		565,156
AGENCY: DEPARTMENT OF JUSTICE							
Bureau of Prisons: Buildings and Facilities ¹	D75-65	19,330	Oct. 14, 1974				19,330
Total.....		19,330					19,330
AGENCY: DEPARTMENT OF STATE							
Administration of Foreign Affairs: Acquisition, Operation, and Maintenance of Buildings Abroad.....	D75-66	33,310	Oct. 4, 1974				33,310
International Boundary and Water Commission, U.S. and Mexico: Construction ¹	D75-67	4,096	do				4,096
International Center, Washington, D.C.....	D75-16	500	Sept. 20, 1974				500
Total.....		38,506					38,506
AGENCY: DEPARTMENT OF TRANSPORTATION							
United States Coast Guard: Acquisition, Construction, and Improvements.....	D75-68	7,614	Oct. 4, 1974				7,614
Federal Aviation Administration:							
Civil Supersonic Aircraft Development Termination and Civil Supersonic Aircraft Development.....	D75-69	8,113	do				8,113
Facilities and Equipment.....	D75-70	260,824	do				260,824
Federal Highway Administration:							
Rail Crossings—Demonstration Projects.....	D75-72	8,015	do				8,015
National Scenic and Recreational Highway and Trust Fund Share of Other Highway Programs.....	D75-71	90,000	do				90,000
Federal Aid Highways: 1975 and prior.....	D75-17	4,370,090	Sept. 20, 1974				4,370,090
1976.....	D75-17	6,357,500	do				6,357,500
Total.....		11,102,156					11,102,156
AGENCY: ATOMIC ENERGY COMMISSION							
Plant and Capital Equipment.....	D75-73	1,500	Oct. 4, 1974				1,500
Total.....		1,500					1,500
AGENCY: ENVIRONMENTAL PROTECTION AGENCY							
Abatement and Control:							
Water Program Operations.....	D75-74	2,000	Oct. 4, 1974				2,000
Water Planning and Standards.....	D75-75	30,000	do				30,000
Construction Grants ¹	D75-9	9,000,000	Sept. 20, 1974				9,000,000
Total.....		9,032,000					9,032,000
AGENCY: GENERAL SERVICES ADMINISTRATION							
Automatic Data Processing.....	D75-10	18,300	Sept. 20, 1974	-4,300			14,000
			Sept. 30, 1974				
Total.....		18,300		-4,300			14,000
AGENCY: OTHER INDEPENDENT AGENCIES							
District of Columbia: Loans for Capital Outlay.....	D75-76	96,800	Oct. 4, 1974				96,800
Federal Energy Administration: Salaries and expenses.....	D75-77	11,929	do				11,929
Foreign Claims Settlement Commission: Payment of Vietnam Prisoners of War Claims.....	D75-18	10,500	Sept. 20, 1974				10,500
American Revolution Bicentennial Administration:							
Salaries and Expenses.....	D75-78	11,000	Oct. 4, 1974				11,000
Commemorative Activities Fund.....	D75-79	6,310	do				6,310
Railroad Retirement Board: Railroad Unemployment Administrative Expenses Trust Fund. ¹	D75-80	4,716	do				4,716
Total.....		141,255					141,255

¹ Action concluded prior to July 12, 1974, the day the Impoundment Control Act became effective.

[FR Doc.74-26632 Filed 11-13-74;8:45 am]

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