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HIGHLIGHTS OF THIS ISSUE

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

A REMINDER:

The Office of the Federal Register is located at 1100 L St., NW., but the mailing address is:

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rules and regulations

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each month.

Title 14—Aeronautics and Space

CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 74-GL-18; Amdt. 39-2019]

PART 39—AIRWORTHINESS DIRECTIVE

B. F. Goodrich Engineered Systems Company Main Wheel Assembly

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring a one-time inspection of B. F. Goodrich Engineered Systems Company (formerly B. F. Goodrich Aerospace and Defense Products), A Division of the B. F. Goodrich Company, main wheel assembly P/N 3-1306 was published in 39 FR 174. These wheels are typically used on, but not limited to Boeing Aircraft Company Models 727 series aircraft.

Interested persons have been afforded an opportunity to participate in making of the amendment. Comments were received in response to notice of proposed rule making (14 CFR Part 39 Docket No. 74-GL-18) published in the FEDERAL REGISTER, Volume 39, No. 174 dated September 6, 1974. One comment was that a misunderstanding is possible that this Airworthiness Directive applies to all series of the 3-1306 wheel regardless of the dash number. Another comment received was that the effective starting date of this wheel inspection requirement should be clarified. Based on these comments and upon review within the Federal Aviation Administration, changes have been made to the proposed rule. In the applicability paragraph the following sentence has been added, "It does not apply to 3-1306 wheels manufactured on or after January 1, 1972, nor to the 3-1306-1 main wheel assembly." In the compliance time paragraph, the following phrase was added, "after the effective date of this Airworthiness Directive". These changes are for clarity and to eliminate any misunderstandings concerning the language and intent of the Airworthiness Directive as issued.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (31 FR 13697) § 39.13 of the Federal Aviation Regulations is amended by adding the following new Airworthiness Directive:

B. F. Goodrich Engineered Systems Company (formerly B. F. Goodrich Aerospace and Defense Products), A Division of the B. F. Goodrich Company. Applies only to B. F. Goodrich main wheel assembly P/N 3-1306 manufactured under Technical Standard Order (TSO-C26b) prior to January 1, 1972. It does not apply to 3-1306 wheels manu-

factured on or after January 1, 1972, nor to the 3-1306-1 main wheel assembly. These wheel assemblies are typically used on, but not limited to, Boeing 727 series aircraft.

Compliance required as indicated unless already accomplished.

To prevent possible failures in the hub area of the inboard wheel half, P/N 10-1202, at the second tire change, but not to exceed 500 hours' time in-service after the effective date of this Airworthiness Directive, perform a one-time inspection of the hub area of the inboard wheel half for forging defects in accordance with the information contained in B. F. Goodrich Service Letter No. 1177 issued January 26, 1972, revised April 11, 1974, or an FAA approved equivalent.

Wheels which have positive indications of defects may be reworked in accordance with the information contained in the B. F. Goodrich Service Letter or an FAA approved equivalent.

This amendment becomes effective November 27, 1974.

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

Issued in Des Plaines, Illinois, on November 13, 1974.

JOHN M. CYROCKI,
Director,
Great Lakes Region.

[FR Doc.74-27199 Filed 11-20-74;8:45 am]

[Docket No. 74-SO-105; Amdt. 39-2014]

PART 39—AIRWORTHINESS DIRECTIVES

Teledyne Continental Motors Models IO-360, IO-470, TSIO-470 and IO-520 Series Engines

Amendment 39-1028, 35 FR 11384, AD 70-14-7, as amended by amendment 39-1092, 35 FR 16041, requires inspection and eventual replacement of the fuel injection bypass needle on certain Teledyne IO-360, IO-470, TSIO-470, and IO-520 series engines. After issuing Amendment 39-1092 Teledyne Continental Motors designed and produced an improved version of the Orifice Adjustment Assembly, to which the requirements of this AD do not apply. Therefore, the AD is being further amended to provide a clarification to except the redesign from the AD requirements.

Since this amendment provides a clarification only, and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may be made effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 FR 13697), § 39.13 of Part 39 of the Federal Aviation Regulations Amendment 39-1028, 35 FR 11384, AD 70-14-7, as amended by Amendment 39-1092, 35 FR 16041, is further amended by revising the second sentence of Paragraph A to read as follows:

If the pump does not have this feature, or if the adjusting needle is retained in the brass plug by an internal spring circular clip, no further action is required.

This amendment becomes effective November 22, 1974.

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

Issued in East Point, Georgia, on November 7, 1974.

PHILLIP M. SWATEK,
Director, Southern Region.

[FR Doc.74-27198 Filed 11-20-74;8:45 am]

[Airspace Docket No. 74-SO-104]

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

Alteration of Federal Airway

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to realign V-56 via the Cahaba, Ala., VOR rather than the Craig, Ala., VOR. (The VORs are approximately twenty-five hundred feet apart.)

Operation of the recently established Cahaba VOR is required for military training at Craig AFB. The additional use of this navaid for the airway designation will permit the removal of the Craig VOR and a savings to the United States Government.

Since this amendment is minor in nature because the change of location at the navaid is less than one-half mile, and no substantive change in the regulation is effected, notice and public procedure thereon are unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, this amendment will become effective January 30, 1975.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., January 30, 1975, as hereinafter set forth.

Section 71.123 (39 FR 307) is amended as follows:

In V-56 "Craig, Ala.," is deleted and "Cahaba, Ala.," is substituted therefor. This amendment is made under the authority of sec. 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)) and sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on November 15, 1974.

EDWARD J. MALO,
Acting Chief, Airspace and
Air Traffic Rules Division.

[FR Doc.74-27201 Filed 11-20-74; 8:45 am]

[Airspace Docket No. 74-SW-41]

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

Alteration of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Mena, Ark., transition area.

On October 3, 1974, a notice of proposed rule making was published in the FEDERAL REGISTER (39 FR 35675) stating the Federal Aviation Administration proposed to alter the Mena, Ark., transition area.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 g.m.t., January 30, 1975, as hereinafter set forth.

In § 71.181 (39 FR 440), the Mena, Ark., transition area is amended to read:

MENA, ARK.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mena Municipal Airport (latitude 34°33'00" N., longitude 94°12'31" W.) and within 5 miles each side of the Rich Mountain, Okla., VORTAC 112° radial extending from the 5-mile radius area to the VORTAC and within 3.5 miles each side of the 087° bearing from the Mena, Ark., NDB (latitude 34°32'55" N., longitude 94°12'34" W.) extending from the 5-mile radius area to a point 12 miles east of the NDB.

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

Issued in Fort Worth, Tex., on November 11, 1974.

ALBERT H. THURBURN,
Acting Director,
Southwest Region.

[FR Doc.74-27200 Filed 11-20-74; 8:45 am]

[Airspace Docket No. 74-EA-56]

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

Alteration of VOR Federal Airways

On August 5, 1974, a notice of proposed rule making (NPRM) was published in

the FEDERAL REGISTER (39 FR 28163) stating that the Federal Aviation Administration (FAA) was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter segments of V-123 and V-433 southwest of the Swan Point, Md., intersection.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments.

The Air Transport Association (ATA) recommended that V-123 be realigned from Swan Point, Md., intersection direct to Woodstown, N.J., or as an alternative from Washington, D.C., direct to Churchill, Md., intersection. If the alternative is acceptable, the ATA recommended that V-433 be altered by extending the New Castle, Del., 231°M radial to its point of intersection with the Washington to Churchill airway segment. No other comments were received.

The ATA comments were analyzed and found to be unacceptable. The realignment of V-123 from Swan Point intersection direct to Woodstown would result in a loss of lateral separation between V-123 and V-433 at the New York/Washington Center boundary. Air traffic operating on V-123 and V-433 at the boundary are handled by two different New York Center sectors and the required coordination would be untenable considering the large volume of air traffic operating on these airways. Relocation of the Center's sector boundaries are impractical at this time for operational reasons. Additionally, extension of V-123 from Washington, D.C., direct to Churchill intersection as proposed by ATA in its alternate recommendation is not practicable for operational reasons.

As a result of the comment received, an alternative was analyzed and found acceptable. Consequently, action is taken herein to:

Realign V-123 from the MITCH intersection, via the Washington 065°T radial to the intersection of the Woodstown, N.J., 230°T radial thence to Woodstown.

The alternate realignment of V-123 would offer a minor reduction in distance between the MITCH intersection and Woodstown and would offer improved navigation over the alteration originally proposed. Since this amendment is within the scope of the original notice, further notice and public procedure thereon are unnecessary.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., January 30, 1975, as hereinafter set forth.

Section 71.123 (39 FR 307, 11417) is amended as follows:

1. V-123 "From INT Baltimore, Md., 223° and Kenton, Del., 262° radials; INT Kenton 262° and Woodstown, N.J., 230° radials; Woodstown;" is deleted and "From INT Washington, D.C., 065° and Baltimore, Md., 197° radials; via INT Washington, D.C., 065° and Woodstown, N.J., 230° radials; Woodstown;" is substituted therefor.

2. V-433 "From INT Baltimore, Md., 223° and Kenton, Del., 262° radials, via

INT Kenton 262° and New Castle, Del., 222° radials; New Castle;" is deleted and "From INT Washington, D.C., 065° and Baltimore, Md., 197° radials; via INT Washington, D.C., 065° and New Castle, Del., 222° radials; New Castle;" is substituted therefor.

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

Issued in Washington, D.C., on November 15, 1974.

EDWARD J. MALO,
Acting Chief, Airspace and
Air Traffic Rules Division.

[FR Doc.74-27202 Filed 11-20-74; 8:45 am]

[Docket No. 14127; Amdt. No. 943]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Recent Changes and Additions

This amendment to Part 97 of the Federal Aviation Regulations incorporates by reference therein changes and additions to the Standard Instrument Approach Procedures (SIAPs) that were recently adopted by the Administrator to promote safety at the airports concerned.

The complete SIAPs for the changes and additions covered by this amendment are described in FAA Forms 3139, 8260-3, 8260-4, or 8260-5 and made a part of the public rulemaking dockets of the FAA in accordance with the procedures set forth in Amendment No. 97-696 (35 FR 5609).

SIAPs are available for examination at the Rules Docket and at the National Flight Data Center, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, D.C. 20591. Copies of SIAPs adopted in a particular region are also available for examination at the headquarters of that region. Individual copies of SIAPs may be purchased from the FAA Public Document Inspection Facility, HQ-405, 800 Independence Avenue, SW, Washington, D.C. 20591 or from the applicable FAA regional office in accordance with the fee schedule prescribed in 49 CFR 7.85. This fee is payable in advance and may be paid by check, draft or postal money order payable to the Treasurer of the United States. A weekly transmittal of all SIAP changes and additions may be obtained by subscription at an annual rate of \$150 per annum from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Additional copies mailed to the same address may be ordered for \$30 each.

Since a situation exists that requires immediate adoption of this amendment, I find that further notice and public procedure hereon is impracticable and good cause exists for making it effective in less than 30 days.

In consideration of the foregoing, Part 97 of the Federal Aviation Regulations is amended as follows, effective on the dates specified:

1. Section 97.23 is amended by originating, amending, or canceling the following VOR-VOR/DME SIAPs, effective January 2, 1975:

- Christiansted, St. Croix, V.I.—Alexander Hamilton Arpt., VOR Rwy 27, Amdt. 12.
- Decatur, Ark.—Crystal Lake Arpt., VORTAC Rwy. 13, Amdt. 3.
- Delano, Calif.—Municipal Arpt., VOR Rwy. 32, Orig.
- Dillingham, Alaska—Dillingham Arpt., VOR Rwy. 1, Amdt. 4.
- Dillingham, Alaska—Dillingham Arpt., VOR/DME Rwy. 19, Amdt. 2.
- Flippin, Ark.—Flippin Arpt., VOR-A, Amdt. 6.
- Harrison, Ark.—Boone County Arpt., VOR-A, Amdt. 5.
- Hawthorne, Calif.—Hawthorne Municipal Arpt., VOR-A, Orig.
- Iron Mountain/Kingsford, Mich.—Ford Arpt., VOR Rwy. 1, Amdt. 6.
- Iron Mountain/Kingsford, Mich.—Ford Arpt., VOR Rwy. 19, Amdt. 2.
- Iron Mountain/Kingsford, Mich.—Ford Arpt., VOR Rwy. 31, Amdt. 9.
- Jacksonville, Ill.—Jacksonville Municipal Arpt., VOR Rwy. 13, Amdt. 3.
- Mountain Home, Ark.—Mountain Home Municipal Arpt., VOR-A, Amdt. 2.
- Pearsall, Tex.—McKinley Field, VOR/DME-A, Orig.
- Plainview, Tex.—Hale County Arpt., VOR Rwy. 4, Amdt. 5.
- Salina, Kans.—Salina Municipal Arpt., VOR Rwy. 17, Amdt. 8.
- Shoam Springs, Ark.—Smith Field, VOR/DME-A, Amdt. 1.
- Springdale, Ark.—Springdale Municipal Arpt., VOR Rwy. 13, Amdt. 4.
- Stillwater, Okla.—Searcy Field, VOR Rwy. 17, Amdt. 3.

*** effective December 5, 1974:

- Monticello, N.Y.—Monticello Arpt., VOR Rwy. 1, Orig.

2. Section 97.25 is amended by originating, amending, or canceling the following SDF-LOC-LDA SIAPs, effective January 2, 1975:

- Iron Mountain/Kingsford, Mich.—Ford Arpt., LOC/DME(BC) Rwy. 19, Amdt. 2.
- Moline, Ill.—Quad-City Arpt., LOC(BC) Rwy. 27, Amdt. 15.
- San Juan, P.R.—Puerto Rico Int'l. Arpt., LOC Rwy. 10, Amdt. 1.
- San Juan, P.R.—Puerto Rico Int'l. Arpt., LOC(BC) Rwy. 25, Amdt. 5.

3. Section 97.27 is amended by originating, amending, or canceling the following NDB/ADF SIAPs, effective January 2, 1975:

- Christiansted, St. Croix, V.I.—Alexander Hamilton Arpt., NDB Rwy. 9, Amdt. 5.
- Moline, Ill.—Quad-City Arpt., NDB Rwy. 9, Amdt. 19.

*** effective December 5, 1974:

- Bedford, Mass.—Laurence G. Hanscom Field, NDB Rwy. 29, Orig.
- Minden, La.—Minden-Webster Arpt., NDB Rwy. 1, Orig.
- Minden, La.—Minden-Webster Arpt., NDB Rwy. 19, Orig.

*** effective November 28, 1974:

- Portland, Ore.—Portland Int'l. Arpt., NDB-B, Amdt. 1.
- Windsor Locks, Conn.—Bradley Int'l. Arpt., NDB Rwy. 6, Amdt. 21.

*** effective November 6, 1974:

- Detroit, Mich.—Detroit Metropolitan-Wayne County Arpt., NDB Rwy. 3L, Amdt. 3.

Detroit, Mich.—Detroit Metropolitan-Wayne County Arpt., NDB Rwy. 3R, Amdt. 3.

4. Section 97.29 is amended by originating, amending, or canceling the following ILS SIAPs, effective January 2, 1975:

- Christiansted, St. Croix, V.I.—Alexander Hamilton Arpt., ILS Rwy. 9, Amdt. 1.
- Fairbanks, Alaska—Fairbanks Int'l. Arpt., ILS/DME Rwy. 1L, Orig.
- Iron Mountain/Kingsford, Mich.—Ford Arpt., ILS Rwy. 1, Amdt. 2.
- Moline, Ill.—Quad-City Arpt., ILS Rwy. 9, Amdt. 19.

*** effective December 5, 1974:

- Laurel/Hattiesburg, Miss.—Pine Belt Regional Arpt., ILS Rwy 18, Orig.

*** effective November 28, 1974:

- Portland, Ore.—Portland Int'l. Arpt., ILS Rwy 10R, Amdt. 23.
- Windsor Locks, Conn.—Bradley Int'l. Arpt., ILS Rwy 6, Amdt. 23.

5. Section 97.31 is amended by originating, amending, or canceling the following RADAR SIAPs, effective January 2, 1975:

- Burlington, Vt.—Burlington Int'l. Arpt., RADAR-1, Orig.
- Galena, Alaska—Galena Arpt., RADAR-1, Amdt. 4.

*** effective November 28, 1974:

- Windsor Locks, Conn.—Bradley Int'l. Arpt., RADAR-1, Amdt. 4.

6. Section 97.33 is amended by originating, amending, or canceling the following RNAV SIAPs, effective January 2, 1975:

- Jacksonville, Ill.—Jacksonville Municipal Arpt., RNAV Rwy 31, Orig.
- Moline, Ill.—Quad-City Arpt., RNAV Rwy 30, Amdt. 3.

*** effective November 8, 1974:

- Jacksonville, Fla.—Jacksonville Int'l. Arpt., RNAV Rwy 13, Amdt. 3.

These amendments are made effective under the authority of (secs. 307, 313, 601, 1110, Federal Aviation Act of 1948; 49 U.S.C. 1438, 1354, 1421, 1510, sec. 6(c) Department of Transportation Act, 49 U.S.C. 1655(c) and 5 U.S.C. 552(a)(1)).

Issued in Washington, D.C., on November 14, 1974.

JAMES M. VINES,
Chief,
Aircraft Programs Division.

NOTE: Incorporation by reference provisions in §§ 97.10 and 97.20 approved by the Director of the Federal Register on May 12, 1969, (35 F.R. 5610).

[FR Doc.74-27197 Filed 11-20-74; 8:45 am]

[Docket No. 14131; Amdt. No. 135-39]

PART 135—AIR TAXI OPERATORS AND COMMERCIAL OPERATORS OF SMALL AIRPLANES

Air Taxi Operations With Certain Turbojet-Powered Airplanes

The purpose of this amendment to § 135.2(e) of the Federal Aviation Regulations is to provide an additional 6-month period for compliance with certain

Part 121 equipment requirements applicable to Part 135 certificate holders operating turbojet-powered airplanes having maximum certificated takeoff weights over 12,500 pounds but under 27,000 pounds, with passenger capacities of not more than 12 persons, and used only for planeload charter flights.

Section 135.2(e) provides that operators of turbojet-powered airplanes with maximum certificated takeoff weights of over 12,500 pounds but under 27,000 pounds, with passenger-carrying capacities of not more than 12 persons, used only in planeload charter flights, need not comply until November 15, 1974, with § 121.313(f)—a lockable door between the pilot and passenger compartments; § 121.343(a)—flight recorder; § 121.359—cockpit voice recorder; § 121.587—closing and locking of door between the pilot and passenger compartments; and § 121.581(a)—forward observer's seat, provided that if the forward observer's seat is not installed, a forward passenger seat with appropriate communications equipment nearby is provided for use by the Administrator while conducting en route inspections.

The FAA has under study petitions filed by the National Air Transportation Conferences, Inc. (NATC), and Executive Air Fleet Corporation which request that § 135.2(e) be amended by deleting the provision that requires compliance with the Part 121 requirements specified therein. The FAA study is substantially completed. However, there is insufficient time to complete final agency action on the petitions prior to the November 15, 1974, compliance date, due to the imminence of that date. Furthermore, it appears likely that many operators will require additional time to achieve compliance in the event that final agency action results in a denial of the petitions for rulemaking. Accordingly, this amendment is being adopted to extend the date for compliance with § 135.2(e) to May 15, 1975.

In view of the imminence of the present compliance date, and since this amendment grants relief and imposes no additional burden on any person, I find that notice and public procedure are impracticable and that good cause exists for making this amendment effective on less than 30 days notice.

(Section 313(a), 601, and 604 of the Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, and 1424; section 6(c) of the Department of Transportation Act; 49 U.S.C. 1655(c))

§ 135.2 [Amended]

In consideration of the foregoing, § 135.2(e) of the Federal Aviation Regulations is amended, effective November 15, 1974, by deleting the phrase "November 15, 1974" and substituting the phrase "May 15, 1975" therefor.

Issued in Washington, D.C., on November 14, 1974.

ALEXANDER P. BUTTERFIELD,
Administrator.

[FR Doc.74-27195 Filed 11-20-74; 8:45 am]

Title 50—Wildlife and Fisheries

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

PART 32—HUNTING

Sand Lake National Wildlife Refuge, S. Dak.

The following special regulation is issued and is effective on November 21, 1974.

§32.12 Special regulations; big game; for individual wildlife refuge areas.

SOUTH DAKOTA

SAND LAKE NATIONAL WILDLIFE REFUGE

Sand Lake National Wildlife Refuge will hold special late seasons for taking white-tailed deer concurrent with special deer seasons established by South Dakota Department of Game, Fish & Parks.

Public hunting of big game on the Sand Lake National Wildlife Refuge, South Dakota, is permitted only on the area designated by signs as open to hunting. This open area, comprising 20,000 acres, is delineated on a map available at the refuge headquarters and from the Area Manager, U.S. Fish and Wildlife Service, P.O. Box 250, Pierre, South Dakota 57501. Hunting shall be in accordance with all applicable State regulations covering the hunting of deer, subject to the following conditions:

(1) All hunters must exhibit their hunting license, deer tag and vehicle contents to Federal and State officers upon request.

(2) Hunters will not be allowed to drive on refuge maintained trails, but may park their vehicles outside the refuge and hunt on foot.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through February 15, 1975.

WILLIAM C. BAIR,
Refuge Manager,

Sand Lake National Wildlife Refuge.

NOVEMBER 15, 1974.

[FR Doc.74-27271 Filed 11-20-74;8:45 am]

PART 33—SPORT FISHING

Horicon National Wildlife Refuge, Wis.

The following special regulation is issued and is effective on November 21, 1974.

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

WISCONSIN

HORICON NATIONAL WILDLIFE REFUGE

Sport fishing on the Horicon National Wildlife Refuge, Mayville, Wisconsin, is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 15 acres, are delineated on maps available at refuge headquarters and from the office of the Regional Director, U.S. Fish and Wildlife Service, Federal Building, Fort Snelling,

Twin Cities, Minnesota 55111. Sport fishing shall be in accordance with all applicable State regulations subject to the following special conditions:

(1) The open season for sport fishing on the refuge extends from January 1, 1975 through February 28, 1975, inclusive.

The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Part 33, and are effective through February 28, 1975.

ROBERT G. PERSONIUS,
Refuge Manager, Horicon
National Wildlife Refuge.

NOVEMBER 15, 1974.

[FR Doc.74-27268 Filed 11-20-74;8:45 am]

Title 21—Food and Drugs

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

SUBCHAPTER C—DRUGS

PART 135—NEW ANIMAL DRUGS

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

Sponsors of Approved Applications; Tylosin

The Commissioner of Food and Drugs has evaluated new animal drug applications filed by Dobby Feeds, Domain Industries Inc., New Richmond, WI 54017 (98-430V), and V.P.O. Inc., Omaha, NE 68127 (98-431V), proposing safe and effective use of tylosin premix in the manufacture of swine feed. The applications are approved.

To facilitate referencing, the firms are being assigned sponsor code numbers and placed in the list of firms in 21 CFR 135.501(c).

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), Chapter I of Title 21 of the Code of Federal Regulations is amended as follows:

1. In Part 135 by adding to § 135.501(c) new sponsors as follows:

§ 135.501 Names, addresses, and code numbers of sponsors of approved applications.

(c) * * *	* * *	* * *
127 -----	Dobby Feeds, Domain Industries, Inc., 215 North Knowles Ave., New Richmond, Wis. 54017.	* * *
130 -----	V.P.O., Inc., 4444 South 76th St., Omaha, Nebr. 68127.	* * *

2. In Part 135e by adding to § 135e.10 new paragraph (b) (24) and (25) to read as follows:

§ 135e.10 Tylosin.

- (b) * * *
- (24) To 127: 10 grams per lb., item 4.
- (25) To 130: 10 grams per lb., item 4.

Effective date. This order shall be effective November 21, 1974.

(Secs. 512(i), 82 Stat. 347; 21 U.S.C. 360f(i))

Dated: November 13, 1974.

C. D. VAN HOUWELING,
Director,

Bureau of Veterinary Medicine.

[FR Doc.74-27216 Filed 11-20-74;8:45 am]

Title 45—Public Welfare

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

PART 213—PRACTICE AND PROCEDURE FOR HEARINGS TO STATES ON CONFORMITY OF PUBLIC ASSISTANCE PLANS TO FEDERAL REQUIREMENTS

Designation of Presiding Officer

Part 213 of Chapter II of Title 45 of the Code of Federal Regulations is amended by revising § 213.21 concerning hearing procedures. Social and Rehabilitation Service has been informed by the U.S. Civil Service Commission that redetermination hearings under section 1316(a) (2) of the Social Security Act are not considered Administrative Procedure Act hearings.

Accordingly, the Commissioner cannot honor future requests for the assignment of an Administrative Law Judge to preside at such hearings as presently required by 45 CFR 213.21.

It is therefore necessary for the Department to amend 45 CFR 213.21 to reflect this determination by the U.S. Civil Service Commission.

Notice of proposed rulemaking has been dispensed with because of the need to provide an alternative procedure immediately.

Accordingly, § 213.21(a) is revised to read as set forth below:

Subpart C—Hearing Procedures

§ 213.21 Who presides.

(a) The presiding officer at a hearing shall be the Administrator or his designee.

(b) The designation of the presiding officer shall be in writing. A copy of the designation shall be served on all parties.

(Sec. 1102, 49 Stat. 647 (42 U.S.C. 1902)

(Catalog of Federal Domestic Assistance Programs Nos. 13.707, Child Welfare Services; 13.714, Medical Assistance Program; 13.724, Public Assistance—State and Local Training; 13.748, Work Incentive Program—Child Care; 13.754, Public Assistance—Social Services; 13.761, Public Assistance—Maintenance Assistance (State Aid).)

Effective date: This regulation shall become effective on November 21, 1974.

Dated: November 8, 1974.

JAMES S. DWIGHT, Jr.,
Administrator, Social and
Rehabilitation Service.

Approved: November 14, 1974.

FRANK CARLUCCI,
Acting Secretary.

[FR Doc.74-27275 Filed 11-20-74;8:45 am]

Title 7—Agriculture

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

[Navel Orange Regulation 327]

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 22-28, 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.

§ 907.627 Navel Orange Regulation 327.

(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 \$5.17 a carton on a reported sales volume of 378 cartons last week, compared with an average f.o.b. price of \$5.40 per carton and sales of 167 cartons a week earlier. Track and rolling supplies at 242 cars were up 235 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 19, 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 22, 1974, through November 28, 1974, are hereby fixed as follows:

- (i) District 1: 819,000 cartons;
- (ii) District 2: Unlimited movement;
- (iii) District 3: 81,000 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 20, 1974.

CHARLES R. BRADER,
Acting Deputy Director, Fruit
and Vegetable Division Agri-
cultural Marketing Service.

[FR Doc.74-27448 Filed 11-20-74;8:45 am]

CHAPTER XIV—COMMODITY CREDIT CORPORATION, DEPARTMENT OF AGRICULTURE

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

PART 1464—TOBACCO

Subpart A—Tobacco Loan Program

1974 Crop—Fire-Cured, Dark Air-Cured and Virginia Sun-Cured, Loan Rate Schedules

Correction

In FR Doc. 26409, appearing in the issue of Monday November 11, 1974, at page 39727, make the following changes:

1. The first table in the second column, under the heading "Length 43" the last three entries reading "10, 54, and 57" should be changed to read "51, 50 and 47".
2. The second table in the second column, under the heading "Length 44" the entries in lines "12, 13 and 14" reading "52, 57 and 44" should be changed to read "54, 52, and 47".

Title 47—Telecommunications

CHAPTER I—FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 19880; FCC 74-1156]

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

PART 89—PUBLIC SAFETY RADIO SERVICES

Communications for Emergency Medical Facilities; Correction

The appendix to the Commission's Memorandum Opinion and Order, FCC 74-1156 (39 FR 38902) released October 29, 1974 is corrected as follows:

1. In Part B, instruction number two, § 89.523, paragraph (d) is corrected as follows:

§ 89.523 Station limitations.

(d) Effective August 15, 1974, paging operations may be authorized in the Special Emergency Radio Services only on frequencies assigned under the provisions of § 89.525(f)(12). Paging operations on other frequencies, authorized prior to August 15, 1974, may be continued for the balance of the license term then effective. In addition, such operations may be renewed until January 1, 1980, subject to the condition that harmful interference is not caused to regularly authorized operations in the Special Emergency Radio Service.

Released: November 13, 1974.

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

[FR Doc.74-27259 Filed 11-20-74;8:45 am]

RULES AND REGULATIONS

Title 24—Housing and Urban Development

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

SUBCHAPTER B—NATIONAL FLOOD INSURANCE PROGRAM

[Docket No. FI 407]

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
Georgia	Spalding	Griffin, city of	Nov. 20, 1974	Sept. 20, 1974		
Idaho	Ada	Eagle, city of	Nov. 20, 1974. Emergency	Dec. 7, 1973		
Iowa	Dubuque	Sageville, town of	do	Nov. 1, 1974		
New York	Nassau	Laitingtown, village of	do	May 17, 1974		
Do	Oswego	Fulton, city of	do	Oct. 18, 1974		
Washington	Grays Harbor	Cosmopolis, town of	do	May 24, 1974		
West Virginia	Greenbrier	White Sulphur Springs, city of	do	May 31, 1974		
Wisconsin	Clark	Owen, city of	do	Jan. 16, 1974		

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

Issued: November 13, 1974.

GEORGE K. BERNSTEIN,
Federal Insurance Administrator.

[FR Doc. 74-27148 Filed 11-20-74; 8:45 am]

[Docket No. FI 408]

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	Maricopa	Tempe, city of	Nov. 18, 1974. Emergency	June 28, 1974		
Massachusetts	Berkshire	Dalton, town of	do	Sept. 20, 1974		
Do	do	Lanesborough, town of	do	Mar. 29, 1974		
New Jersey	Hunterdon	High Bridge, borough of	do	June 21, 1974		
New York	Herkimer	Frankfort, village of	do	Mar. 22, 1974		
Oregon	Tillamook	Rockaway, city of	do	June 14, 1974		
Pennsylvania	Snyder	Beavertown, Borough of	do	May 31, 1974		
Utah	Cache	Hyrum, city of	do	May 24, 1974		
Virginia	Floyd	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 FR 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 FR 2680, Feb. 27, 1969) as amended 39 FR 2787, Jan. 24, 1974)

Issued: November 11, 1974.

GEORGE K. BERNSTEIN,
Federal Insurance Administrator.

[FR Doc. 74-27149 Filed 11-20-74; 8:45 am]

[Docket No. FI 409]

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
Maryland	Frederick	Thurmont, town of	Nov. 15, 1974. Emergency	June 28, 1974		
Minnesota	Mahnomen	Unincorporated areas	do			
Mississippi	Attala	Kosciusko, city of	do	Jan. 28, 1974		
Nebraska	Douglas	Unincorporated areas	do	July 26, 1974		
New York	Greene	Coxsackie, village of	do	May 31, 1974		
Do.	Monroe	Hilton, village of	do	Mar. 8, 1974		
Ohio	Clermont	Loveland, city of	do	Feb. 1, 1974		
Pennsylvania	Allegheny	Mt. Oliver, borough of	do			
Do.	Centre	Curtin, township of	do			
Do.	Montgomery	Upper Frederick, township of	do			
Washington	Lewis	Centralia, city of	do	Mar. 15, 1974		
West Virginia	Wyoming	Oceana, town of	do	June 28, 1974		

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

Issued: November 11, 1974.

GEORGE K. BERNSTEIN,
Federal Insurance Administrator.

[FR Doc.74-27150 Filed 11-20-74;8:45 am]

Title 29—Labor

CHAPTER XXV—OFFICE OF EMPLOYEE BENEFITS SECURITY

SUBCHAPTER F—FIDUCIARY RESPONSIBILITY
PART 2550—GUIDELINES FOR SUBMISSION OF APPLICATION FOR POSTPONEMENT OF THE EFFECTIVE DATE OF CERTAIN FIDUCIARY RESPONSIBILITY PROVISIONS

Provisions Regarding Employee Retirement Income Security Act

Title 29 of the Code of Federal Regulations is hereby amended by adding thereto a new Chapter XXV, Office of Employee Benefits Security. Chapter XXV will contain regulations promulgated by the Department of Labor to explain, prescribe the operation of, and, where authorized, supplement the provisions of the Employee Retirement Income Security Act of 1974 (the Act). The rules published therein by this document relate to section 414(b)(2) of the Act.

Section 414(b)(2) of Part 4, Title I of the Act empowers the Secretary of Labor to postpone applicability of certain of the fiduciary responsibility provisions contained in sections 402, 403, 405 and 410 (a) of the Act until not later than January 1, 1976, as they apply to any plan in existence on September 2, 1974, if the Secretary determines, upon application by a plan, that a postponement is necessary to amend the instrument or instruments establishing the plan or under which the plan is maintained and is not adverse to the interest of participants and beneficiaries. The guidelines set forth in this regulation are to inform applicants of the procedures to be followed in applying for such postponement.

These guidelines shall become effective immediately. Because they relate to procedures to be followed in applying for postponements and are issued to inform the public of the policy of the Department of Labor in ruling on such applications, these guidelines are excepted from the application of the notice and comment provisions of the Administrative Procedure Act, 5 U.S.C. 553(b). Further, if the ordinary rulemaking procedure prescribed by 5 U.S.C. 553 were followed, a final regulation would not be available for dissemination to interested parties by January 1, 1975, the effective date of the provisions for which a plan may make an application for postponement under section 414(b)(2) of the Act. Because of the need for immediate guidance by plan administrators and others as to the policy of the Department of Labor with respect to applications for postponement, it is found to be impracticable and contrary to the public interest to delay the issuance of this regulation to the extent which would be necessary for the preparation, receipt and evaluation of comments. Accordingly, this regulation is not issued for comment prior to publication, nor for these same reasons will there be any delay in its effectiveness.

Nevertheless, it is generally the policy of the Department of Labor to solicit and consider comments on its regulations. Accordingly, comments will be received, just as though this document were a proposal, if received by December 10, 1974. The comments received will be evaluated and, if warranted, the regulation will be amended. Meanwhile, in the interest of expediting the processing of applications

for postponement, the regulation shall remain in force until amended.

Interested persons are invited to submit comments to "Comments—Part 2550", Office of Employee Benefits Security, Labor-Management Services Administration, U.S. Department of Labor, P.O. Box 176, Washington, D.C. 20044.

Title 29 of the Code of Federal Regulations is amended by adding a new Chapter XXV, and Part 2550, reading as follows:

Sec.	
2550.1	Purpose.
2550.2	Who may submit an application for postponement.
2550.3	Procedure for submitting application.
2550.4	Format and content of application.
2550.5	Comments by participants and beneficiaries.
2550.6	Notification to participants.
2550.7	Length of postponement.
2550.8	Notification of Secretary's decision with respect to postponement; effect of non-notification.
2550.9	Revocation or modification of postponement.

AUTHORITY: Sec. 505, Pub. L. 93-406, 88 Stat. 894 (29 U.S.C. 1135) and sec. 414(b)(2), Pub. L. 93-406, 88 Stat. 889 (29 U.S.C. 1114).

§ 2550.1 Purpose.

The purpose of this regulation is to issue guidelines to assist applicants seeking postponement of the effective date of certain fiduciary responsibility provisions of the Employee Retirement Income Security Act of 1974 (the Act). In general, the fiduciary responsibility provisions of Part 4 of Title I of the Act are effective on January 1, 1975. However, section 414(b)(2) of the Act provides that for

plans in existence on September 2, 1974, the Secretary of Labor (the Secretary) may, upon application, postpone until not later than January 1, 1976, the effective date of certain provisions respecting establishment of plans (section 402), establishment of trusts (section 403, other than subsection (c)), liability for breach by co-fiduciaries (section 405, other than subsections (a) and (d)) and exculpatory clauses (section 410(a)). Such a postponement shall be allowed where the Secretary determines that the delay is (1) necessary to amend the instrument or instruments under which the plan is established or maintained and (2) not adverse to the interest of plan participants and beneficiaries. It should be noted that under the terms of section 414(b)(2), no postponement may be given for the applicability of the provisions of section 403(c), which precludes plan assets from inuring to the benefit of any employer; section 405(a), which sets forth general rules regarding co-fiduciary liability; and section 405(d), dealing with trustee liability where an investment manager has been appointed in accordance with section 402(c)(3) of the Act.

Since the provisions as to which the effective date may be postponed were not required by previously existing Federal law and will necessitate amendment of many existing plans to comply with or take these provisions into account, the Secretary has prepared these guidelines setting forth the application procedure and the kind of information the Secretary will require to make a determination.

§ 2550.2 Who may submit an application for postponement.

Any plan administrator, trustee, named fiduciary, or other individual duly authorized to act on behalf of a plan may apply for a postponement.

§ 2550.3 Procedure for submitting application.

Applications for postponement subject to this regulation shall be sent in duplicate by first-class mail, postage prepaid, to the Office of Employee Benefits Security, Labor-Management Services Administration, U.S. Department of Labor, P.O. Box 176, Washington, D.C. 20044, or shall be delivered by hand to Room 3311, U.S. Department of Labor, 14th Street and Constitution Avenue NW., Washington, D.C. An application submitted by mail shall be deemed to be submitted as of the date of the postmark. See § 2550.8 for submittal deadlines.

§ 2550.4 Format and content of application.

In order to enable the Secretary to expeditiously process applications under this regulation, those applications which are submitted in duplicate and which include the following information in the following order will be processed first, and applications which do not contain such information will be disapproved, subject to § 2550.8(c):

(a) The name of the plan and the name and address of the individual mak-

ing the application on behalf of the plan (applicant) and the basis for his or her authority to make the application on behalf of the plan;

(b) The WP number assigned to the plan, if it has previously filed under the Welfare and Pension Plans Disclosure Act with the Office of Labor-Management and Welfare Pension Reports of the Department of Labor;

(c) The Employer Identification Number (EIN) assigned by the Internal Revenue Service to the plan sponsor (as defined in section 3(16)(B) of the Act) and, if the plan sponsor has assigned a Plan Identification Number to the plan pursuant to instructions of Internal Revenue Service Form 4848, the Plan Identification Number;

(d) A statement that the plan was in existence on September 2, 1974;

(e) A statement that the method of notification used or to be used will afford reasonable notice to plan participants in accordance with the provisions of § 2550.6 of the application for postponement and of their right to file comments under § 2550.5;

(f) An enumeration of the specific fiduciary responsibility sections (or provisions of such sections) listed in section 414(b)(2) of the Act for which a postponement of the effective date is requested. If a postponement for all such provisions is sought, the applicant may merely state that a postponement is requested for all provisions listed in section 414(b)(2);

(g) A statement disclosing the reason why a postponement is necessary, the date until which such postponement is requested (see § 2550.7), and why such postponement will not be adverse to the interest of plan participants and beneficiaries. If the applicant is requesting a postponement of the applicability of section 410(a) of the Act, a separate explanation should be given of the reasons therefor;

(h) If the plan is an employee pension benefit plan (as defined in section 3(2) of the Act) and is requesting a postponement of the applicability of the provisions of section 403(a) of the Act, a statement that, to the extent that plan assets would otherwise be required to be held in trust under the provisions of section 403 of the Act, such assets that are held by a party in interest are held in a manner that would reasonably be expected to protect the plan against loss resulting from the satisfaction of a creditor's claim against the party in interest;

(i) A statement by the applicant that if any of the material facts contained in or underlying the statements made in the application is discovered by the applicant to be inaccurate, the applicant will promptly notify the Secretary in writing of such inaccuracy specifying the reasons for the inaccuracy; and

(j) A duly notarized certification by the person signing the application for postponement on behalf of the plan that he or she is duly authorized to execute the application on behalf of the plan,

and that, under applicable penalties of law, the information in the application is, to the best of his or her knowledge and belief, true, correct and complete.

§ 2550.5 Comments by participants and beneficiaries.

Plan participants and beneficiaries and their authorized representatives may submit written comments respecting any application for postponement made under § 2550.4 at any time after such application is filed, specifying any objections which they may have. A collective bargaining representative for a plan participant or beneficiary shall be deemed to be an authorized representative for purposes of this Part. Such comments shall be submitted at any time before the expiration of the period of the postponement to the Office of Employee Benefits Security, Labor-Management Services Administration, U.S. Department of Labor, P.O. Box 176, Washington, D.C. 20044.

§ 2550.6 Notification to participants.

(a) The applicant shall employ methods reasonably calculated to provide plan participants with notification that an application for postponement has been filed with the Secretary of Labor, describing in language calculated to be understood by the average plan participant the sections (or provisions of sections) of the Act for which the delay has been requested, the date until which such postponement has been requested, the reasons for requesting the postponement, why the postponement will not adversely affect the interest of plan participants and beneficiaries, and stating that plan participants and beneficiaries may comment on the requested postponement by writing to the Office of Employee Benefits Security, Labor-Management Services Administration, U.S. Department of Labor, P.O. Box 176, Washington, D.C. 20044.

(b) Notice must be in writing and must be reasonably calculated to reach a substantial number of plan participants. While there is no prescribed form or method of delivery for adequate notice, and while other forms or methods of delivery may be deemed acceptable under the particular circumstances involved, any of the following shall be deemed adequate notice to plan participants:

(1) The prominent posting, not later than 30 days after the date of application for postponement, of the notification required by paragraph (a) above at those locations customarily used by the employer for notices to employees with regard to labor-management relations matters at worksites of plan participants or, if the plan is maintained pursuant to a collective bargaining agreement and notices to employees with regard to labor-management relations matters are ordinarily posted at locations such as local union meeting places, at such locations;

(2) The mailing by first-class mail, not later than 30 days after the date of

the application for postponement, of the notification required by paragraph (a) above to the last known address of substantially all plan participants;

(3) The publishing, not later than 60 days after the date of the application for postponement, of the notification required by paragraph (a) above in a publication which is directed to a substantial number of plan participants; or

(4) The utilization of any combination of the above methods reasonably calculated to so notify a substantial number of plan participants.

If the plan is the subject of one or more collective bargaining agreements, the applicant shall also mail the notification required by paragraph (a) above by first-class mail, not later than 15 days after the date of application for postponement, to each collective bargaining agent representing participants covered by the plan.

§ 2550.7 Length of postponement.

All postponements approved by the Secretary shall be effective for a period of time not extending beyond June 30, 1975. The Secretary does not at this time contemplate granting approval for postponements beyond June 30, 1975. However, if the instrument or instruments under which a plan is established or maintained cannot be amended within such period, the applicant may make application for an extension of the postponement not to extend beyond December 31, 1975. Such extension application must be filed with the Office of Employee Benefits Security not later than thirty days before the expiration of the original postponement period, and must state in detail (1) why the plan could not be so amended during the period of initial postponement, (2) what provisions have been made for the expeditious amendment of the plan, and (3) why such further postponement would not be adverse to the interest of plan participants and beneficiaries.

§ 2550.8 Notification of Secretary's decision with respect to postponement; effect of non-notification.

(a) It is contemplated that notification to applicants of approval or disapproval will be made before January 1, 1975, respecting those applications submitted on or before December 10, 1974;

(b) In the case of applications submitted after December 10, 1974, and before January 1, 1975, notification of approval or disapproval will be made as expeditiously as possible, and in the case of any application submitted on or before December 31, 1974, as to which notification of approval or disapproval has not been made before January 1, 1975, the application shall be deemed to be approved, subject to the provisions of § 2550.9.

(c) In any case in which notification of disapproval is made before January 1, 1975, and the disapproval is based on receipt of an incomplete application, the applicant shall have a period of 30 days from the date of such notification to sub-

mit an amended application, and the application shall be deemed approved during such period.

(d) Applications will not be accepted after December 31, 1974, except for good cause shown for the failure to submit a timely application.

§ 2550.9 Revocation or modification of postponement.

The Secretary may revoke or modify any postponements approved (or deemed approved) under § 2550.8 if, upon receipt of comments or upon investigation (or, in the case of an application received too late for review and notification before January 1, 1975, upon review of the application) he determines that such postponement is not necessary to amend the instrument establishing the plan or is adverse to the interest of participants and beneficiaries. Before issuing any proposed decision of revocation or modification, the Secretary shall give the applicant and any persons who filed comments 45 days written notice of the proposed revocation or modification and the reasons therefor and an opportunity to file comments with respect to the proposed action, in accordance with procedures designated in the notice.

Signed at Washington, D.C., this 19th day of November, 1974.

PAUL J. FASSER, Jr.,
Assistant Secretary of Labor
for Labor-Management Relations.

[FR Doc.74-27385 Filed 11-19-74;12:42 am]

Title 40—Protection of Environment

CHAPTER I—ENVIRONMENTAL PROTECTION AGENCY

SUBCHAPTER B—GRANTS

[FRL 287-6]

PART 35—STATE AND LOCAL ASSISTANCE

Reimbursement Grants—Cutoff Date for Submission of Required Information

Notice is hereby given that the Environmental Protection Agency is amending reimbursement grant regulations (40 CFR Part 35, Subpart D, 30 FR 3678, January 29, 1974) to include a provision which will require grant applicants to submit by January 31, 1975, information required to substantiate their reimbursement claims in order to be eligible for grants from funds appropriated by Pub. L. 92-399.

Pursuant to section 206(c) of the Federal Water Pollution Control Act Amendments of 1972 (as amended by Pub. L. 93-207), and 40 CFR 35.865, reimbursement grant applications must have been submitted to the appropriate EPA Regional Administrator on or before January 31, 1974, in order to establish eligibility for reimbursement grants. 40 CFR 35.865 also requires all applicants to submit certain information required by the Regional Administrator to determine applicant eligibility, the amount to which an applicant is entitled, and allowability of costs. EPA has not yet received from a

significant number of applicants information previously requested which is necessary to substantiate reimbursement claims. Failure to obtain this needed information from some applicants impacts the time and amount of funding for other reimbursement applicants. This amendment confirms advice already furnished to those applicants which have been tardy in submitting the required information, and requires them to do so by January 31, 1975, or lose their entitlement to share in the current \$1.9 billion appropriation for reimbursement grants.

Because of the need to establish promptly the time limitation established by this amendment of which affected applicants have been previously notified, these regulations shall be effective November 21, 1974.

RUSSELL E. TRAIN,
Administrator.

NOVEMBER 15, 1974.

A new § 35.882 is hereby added to 40 CFR Part 35, Subpart D, to read as set forth below.

§ 35.882 Cutoff date for submission of information.

No grant shall be awarded from funds available under Pub. L. 92-399 (August 22, 1972) to any applicant which has not submitted, on or before January 31, 1975, information required by the Regional Administrator pursuant to § 35.865.

[FR Doc.74-27193 Filed 11-20-74;8:45 am]

SUBCHAPTER C—AIR PROGRAMS

[FRL 290-11]

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

Approval of Washington Implementation Plan Revision Complex (Indirect) Sources

On May 31, 1972 (37 FR 10842), pursuant to section 110 of the Clean Air Act and 40 CFR Part 51, the Administrator of the Environmental Protection Agency (EPA) approved, with specific exceptions, the State of Washington plan for implementation of the national ambient air quality standards. Pursuant to a Court ruling by the United States Court of Appeals for the District of Columbia in the case *Natural Resources Defense Council v. Environmental Protection Agency*, 475 F. 2d 968 (D.C. Cir. 1973), the Administrator disapproved all State plans with respect to maintenance of standards.

On June 18, 1973 (38 FR 15834), the Administrator promulgated requirements directing States to submit implementation plan revisions by August 15, 1973, to provide for preconstruction review and approval of indirect sources of air pollution to insure maintenance of standards. The State of Washington submitted amendments to the Washington Administrative Code (WAC) as a revision to the plan, in accordance with requirements of 40 CFR Part 51, but subsequently withdrew that submittal. On February 25, 1974 (39 FR 7270), pursuant to Section 110 of the Clean Air

Act, 40 CFR Part 51, and an order of the U.S. Court of Appeals for the District of Columbia, the Administrator sustained disapproval of the Washington plan and promulgated regulations for the review of indirect sources of air pollution to insure maintenance of national ambient air quality standards.

On June 14, 1974 the State of Washington re-submitted to EPA amendments to WAC 18-24 to provide for preconstruction review and approval of complex (indirect) sources of air pollution as a revision to the State implementation plan. Public hearings were held by the State on May 1, 1974 and May 3, 1974 in the cities of Spokane and Seattle, respectively. On July 17, 1974 (39 FR 26167), the amendments to WAC 18-24 were published as proposed rulemaking and opportunity for public comment were provided.

The amendments to WAC 18-24 provide for preconstruction review of new or modified parking facilities which will provide 250 or more spaces in King, Pierce, Snohomish, Clark and Spokane counties and 1,000 or more spaces in all other areas of the State. New highways designed for use by 20,000 or more vehicles per day, modified highways designed to allow increased vehicle usage by 10,000 or more vehicles per day, new airports which will have 50,000 or more regularly scheduled operations per year or use by 1,600,000 passengers per year, and airport modifications which will increase regularly scheduled operations by 50,000 or more per year or use by 1,600,000 passengers per year are also subject to the amended regulations.

Administrative procedures to implement these amendments have been developed in accordance with 40 CFR 51.11 (g) and the State Department of Ecology (DOE). These procedures include methodologies to evaluate the localized impact of proposed projects on carbon monoxide concentrations throughout the State. Considerations for approval stated in the administrative procedures include assurance that any new facility does not conflict with VMT reduction goals in Seattle and Spokane central business districts (CBD) and VMT minimization goals in the remainder of the counties. The procedures also require submission of information regarding steps made to minimize VMT such as providing for increased transit, carpool, and bicycle use for traveling to and from projects proposed in the counties of Spokane, King, Pierce, and Snohomish.

Three separate comments were received from the public on the proposed revision to the State Implementation Plan. Two comments were from private businesses, and one was from a local government. Consideration was given to all comments in making the final decision to approve the State regulation as part of the State Implementation Plan.

Two of these comments suggested that the effective date of the regulations, August 15, 1974, places an unjust burden upon applicants for obtaining local ju-

risdiction permits because of increased costs of delayed projects. This comment was carefully considered; however, the Administrator was presented with no evidence that the costs would be unduly severe when compared with the benefit to the public health from initiating these review procedures in an expeditious manner. Moreover, Section 116 of the Clean Air Act precludes the Administrator from disapproving a State submission merely because it is more stringent than comparable federal requirements.

One comment pointed out that complex source reviews are just one part of the total concept of land use planning. The comment proposed that, since many land use measures are established at the local government level, the State Implementation Plan regulations should authorize the delegation of authority to local governments to carry out the provisions of the complex source review regulations. The State of Washington has indicated its intent to delegate review authority to local air pollution control agencies. The Washington Clean Air Act allows DOE to delegate authority only to local air pollution control agencies. The Administrator agrees that complex source review should be coordinated with general land use planning and encourages cooperation between the State, local governments and local air pollution control agencies on all complex source projects.

As proposed in the July 17, 1974 FEDERAL REGISTER notice of propose rulemaking, approval of the State of Washington's complex source review regulations enables the Administrator to remove the requirements for federal review of new or modified indirect sources in the State. Therefore, the Administrator is revoking 40 CFR 52.2495, promulgated February 25, 1974 (39 FR 7270).

In addition, because the State regulation provides for a sufficiently stringent review of new and modified parking facilities in the areas of the State subject to the promulgated transportation control plan (38 FR 32688, November 27, 1973), the Administrator today is also removing those requirements of the promulgated parking supply management regulation which require federal review of new or modified parking facilities of 50 or more spaces in the counties of King, Pierce, Snohomish, Kitsap, and Spokane, outside the Seattle and Spokane central business districts. Those requirements of the parking management regulation which relate to the CBD, i.e., reservation of parking spaces for carpool vehicles, reporting requirements of the cities regarding the number of parking spaces, and the prohibition of an increase in non-residential parking spaces, remain in effect. Applications for parking in the Seattle or Spokane CBD's are subject only to the EPA regulation due to a specific exception in the Washington regulation. The amended parking supply management regulation (40 CFR 52.2486) of the Washington transportation control plan is presented below.

The major effects which result from approval of the State regulation and the revoking or amending of federal regulations are discussed below. In the Puget Sound Region (subject to the transportation control plan), Kitsap County is no longer subject to the same parking facility review criteria as the other three counties of the Region; in the counties of King, Pierce, Snohomish, and Spokane, the threshold for review of new or modified parking facilities changes from 50 spaces (federal regulations) to 250 spaces (state regulation). A reevaluation of the criteria for inclusion of Kitsap County in the EPA parking management program indicates that its physical separation from the remainder of the AQCR and its low density pattern of development make it unnecessary to review parking facilities of less than 1,000 spaces. In Clark County of the Portland-Interstate Region, the threshold for review of parking facilities is decreased from 1,000 spaces (federal regulation) to 250 spaces (state regulation). In addition, the effective date of the state regulation is August 15, 1974, whereas the federal regulations would have been applicable to sources the construction or modification of which commenced after December 31, 1974.

The state regulatory requirements for the review of new or modified airports are as stringent as federal requirements. The state regulation is more restrictive with respect to review of new or modified highway sections in that such review is required statewide while EPA requirements applied only in Standard Metropolitan Statistical Areas. With the exception of the change in size of parking facilities subject to review in the two transportation control plan Regions of the state, the state regulation is more stringent, both in terms of its geographical coverage and its effective date, than the corresponding federal regulations. The change in size of parking facilities subject to review is now consistent with the Administrator's determination, as published in the FEDERAL REGISTER on August 22, 1974 (39 FR 30442), that in and approval pursuant to the Management cases it is presently not practical or productive to require that parking construction and modification involving less than 250 spaces be subject to review of Parking Supply regulations.

The Administrator finds good cause for making this approval of the regulation and prescribed implementing administrative procedures effective immediately since the Washington regulation is now in effect and it serves no useful purpose to defer revoking the federal indirect source regulation or amending the parking management regulation.

The proposed revision has been reviewed by EPA for compliance with 40 CFR 51 and is found to be approvable. An evaluation report of the adequacy of the State regulation is available for public inspection at the Region X Office of the EPA, 1200 Sixth Avenue, Seattle, Washington 98101 and at the Freedom of

Information Center, EPA, 401 M Street, SW., Washington, D.C. 20460.

(Sections 110(a)(2)(B), 110(c), and 301(a) of the Clean Air Act, as amended (42 U.S.C. 1857c-5(a)(2)(B), 1857c-5(c), and 1857g(a)))

Dated: November 15, 1974.

RUSSELL E. TRAIN,
Administrator.

Subpart WW of Part 52 of Chapter 1, Title 40, of the Code of Federal Regulations is amended as follows:

Subpart WW—Washington

1. In § 52.2470, paragraph (c)(1) is revised to read as follows:

§ 52.2470 Identification of plan.

(c) Supplemental information was submitted on:

(1) January 28, May 5, July 19, and September 11, 1972, and February 15, April 13, and October 11, 1973, and June 14, 1974 (Washington Complex Source Regulation (WAC 18-24)), and 2. Section 52.2486 is revised to read as follows:

§ 52.2486 Management of parking supply.

(a) Definitions:
(1) "Parking facility" (also called "facility") means a lot, garage, building or structure, or combination or portion thereof, in or on which motor vehicles are temporarily based.

(2) [Reserved]
(3) "Construction" means fabrication, erection, or installation of a parking facility, or any conversion of land, buildings, or structures, or portions thereof, for use as a facility.

(4) "Modification" means any change to a parking facility that increases or may increase the motor vehicle capacity of, or the motor vehicle activity associated with, such parking facility.

(5) "Commence" means to undertake a continuous program of on-site construction or modification.

(6) "Parking space" means any area or space below, above, or at ground level, open or enclosed, on-street or off-street, that is used for parking one motor vehicle at any time.

(7) "Residential parking facility" means a parking facility the use of which is limited exclusively to residents (and guests) of a residential building or group of buildings under common control and in which no commercial parking is permitted.

(8) "Seattle central business district" means the area enclosed by Yesler Way, the I-5 freeway, Eighth Avenue, Virginia Street, and the Alaska Way Viaduct. Streets forming boundaries (excluding the I-5 freeway and the Alaska Way Viaduct) shall be part of the central business district (CBD).

(9) "Spokane central business district" means the area enclosed by Trent Avenue, Monroe Street, Third Avenue, and Division Street. Streets forming boundaries shall be part of the central business district.

(b) This section shall be applicable in the Seattle and Spokane CBD's.

(c) [Reserved]
(d) [Reserved]
(e) [Reserved]

(f) All applications for approval under this section shall include the following information:

(1) Name and address of the applicant.
(2) Location and description of the parking facility.

(3) A proposed construction schedule.
(4) [Reserved]

(5) The total motor vehicle capacity before and after the construction or modification of the facility.

(6) Additional information, plans, specifications, or documents required by the Administrator.

(g) [Reserved]
(h) [Reserved]

(i) Each application shall be signed by the owner or operator of the facility, whose signature shall constitute an agreement that the facility shall be operated in accordance with the information submitted in the application and with applicable rules, regulations, and permit conditions.

(j) [Reserved]
(k) [Reserved]

(l) There shall be no increase in the number of non-residential parking spaces within the Seattle and Spokane CBD above the number present as of November 19, 1973. Any parking facility which provides or would provide vehicular ingress or egress to or from a street forming a boundary of a CBD shall be considered included within such CBD. Any parking facility beneath a street forming a boundary shall be considered to be included within such CBD.

(m) On a semiannual basis, beginning February 15, 1974, the city of Seattle and the city of Spokane shall report to the Administrator the total number of non-residential and the total number of residential on-street and off-street parking spaces in their respective CBD's. Thereafter, such cities shall report any reduction in the number of such parking spaces to the Administrator.

(n) No person or entity, after November 19, 1973, shall commence construction or modification of any new non-residential parking facility in the Seattle or Spokane CBD, nor shall any person or entity take any action having the effect of creating new non-residential parking spaces in such CBD, unless and until such person or entity has obtained from the Administrator or from an agency approved by the Administrator a permit stating that construction, modification, or enlargement of such facility will be in compliance with paragraph (1) of this section.

(o) By May 31, 1974, each owner or operator of any parking facility located within the Seattle and Spokane CBD shall reserve 10 percent of the parking spaces in such facility for vehicles transporting three or more occupants between the hours of 7 a.m. to 7 p.m., Monday through Friday, excluding legal holidays. On or before March 1, 1974, each such

owner or operator shall submit to the Administrator a detailed compliance schedule showing the steps it will take to assure compliance with this paragraph.

(p) The city of Seattle and the city of Spokane shall report to the Administrator on a semiannual basis beginning August 15, 1974, the average daily occupancy of the spaces reserved for vehicles transporting three or more occupants.

§ 52.2495 [Reserved]

3. Section 52.2495 is revoked and reserved.

[FR Doc. 74-27192 Filed 11-20-74; 8:45 am]

Title 49—Transportation

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

[Docket No. 73-20; Notice 3]

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Fuel System Integrity

This notice responds to petitions for reconsideration of the two recent FEDERAL REGISTER notices amending and upgrading Standard No. 301 (39 FR 10586; 39 FR 10588) and amends the standard in several respects.

On March 21, 1974 two notices were published pertaining to Standard No. 301, Fuel System Integrity. One notice (39 FR 10586) responded to petitions for reconsideration of an earlier amendment to the standard (38 FR 22397), while the other (39 FR 10588) substantially upgraded the standard's performance requirements. It was the intention of the NHTSA that the notice upgrading the standard be considered as the final rule and superseded the notice responding to petitions. Hereafter, the notice responding to petitions will be referred to as Notice 1, while the notice upgrading the standard will be referred to as Notice 2.

On October 27, 1974, the Motor Vehicle and Schoolbus Safety Amendments of 1974 (Pub. L. 93-492) were signed into law. These amendments to the National Traffic and Motor Vehicle Safety Act incorporate Standard No. 301 as it was published in Notice 2 on March 21, 1974. According to the amendment the technical errors which appeared in Notice 2 may be corrected, while future amendments are prohibited from diminishing the level of motor vehicle safety which was established in the notice. The changes contained in this notice conform to these statutory requirements.

Due to an oversight, Notice 2 failed to include two provisions which appeared in Notice 1. The limitation of the standard's application to vehicles which use fuel with a boiling point above 32° F was inadvertently omitted in Notice 2 and is hereby reinstated. Notice 2 also failed to include a provision specifying that vehicles not be altered during the testing sequences. It was the intent of the NHTSA that damage or other alteration

of the vehicle incurred during the barrier crashes not be corrected prior to the static rollover tests. The test requirements are therefore amended to prohibit the alteration of vehicles following each of the specified test impacts.

In order to clarify the manner in which the load is to be distributed during testing of multipurpose passenger vehicles, trucks, and buses, S7.1.5(b) is amended to require that when the weight on one of the axles exceeds its proportional share of the loaded vehicle weight, when the vehicle is loaded only with dummies, the remainder of the required test weight shall be placed on the other axle, so that the weight on the first axle remains the same. The loading specification did not specifically address this contingency.

The requirement that the load be located in the load carrying area of multipurpose passenger vehicles, trucks, and buses during testing is deleted since the agency has determined that such a limitation is inconsistent with the provision specifying distribution of weight in proportion with the vehicle's gross axle weight ratings.

Petitions for reconsideration were received from eleven petitioners. Although only those comments raising issues found to be significant have been discussed, due consideration has been given to all requests. Any requests not specifically discussed herein are denied.

A substantial number of petitioners objected to the requirement that dummies used during testing be restrained only by passive means installed at the seating positions. Petitioners pointed out that mandatory passive restraint systems proposed in Standard No. 208 have a proposed effective date of September 1, 1976; one year after the September 1, 1975 effective date set for implementation of Standard 301. This would leave a period of time when most dummies would be involved in testing while totally unrestrained. Renault, Jeep, American Motors, Mercedes-Benz, General Motors, and Ford requested that the dummies be restrained during testing by whatever means, active or passive, are installed at the particular seating positions. To provide otherwise, they argued, would unnecessarily expose the dummies to costly damage when subjected to impacts in an unrestrained condition.

The NHTSA finds petitioners' objections meritorious. Although this agency has determined that reliable test results can be best obtained when occupant weight is included in the vehicle during crash testing, the manner in which that weight is installed is subject to additional considerations. The NHTSA has made clear its desire to enable simultaneous testing under more than one standard where the test requirements are compatible. Standards 301 and 208 both require frontal and lateral barrier crash tests which can be conducted concurrently if the vehicles are loaded uniformly. Since Standard 208 provides for crash testing with dummies in vehicles

with passive restraint systems, Standard 301 testing of these same vehicles should be conducted with dummies installed in the seating positions provided under Standard 208. The presence of the passive restraints will protect the dummies from unnecessary damage and the required testing for compliance with both standards can be accomplished simultaneously. Where a vehicle is not equipped with passive restraints, and Standard 208 testing is not mandated, weight equal to that of a 50th percentile test dummy should be secured to the floor pan at the front outboard designated seating positions in the vehicles being tested.

Further concern over the damage to which test dummies might be exposed was manifested by Jeep and American Motors. They petitioned for the removal of the dummies prior to the static rollover tests, arguing that their presence serves no safety-related purpose. The NHTSA has granted the request, on the basis of its determination that the dummies would have little or no effect on the fuel system's integrity during the rollover segment of the test procedure.

Jeep and American Motors further suggested that the standard specify that hardware and instrumentation be removed prior to the static rollover test in order to prevent its damage. This request is denied as unnecessary. Standard No. 301 contains no specification for the inclusion of instrumentation during testing. Any instrumentation present in the vehicle is there by decision of the manufacturer to assist him in monitoring the behavior of the fuel system during testing, and must be installed and utilized in such a manner as not to affect the test results. Therefore, as long as the loading requirements of the standard are met, manufacturers may deal with their instrumentation in any fashion they wish, as long as the test results are unaffected.

Volkswagen urged that unrestrained dummies not be required during the rear moving impact test, citing the absence of such a test in Standard 208 and alleging that the integrity of vehicle fuel systems would not be greatly affected by the presence of dummies. This request is denied. The rear moving barrier crash specified in proposed Standard 207, Seating Systems, provides for the installation of dummies in the same seating positions as required for Standard 301, thus permitting simultaneous conduct of the rear barrier crashes required by both standards. In order to obtain realistic and reliable test results, occupant weight must be in vehicles during Standard 301 crash testing. The NHTSA has determined that unrestrained dummies would have, at most, slight vulnerability to damage during rear barrier crash tests, since the impact is such that the seats themselves serve as protective restraint mechanisms. It has therefore been concluded that the best method for including occupant weight during rear barrier crash testing is with test dummies.

Notice 2 specified that the parking brake be engaged during the rear moving barrier crash test. Ford requested in its petition for reconsideration that this requirement be changed in order to enable simultaneous rear barrier crash testing with Standard 207 which provides for disengagement of the parking brake in its recent proposal. The NHTSA has decided to grant Ford's request. The condition of the parking brake during this test sequence would not so significantly affect the test results as to warrant retention of a requirement that would prevent simultaneous testing.

The Recreational Vehicle Institute objected to the standard, arguing that it was not cost-effective as applied to motor homes. RVI requested that different test procedures be developed for motor home manufacturers. Specifically it objected to what it suggested was a requirement for unnecessary double testing in situations where the incomplete vehicle has already been tested before the motor home manufacturer receives it. RVI expressed the view that the motor home manufacturer should not have to concern himself with compliance to the extent that he must test the entire vehicle in accordance with the standard's test procedures.

The NHTSA has found the requirements of Standard 301 to be reasonable in that they enforce a level of safety that has been determined necessary and provide adequate lead time for manufacturers to develop methods and means of compliance. The National Traffic and Motor Vehicle Safety Act does not require a manufacturer to test vehicles by any particular method. It does require that he exercise due care in assuring himself that his vehicles are capable of satisfying the performance requirements of applicable standards when tested in the manner prescribed. This may be accomplished, however, by whatever means the manufacturer reasonably determines to be reliable. If the final stage manufacturer of a motor home concludes that additional testing by him of the entire vehicle for compliance is unnecessary, and he has exercised due care in completing the vehicle in a manner that continues its conformity to applicable standards, he is under no obligation to repeat the procedures of the standards.

RVI further pressed its contention that the standard is not cost-beneficial by arguing that the agency has not provided specific data indicating a frequency of fuel system fires in motor homes that would justify the costs imposed by the standard.

Sufficient record evidence has been found to support the conclusion that fuel spillage in the types of crashes with which the standard deals is a major safety hazard. The only basis upon which motor home manufacturers could justify the exception of their vehicles from Standard 301's requirements would be an inherent immunity from gasoline spillage. The standard establishes a reasonable test of a vehicle's ability to withstand impacts without experiencing fuel

loss. If a motor home is designed in such a way as to preclude the spillage of fuel during the prescribed test impacts, compliance with the standard should present no significant hardship.

Volkswagen challenged the cost-benefit rationale of the more extensive performance requirements contained in Notice 2, and proposed that only the rear barrier crash be retained, if sufficient data exists to support its inclusion. The agency has carefully considered the issues raised in the Volkswagen petition. As discussed earlier, Standard 301 has been designed to allow testing for its requirements with some of the same barrier crash tests that are required by other standards: 208, 204, 212, and 207. This should reduce substantially the costs of testing to Standard 301, especially when viewed on a cost-per-vehicle basis. The NHTSA has concluded that the changes necessary for vehicles to comply with the standard are practicable and that the need for such increased fuel system integrity is sufficient to justify the costs.

The Recreational Vehicle Institute also urged that the effective date for motor homes be delayed 1 year beyond the date set for application of the standard to other vehicles. RVI contends that a uniform effective date for all manufacturers will create serious problems for the motor home manufacturer who will not have complying incomplete vehicles available to him until the effective date of the standard.

The NHTSA finds RVI's argument lacking in merit. Adequate lead time has been provided in Standard 301 to allow final stage manufacturers of multistage vehicles to become familiar with the requirements and to assure themselves that chassis and other vehicle components are available sufficiently in advance of the effective date to enable timely compliance. The availability of complying incomplete vehicles is a situation that should properly be resolved in the commercial dealings between motor home manufacturers and their suppliers. If the motor home manufacturer is unable to obtain complying incomplete vehicles far enough in advance of the standard's effective date, he might, for example, work out an arrangement with his supplier whereby the supplier will provide information relating to the manner in which the incomplete vehicle must be completed in order to remain in compliance with all applicable safety standards. The lead time provided in the standards is planned to take into account the needs of persons at each stage of the manufacturing process, including final stage manufacturers.

Jeep, American Motors, and Toyota urged delays in the implementation of various aspects of the standard. Jeep suggested a new schedule for application of the standard's requirements to multipurpose passenger vehicles, trucks, and buses, stating that the current lead time is insufficient to enable completion of necessary design changes and compliance testing. American Motors re-

quested a 1-year delay in the effective date for the static rollover test in order to allow satisfactory completion of the required Environmental Protection Agency 50,000 mile durability test. Once vehicles have completed required EPA testing and certification, their fuel system components cannot be altered. AMC says that it cannot make the design changes necessary for Standard 301 compliance in time to utilize them in this year's EPA tests. AMC also desires a 2-year delay in the frontal angular, rear, and lateral impact tests, alleging that that constitutes the minimum time necessary to produce designs that comply. Toyota asked for a delay in the frontal angular crash test for all passenger vehicles until 1978, in order to allow them sufficient time to develop a satisfactory means of compliance with the specified performance level.

All of these requests are denied. The lead time that has been provided for compliance with Standard 301 is found adequate and reasonable. The rollover requirements have been in rule form for over a year, and the more extensive requirements were proposed more than 3 years in advance of their effective dates. Considering the urgent need for stronger and more durable fuel systems, further delay of the effective dates is not justified. On the basis of all information available, the NHTSA has determined that development of complying fuel systems can be attained in the time allowed. In addition, Congress has expressed in the recently enacted amendments to the National Traffic and Motor Vehicle Safety Act its decision that the effective dates specified in Notice 2 should be strictly adhered to.

Toyota requested that the requirements of the rear moving barrier crash not be imposed on vehicles with station wagon or hatch-back bodies, alleging difficulty in relocation of the fuel tank to an invulnerable position. The request is denied as the NHTSA has determined that satisfaction of the rear barrier crash requirements by station wagons and hatchbacks is practicable and necessary.

Volkswagen raised several objections in its petition to the static rollover test, including assertions that the test does not reflect real world accidents, and that the test procedure is unclear since the direction of rotation is unspecified.

The NHTSA does not consider these arguments to be germane. It is true that the static rollover test, like any "static" test, is not designed as a simulation of the actual behavior of a vehicle in a dynamic crash situation. It is intended rather as a laboratory method of quantitatively measuring the vehicle properties that contribute to safety in a range of crash situations. The NHTSA has found that a vehicle's performance in the static rollover test is directly related to the fuel system integrity that is the goal of the standard, and is an appropriate means of measuring that aspect of performance.

With regard to the direction of rotation, the NHTSA has stipulated that only a certain amount of fuel may escape during a 360° rotation of a vehicle on its longitudinal axis. The vehicle must be capable of meeting this performance level regardless of the direction of its rotation.

British Leyland (in a petition for rule-making) and Volkswagen requested revision of the aspect of the barrier crash requirement limiting the amount of fuel spillage taking place from impact until motion of the vehicle has ceased. They stated that the current 1-ounce limitation is too difficult to measure in the period while the vehicle is moving and suggested that fuel spillage be averaged over the period from impact until 5 minutes following the cessation of motion.

The NHTSA must deny this request. The purpose of the current limitation on the spillage of fuel during the impact and post-impact motion is to prohibit the sudden loss of several ounces of fuel which might occur, as an example, by the displacement of the filler cap. Simultaneous loss of several ounces of fuel during the impact and subsequent vehicle motion could have a fire-causing potential, because of sparks that are likely to be given off during a skid or metal contact between vehicles.

Chrysler petitioned to have the requirement specifying that the moving barrier be guided during the entire impact sequence deleted in favor of a requirement that would allow the termination of guidance of the barrier immediately prior to impact. They argued that their suggested procedure is more representative of real world impacts.

The request is denied. The condition that there be no transverse or rotational movement of the barrier, which has been in effect since January 1, 1972, eliminates random variations between different tests and therefore makes the standard more repeatable and objective as required by the statute.

Jeep requested clarification that a given vehicle is only required to be subjected to one of the specified barrier impacts followed by a static rollover. This request is granted as it follows the agency's intent and the standard is not specific on that point. Section S6. is amended to require that a single vehicle need only be capable of meeting a single crash test followed by a static rollover.

American Motors submitted a request that the agency find repetitious of previous petitions, urging that vehicle fluids be stabilized at ambient temperatures prior to testing. In responding to earlier petitions for reconsideration from NVMA and GM in Notice 1, the NHTSA denied a request for temperature specification, stating that it intended that the full spectrum of temperatures encountered on the road be reflected in the test procedure. That continues to be this agency's position.

In light of the foregoing S3., S6., S6.1, S6.3, S7.1.4, and S7.1.5 of Standard No.

301, *Fuel System Integrity*, (49 CFR 571.301) are amended as follows:

§ 571.301 Fuel system integrity. (Effective September 1, 1975).

* * * * *

S3 *Application*. This standard applies to passenger cars, and to multipurpose passenger vehicles, trucks, and buses that have a GVWR of 10,000 pounds or less and use fuel with a boiling point above 32° F.

* * * * *

S6 *Test requirements*. Each vehicle shall be capable of meeting the requirements of any barrier crash test followed by a static rollover, without alteration of the vehicle during the test sequence. A particular vehicle need not meet further requirements after having been subjected to a single barrier crash test and a static rollover test.

* * * * *

S6.1 *Frontal barrier crash*. When the vehicle traveling longitudinally forward at any speed up to and including 30 mph impacts a fixed collision barrier that is perpendicular to the line of travel of the vehicle, or at any angle up to 30° in either direction from the perpendicular to the line of travel of the vehicle, with ballast weight equal to that of a 50th percentile test dummy at each front outboard designated seating position, or, where passive restraints are present, 50th percentile test dummies as specified in Part 572 of this chapter at positions required for testing to Standard No. 208, under the applicable conditions of S7, fuel spillage shall not exceed the limits of S5.4.

S6.3 *Lateral moving barrier crash*. When the vehicle is impacted laterally on either side by a barrier moving at 20 mph with ballast weight equal to that of a 50th percentile test dummy at each front outboard designated seating position, or, where passive restraints are present, 50th percentile test dummies as specified in Part 572 of this chapter at positions required for testing to Standard No. 208, under the applicable conditions of S7, fuel spillage shall not exceed the limits of S5.4.

* * * * *

S7.1.4 The parking brake is disengaged and the transmission is in neutral.

* * * * *

S7.1.5 The vehicle, including test devices and instrumentation, is loaded as follows:

(a) Except as specified in S7.1.1, a passenger car is loaded to its unloaded vehicle weight plus its rated cargo and luggage capacity weight, secured in the luggage area, plus the weight of the necessary test dummies or ballast weight equal to 50th percentile test dummies as specified in S6. Where dummies are used, each one shall be restrained only by means that are installed in the vehicle for protection at its seating position and that require no action by the vehicle occupant. Where ballast weight is used, the weight shall be securely anchored to the vehicle floor pan on the longitudinal centerline, between the seat belt anchorage points and within the foot-well area boundary.

(b) Except as specified in S7.1.1, a multipurpose passenger vehicle, truck, or bus is loaded to its unloaded vehicle weight, plus the weight of the necessary test dummies or ballast weight equal to 50th percentile test dummies as specified in S6., plus 300 pounds or its rated cargo and luggage capacity weight, whichever is less, secured to the vehicle and distributed so that the weight on each axle as measured at the tire-ground interface is in proportion to its GAWR. If the weight on any axle, when the vehicle is loaded to unloaded vehicle weight plus dummy weight, exceeds the axle's proportional share of the test weight, the remaining weight shall be placed so that the weight on that axle remains the same. Where dummies are used, each one shall be restrained only by means that are installed in the vehicle for protection at its seating position and that require no action by the vehicle occupant. Where ballast weight is used, the weight shall be securely anchored to the vehicle floor pan on the longitudinal centerline, between the seat belt anchorage points and within the foot-well area boundary.

Effective date: September 1, 1975, with additional requirements effective September 1, 1976 and September 1, 1977, as indicated.

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

Issued on November 15, 1974.

JAMES B. GREGORY,
Administrator.

[FR Doc.74-27297 Filed 11-20-74;8:45 am]

proposed rules

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

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

[25 CFR Part 300]

HOUSING IMPROVEMENT PROGRAM

Establishment of New Subchapter and Part

Correction

In FR Doc. 74-26368, appearing at page 39729 in the issue of Monday, November 11, 1974, the second line of paragraph (a) (1) of § 300.4 should be changed to read "granted to refinance repairs and additions".

DEPARTMENT OF AGRICULTURE

[7 CFR Part 1139]

[Docket No. AO-374-A3]

MILK IN THE LAKE MEAD MARKETING AREA

Supplemental Notice and Rescheduling of Hearing on Proposed Amendments to Tentative Marketing Agreement and Order

A notice was issued on October 9, 1974, and published in the FEDERAL REGISTER on October 15, 1974 (39 FR 36861) giving notice of a public hearing to be held at the Las Vegas Convention Center, Room 15, 3150 South Paradise Road, Las Vegas, Nevada, beginning at 10 a.m. local time, on October 30, 1974, with respect to proposed amendments to the tentative marketing agreement and to the order, regulating the handling of milk in the Lake Mead marketing area.

A second notice was issued on October 22, 1974 (39 FR 37991) postponing the hearing until a date to be announced at a later time.

Notice is hereby given, pursuant to the rules of practice applicable to such proceedings (7 CFR Part 900), that said hearing is rescheduled to be held at the Auditorium, District Health Department, 625 Shadow Lane, Las Vegas, Nevada, beginning at 10 a.m. local time on December 10, 1974.

The hearing is called pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900).

The purpose of the hearing is to receive evidence with respect to the economic and marketing conditions which relate to the previously announced proposed amendments (39 FR 36861), and

to the additional proposed amendments hereinafter set forth, and any appropriate modifications thereof, to the tentative marketing agreement and to the order.

Evidence also will be taken to determine whether emergency marketing conditions exist that would warrant omission of a recommended decision under the rules of practice and procedure (7 CFR Part 900.12(d)) with respect to proposal No. 1.

The proposed amendments, set forth below, have not received the approval of the Secretary of Agriculture.

PROPOSED BY ANDERSON DAIRY, INC., BRUNO
BIASI, DALE G. HUNT, AND GLENN H.
JENSEN

PROPOSAL NO. 6

In § 1139.7, Pool plant, amend paragraph (b) to read:

§ 1139.7 Pool plant.

(b) A supply plant from which during the month not less than 75 percent of its Grade A milk receipts from dairy farmers (including receipts from dairy farmers through cooperative associations, and including milk diverted from such plant to a nonpool plant pursuant to § 1139.13) is transferred to a pool distributing plant pursuant to paragraph (a) of this section as fluid milk products except filled milk: *Provided*, That notwithstanding any provision in this part (Lake Mead Order) or any provision in any other Federal Milk Market Order; the milk of any dairy farmer, that is delivered to or diverted from a supply pool plant during any month that such pool plant has pool plant status by reason of transfers of milk from such supply plant to pool distributing plants during preceding months, shall not be "producer milk" unless at least 26 days' milk production of said dairy farmer was delivered to said supply plant during each of said preceding months.

PROPOSAL NO. 7

In § 1139.13(d), Producer milk, amend paragraphs (2) and (3) to read:

§ 1139.13 Producer milk.

(d) * * *

(2) A cooperative association may divert for its account the milk of any producer (other than producer milk diverted pursuant to paragraph (d)(3) of this section) from whom at least 20 days of his milk production is received at a pool

plant during the month. The total quantity of milk so diverted may not exceed 30 percent in the months of March through July and 20 percent in other months of the producer milk which the association causes to be delivered to pool plants during the month.

(3) The operator of a pool plant (other than a cooperative association) may divert for his account the milk of any producer (other than producer milk diverted pursuant to paragraph (d)(2) of this section from whom at least 20 days of his milk production is received at the pool plant during the month. The total quantity of milk so diverted may not exceed 30 percent in the months of March through July and 20 percent in other months of the milk received at such pool plant from producers and for which the operator of such plant is the handler during the month. The milk for which the operator of such plant is the handler during the month shall not duplicate milk diverted pursuant to paragraph (d)(2) of this section.

PROPOSED BY LAKE MEAD COOPERATIVE AS-
SOCIATION AND WESTERN GENERAL DAIRIES

PROPOSAL NO. 8

In § 1139.7, Pool plant, revise paragraph (b) to read:

§ 1139.7 Pool plant.

(b) A supply plant from which during the months of August through November not less than 50 percent and for the months of December through February not less than 35 percent of its Grade A milk receipts from dairy farmers (including milk physically diverted from such plant to a nonpool plant pursuant to § 1139.13) is transferred to a pool distributing plant pursuant to paragraph (a) of this section as fluid milk products, except filled milk. Any supply plant that has qualified as a pool plant in each of the immediately preceding months of August through February shall be a pool plant in each of the following months of March through July unless written request for nonpool status for any such month is filed by the plant operator with the market administrator prior to the first day of any such month. A plant withdrawn from supply pool plant status may not be reinstated for any subsequent month of the March through July period unless it fulfills the transferring requirement of this paragraph for such month.

PROPOSAL NO. 9

In § 1139.13, Producer milk, revise paragraph (d) (2) to read:

§ 1139.13 Producer milk.

(d)

(2) A cooperative association may divert for its account the milk of any member producer (Provided, That during the months of August through February at least three deliveries of milk are received at a distributing pool plant from each producer whose milk is diverted). The total quantity of milk so diverted may not exceed 40 percent in the months of March through July and 30 percent in the other months of its member producer milk received at all pool plants during the month. Diversions in excess of such percentages shall not be considered producer milk and the diverting cooperative shall specify the dairy farmers whose milk is ineligible as producer milk. Two or more cooperative associations may have their allowable diversions computed on the basis of the combined deliveries of milk by their member producers if each association has filed such a request in writing with the market administrator on or before the first day of the month the agreement is effective. This request shall specify the basis for assigning over-diverted milk to the producer members of each cooperative according to a method approved by the market administrator.

PROPOSAL NO. 10

In § 1139.43 add a new paragraph (d) to read as follows:

§ 1139.43 General classification rules.

(d) For purposes of allocation and computation of obligation of handlers to the producer settlement fund the milk received from pool supply plants operated by cooperative associations by handlers operating pool distributing plants shall be included with producer milk.

Copies of this notice and the order may be obtained from the market Administrator, Earl C. Born, 4411 East Kentucky Avenue, Denver, Colorado 80222 or from the Hearing Clerk, Room 112-A, Administration Building, United States Department of Agriculture, Washington, D.C. 20250 or may be there inspected.

Signed at Washington, D.C. on: November 15, 1974.

JOHN C. BLUM,
Associate Administrator.

[FR Doc. 74-27245 Filed 11-20-74; 8:45 am]

DEPARTMENT OF
TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 45]

[Docket No. 14130; Notice No. 74-36]

NATIONALITY AND REGISTRATION
MARKS ON FIXED-WING AIRCRAFT

Proposed Size and Location Requirements

The Federal Aviation Administration is considering amending Part 45 of the

Federal Aviation Regulations to: (1) require any suffix letter used in the marks displayed on an aircraft, in addition to the nationality mark ("N"), to be a Roman capital letter; (2) require display of the required marks on the lower surface of the left wing of fixed-wing aircraft; and (3) allow a reduction in size of the required nationality and registration marks on the vertical tail surfaces of certain fixed-wing aircraft.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket, AGC-24, 800 Independence Avenue SW., Washington, D.C. 20591. All communications received on or before February 19, 1975, will be considered by the Administrator before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

The Experimental Aircraft Association (EAA) has petitioned for an amendment of § 45.29(b) (1) to allow display of the required nationality and registration marks no more than three inches high either in a horizontal or vertical manner on both sides of the vertical tail surface of fixed-wing small aircraft, and 18-inch marks on the underside of the left wing. A petition was also received from the Citizens Task Force on Noise Control of Seattle, Washington, to provide for under-wing markings, distinguishable by persons with normal vision for a distance of 1,000 feet. This Notice is responsive to those petitions.

First, it is proposed to amend § 45.23 to specifically require that any suffix letter (as well as the nationality mark "N" as used for U.S. registered aircraft) be displayed as a Roman capital letter. Section 45.23 presently requires the nationality marks to be a capital letter. The FAA believes that registration numbers would be easier to identify if all letters used in the registration number are Roman capitals.

Second, it is proposed that § 45.25 be amended to provide that the required marks be displayed on the lower surface of the left wing of fixed-wing aircraft. That section of the Federal Aviation Regulations requires the display of nationality and registration marks on a fixed-wing aircraft on either the vertical tail surfaces or the sides of the fuselage. The requirement for wing marks was abolished in 1960 when 12-inch side or tail marks were adopted to replace them. Since then, the FAA has received a number of comments from persons and organizations who believe that large marks on the lower wing surface of aircraft would be useful in identifying violators of minimum altitude rules and noise abatement procedures, and would be an effective psychological deterrent to potential offenders. An FAA study in this

area has confirmed the usefulness of under-wing marks by revealing a number of cases in which violators of the Federal Aviation Regulations have been identified by under-wing marks alone or by those marks together with side or tail marks. FAA now considers it appropriate to require nationality and registration marks on the lower surface of the left wing of fixed-wing aircraft.

With respect to the petition of the Citizens Task Force to require markings to be "legible to a person of normal vision from a distance of 1,000 feet," it should be noted that conspicuity varies with weather conditions, perspective, the speed and attitude of the aircraft, and other factors. However, the FAA believes that the proposed under-wing identification marking set forth in this Notice meets the need and intent of that petition.

It is proposed that the height of these under-wing marks be 18 inches, or 60 percent of its wing chord whichever is less. The proposed marks on the lower surface of the left wing would be required on all fixed-wing aircraft newly marked or completely remarked after six months after the effective date of the proposed amendments, and on all fixed-wing aircraft five years after the effective date of these amendments. Under-wing marks could be displayed at any time after the effective date of the amendments with or without a change in the size of the side marks. However, under the proposed amendments, the marks displayed on the vertical tail surfaces of small fixed-wing aircraft (12,500 pounds or less maximum certificated takeoff weight), which cannot exceed 180 knots when using 70 percent of maximum cruising power, could not be reduced to less than 12 inches unless underwing marks are also displayed.

Third, as a result of new studies and review, the FAA believes that with the addition of under-wing markings the side markings on certain aircraft may be reduced from 12 inches to 3 inches without compromising the ease of either air-to-air or ground-to-air identification. Therefore, it is also proposed that § 45.29 (b) (1) be amended to permit the reduction in height of the required marks on the vertical tail surfaces of small fixed-wing aircraft, which cannot exceed 180 knots when using 70 percent of maximum cruising power, to a minimum of 3 inches. Other small aircraft which do not meet this criteria, and large aircraft (more than 12,500 pounds maximum certificated takeoff weight) would still be required to bear marks in accordance with § 45.29.

The present requirement for 12-inch side marks was adopted in 1960 to reduce the hazards of air-to-air identification by the military. The Department of Defense has advised that the 12-inch marks are still needed on aircraft that penetrate or operate in an ADIZ or DEWIZ at speeds greater than 180 knots.

These amendments are proposed under sections 307(c), 313(a) and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1348(c), 1354(a), 1421) 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 Part 45 of the Federal Aviation Regulations as follows:

1. By amending § 45.23(a) to read as follows:

§ 45.23 Display of marks; general.

(a) Each operator of an aircraft shall display on that aircraft marks consisting of the Roman capital letter "N" (denoting U.S. registration) followed by the registration number of the aircraft. Any suffix letter used in the marks displayed must also be a Roman capital letter.

2. By amending § 45.25 to read as follows:

§ 45.25 Location of marks on fixed-wing aircraft.

(a) The operator of a fixed-wing aircraft shall display the required marks on—

(1) Either the vertical tail surfaces or the sides of the fuselage, except as provided in § 45.29(f); and

(2) The lower surface of the left wing, (lower left wing, if appropriate), with the tops of the marks toward the leading edge of the wing, on—

(i) Aircraft newly marked or completely remarked after (six months after the effective date of these amendments); and

(ii) All aircraft after (five years after the effective date of these amendments).

However, the operator may display the required marks after (the effective date of these amendments) in both locations prescribed in paragraphs (a) (1) and (2) of this section, if the marks meet the height requirements of § 45.29(b) (1).

(b) The marks required by paragraph (a) (1) of this section shall be displayed as follows:

(1) If displayed on the vertical tail surfaces, horizontally on both surfaces of a single vertical tail or on the outer surfaces of a multivertical tail; or

(2) If displayed on the fuselage surfaces, horizontally on both sides of the fuselage between the trailing edge of the wing and the leading edge of the horizontal stabilizer. However, if engine pods or other appurtenances are located in this area and are an integral part of the fuselage side surfaces, the operator may place the marks on those pods or appurtenances; or

(3) If displayed on small fixed-wing aircraft which cannot exceed 180 knots when using 70 percent of maximum cruising power, the required marks may be displayed only on both surfaces of the vertical tail surface or the outer surfaces of a multivertical tail, in a horizontal or vertical manner, if the required underwing marks are displayed.

3. By amending the lead-in portion and paragraph (1) of § 45.29(b) to read as follows:

§ 45.29 Size of marks.

(b) Height. The character marks must be of equal height at each location and on—

(1) Fixed-wing aircraft must be—

(i) At least 12 inches in height when displayed on the vertical tail surfaces or the sides of the fuselage; or

(ii) At least 3 inches in height when displayed on the vertical tail surfaces or the sides of the fuselage on a small aircraft which cannot exceed 180 knots when using 70 percent of maximum cruising power, if the required underwing marks are displayed; and

(iii) At least 18 inches in height, or 60 percent of the wing chord, whichever is less, when displayed on the lower surface of the left wing.

Issued in Washington, D.C., on November 12, 1974.

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

[FR Doc. 74-27196 Filed 11-20-74; 8:45 am]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 20242; RM-2127]

FM BROADCAST STATIONS

Certain Cities in California

1. Notice of proposed rule making is hereby given concerning amendment of the FM Table of Assignments (§ 73.202 (b) of the Commission's rules and regulations) with respect to the petition of Glen Barnett (Barnett), licensee of Stations KWCY and KWCY-FM (Channel 276A), Cathedral City, California, proposing alternatives to substitute a Class B channel for 276A. Barnett also asks for an Order to Show Cause to modify Station KWCY-FM's license if a Class B channel is assigned.

2. Barnett proposes the assignment of either Channel 295 or Channel 253 in lieu of Channel 276A at Cathedral City in order to serve the needs of the population of the Coachella Valley desiring the type of programming broadcast by Station KWCY-FM (a beautiful music format). In support of the petition, Barnett had adduced information and data as to the background of Cathedral City and the Coachella Valley (Valley) particularly with respect to physical and geographical characteristics. Cathedral City is an unincorporated community located in Riverside County, population 459,074.¹ The 1970 Census states that the population of Cathedral City is 3,640; Barnett says that the Riverside County Planning Commission has determined that the year-round residential popula-

¹ Unless otherwise indicated, all population data are from the 1970 Census.

tion "in Cathedral City" for 1972 was about 13,000 (and 26,000 projected for 1990).² The Valley, about 100 miles east of Los Angeles, is 40 miles long running in a northwest southeasterly direction; we are told that the Valley is completely surrounded by mountains varying in elevation from 3,000 to almost 11,000 feet which shield out outside broadcast signals. Barnett says that while the Valley floor is generally flat, its communities are in "coves" surrounded on three sides by rocky promontories thus preventing good reception from FM signals.

3. Barnett alleges that with a Class B channel Station KWCY-FM would be able to serve the entire Valley from Edom Hill where the transmitters of TV Stations KMIR and KPLM are sited. Petitioner asserts that neither Station KDES-FM, Channel 284, licensed at Palm Springs, nor KVIM(FM), Channel 229, licensed to Coachella, serves the entire Valley; additionally, we are told that the latter is a Spanish language station. The engineering data submitted show that a maximum facility Class B operation as proposed by petitioner would serve a population of 160,593 persons in a 3,892 square mile area as compared to the present service to 40,297 persons in a 296 square mile area. In this respect, it is contended that there would be service both to unserved and underserved areas: the unserved area service (no other FM service) would be provided to 2,094 persons in a 730 square mile area, and the underserved area service (one other FM service) would be to 12,985 persons in an 881 square mile area.

4. The question here is whether there is any basis for assigning a Class B channel to Cathedral City. Barnett's apparent suggestion that the Valley is a "community" with 90,000 year-round population is unpersuasive; indeed, petitioner acknowledges a lack of community interest—the southern part is agricultural and the northern portion around Cathedral City is an affluent tourist center.³ On the other hand, our decision may well rest on whether Cathedral City has a population of less than 10,000 as shown by the Census or whether it is much greater as the Planning Commission figure cited by Barnett suggests, and, more importantly, what constitutes Cathedral City and whether a Class B channel is necessary to provide a principal community signal to it (§ 73.315(a) of the Commission's rules and regulations). See and compare Yorktown, 42 F.C.C. 2d 722 (1973).

² Barnett says that the Valley's permanent population normally 90,000 rises to 150,000 during the winter months.

³ See and compare Colorado Springs, 44 F.C.C. 2d 1047, 1053-4 (1974), where we discussed the meaning of a "community" to which an FM channel assignment is made in terms of applying our population criteria.

⁴ There are 26 major golf courses and country clubs, 8,500 hotel rooms, and mobile home parks for 5,000 spaces.

5. There may be some other basis for making a Class B assignment. We have assigned a higher class channel to a small community in a sparsely settled rural area located far from any metropolitan area or population center where the assignment of a higher class channel would allow full-time service to the community and surrounding rural areas which a Class A channel could not (see, e.g., Gregory, 45 F.C.C. 2d 471 (1973)). This does not appear to be the situation here for either the station at Palm Springs or Coachella with more substantial facilities could provide service throughout the Valley.⁵ While under the Roanoke Rapids decision (9 F.C.C. 2d 672 (1967)), we have assigned a higher class FM channel where this would result in service to unserved and underserved areas, which Barnett apparently relies on, this doctrine has been modified in the recent Anamosa, and Iowa City, 46 F.C.C. 2d 520, 525-6 (1974), decision to include nighttime AM aural service which should be considered, and there should be a showing as to nighttime service from AM stations at Cathedral City, Palm Springs, Indio, and Coachella.

6. As already noted, petitioner proposes two alternatives for making a Class B assignment at Cathedral City. One is to assign Channel 295 without change elsewhere. However, no consideration was given to the Channel 296A assignment at Fallbrook, California. In this respect, the required mileage separation is 65 miles but the distance between the communities is only 53 miles. This proposal does not comply with the minimum mileage separation rules and will not be considered. Barnett also proposes the assignment of Channel 253 to Cathedral City and changes at Indio, El Centro, and Brawley. Our examination of the latter proposal indicates that that plan may be simplified by making a different channel change at El Centro and thus eliminating Brawley from consideration.⁶ The revised plans is as follows:

City	Channel No.	
	Present	Proposed
Cathedral City, Calif.	276A	253
El Centro, Calif.	253	298
Indio, Calif.	252A	276A

The latter proposal would require Station KNEU (FM) at El Centro to change its assignment. In the circumstances, an appropriate Order to Show Cause is being adopted. The channel at Indio is not occupied. The assignment of Channel 253 to Cathedral City would preclude future assignments only on Channel 252A; however, Channel 292A could be assigned to Eagle Mountain, population 2,403, and by moving Channel 253 to

Cathedral City, Channels 255 and 256 would be available for assignment to communities east of El Centro including Yuma, Arizona.

7. We are adopting this Notice for rule-making on the basis that a sufficient showing has been made for the Commission to consider whether the proposed change of the FM channel assignment at Cathedral City from a Class A to a Class B might serve the public interest, convenience, and necessity. The problems we have are pointed out above. We have also indicated possible arguments which do not appear to be apropos.

8. In view of the foregoing, it is proposed to amend § 73.202(b) of the Commission's rules and regulations, FM Table of Assignments, as concerns the following communities:

City	Channel No.	
	Present	Proposed
Cathedral City, Calif.	276A	253
El Centro, Calif.	253	298
Indio, Calif.	252A	276A

Because Cathedral City is located within the 199-mile border area covered by the U.S.-Mexico FM Broadcasting Agreement, it will be necessary to obtain the consent of the United Mexican States to the proposed change.

9. Barnett has indicated that there has been discussion about reimbursement with the licensee of Station KNEU (FM) which has expressed a willingness to change channels and accept reimbursement. However, in order that there may be no misunderstanding, it appears appropriate to serve an Order to Show Cause on the licensee of Station KNEU (FM) and to bring its attention to some considerations about reimbursement. It is well settled Commission policy that if a change in the FM Table of Assignments is made which requires that an operating station change its channel of operation it is entitled to be reimbursed for actual cost of change by the party benefiting from the change.⁷

10. Accordingly, it is ordered, That, pursuant to section 316 of the Communications Act of 1934, as amended, William Wade and Thomas Carl Schaefer, d/b/a Schaefer-Wade Broadcasting Co., 207 East Gillette Road, El Centro, California 92243, licensee of Station KNEU (FM), El Centro, California, shall show cause why that station's license should not be modified to specify operation on Channel 298 instead of Channel 253 if the Commission in this proceeding finds it is in the public interest to assign Channel 298 to El Centro, California, as a substitute for Channel 253.

11. Pursuant to § 1.87 of the Commission's rules and regulations, the licensee of Station KNEU (FM) may, not later than January 6, 1975, request that a hearing be held on the proposed modification. Pursuant to § 1.87(f), if the right to request a hearing is waived, Schaefer-Wade Broadcasting Co. may, not later than January 6, 1975, file a written statement showing with particularity why its license should not be modified or not so modified as proposed in the Order to Show Cause. In this case, the Commission may call on Schaefer-Wade Broadcasting Co. to furnish additional information, designate the matter for hearing, or issue without further proceeding an order modifying the license as provided in the Order to Show Cause. If the right to request a hearing is waived and no written statement is filed by the date referred to above, Schaefer-Wade Broadcasting Co. will be deemed to consent to the modification as proposed in the Order to Show Cause and a final Order will be issued by the Commission if the channel changes referred to in paragraph 8 above are found to be in the public interest.

12. Showings required. Comments are invited on the proposals referred to above. There are questions about whether a sufficient showing has been made to support a determination that a Class B channel should be assigned to Cathedral City in lieu of Channel 276A on which Station KWXY-FM operates. Petitioner should make an affirmative showing in this respect. Failure to file comments or address the issues raised may result in dismissal.

13. 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 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 in this docket.

14. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules and regulations, interested parties may file comments on or before January 6, 1975, and reply comments on or before January 27, 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.

15. 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. These

⁵ We do not presume that if KVIM did provide programming for the entire Valley it would continue its Spanish language format.

⁶ Barnett had proposed changes at El Centro (Channel 241 for 252), Indio (Channel 276A for 252A), and Brawley (the deletion of Channel 241B).

⁷ See e.g., Cocoa Beach, 1 F.C.C. 2d 643, 645 (1965); Wenatchee, 2 F.C.C. 2d 828, 830 (1966); Kenton and Bellefontaine, 3 F.C.C. 2d 593, 603-5 (1966); Gretna and Danville, 5 F.C.C. 2d 333, 341 (1966); Circleville, 8 F.C.C. 2d 159 (1967); and Lake City, 47 F.C.C. 2d 1067, 1075 (1974).

will be available for examination by interested parties during regular business hours in the Commission's Public Reference Room at its Headquarters, 1919 M Street, NW, Washington, D.C.

16. Authority for action taken here may be found in sections 4(i), 5(d)(1), 303(g) and (r), 307(b) and 316 of the Communications Act of 1934, as amended.

17. It is directed, that the Secretary of the Commission send a copy of this Order by certified mail return receipt requested to Schaefer-Wade Broadcasting Company, 207 East Gillette Road, El Centro, California 92243, the party to whom the Order to Show Cause is directed.

Adopted: November 12, 1974.

Released: November 15, 1974.

FEDERAL COMMUNICATIONS
COMMISSION,

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

[FR Doc. 74-27262 Filed 11-20-74; 8:45 am]

[47 CFR Part 73]

[Docket No. 20230; RM-1741]

FM BROADCAST STATIONS

Certain Cities in Texas

1. Notice of proposed rule making is hereby given concerning amendment of the FM Table of Assignments (§ 73.202 (b) of the Commission's rules and regulations) with respect to the petition of Walter H. Herbert, Jr. and Ramon Montemayor, the licensees of daytime-only AM Station KVWG, Pearsall, Texas, proposing the assignment of Channel 237A as a first FM assignment to that community. Also filing comments are Reding Broadcast Company (Reding) and S.S.S. Broadcasting Inc. ("SSS").

2. Pearsall, population 5,545, is the seat of Frio County, population 11,159.¹ The only broadcast service in Frio County is Station KVWG. The petitioners alternatively propose the assignment of Channel 292A to Pearsall (and the deletion of that channel at Terrell Hills, Texas) or Channel 237A (which requires the deletion of that channel at Uvalde, for which the petitioners propose the substitution of Channel 285A).²

3. Herbert and Montemayor in support of the original proposal state that it was

their intention to provide Spanish language broadcasting for the preponderant Mexican-American population in a six county area, with a total population of 91,946. Data and information as to population, retail sales, and income were adduced. Petitioners also advised that agriculture is the principal business of the area with 54,000 acres of land under irrigation; the principal crops are vegetables and cotton. Petitioners also stated that the area was of interest to hunters and fisherman and that there were various manufacturing industries in the six county area. On request by the Commission, the petitioners submitted additional information to show the amount of unserved area that could be served by an FM station at Pearsall; see Roanoke Rapids, 9 F.C.C. 2d 672 (1967). In this respect, there is no Class C channel available for assignment, but it appears that an FM station on a Class A channel at Pearsall would be serving an area completely unserved by another FM station.

4. The proposal to assign Channel 292A to Pearsall and delete that channel at Terrell Hills is opposed by Reding and SSS. Reding is the applicant for Channel 292A at Terrell Hills (BPH-9035); SSS is a prospective applicant. Both Reding and SSS rely on the Commission's decision to continue the Channel 292A assignment at Terrell Hills. 38 F.C.C. 2d 528 (1972); see also 35 F.C.C. 2d 488 (1972). We need not consider this argument, since, as urged by Reding, it has been our policy not to delete FM channel assignments if an application is pending for a channel for which a substitute is not available; see Houma and Crowley, 48 F.C.C. 2d (1974), and authorities cited. Since an application is pending for the Terrell Hills channel and SSS also indicates an interest to apply, we must reject the proposal to assign Channel 292A to Pearsall.³

5. It would appear that a sufficient showing has been made that the public interest, convenience, and necessity would be served by giving consideration to the alternative proposal to assign Channel 237A to Pearsall by deleting that channel at Uvalde and substituting

¹ In these circumstances, we do not have to consider other arguments raised by the parties. However, SSS's argument based on programming considerations should be briefly noted. In this respect, SSS points out that despite the petitioner's programming objectives, there are some doubts considering the programming format of Station KVWG and the ability to program separately if they are the successful applicant for the FM channel at Pearsall. On the other hand, SSS argues that the San Antonio area is more in need of particularized programming which it intends to provide. It suffices to state that these are considerations relevant to applications but not whether a channel assignment should be made. Should a channel assignment be made to Pearsall, it would be available for any applicant who is qualified. As concerns programming generally, an applicant would have to conform to the Primer on Ascertainment of Community Problems, 27 F.C.C. 2d 650 (1971).

Channel 285A to the latter community.⁴ Herbert and Montemayor should furnish further information as to the area and population that could be served by a Class A channel assignment at Pearsall. Additionally, we should like full information as to the availability of aural broadcast service at Pearsall; this will require furnishing supplementary information and data as to available nighttime aural service (see Anamosa and Iowa City, 46 F.C.C. 2d 520, 525-6 (1974)).

6. In view of the foregoing and pursuant to authority found in sections 4(i), 5(d)(1), 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 § 73.202(b) of the Commission's Rules and Regulations, the FM Table of Assignments, as concerns Pearsall and Uvalde, Texas, as follows:

City	Channel No.	
	Present	Proposed
Pearsall, Tex.....		237A
Uvalde, Tex.....	237A	285A

Under the Agreement, it will be necessary to obtain consent of the Mexican authorities, since the proposed channel assignment and change is within the 199-mile border area affected by the Agreement.

7. *Showings required.* Comments are invited as to the proposal referred to above and the questions raised. Petitioners or other interested parties should affirm an intention both to promptly apply for the channel if assigned and to construct if their application is granted. Failure of the petitioners to file comments or address the issues raised may result in dismissal.

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

(a) Counterproposals advanced in this proceeding itself will be considered, if advanced in initial comments, so that parties may comment on them in reply comments. Any counterproposal advanced in reply comments will not be considered together with the principal proposal.

(b) Petitions for rule making which conflict with the proposal in this Notice will be considered as comments in this proceeding and Public Notice to this effect will be given if filed before the date for filing initial comments. If filed later, any such petition will not be considered in connection with the decision herein.

9. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules and regulations, interested parties may file comments on or before January 6, 1975, and reply comments on or before January 27, 1975. All submissions by parties to this proceeding or persons acting on behalf of such parties, shall be

⁴ Applications are pending for the Uvalde channel: Big Country Radio Company (BPH-8808); and Uvalde Broadcasting, Inc. (BPH-9106).

made in written comments, reply comments, or other appropriate pleadings.

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

Adopted: November 11, 1974.

Released: November 15, 1974.

FEDERAL COMMUNICATIONS
COMMISSION,

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

[FR Doc. 74-27263 Filed 11-20-74; 8:45 am]

FEDERAL ENERGY ADMINISTRATION

[10 CFR Part 211]

RESIDUAL FUEL OIL; ALLOCATION LEVEL
FOR SPACE HEATING REQUIREMENTS

Proposed Allocation Fractions

The Federal Energy Administration hereby gives notice of a proposal to amend Title 10 of the Code of Federal Regulations, Subpart I, with respect to the allocation level for space heating requirements.

Under the current regulations, space heating requirements are accorded an allocation level of one hundred percent of base period use, not subject to an allocation fraction, but subject to certain reductions in ambient indoor temperature in homes, schools, factories and other buildings except medical buildings. Suppliers are required to make deliveries of residual fuel oil to space heating end-users and wholesale purchaser-consumers on the basis of historical or calculated usage factors which establish the quantity of fuel needed to maintain the ambient indoor temperature reduced as specified for each type of building. Suppliers are also required to notify customers whose usage rate exceeds that necessary to achieve the required reduction in ambient indoor temperature that they face the danger of running out of fuel. In addition, suppliers must notify the appropriate FEA regional office of any customer whose usage rate is excessive for two consecutive months.

The FEA proposes to eliminate the required temperature reductions and to establish an allocation level of one hundred ten percent of base period use for space heating requirements. In order to prevent hardships to purchasers whose suppliers may experience low allocation fractions, a provision would be added which would require that when a supplier's allocation fraction is less than 0.8, the allocation level for space heating requirements would become eighty-eight percent of base period use (which is 0.8 multiplied times one hundred ten percent

of the base period use) not subject to an allocation fraction.

Thus, when a supplier calculates its allocation fraction for a month and determines that it would be less than 0.8, the supplier will recalculate its fraction by treating eighty-eight percent of the base period use of its space heating end-users and wholesale purchaser-consumers as amounts not subject to the allocation fraction under § 211.10(b) (1) and (2). The recalculated allocation fraction would then be applied for purchasers under all allocation levels subject to the allocation fraction except space heating requirements. Purchasers of residual fuel oil for space heating would be supplied at eighty-eight percent of base period use, not subject to an allocation fraction. A similar method of allocation for space heating users of middle distillate fuels has recently been adopted by FEA. Finally, in order to insure that medical and nursing buildings, which presently are not subject to temperature reductions or an allocation fraction, have adequate heating oil, it is proposed that they be accorded an allocation level of one hundred percent of current requirements, not subject to a fraction. FEA invites comments on whether any other allocation level for space heating requirements would be more appropriate.

The FEA proposal is made because FEA has concluded that the current method of requiring conservation only by users of residual fuel oil is inequitable. Since FEA does not have the authority to impose comparable conservation measures on purchasers of natural gas or electricity, it does not seem fair to treat users of residual fuel oil more stringently than users of other fuels.

The FEA continues to believe that conservation of all sources of energy is vitally important. The FEA therefore specifically invites comments as to how it may best achieve its conservation goals in an equitable manner.

As required by section 7(c)(2) of the Federal Energy Administration Act of 1974, Pub. L. 93-275, a copy of this notice has been submitted to the Administrator of the Environmental Protection Agency for his comments concerning the impact of this proposal. The Administrator commented as follows:

EPA agrees with the assumption implicit in FEA's proposal that supplies of residual fuel oil should be adequate to meet 1974-75 seasonal demand. The assumed adequacy of supply should allow market conditions to operate more freely within the relaxed allocation procedures proposed. However, FEA also proposes to eliminate temperature reductions as a conservation measure and as a condition to the existing allocation levels for space heating requirements. We believe FEA's conclusion that "the current method of requiring conservation only by users of residual fuel oil is inequitable" is incompatible with FEA's stated belief "that conservation of all sources of energy is vitally important."

In response to FEA's invitation to comment specifically as to how FEA "may best achieve its conservation goals in an equitable manner," EPA has two suggestions to offer: (1) FEA should retain, as is or in some ap-

propriately modified form, the temperature conservation essentials of 10 CFR 211.163(b) (2)(ii-iv), and (2) FEA should take such steps within its authority to pursue an equitable conservation of both natural gas and electricity as well as residual fuel oil for space heating purposes.

In making these suggestions, EPA recognizes that FEA "does not have the authority to impose comparable conservation measures on purchasers of natural gas or electricity * * *." But we believe FEA has the authority (Pub. L. 93-275, Section 20(b)(2)) to meet with other Federal or State agencies which do have jurisdiction in these areas for the purpose of developing such measures as are appropriate for the equitable conservation of heating oil, natural gas and electricity. Such agencies would include, but not be limited to, the Federal Power Commission and State regulatory commissions. EPA feels that procedures to broaden fuel saving generally would be more consistent with FEA's expressed conservation philosophy than would be the termination of those conservation measures which do lie within its authority.

In the FEDERAL REGISTER dated September 11, 1974, EPA commented on FEA's proposed discontinuation of temperature reductions as a conservation measure for the use of No. 2 fuel oil. In those comments we iterated that "it seems inadvisable to overtly discourage conservation of any kind while U.S. oil imports are still rising and contributing to balance of payments problems." This comment is now more pertinent in light of the FEA proposal here before us concerning residual fuel oil. According to a recent Petroleum Industry Research Foundation study, 83 percent of all residual fuel oil used in the U.S. for heating purposes is consumed in East Coast markets. And it is generally recognized that 90 percent of the residual fuel oil consumed in this market (both for heating and utility purposes) is of imported origin. As the Administration is endeavoring to save daily one million barrels of imported fuel by the end of 1975, FEA's proposal may not lend itself to this effort.

In addition, the possibility exists that spot shortages of low-sulfur residual fuel oil will occur this winter. This could, in turn, precipitate the increased use of higher-sulfur fuel oil and further contribute to air quality problems in some areas. To quote again from our Federal Register comments on September 11, 1974, "(a)ny reduction in fuel demand minimizes emissions due to production, apart from the overall desirability of conserving oil * * * natural gas," and electricity.

Interested persons are invited to participate in this rulemaking by submitting data, views or arguments with respect to the proposed regulations set forth in this notice to Executive Communications, Room 3309, Federal Energy Administration, Box BK, Washington, D.C. 20461.

Comments should be identified on the outside envelope and on documents submitted to Executive Communications, FEA, with the designation "Residual Fuel Oil". Fifteen copies should be submitted. All comments received by December 2, 1974, and all relevant information, will be considered before final action is taken on the proposed rulemaking.

Comments received in response to this notice will be available for public inspection after the comment period in the Administrator's Reception Area, Room 3400, Federal Building, 12th and Pennsylvania Avenue, NW., Washington, D.C.

Any information or data considered by the person furnishing it to be confidential must be so identified and submitted in writing, one copy only. The FEA reserves the right to determine the confidential status of the information or data and to treat it accordingly.

(Emergency Petroleum Allocation Act of 1973, Pub. L. 93-159; Federal Energy Administration Act of 1974, Pub. L. 93-275; E.O. 11790, 39 FR 23185)

In consideration of the foregoing, it is proposed to amend Part 211, Chapter II of Title 10, Code of Federal Regulations, as set forth below.

Issued in Washington, D.C., on November 16, 1974.

ROBERT E. MONTGOMERY, JR.,
General Counsel.

1. Section 211.163 is amended in paragraphs (b) and (c) to read as follows:

§ 211.163 Allocation levels.

(b) Allocation levels not subject to an allocation fraction. (1) One hundred (100) percent of current requirements for the following uses:

- (i) Agricultural production;
- (ii) Department of Defense use as specified in § 211.26; and
- (iii) Space heating requirements of medical and nursing buildings.

(2) The allocation level as specified each month by the FEA for utility use. In specifying the allocation levels for each utility the FEA may include but is not limited to the following considerations:

- (i) Each utility within appropriate groupings shall absorb an equal percentage cutback in electricity generation, to the maximum extent possible.
- (ii) The fact that electric generating plants which now burn residual fuel oil have been identified by the FEA as candidates for conversion to coal, and the maximum possible extent to which such plants could be utilized after conversion.
- (iii) The extent to which any electric generating plants which burn coal may be utilized more fully than at present.
- (iv) The extent to which certain minimal levels of residual fuel oil consumption are essential, as determined by the FEA upon recommendation of the Federal Power Commission (FPC) to supply portions of a power system requirement that cannot be supplied by non-oil fired generation, or for other special considerations. Any volumes so identified shall be counted as part of a utility's total allocation.
- (v) The extent to which utilities currently utilize natural gas supplies under interruptible contracts and which have been interrupted.
- (vi) Available stocks of residual fuel oil held by each utility.

(c) Allocation levels subject to an allocation fraction. (1) One hundred (100) percent of current requirements (as reduced by application of an allocation fraction) for the following uses:

- (i) Emergency services;
- (ii) Energy production;
- (iii) Manufacture of ethical drugs and related research;
- (iv) Non-military marine shipping, foreign and domestic (except cruise ships carrying passengers for recreational purposes). Sales to vessels engaged in the foreign trade of the United States shall be made on a non-discriminatory basis in regard to flag of registration, subject to modification by the FEA following consultation with appropriate Federal agencies on a case-by-case basis if required to encourage reciprocal non-discriminatory allocation of bunker fuel in foreign ports to vessels engaged primarily in the foreign trade of the United States;
- (v) Sanitation services;
- (vi) Telecommunication services;
- (vii) Passenger transportation services.

(2) One hundred ten (110) percent of base period use (as reduced by application of an allocation fraction) for space heating requirements, except that whenever the allocation fraction of a supplier which supplies end-users and wholesale purchaser-consumers pursuant to this allocation level is less than 0.8, that supplier shall supply the space heating requirements of those end-users and wholesale purchaser-consumers at an allocation level of eighty-eight (88) percent of base period use, not subject to an allocation fraction.

(3) One hundred (100) percent of base period use for industrial use and all other users and uses of residual fuel oil not included in paragraphs (b) or (c) (1) or (2) of this section.

§ 211.166 [Amended]

2. Section 211.166 is amended by deleting paragraph (e) in its entirety and is amended in paragraph (c) by deleting the sentence, "With respect to space heating uses, suppliers must comply, to the fullest extent practicable, with the provisions of paragraph (e) of this section."

[FR Doc. 74-27247 Filed 11-20-74; 8:45 am]

ENVIRONMENTAL PROTECTION
AGENCY

[40 CFR Part 52]

[FRL 298-1]

APPROVAL AND PROMULGATION OF
IMPLEMENTATION PLANS

Proposed Compliance Schedules for
Kentucky

Section 110 of the Clean Air Act, as amended, and the implementing regulations of 40 CFR Part 51 require each state to submit a plan which provides for the attainment and maintenance of the national ambient air quality standards throughout the State. Each such plan is to contain legally enforceable compliance schedules setting forth the dates by which all sources must be in compliance with any applicable requirements of the plan. On August 15, 1974 (39 FR 29357),

the Administrator approved the Kentucky plan with one exception. (The original approval on May 31, 1972 (37 FR 10842), of the Kentucky plan had been vacated by a decision of the U.S. Circuit Court of Appeals for the Sixth Circuit on June 28, 1973.) A number of compliance schedules submitted with the plan were announced in the Federal Register on August 27, 1974 (39 FR 30942).

On February 15, 1974, pursuant to 40 CFR § 51.15, the Commonwealth of Kentucky submitted for the Environmental Protection Agency's approval additional compliance schedules. The purpose of this notice is to offer these schedules as proposed rulemaking and to solicit public comment on this proposal.

Each of the proposed compliance schedules identified below establishes a date by which an individual air pollution source must attain compliance with an emission limitation of the State implementation plan. This date is indicated in the table under the heading "Final Compliance Date." In many cases the schedule includes incremental steps toward compliance, with interim dates for achieving those steps. While the table below does not list these, the actual schedules do.

All of the compliance schedules listed here are available for public inspection at the following locations:

Air Programs Office
Environmental Protection Agency
Region IV
1421 Peachtree Street, N.E.
Atlanta, Georgia 30309
Division of Air Pollution
Department for Natural Resources and Environmental Protection
311 East Main Street
Frankfort, Kentucky 40601
Freedom of Information Center
Environmental Protection Agency
401 M Street, S.W.
Washington, D.C. 20460

Each schedule was adopted or approved by the Department for Natural Resources and Environmental Protection, Commonwealth of Kentucky, after notice and public hearing and submitted to the Agency in accordance with the procedural requirements of 40 CFR Part 51. Each also satisfies the substantive requirements of § 51.15. Several compliance schedules revise the final compliance dates, while others merely add increments of progress pursuant to § 51.15(c). In addition, each schedule has been determined to be consistent with the control strategies of the resubmitted Kentucky implementation plan.

An evaluation of any of the compliance schedules may be obtained by consulting personnel of the Agency's Region IV Office at the Atlanta location listed above.

Interested persons are encouraged to submit written comments on the proposed schedule. To be considered, comments must be received on or before December 23, 1974, and should be di-

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rected to Mr. John Eagles of the Agency's Region IV Air Programs Office at the Atlanta address given above. After carefully weighing all relevant comments and other available information in the light of requirements set forth in section 110(a) of the Clean Air Act, as amended, and in the implementing regulations of 40 CFR Part 51, the Administrator will take approval/disapproval action on the proposed Kentucky compliance schedules.

(Section 110(a) of the Clean Air Act, as amended (42 U.S.C. 1857C-5(a)))

Dated: November 11, 1974.

JOHN C. WHITE,
Acting Regional Administrator.

It is proposed to amend Part 52 of Chapter I, Title 40, Code of Federal Regulations, as follows:

Subpart S—Kentucky

Section 52.927 is amended by adding a new paragraph (c) as follows:

§ 52.927 Compliance schedules.

(c) The compliance schedules for the sources identified below are approved as meeting the requirements of §§ 51.6 and 51.15 of this chapter. All regulations cited are air pollution control regulations of the State, except in the case of Jefferson County schedules for which the regulations cited are those of the local air pollution control agency.

COMMONWEALTH OF KENTUCKY

Source and location	Regulation involved	Date of adoption	Effective	Final compliance date
Kentucky Electric Steel Co., Boyd County:				
Electric arc furnace	AP-3	Dec. 28, 1973	Immediately	Nov. 19, 1973
Do	AP-3	do	do	July 1, 1974
Do	AP-3	do	do	Oct. 4, 1974
Fundish and ladle lancing	AP-3	do	do	Sept. 27, 1974
Electric arc furnace	AP-3	do	do	Oct. 25, 1974
American Olean Tile Co., Hancock County:				
02 Calcine furnace	AP-9	do	do	Oct. 1, 1974
03 Allied tunnel kiln	AP-9	do	do	Do.
04 Allied tunnel kiln	AP-9	do	do	Do.
08 Allied tunnel kiln	AP-9	do	do	Do.
09 Allied tunnel kiln	AP-9	do	do	Do.
American Olean Tile Co., Breckinridge County:				
02 Allied tunnel kiln	AP-9	do	do	Do.
03 Allied tunnel kiln	AP-9	do	do	Do.
Parker Seal Co., Fayette County:				
Post cure oven vent	AP-3	Dec. 5, 1973	do	Apr. 1, 1975
Hard chrome operation exhaust	AP-3	do	do	Do.
Oco-Par Concrete Corp., Carroll County:				
01 Cement silo vent	AP-3	Oct. 2, 1973	do	Dec. 1, 1973
02 Fly ash bin vent	AP-3	do	do	Do.
03 Concrete batch operation	AP-3	do	do	Do.
04 Discharge of fly ash and cement	AP-3	do	do	Do.
Dr. Scholl Shoe Co., Pendleton County: Spray booth				
	AP-3	Nov. 26, 1973	do	Do.
Kentucky Utilities Co. Ghent Facility, Carroll County: Unit No. 1.				
	AP-4	do	do	Jan. 31, 1977
	AP-7	do	do	June 1, 1974
	AP-3	Oct. 28, 1973	do	Nov. 1, 1973
C. J. Thomas & Sons, Inc., Lewis County: Sawdust blowpipe system.				
Consolidated Ready Mix, Rowan County:				
02 Cement silo	AP-3	Oct. 3, 1973	do	Dec. 26, 1973
06 Truck loading	AP-3	do	do	Do.
Phelps Dodge Magnet Wire Co., Christian County:				
Magnet wire manufacturing	AP-3	Oct. 31, 1973	do	Apr. 1, 1975
Do	AP-3	do	do	Apr. 1, 1978
Burkesville Ready Mix, Cumberland County: 05 Truck loading.				
	AP-3	Oct. 5, 1973	do	Dec. 31, 1973
Reliable Wood Service, Inc., Edmonson County:				
Exhaust pipe	AP-3	Nov. 15, 1973	do	Jan. 31, 1974
Yard area and haul road	AP-3	do	do	Aug. 1, 1973
Buckhorn Hazard Coal Co., Perry County: 02 Stackers/conveyor.				
	AP-3	Nov. 21, 1973	do	Mar. 1, 1974
Clarence Maggard Coal Co., Leslie County: Mine car dump.				
	AP-3	Nov. 20, 1973	do	Dec. 15, 1973
Ecco Coal Mining Co., Perry County:				
Truck dump	AP-3	do	do	July 1, 1974
Conveyor	AP-3	do	do	Do.
Screens, crushers and car loading	AP-3	do	do	Do.
Henry Clay Mining Co., Pike County:				
01 Haul roads	AP-3	Nov. 19, 1973	do	Sept. 21, 1973
03 Crusher	AP-3	do	do	May 1, 1974
Indian Head Processing Co., Perry County:				
01 Truck dump	AP-3	Nov. 20, 1973	do	Mar. 1, 1974
04 Car loading	AP-3	do	do	Do.
North-East Coal Co., Johnson County: Truck dump area.				
	AP-3	Nov. 23, 1973	do	Apr. 30, 1974
Wade Hacker Sawmill, Clay County:				
Sawdust discharger	AP-3	Nov. 15, 1973	do	Dec. 15, 1973
Planer discharge	AP-3	do	do	Aug. 15, 1973

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Source and location	Regulation involved	Date of adoption	Effective	Final compliance date
Haul roads.....	AP-3	do	do	July 15, 1973
Waste burning.....	AP-3	do	do	Aug. 31, 1973
Anderson & Spilman Milling Co., Boyle County: Cyclone exit.	AP-3	Nov. 23, 1973	do	Sept. 30, 1974
Duncan & McFarland Farm Service, Inc., Anderson County: Cyclone exit.	AP-3	Nov. 19, 1973	do	Do.
Farmers Feed Mill, Inc., Fayette County: Cyclone collector.	AP-3	do	do	Mar. 1, 1974
Lawrenceburg Supply Co., Anderson County:				
01 Silo.....	AP-3	Nov. 15, 1973	do	Jan. 1, 1974
02 Aggregate handling.....	AP-3	do	do	Do.
04 Haul roads.....	AP-3	do	do	Do.
Morgan Concrete Company, Inc., Jassamine County:				
Silo vent.....	AP-3	Nov. 21, 1973	do	Apr. 1, 1974
Truck loading.....	AP-3	do	do	Do.
National Casket Co., Garrard County:				
03 Cyclone collector for sanding.....	AP-3	Nov. 15, 1973	do	June 1, 1974
26 Adhesive spray booth.....	AP-3	do	do	Feb. 1, 1974
Shely Construction Co., Fayette County: Cement silo vent.	AP-3	Nov. 19, 1973	do	Dec. 1, 1973
Teater & Cassity Farm Service, Inc., Jessamine County: Cyclone exit.	AP-3	Nov. 23, 1973	do	Sept. 30, 1974
Ideal Supplies, Inc., Kenton County: Cement silo vent.	AP-3	Nov. 19, 1973	do	Feb. 20, 1975
Lingo Manufacturing Co., Inc., Boone County:				
Spray booth 4, 5, 6.....	AP-5	Dec. 20, 1973	do	Jan. 15, 1975
Baking oven 7, 8.....	AP-5	do	do	Do.
Wadsworth Electric Manufacturing Co., Kenton County: 01 Baking oven.	AP-5	Nov. 29, 1973	do	Sept. 23, 1974
William Booth Memorial Hospital, Kenton County: Incinerator.	AP-3	Nov. 15, 1973	do	Mar. 15, 1974
Nestaway-Coated Metallic Products, Inc., Ohio County:				
Stripper.....	AP-3	Dec. 28, 1973	do	Sept. 15, 1974
Fusion oven.....	AP-3	do	do	Feb. 1, 1975
Everman Lumber Co., Lewis County:				
Drag chain.....	AP-3	Nov. 15, 1973	do	Sept. 1, 1973
Yard storage area.....	AP-3	do	do	Do.
Chipper.....	AP-3	do	do	Nov. 30, 1973
Mullins & Sexton Pallets & Lumber, Carter County: Pallet shop.	AP-3	do	do	Dec. 30, 1973
Toid's Farm Supply, Braeken County: Corn grinding.	AP-3	Nov. 19, 1973	do	June 1, 1974
Barber Cabinet, Inc., Washington County: Spray painting booth.	AP-3	Nov. 15, 1973	do	Jan. 31, 1974
Elizabethtown Ice Cream Co., Hardin County: Incinerator.	AP-3	do	do	Do.
Ennis Milling Co., Larue County:				
Haul roads.....	AP-3	Nov. 21, 1973	do	Sept. 1, 1973
Unloading area.....	AP-3	do	do	Mar. 1, 1974
Cyclone.....	AP-3	do	do	Do.
Goodman Bros. Co., Inc., Shelby County:				
Cyclone.....	AP-3	do	do	Do.
Unloading area.....	AP-3	do	do	Do.
Haul roads.....	AP-3	do	do	Sept. 15, 1973
J. B.'s Cabinet Shop, Hardin County: Spray paint booth.	AP-3	Nov. 15, 1973	do	Nov. 1, 1973
Jenkins-Essex Co., Inc., Hardin County:				
Sawdust collection.....	AP-3	do	do	Sept. 19, 1974
Cyclone exhaust.....	AP-3	do	do	Jan. 31, 1974
McAnelly Feed Mill, Marion County:				
Haul roads.....	AP-3	Nov. 21, 1973	do	Sept. 1, 1973
Unloading area.....	AP-3	do	do	June 1, 1974
Cyclone.....	AP-3	do	do	Do.
Reichmuth Sawmill & Lumber Co., Bullitt County:				
01 Yard area.....	AP-3	Nov. 15, 1973	do	Jan. 1, 1974
02 Sawdust blow pipe.....	AP-3	do	do	Do.
Thompson's Heading & Stave Mill, Inc., Larue County:				
Debarker.....	AP-3	do	do	Do.
Heading mill.....	AP-3	do	do	Do.
Stavemill.....	AP-3	do	do	Do.
Chipper.....	AP-3	do	do	Do.
Associated Pallet, Inc., Muhlenberg County:				
02, 03 Debarker.....	AP-3	Dec. 20, 1973	do	June 1, 1974
04, 06 Sawdust blowpipe system.....	AP-3	do	do	Do.
05 Chipper and truck load.....	AP-3	do	do	Do.
01 Yard and roads.....	AP-3	do	do	Do.
07 Pallet mill blow system discharge.....	AP-3	do	do	Do.
Day Lumber Co., Muhlenberg County:				
Sawdust blowpipe.....	AP-3	Nov. 15, 1973	do	May 1, 1974
Road and yard.....	AP-3	do	do	Do.
Geibel Lumber Co., Muhlenberg County:				
Debarker.....	AP-3	do	do	Dec. 31, 1973
Head saw and edger.....	AP-3	do	do	Oct. 1, 1974
Dimension mill.....	AP-3	do	do	Do.
Haul roads/yard.....	AP-3	do	do	Dec. 15, 1973
McIntosh Lumber Co., Todd County:				
Debarker.....	AP-3	Nov. 14, 1973	do	Mar. 1, 1974
Sawdust.....	AP-3	do	do	Do.
Chip van.....	AP-3	do	do	Do.
Roads and yard.....	AP-3	do	do	Do.
Pleasant View Greenhouses, Hopkins County: Coal-fired boilers Nos. 8177 and 7345.	AP-3	do	do	Apr. 1, 1975
Anderson Forest Products, Inc., Hart County:				
01 Sawdust blowpipe.....	AP-3	Dec. 21, 1973	do	Dec. 31, 1973
03 Sawmill.....	AP-3	do	do	Do.
04 Chipper, chip blower pipe.....	AP-3	do	do	Do.
05 Pallet mill.....	AP-3	do	do	Do.
Cumberland Stave Co., Inc., Lincoln County:				
Chipper.....	AP-3	Nov. 15, 1973	do	Jan. 1, 1974
Sawdust loading.....	AP-3	do	do	Do.
Farm Service, Inc., Barren County: Cyclone collector.	AP-3	Nov. 21, 1973	do	Feb. 1, 1974
Gamble Brothers, Inc., Allen County:				
Teepee burner.....	AP-3	Dec. 7, 1973	do	Nov. 1, 1974
Cyclone.....	AP-3	do	do	Do.
Chipping and truck loading.....	AP-3	do	do	Nov. 1, 1973
Roads and yard.....	AP-3	do	do	Do.

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Source and location	Regulation involved	Date of adoption	Effective	Final compliance date
Kern P. Kellar, Inc., Russell County: 02 Exhaust for planer.	AP-3	Nov. 15, 1973	do.	May 1, 1974
Pulaski Block & Tile, Pulaski County: Cement silo vent.	AP-3	Nov. 20, 1973	do.	Feb. 15, 1974
Tarter Gate Co., Inc., Casey County: Sawmill shaving, blowing.	AP-3	Nov. 15, 1973	do.	June 1, 1974
Tompkinsville Block Co., Inc., Monroe County: Cement silo vent.	AP-3	Nov. 20, 1973	do.	Jan. 15, 1974
Watson Lumber Co., Casey County: Sawdust handling.	AP-3	Nov. 13, 1973	do.	Apr. 30, 1974
Deby Cola Co., Clay County:				
Coal storage dump	AP-3	Dec. 28, 1973	do.	Feb. 1, 1974
Conveyor	AP-3	do.	do.	Do.
Screening and crushing	AP-3	do.	do.	Do.
Coal loading	AP-3	do.	do.	Do.
Haul roads	AP-3	do.	do.	Do.
Hammons Feed Mill, Laurel County: Hammermill cyclone.	AP-3	Dec. 27, 1973	do.	July 1, 1973
Laminated Timbers, Inc., Laurel County:				
Sawdust blower	AP-3	Dec. 19, 1973	do.	May 1, 1974
Open burning	AP-3	do.	do.	Nov. 15, 1973
Hale Lumber Co., Clay County:				
Debarker	AP-3	do.	do.	May 1, 1973
Blower	AP-3	do.	do.	Apr. 1, 1974
Haul roads	AP-3	do.	do.	May 1, 1973
Blower on stave mill	AP-3	do.	do.	Apr. 1, 1974
Faulkner-Fain Co., Inc., Jessamine County: Spray painting booth.	AP-3	Dec. 20, 1973	do.	May 1, 1974
Karst Robbins Coal Co., Inc., Harlan County:				
Belt transfer	AP-3	Dec. 28, 1973	do.	Do.
Conveyor transfer to stockpile	AP-3	do.	do.	Do.
Hawkins Building Supply, Lincoln County: Planing mill exhaust.	AP-3	Dec. 20, 1973	do.	Apr. 15, 1974
Mallard Pen & Pencil Co., Inc., Scott County: 01, 02, 03 Paint spray booths (3).	AP-3	Dec. 27, 1973	do.	Jan. 31, 1974
Temerest Division, Safeguard Corp., Garrard County: Excelsior picker.	AP-3	Dec. 28, 1973	do.	Dec. 31, 1973
Hardy Bros. Mill, Pendleton County: Cyclone separator.	AP-3	Dec. 21, 1973	do.	Aug. 1, 1974
Signode Corp., Kenton County:				
Triclene-phosphatizing unit	AP-5	Dec. 28, 1973	do.	Oct. 30, 1974
Degreaser	AP-5	do.	do.	Do.
Davless County Sand & Gravel, Daviess County:				
Nos. 1 and 2 cement silo	AP-3	Dec. 27, 1973	do.	Feb. 15, 1974
No. 3 truck loadout	AP-3	do.	do.	Do.
Herbert Woosley Batmill & Sawmill, Ohio County:				
Sawmill	AP-3	Dec. 20, 1973	do.	Dec. 31, 1973
Yard area	AP-3	do.	do.	Oct. 15, 1973
Batmill	AP-3	do.	do.	Dec. 31, 1973
J. S. Cottrell & Co., Daviess County:				
Sawdust blowpipe discharge	AP-3	Dec. 21, 1973	do.	July 15, 1974
Open burning	AP-3	do.	do.	Oct. 11, 1973
Yard and roads	AP-3	do.	do.	Nov. 1, 1973
PB & S Chemical Co., Henderson County:				
03, 04, 05, Spray paint Booths	AP-3	Dec. 28, 1973	do.	Aug. 30, 1974
07, 08, 09 Container filling	AP-3	do.	do.	Apr. 2, 1975
Tank vent, trailer vent	AP-3	do.	do.	Do.
17 Dry chemical blending	AP-3	do.	do.	Mar. 25, 1975
Saera Lumber Co., Daviess County:				
Yard area and haul roads	AP-3	Dec. 20, 1973	do.	Dec. 31, 1973
Debarker and sawmill	AP-3	do.	do.	Do.
Chipper	AP-3	do.	do.	Do.
Clarkson Feed Store, Grayson County: Cyclone collector.	AP-3	Dec. 27, 1973	do.	May 1, 1974
Hedden-Read Co., Shelby County:				
Stockpile	AP-3	Nov. 13, 1973	do.	Mar. 1, 1974
Haul roads	AP-3	do.	do.	Do.
Small & Son, Grayson County:				
Circle saw	AP-3	Dec. 20, 1973	do.	Dec. 31, 1973
Cutoff saw and sawdust blowpipe	AP-3	do.	do.	Do.
T & H Feed Service, Inc., Marion County: Cyclone exit.	AP-3	Dec. 28, 1973	do.	Oct. 30, 1974
Community Feed Mill, Muhlenberg County: Cyclone exit.	AP-3	Dec. 21, 1973	do.	Do.
Kevil Feed & Grain Co., Ballard County:				
Hammermill cyclone	AP-3	Dec. 18, 1973	do.	Oct. 6, 1973
Receiving pit	AP-3	do.	do.	May 15, 1974
Car loading	AP-3	do.	do.	Dec. 15, 1973
Illinois Central Gulf R.R., McCracken County:				
Locomotive spray paint operation	AP-3	Nov. 26, 1973	do.	Apr. 9, 1975
Sand blast	AP-3	do.	do.	Do.
James Enlow Sawmill, McCracken County:				
Pallet shop dust discharger	AP-3	Dec. 20, 1973	do.	Mar. 15, 1974
Yard and roads	AP-3	do.	do.	Do.
James T. Mathis & Sons Lumber Co., Hickman County:				
Haul roads	AP-3	do.	do.	June 15, 1974
Sawmill blowpipe discharger	AP-3	do.	do.	Do.
Debarker	AP-3	do.	do.	Do.
Chipper	AP-3	do.	do.	Do.
Lilly Brothers Seed Co., Inc., Christian County:				
Hammermill cyclone exit	AP-3	Dec. 24, 1973	do.	Oct. 1, 1974
Long Silo Co., Caldwell County: Cement silo vent.	AP-3	Dec. 28, 1973	do.	Jan. 1, 1974
Lyles Concrete Co., Graves County: Cement silo vent.	AP-3	Dec. 27, 1973	do.	Apr. 30, 1974
Moorman Wood Products, Inc., Muhlenberg County:				
Saw	AP-3	Dec. 20, 1973	do.	Aug. 15, 1974
Planer	AP-3	do.	do.	Do.
Gang saw	AP-3	do.	do.	Do.
Haul roads	AP-3	do.	do.	Do.
Moss-American, Inc., Trigg County:				
Sawdust blowpipe discharge	AP-3	do.	do.	July 1, 1974
Chipper	AP-3	do.	do.	Do.
Haul road	AP-3	do.	do.	Do.
Debarker	AP-3	do.	do.	Do.
Chip loading at railroad car	AP-3	do.	do.	Do.

Source and location	Regulation involved	Date of adoption	Effective	Final compliance date
Reynolds & Doyle, McCracken County: Spray paint room.	AP-5	do	do	Mar. 30, 1974
Southern States Co-op., Inc., Caldwell County: Cyclone collector.	AP-3	Dec. 27, 1973	do	June 1, 1974
Tri-State Stave Co., Caldwell County: 01, 02, 03, 04, sawdust blowpipe discharger	AP-3	Dec. 20, 1973	do	Aug. 1, 1974
5 haul roads.	AP-3	do	do	Jan. 31, 1974
Warren Elevator, Inc., Todd County: Cyclone collector	AP-3	Dec. 28, 1973	do	July 1, 1974
Receiving pit.	AP-3	do	do	Do.
Bulkload out.	AP-3	do	do	Do.
Grain dryer.	AP-3	do	do	Apr. 1, 1975
B & R Lumber Co., Inc., Butler County: Circle saw, multiple rip saw, 3 blowpipe exhaust.	AP-3	Dec. 20, 1973	do	Jan. 31, 1974
Christian Wood Products, Inc., Wayne County: Teepee burner	AP-3	do	do	Jan. 15, 1974
Indirect heat exchanger.	AP-3	do	do	Apr. 9, 1975
Cyclone collectors.	AP-3	do	do	Oct. 1, 1974
Crane Co., Pulaski County: Spray booths	AP-3	do	do	Jan. 31, 1974
Railroad unloading for clays.	AP-3	do	do	Jan. 1, 1975
Kilns.	AP-3	do	do	Do.
Dale Freeman Timber Co., Taylor County: Blowing sawdust from dimensioning saw.	AP-3	do	do	May 1, 1974
Denney Lumber Co., Pulaski County: Debarker	AP-3	Dec. 21, 1973	do	Jan. 15, 1974
Sawdust loading area	AP-3	do	do	Do.
Franklin Lumber Co., Inc., Simpson County: Weigh hopper	AP-3	Dec. 20, 1973	do	Dec. 1, 1973
Aggregate conveyor.	AP-3	do	do	Do.
Aggregate hopper	AP-3	do	do	Do.
Lomie Hayes & Sons Stave Co., Inc., Casey County: Stave mill.	AP-3	do	do	Mar. 1, 1974
Rone & McGruyer, Inc., Butler County: Planer and circle saw blowpipe exhaust.	AP-3	do	do	Dec. 1, 1973
Sawdust blowpipe, gang saw	AP-3	do	do	Do.
Headsaw sawdust blowpipe.	AP-3	do	do	Do.
Sewell C. Harlin Lumber Co., Barren County: 1 and 2 blowpipe exhaust headsaw and edger.	AP-3	do	do	July 1, 1974
03 Storage bin for planer.	AP-3	do	do	Nov. 1, 1973
04 Debarker.	AP-3	do	do	Do.
Somerset Wilbert Vault Co., Pulaski County: Cement storage silo	AP-3	Dec. 21, 1973	do	Apr. 1, 1974
Driveway	AP-3	do	do	Do.
Southland Manufacturing, Inc., Warren County: Sawdust collection cyclone exhaust.	AP-3	Dec. 20, 1973	do	July 1, 1974
Yard area	AP-3	do	do	Nov. 11, 1973
Sprowl Lumber Co., Inc., Monroe County: Debarker	AP-3	Dec. 28, 1973	do	May 15, 1974
Headsaw	AP-3	do	do	Do.
Planer	AP-3	do	do	Do.
Haul roads	AP-3	do	do	Oct. 25, 1973
Edinson Lumber Co., Wayne County: Sawmill.	AP-3	Dec. 20, 1973	do	Jan. 31, 1974
Watkins Lumber, Barren County: Sawmill	AP-3	Dec. 21, 1973	do	Do.
Withers Pallet Mill, Russell County: Sawdust blowing.	AP-3	Dec. 20, 1973	do	June 1, 1974
Louisville Gas & Electric, Jefferson County: Cane Run, unit No. 4	14.0	Jan. 22, 1974	do	Mar. 1, 1976
Cane Run, unit No. 5	14.0	do	do	Nov. 1, 1976
Cane Run, unit No. 6	14.0	do	do	July 1, 1977
Mill Creek, unit No. 3	14.0	do	do	Do.

¹ These compliance schedules were adopted pursuant to regulation 4.0 of the Air Pollution Control Regulations of the Jefferson County Air Pollution Control District which requires the equivalent emission limitation as regulation AP-4 of the Kentucky Air Pollution Control Commission Regulations approved in the State implementation plan. These schedules are approved by the State of Kentucky Department for Natural Resources and Environmental Protection and submitted in satisfaction of the currently applicable State regulation. They are enforceable by the State agency pursuant to the provisions of KRS 224.450(4).

[FR Doc. 74-27072 Filed 11-20-74; 8:45 am]

[40 CFR Part 52]

[FRL 298-8]

COMMONWEALTH OF VIRGINIA
IMPLEMENTATION PLAN

Proposed Revision

On May 31, 1972 (37 FR 10842), the Administrator of the Environmental Protection Agency published his initial approvals and disapprovals of state implementation plans submitted pursuant to section 110 of the Clean Air Act, as amended in 1970. Shortly thereafter, the Natural Resources Defense Council, Inc. (NRDC) challenged the Administrator's approvals in the United States Court of Appeals for the District of Columbia Circuit on several grounds, including the contention that the plans approved were inadequate to insure maintenance of am-

bient air quality standards once such standards were attained.

As to this issue, the Court ruled in *NRDC v. EPA*, 475 F. 2nd 968 (D.C. Circuit, 1973), that the record before the Court was insufficient to ascertain whether the Administrator had made a state-by-state determination as to the plans' adequacy regarding maintenance. Accordingly, the Court ordered the Administrator to review the maintenance provisions of all approved state implementation plans, and disapprove those which did not contain measures necessary to insure maintenance of standards, nor analyze maintenance in a manner consistent with the Administrator's regulations.

Upon further review, the Administrator determined that no State plan con-

tained all of the measures necessary to assure maintenance of the standards, and that no plan had adequately analyzed the impact of growth on air quality maintenance for any significant period of time into the future.

In the notice of disapproval, the Administrator noted that several mechanisms already available under the Act and in regulations would serve to mitigate the impact of overall community growth on air quality maintenance. One of the most important of these was 40 CFR 51.18, which required each State plan to have adequate procedures for review, and where necessary prevent the construction or modification of any stationary source of air pollution at a location where emissions from that source would result in interference with the attainment or maintenance of a national standard. Accordingly, the Administrator determined that these new source review procedures should be expanded to cover not only stationary sources, but also "complex" or "indirect" sources of air pollution facilities which do not themselves emit pollutants, but which attract the increased activity of motor vehicles, a major source of air pollution. The result would be possible violations of the implementation plans transportation control strategy, or interference with the attainment or maintenance of an ambient air quality standard.

Thus, all state implementation plans were disapproved on March 8, 1973, because of their failure to sufficiently assess and provide for maintenance of standards, specifically, for their failure to provide for the above mentioned "indirect" source review. In a separate action on March 8 (39 FR 6290), the Administrator issued an advance notice of proposed rulemaking stating his intention to modify his regulations for preparation of state implementation plans contained in 40 CFR part 51 in order to give further guidance to the States in the preparation of approvable indirect source review measures. In a timetable approved by the D.C. Circuit Court, the Administrator then proposed such new guidelines on April 18, 1973 (38 FR 9599) and promulgated guidelines on June 18, 1973 (38 FR 15834).

Furthermore, in accordance with the order of the D.C. Circuit Court, the Administrator allowed States until August 15, 1973 to submit indirect source review procedures for approval. The Court order further required the Administrator to promulgate regulations by December 15, 1973, in the event that a State failed to submit indirect source review procedures or if the procedures that were submitted were deemed unapprovable. For those States which failed to submit plans or whose plans could not be approved, the Administrator proposed on October 30, 1973 (38 FR 29893), Federal regulations for review of indirect sources. The major provisions of the proposal were as follows:

1. Expanding the applicability of new source performance standards to indirect sources.

2. Requiring the owner or operator of an indirect source to obtain approval from the appropriate State authority before commencing modification or construction of such a source.

3. Providing increased opportunity for public participation in proposed determinations.

On December 6, 1973, the Commonwealth of Virginia submitted a proposed amendment to their state implementation plan outlining the regulations for the control and abatement of air pollution within the Commonwealth. The major provisions of the proposal were as follows:

1. Defining the meaning of "indirect source" and other associated terms.

2. Outlining of timetables by when permit applications must be submitted and by when the State must determine approval or disapproval of the permit.

3. Outlining of time frame for public participation.

4. Outlining procedures for the monitoring of the indirect source after the owner of said source has been granted a permit and commences construction of the facility.

On February 25, 1974 (39 FR 7270), the Administrator disapproved the Virginia submission because of procedural deficiencies pursuant to 40 CFR 51.5, and

promulgated an indirect source review regulation (40 CFR 52.22(b)) to be incorporated into the Clean Air Act Implementation Plans in 52 States and territories, including the Commonwealth of Virginia. As a follow-up to that regulation, the Administrator noted that additional written comments would be accepted until April 1, 1974, and that where appropriate, revisions may be made to the regulation. The Administrator determined the need for several amendments of a clarifying nature. This clarification appeared in a FEDERAL REGISTER notice on July 9, 1974 (39 FR 25292).

On October 29, 1974, the Commonwealth resubmitted the proposed amendment to their state implementation plan. The resubmission contained the same major provisions as the original submission, and in addition, corrected the procedural deficiencies. The regulation, if approved, would enable the Administrator to rescind § 52.22(b) promulgated in the July 9, 1974 FEDERAL REGISTER (39 FR 25292).

On November 7, 1974, the Commonwealth of Virginia submitted proof that hearings regarding these regulations, with the appropriate 30 day notice, took place on September 27, 1974 in each designated Air Quality Control Region in Virginia.

This notice is issued to advise the public of the receipt of this proposed amend-

ment, and to request public comment on it. Only comments received on or before December 23, 1974, will be considered.

The Administrator's decision to approve or disapprove this proposed revision will be based on whether it meets the requirement of section 110 of the Clean Air Act and EPA regulations in 40 CFR part 51, as amended on June 18, 1973 (38 FR 15834).

Copies of the proposed revision are available for public inspection during normal business hours at the Offices of EPA, Region III, Curtis Building, Sixth and Walnut Streets, Philadelphia, Pennsylvania, 19106; at the Office of the Virginia State Air Pollution Control Board, Room 1106, Ninth Street Office Building, Richmond, Virginia, 23219; and at the Freedom of Information Center, EPA, 401 M Street, SW, Washington, D.C., 20460. All comments should be addressed to the Director, Air and Hazardous Materials Division, Environmental Protection Agency, Region III, Curtis Building, Sixth and Walnut Streets, Philadelphia, Pennsylvania, 19106.

(42 U.S.C. 1857c-5)

Dated: November 13, 1974.

DANIEL J. SNYDER, III,
Regional Administrator.

[FR Doc. 74-27194 Filed 11-20-74; 8:45 am]

notices

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

DEPARTMENT OF STATE

[Pub. Notice CM-192]

U.S. ADVISORY COMMISSION ON INTERNATIONAL EDUCATIONAL AND CULTURAL AFFAIRS

Notice of Meeting and Agenda

The United States Advisory Commission on International Educational and Cultural Affairs will meet in open session on Monday, December 9, 1974, at the Department of State Annex 2, 515 22d Street, NW, Room 507, from 9:30 a.m. to 12 noon. The agenda will include reports on the study of Awards programs and the feasibility of a North-South Center; status reports on the conference of Public Affairs Officers at Nairobi on October 14-16, the International Educational Exchange project of the Institute of International Education, the Board of Foreign Scholarships, the Government Advisory Committee on International Book and Library Programs, and the incorporation of the East-West Center as a separate entity; a review of the Fall issue of Exchange magazine and its "Commission Comments" column; a report on the proposed FY '76 budget of the Bureau of Educational and Cultural Affairs; a discussion of plans for the Advisory Commission's Annual Report to Congress; a discussion of projects to be undertaken by the Advisory Commission in 1975, which include a review of international education operations and plans for the Bicentennial Commemoration; and such new business as may be brought to the attention of the members.

For purposes of fulfilling building security requirements, anyone wishing to attend the open session must advise the Staff Director by telephone in advance of the meeting. Telephone: 632-2764. Guests will be accommodated up to the seating capacity of the meeting room.

Dated: November 18, 1974.

CAROL M. OWENS,
Acting Staff Director,
Commission Secretariat.

[FR Doc.74-27296 Filed 11-20-74;8:45 am]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[A 8755]

ARIZONA

Proposed Withdrawal and Reservation of Land

The Forest Service, United States Department of Agriculture has filed an application, Serial Number A 8755, for the withdrawal of lands under the Act of July 9, 1962 (76 Stat. 140; 43 U.S.C. 315g-1).

Subject to valid existing rights the following described lands, acquired in an exchange made pursuant to section 8 of the Taylor Grazing Act of June 28, 1934 (48 Stat. 1272; 43 U.S.C. 315g), as amended, would be added to and made a part of the Prescott National Forest and would be subject to all laws and regulations applicable to national forest lands:

GILA AND SALT RIVER MERIDIAN, ARIZONA

T. 10 N., R. 1 W.,
Sec. 33, Mineral Survey No. 1933.

The area described aggregates approximately 54,766 acres in Yavapai County.

On or before December 23, 1974, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal, may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 3022 Federal Building, Phoenix, Arizona 85025.

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

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

Dated: November 15, 1974.

JOE T. FALLINI,
State Director.

[FR Doc.74-27234 Filed 11-20-74;8:45 am]

[CA 651]

CALIFORNIA

Notice of Application

NOVEMBER 12, 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), the Calnev Pipeline Company has applied for a 14" liquid fuel pipeline right-of-way across the following described lands.

SAN BERNARDINO MERIDIAN
CALIFORNIA

T. 8 N., R. 1 E.,
Sec. 2, lot 2, SW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 11, W $\frac{1}{2}$ E $\frac{1}{2}$;
Sec. 14, W $\frac{1}{2}$ E $\frac{1}{2}$;
Sec. 23, N $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$,
SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 26, W $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$
SE $\frac{1}{4}$.
T. 9 N., R. 1 E.,
Sec. 26, W $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 35, W $\frac{1}{2}$ E $\frac{1}{2}$.

T. 7 N., R. 2 E.,
Sec. 4, lot 4;
Sec. 6, E $\frac{1}{2}$ lot 2 of NW $\frac{1}{4}$, lots 4, 5 and 6;
Sec. 10, lots 3, 4 and 5;
Sec. 14, SW $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$,
SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 15, NW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 23, N $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 24, N $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$.
T. 8 N., R. 2 E.,
Sec. 31, Lot 4.
T. 6 N., R. 3 E.,
Sec. 4, Lot 3, SW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$
SE $\frac{1}{4}$;
Sec. 10, W $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$,
SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 14, SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 15, N $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 23, W $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 26, N $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$.
T. 7 N., R. 3 E.,
Sec. 30, Lot 1, E $\frac{1}{2}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$
NE $\frac{1}{4}$;
Sec. 32, N $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$.

The proposed pipeline crosses 18.98 miles of national resource land in San Bernardino County and will be used to transport liquid fuel oil to Southern California Edison Company's Lucerne Valley Generating Station.

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 State Office, Bureau of Land Management, Federal Office Building, Room E-2841, 2800 Cottage Way, Sacramento, California 95825.

JOAN B. RUSSELL,
Acting Chief, Branch of
Lands and Minerals Operations.

[FR Doc.74-27236 Filed 11-20-74;8:45 am]

[CA 652]

CALIFORNIA

Notice of Application

NOVEMBER 12, 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), the Southern California Edison Company has applied for a 20" gas pipeline right-of-way across the following described public lands:

SAN BERNARDINO BASE AND MERIDIAN
CALIFORNIA

T. 8 N., R. 1 E.,
Sec. 2, Lot 2, SW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 11, W $\frac{1}{2}$ E $\frac{1}{2}$;
Sec. 14, W $\frac{1}{2}$ E $\frac{1}{2}$;
Sec. 23, N $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$,
SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 26, W $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$
SE $\frac{1}{4}$.

T. 9 N., R. 1 E.,
 Sec. 26, W $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 35, W $\frac{1}{2}$ E $\frac{1}{2}$.
 T. 7 N., R. 2 E.,
 Sec. 4, Lot 4;
 Sec. 6, E $\frac{1}{2}$ Lot 2 of NW $\frac{1}{4}$, Lots 4, 5 and 6;
 Sec. 10, Lots 3, 4 and 5;
 Sec. 14, SW $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$,
 SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 15, NW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 23, N $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 24, N $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$.
 T. 8 N., R. 2 E.,
 Sec. 31, Lot 4.
 T. 6 N., R. 3 E.,
 Sec. 4, Lot 3, SW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$
 SE $\frac{1}{4}$;
 Sec. 10, W $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$,
 SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 14, SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 15, N $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 23, W $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 26, N $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$.
 T. 7 N., R. 3 E.,
 Sec. 30, Lot 1, E $\frac{1}{2}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$
 NE $\frac{1}{4}$;
 Sec. 32, N $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$.

The proposed pipeline will convey gas across 18.98 miles of national resource lands, from a gas metering station at Dagget to the Company's proposed Lucerne Valley Generating Station Site in San Bernardino County, California.

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 State Office, Bureau of Land Management, Federal Office Building, Room E-2341, 2800 Cottage Way, Sacramento, California 95825.

JOAN B. RUSSELL,
 Acting Chief, Branch of
 Lands and Minerals Operations.

[FR Doc.74-27237 Filed 11-20-74;8:45 am]

[Wyoming 48335]

WYOMING

Notice of Application

NOVEMBER 14, 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. 18, lot 8;
 T. 28 N., R. 114 W.,
 Sec. 13, SE $\frac{1}{4}$ NE $\frac{1}{4}$.

The pipeline will convey natural gas across 0.126 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.

PHILIP C. HAMILTON,
 Chief, Branch of Lands
 and Minerals Operations.

[FR Doc.74-27238 Filed 11-20-74;8:45 am]

KANAB DISTRICT ADVISORY BOARD

Notice of Meeting

NOVEMBER 12, 1974.

Notice is hereby given that the Kanab District Advisory Board will hold a meeting on December 5, 1974, at 9 a.m. at the Kanab District Office, Kanab, Utah.

The agenda for the meeting will include considering applications and making recommendations for grazing privileges on the national resource lands for the 1975 grazing year, transfers of grazing privileges, allotment management plan licensing, proposed rulemaking for advisory boards under the Advisory Committee Act, new regulations on livestock branding and reports of district programs.

The meeting will be open to the public as space is available. Time will be available for a limited number of brief statements by members of the public. Those wishing to make an oral statement should inform the Advisory Board Chairman, c/o District Manager, Bureau of Land Management, P.O. Box 459, Kanab, Utah 84741. In addition, written statements may be filed for the Board's consideration. Additional information concerning the meeting may be obtained from the District Manager, Bureau of Land Management, P.O. Box 459, Kanab, Utah 84741.

MORGAN S. JENSEN,
 District Manager.

[FR Doc.74-27235 Filed 11-20-74;8:45 am]

OFF-ROAD VEHICLES

Interim Critical Management Program for Vehicle Use on the California Desert

NOVEMBER 15, 1974.

The Bureau of Land Management entered a new phase of off-road vehicle management in 1973 with its "Interim Critical Management Program for Recreational Vehicle Use on the California Desert". The program was implemented November 1, 1973. After a full season of use and with new national regulations in effect, it was necessary to refine the initial program. A 45 day period for public comments began August 15, 1974, and ended October 1, 1974. This period of gathering comments from other agencies, organizations, and the general public, had the following objectives:

1. To implement new Bureau-wide off-road vehicle regulations. (43 CFR 2920, 6290 as amended May 15, 1974).
2. To devise an improved definition for "existing roads and trails".
3. To fully implement the desert vehicle program.

ANALYSIS AND DECISIONS

1. *Conforming to New Regulations.*
 Few public comments addressed proposed revisions that (a) all vehicles (not just recreation vehicles) will be governed by the desert vehicle program, (b) that miners and prospectors will not be exempt from ORV regulations. These revisions were required by bureau-wide regulations promulgated by the Secretary of Interior. Letters from individuals rarely addressed either of those revisions, but those that did were mostly in favor. Most organizations, particularly conservation oriented groups, were also in favor. There was some adverse reaction from a few individual prospectors and miners. Two utility companies questioned how their access would be affected and proposed exemptions for certain purposes.

Therefore, on November 1, 1974, all vehicles are governed by the desert vehicle management program. Miners and prospectors are not exempt from the regulations. Emergency vehicle access is allowed. Entry for maintenance, construction, or other purposes requires a permit unless those rights are specifically granted in rights-of-way agreements.

The regulation requiring that "all organized off-road vehicle events in which 25 or more vehicles are involved require a special land use permit" was questioned by some correspondents, mostly rock collectors or four-wheel drive enthusiasts. There was nothing to contest the fact that such permits are necessary to protect resources, promote user safety, and minimize conflicts among various uses in the area involved.

Therefore, all organized off-road vehicle events in which 25 or more vehicles are involved require a special land use permit. When in the judgment of the District Manager, vehicle travel other than on public road ways is necessary to attend a non off-road vehicle event on National Resource Lands, a special land use permit will not be required, unless management of the event is necessary to protect the resources, to promote the safety of users; or to minimize conflicts among the various uses in the area involved. Travel is still governed by area designations. Applications for such permits are processed by either the Riverside District Office, 1414 University Avenue, Riverside, Ca. 92507, or the Bakersfield District Office, Room 311 Federal Building, 800 Truxtun Avenue, Bakersfield, Ca. 93301.

2. *Definition of Roads and Trails.*
 The proposed roads and trails definition was intended to clarify just where vehicles were to be allowed on desert areas in the category of "vehicle use restricted to existing roads and trails". These areas were judged to be prudently accessible on existing routes, but not cross-country.

But, in effect, users were not staying on existing roads and trails where broad desert areas were set aside for that type of use. People were widening old routes

and creating new ones; trails were becoming roads. The object of containing resource damages was not being met.

That proposed definition of roads and trails generated the most public comments by far. The intent of the proposed definition was erroneously viewed by many off-road vehicle users as an attempt to close more roads and trails arbitrarily. Its clarity and practicality were questioned.

Following are some of the many substantive public comments that helped in devising the final definition:

References to widths should be deleted. Retain the broadest possible such definition.

Without maps, the plan may become meaningless.

Roads and trails unmaintained or seldom maintained often develop sections no longer suitable or safe for vehicular travel, and an alternate bypass may be used.

We object to an 8 foot minimum as many old "two tracks across the desert" are rarely over 6½ feet wide.

Such roads and trails must show significant evidence of surface usage resulting from prior travel. Widening or extending * * * shall be prohibited.

There should be no attempt to make a decision between a road and trails.

The critical element in the definition is "existing". While there could be various criteria for measurements * * * we have no quarrel with the concept of no less than 8 feet wide in the case of roads and 2 feet wide for trails.

Placing a minimum width restriction of 8 feet discriminates against those who have used narrow roads and caused minimal damage.

If weather obliterates this evidence, that does not exclude vehicle use of the affected portion of the route.

In order to stop the spreading effect of trails, the final definition should state that "no deviation of use of an existing trail should be allowed, so as to create wide corridors of bike tracks along the existing trail."

Roads and trails should be closely designated * * * and a widely distributed map should be quickly developed.

In addition to considering public comments, BLM made more than 700 measurements on 100 trails and 75 roads in the desert. Trails that had been used for competition averaged about 45 inches wide and ranged from 16 (only one) to 133 inches wide. Non-event trails averaged 35 inches and ranged from 16 (only one) to 71 inches. Competition roads averaged about 14 feet wide and ranged from 11'0" to 15'5". Utility roads averaged 17'0" and ranged from 8'3" to 44'0". Bladed roads were from 12'8" to 13'5" wide. Unimproved roads were from 5'11" to 18'0" and averaged 10'5". Jeep trails were from 5'3" to 11'5" and averaged 8'7".

All the public comments and suggestions were considered, additional BLM field analyses of roads and trails were made, and this new definition was developed. It takes effect November 1, 1974.

Existing vehicle routes are those established before November 1, 1973, with significant surface evidence of prior vehicle travel and a minimum width of two feet. Widening or extending of these routes is prohibited. If nature eliminates portions it does not exclude vehicle use.

Vehicle travel is permitted only upon those roads and trails designated for use by BLM. Until designation is accomplished vehicle travel is limited to existing routes as defined above.

The 8' width was deleted and replaced by the phrase "widening or extending of these routes is prohibited" because that accomplishes the objective of containment until maps delineating vehicle routes are developed. The minimum width of 2' was set to delete very narrow trails that might be widened and result in more resource damage.

"Significant surface evidence" doesn't mean a once or twice used trail, historical wagon or foot trails or barely disturbed surface and vegetation.

"Vehicle routes" means, for instance, one or two rut lanes or solid swaths well established by repeated vehicle use.

Until maps are completed some roads and trails open under the above definition will quite likely be eliminated, some route locations will be modified, some new routes will be opened. Until that mapped system is gradually completed the above definition will remain in force on areas not mapped. Such maps will be available at BLM district offices. They will be developed with public participation. Notices will be posted.

3. Full Implementation. Finally, the proposal to fully implement the desert vehicle program (rather than concentrating on enforcement priority areas) again reflected the polarization of opposing, extreme philosophies; those who favor few or no restrictions and those who favor more restrictions. Most letters that addressed this particular proposal were general expressions of those philosophies, and few questioned the intent to provide for more visitor assistance and public education on the program.

Therefore, on November 1, 1974, the vehicle program will be implemented throughout the desert rather than concentrating enforcement on priority areas. More widespread visitor assistance and public education efforts will be undertaken.

Agencies and organized groups that responded to the request for comments include World of Rockhounds Association, the Wilderness Society, Sierra Club, Environmental Defense Fund, State Resources Agency, Bureau of Reclamation, American Motorcycle Association, American Federation of Mineralogical Societies, Desert Protective Council, California Association of Four-Wheel Drive Clubs, Scientists from the University of California at Berkeley and at Riverside, Citizens to Ban Off-Road Vehicles, Cal-

ifornia Off-Road Vehicle Association, National Wildlife Federation, American Land Conservation Council, California Federation of Mineralogical Societies, Audubon Society, Ecology Center of Southern California, Desert Magazine, and California Outdoor Recreation League. Also, over 1,800 comments were received from individual citizens.

The ultimate aim of the program is to provide for wise multiple use of the desert in a manner protecting people and the resources upon which they depend. The intent is neither to gradually eliminate vehicle use nor to allow gradual depletion of resources.

The 1973 vehicle program was formed on a near emergency basis because of the bearing large numbers of people were having on each other and on the desert itself. These 1974 revisions are to improve that initial effort.

It must be recognized that human needs are reflected in leisure activities: self-esteem, recognition of individual worth, distraction, use of sensory and physical abilities, knowledge, companionship, creativity and spirituality. All these needs reflect a search for something not afforded in the routine of daily living. For many, recreation vehicles are a means to that end.

Desert recreational use rose to over eleven million visitor use days in 1973, compared to five million in 1968. Public demand ("need") is unquestionable. It is also unquestionable that use of that magnitude requires management to protect users and resources.

Deaths, serious injuries and human conflicts have multiplied. Biological, physical and cultural values have been adversely affected—often inadvertently, sometimes intentionally. Most people are knowledgeable and are as eager to prevent adverse affects as they are to preserve their right to use the desert.

There will be further changes. As more is learned there likely will be some realignment of area boundaries in the desert vehicle program, further restrictions if deemed necessary to protect people and resources, and roads and trails open or closed to use will be posted and mapped as explained earlier in this report. Some broad areas will remain open, some will remain closed. To envision less is to assume falsely that desert use will lose its appeal to those vast numbers of people who now enjoy it.

The November 1, 1974, modifications of the original Interim Critical Management Program pursue the goals described. As time progresses these and other modification will be put into a final plan. Maps showing vehicle routes will be developed on a priority area basis and may include further changes as management decisions are developed. Each map, as it is completed, will go into effect after proper public notice.

The region affected by the program is depicted by the following map:



The designated areas are as follows and apply only to National Resource Lands. A map of these areas is available on request. Write to State Director, Bureau of Land Management, 2800 Cottage Way, Sacramento, California 95825.

1. Eureka Dunes—Special Design. Located twenty miles east of Big Pine.
2. North Saline Valley—Closed. Located fifteen miles northeast of Owens Lake.
3. Saline-Panamint—Designated Roads and Trails. Located east of the Inyo and Argus Mtns. and includes Saline and Panamint Valleys.
4. Olancha—Open. Located south and east of Owens Lake between Highways 395 and 190.
5. Darwin Falls—Closed. Located one mile south of State Highway 190 at the north end of the Argus Range near Darwin.
6. Walker Pass/El Paso—Designated Roads and Trails.
7. Lone Tree Canyon—Designated Roads and Trails. Northwest of Mojave.
8. Dove Springs—Open. Located twenty-five miles north of Mojave.
9. Jawbone Canyon—Special Design. S.W. of Red Rock Canyon.
10. Tortoise Preserve—Closed. North of California City.
11. Rand Mountains/Spangler Hills—Open. Northwest of Randsburg.
12. Randsburg/Johannesburg—Designated Roads and Trails. Public land surrounding the communities of Randsburg and Johannesburg.
13. Trona Pinnacles—Designated Roads and Trails. Twenty miles east of Ridgecrest at the south end of Searles Lake.
14. Red Mountain/Cuddeback—Restricted to Existing Vehicle Routes and Competitive Courses. Located on the east side of Highway 395 approximately twenty miles north of Kramer Jet.
15. Fremont Peak—Restricted to Existing Vehicle Routes. Located on the east side of Highway 395 approximately six miles north of Kramer Jet.
16. Calico/Coyote Lake—Designated Roads and Trails. Including Calico Hills, Superior Valley and Black Mt. north of Barstow.
17. Amargosa Canyon—Closed. Located forty miles north of Baker and east of State Highway 127.

18. Dumont Dunes N.W.—Open. Includes the N.W. Portion of Dumont Dunes.
19. Dumont Dunes—Special Design. Forty miles north of Baker and east of State Highway 127.
20. Kingston Mountains—Designated Roads and Trails. Eight miles east of Tecopa.
21. Ivanpah Valley—Special Design. Bisected by I-15 lying along the California-Nevada border.
22. Clark Mountain—Closed. Located three and one-half miles N.W. of Mountain Pass, north of I-15.
23. Eastern Mojave—Designated Roads and Trails. Located between freeways I-40 and I-15.
24. Kelso Dunes—Closed. Located four miles south of Kelso and west of Kelbaker Road.
25. Mohave Basin—Special Design. Located south of I-15 in the vicinity of Baker.
26. El Mirage Lake—Special Design. Located fifteen miles west of Victorville.
27. Shadow Mountains—Special Design Competition. Northwest of Adelanto.
28. Kramer Hills/Iron Mountain—Special Design Competition. Northeast of Adelanto.
29. Stoddard Valley—Special Design Competition. South of Barstow and east of I-15.
30. Upper Johnson Valley—Open. Located twenty five miles east of Lucerne Valley.
31. Bigelow Cholla—Closed. Located in the Sacramento Mtns. eighteen miles west of Needles.
32. Needles—Special Design. Located west of Needles.
33. Whipple Mountains—Closed. Between the Colorado River and State Highway 95 north of aqueduct road.
34. Turtle Mtns. Interior—Closed. Fifteen miles northeast of Vidal Junction.
35. Turtle Mtns. Perimeter—Designated Roads and Trails. Surrounding the Turtle Mountains.
36. Old Woman Mountains—Designated Roads and Trails. Fifteen miles south of Essex.
37. Cadiz Valley/Danby Lake—Open. Located twenty miles southeast of Amboy.
38. Dale District—Special Design. South of Twentynine Palms.
39. East Morongo—Designated Roads and Trails. Located S.W. of the community of Morongo Valley.
40. Whitewater—Designated Roads and Trails. Located adjacent to San Bernardino National Forest west of Morongo Valley.
41. Bighorn—Designated Roads and Trails.
42. Grapevine—Designated Roads and Trails. Foothill area lying along north edge of the San Bernardino Mountains adjacent to the national forest boundary.
43. Desert Lily—Closed. Eight miles north of Desert Center.
44. Palen Dry Lake—Special Design. Located ten miles east of Desert Center, north of I-10.
45. Ford Dry Lake—Open. Northeast of Desert Center and north of I-10.
46. McCoy Valley—Open. Twelve miles northwest of Blythe.
47. Little Chuckwalla Mountains—Open. Fifteen miles southwest of Blythe.
48. Big Chuckwalla Mountains—Designated Roads and Trails. Located south of Desert Center.
49. Chiriac Summit—Open. South of I-10, thirty miles east of Indio.
50. Orocochia Foothills—Designated Roads and Trails. Located thirty miles east of Indio.
51. Orocochia Mountains—Closed. Located twenty-five miles east of Indio and south of I-10.
52. Mecca Foothills—Special Design. Ten miles southeast of Indio.

53. Mecca Hills Interior—Closed. Twelve miles southeast of Indio and north of State Highway 195, east of Mecca.

54. Salt Creek—Closed. Located twenty-eight miles southeast of Indio east of the Salton Sea.

55. Santa Rosa Mountains—Designated Roads and Trails.

56. San Felipe/Superstition Hills—Special Design. Located east of Anza Borrego State Park.

57. San Sebastian March—Closed. Along San Felipe Creek eleven miles south of Salton City.

58. Navy Lease—Special Competition Area. Located north of Plaster City.

59. Coyote Mountain—Designated Roads and Trails. Located approximately seven miles west of Plaster City.

60. Plaster City—Open. Northwest of I-80, twenty miles west of El Centro.

61. Yuha Basin—Designated Roads and Trails. East of Ocotillo between Highway 8 and Sunrise Butte.

62. Davies Valley—Special Design. South of Ocotillo.

63. Crucifixion Thorn—Closed. Six miles east of Ocotillo on Highway 98.

64. Pinto Wash—Special Design. Southwest of Plaster City. Adjacent to International Border.

65. Mammoth Wash—Open. Located at the north end of the Imperial Sand Dunes and north of Highway 78.

66. Glamis/Imperial Sand Dunes (North)—Closed. Eighteen miles east of Brawley, north of State Highway 78. The closure does not include the area around the Glamis Store. Corridors have been provided between the top of the high dunes and the vegetation west of the high dunes (between Highway 78 and the Mammoth Wash area), and along the north side of Highway 78 from the high dunes to Glamis.

67. East Mesa—Special Design. Located across the Coachella Canal west of the Imperial Sand Dunes and south of Highway 78.

68. Glamis/Imperial Sand Dunes (South)—Open. North of I-8 to Highway 78 and forty miles east of El Centro.

69. Plank Road—Special Design. Near Gray's Well.

70. Buttercup Valley—Open. Ten miles west of Yuma, Arizona and south of I-8.

71. Picacho—Designated Roads and Trails. Fifteen miles north of Yuma, Arizona and west of the Colorado River.

Effective Date: These actions are effective November 1, 1974.

Dated: November 15, 1974.

J. R. PENNY,
California State Director,
Bureau of Land Management.

[FR Doc.74-27239 Filed 11-20-74; 8:45 am]

NEVADA GRAZING DISTRICT ADVISORY BOARD

Change of Meeting Date

NOVEMBER 14, 1974.

Notice is hereby given that the Las Vegas Grazing District Advisory Protest Meeting will be held December 10, 1974 at 9 a.m. at the Bureau of Land Management District Office. The agenda will consist of hearing protests on any actions determined or considered adverse during the regular advisory board meetings which was held on November 6, 1974. The

protest meeting was originally scheduled for December 5, 1974.

E. I. ROWLAND,
State Director.

[FR Doc.74-27267 Filed 11-20-74; 8:45 am]

PRINEVILLE DISTRICT ADVISORY BOARD
Notice of Meeting

The Prineville District Advisory Board will meet on December 19, 1974 commencing at 8:30 a.m. in the Prineville District Office, Bureau of Land Management, 185 E. Fourth Street, Prineville, Oregon.

The purpose of this meeting includes the hearing of protestants in response to adverse recommendations rendered on grazing applications, report of progress in various resource management activities, and other matters which may come before the board.

The meeting is open to the public. Room capacity, however, is limited to approximately 30 persons.

Individuals wishing to make oral statements or present written statements to the board for consideration during the course of this meeting are requested to contact the Chairman of the Board, in care of the co-chairman: Prineville District Manager, P.O. Box 550, Prineville, Oregon, prior to the meeting.

PAUL W. ARRASMITH,
District Manager.

NOVEMBER 11, 1974.

[FR Doc.74-27270 Filed 11-20-74; 8:45 am]

Fish and Wildlife Service

EASTERN TIMBER WOLF IN MINNESOTA
Review of Status

The U.S. Fish and Wildlife Service has received a petition dated October 4, 1974, from Mr. Robert L. Herbst, Commissioner of the Minnesota Department of Natural Resources, seeking to exclude Minnesota from the range over which the eastern timber wolf (*Canis lupus lycaon*) is determined to be an endangered species as provided by the Endangered Species Act of 1973 (16 U.S.C. 1531-1543). Notice, as required by section 4(c)(2) of that Act, is hereby given of this Service's determination that the petitioner has presented sufficient evidence to warrant a review to determine whether the eastern timber wolf in Minnesota should be removed from the List of Endangered Species promulgated pursuant to that Act.

All interested parties are invited to submit to the Director, Fish and Wildlife Service, U.S. Department of the Interior, Washington, D.C. 20240, any factual information which is germane to this review on or before December 23, 1974. This information, together with material already available or which may become available to the Director, will be reviewed to determine whether there are data sufficient to warrant a determination that one or more populations of the

eastern timber wolf are not endangered species.

LYNN A. GREENWALT,

Director,

U.S. Fish and Wildlife Service.

NOVEMBER 18, 1974.

[FR Doc.74-27256 Filed 11-20-74; 8:45 am]

Geological Survey

EARTHQUAKE STUDIES ADVISORY
PANEL

Notice of Public Meeting and Agenda

Pursuant to Pub. L. 92-463, effective January 5, 1973, notice is hereby given that an open meeting of the Earthquake Studies Advisory Panel will be held beginning at 8:30 a.m. (local time) on Tuesday, December 10, 1974, and continuing through Wednesday, December 11, 1974. The Advisory Panel will meet in the Topographic Building, Conference Room A, U.S. Geological Survey, 345 Middlefield Road, Menlo Park, California 94025.

(1) *Purpose.* The Advisory Panel was appointed to advise the Geological Survey on earthquake plans and programs which are conducted in cooperation with universities, industry, and other Federal and State government agencies in a coordinated national program for earthquake research.

(2) *Membership.* The Advisory Panel is chaired by Professor Frank Press and is composed of persons drawn from the fields of geology, geophysics, engineering, rock mechanics, and socio-economics, primarily from the academic community.

(3) *Agenda.* Review or progress on development of a national program of earthquake hazards reduction and formulation of long-range plans for earthquake research.

For more detailed information about the meeting, please call Dr. Robert M. Hamilton, Chief, Office of Earthquake Studies, Reston, Virginia 22092 (703) 860-6472.

V. E. McKELVEY,
Director, Geological Survey.

[FR Doc.74-27269 Filed 11-20-74; 8:45 am]

Office of the Secretary

DEVELOPMENT OF FEDERAL PHOSPHATE
RESERVES IN SOUTHEASTERN IDAHO

Intent To Prepare Environmental Impact
Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, the Departments of the Interior and Agriculture have determined that numerous applications now before their agencies for approval and relating to a variety of proposed activities in connection with mining and processing of Federal phosphate resources in southeastern Idaho would, if approved, collectively represent a major Federal action likely to significantly affect the quality of the human environment.

The Departments have thus determined that an environmental impact statement is required, and that such a statement will be prepared jointly under the general leadership of the U.S. Geological Survey. The statement will encompass the general area of present operations on the adjacent to the Caribou National Forest.

Notices of availability and possible public hearings will be published by the Department of the Interior at such time as the draft environmental statement is filed with the Council on Environmental Quality.

To be considered and included in the proposed environmental statement, all proposed mining and reclamation plans, prospecting permit applications, and all other major related permit applications now being anticipated by industry should be submitted to appropriate offices of the Forest Service, Bureau of Land Management, or Geological Survey before December 31, 1974. Action on major relevant applications received after that date may be delayed or deferred well beyond the date on which the announced environmental statement is filed in final form with the Council on Environmental Quality.

Dated: November 15, 1974.

JOHN C. WHITAKER,
Under Secretary of the Interior.

[FR Doc.74-27244 Filed 11-10-74; 8:45 am]

DEPARTMENT OF AGRICULTURE

Office of the Secretary

DEVELOPMENT OF FEDERAL PHOSPHATE
RESERVES IN SOUTHEASTERN IDAHO

Intent To Prepare Environmental Impact
Statement

CROSS REFERENCE: For a document relating to a forthcoming environmental impact statement on the development of Federal phosphate reserves in southeastern Idaho, filed jointly by the Department of the Interior and the Department of Agriculture, see FR Doc. 74-27244, supra.

Soil Conservation Service

BAYOU BONNE IDEE WATERSHED
PROJECT, LOUISIANA

Availability of Final Environmental
Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969; Part 1500 of the Council on Environmental Quality Guidelines (38 FR 20550, August 1, 1973); and § 650.7(e) of the Soil Conservation Service Guidelines (39 FR 19650, June 3, 1974); the Soil Conservation Service, U.S. Department of Agriculture, has prepared a final environmental statement for the Bayou Bonne Idee Watershed Project, Morehouse Parish, Louisiana, USDA-SCS-ES-WS-(ADM)-74-23-(F).

The environmental statement concerns a plan for watershed protection,

flood prevention, drainage, and recreation. The planned works of improvement include conservation land treatment, supplemented by channel work, four water control structures, and recreational development. The channel work will involve clearing and debris removal on 59 miles of existing channels, 15 miles of new channel construction, and 128 miles of enlargement by excavation to provide improved water management in a flatland watershed that is 80 percent agricultural cropland and grassland. Of the 187 miles of work proposed on existing streams or channels, 126 miles will involve those with only ephemeral flow, and 31 miles with intermittent flow. The balance involves either existing ponded or flowing water or completely new channels where none existed before. The recreational development will provide 97,200 visitor-days of recreation annually.

The final environmental impact statement has been filed with the Council on Environmental Quality.

A limited supply of copies is available at the following location to fill single copy requests:

Soil Conservation Service, USDA, 3737 Government Street, Alexandria, Louisiana 71301.

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

Dated: November 14, 1974.

J. W. HAAS,
Acting Deputy Administrator
for Water Resources, Soil
Conservation Service.

[FR Doc.74-27228 Filed 11-20-74;8:45 am]

EAST FORK POND RIVER WATERSHED PROJECT, KENTUCKY

Availability of Draft Environmental Impact Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969; Part 1500 of the Council on Environmental Quality Guidelines (38 FR 20550, August 1, 1973); and § 650.7(e) of the Soil Conservation Service Guidelines (38 FR 19650, June 3, 1974); the Soil Conservation Service, U.S. Department of Agriculture, has prepared a draft environmental impact statement (EIS) for the East Fork Pond River Watershed Project, Todd, Christian, and Muhlenberg Counties, Kentucky, USDA-SCS-EIS-WS-(ADM)-74-1-(D)-KY.

The EIS concerns a plan for watershed protection and flood prevention. The planned works of improvement provide for conservation land treatment, two floodwater retarding structures, and 15.8 miles of channel work.

A limited supply of the draft EIS is available at the following location to fill single copy requests:

Soil Conservation Service, USDA, 333 Waller Avenue, Lexington, Kentucky 40504.

Copies of the draft EIS have been sent for comment to various federal, state, and local agencies as outlined in the Council on Environmental Quality Guidelines. Comments are also invited from others having knowledge of or special expertise on environmental impacts.

Comments concerning the proposed action or requests for additional information should be addressed to Glen E. Murray, State Conservationist, Soil Conservation Service, 333 Waller Avenue, Lexington, Kentucky 40504.

Comments must be received on or before January 13, 1975, in order to be considered in the preparation of the final environmental impact statement.

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

Dated: November 14, 1974.

J. W. HAAS,
Acting Deputy Administrator
for Water Resources, Soil
Conservation Service.

[FR Doc.74-27229 Filed 11-20-74;8:45 am]

LOWER ELK RIVER WATERSHED PROJECT, KANSAS

Notice of Negative Declaration

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969; § 1600.6(e) of the Council on Environmental Quality Guidelines (38 FR 20550, August 1, 1973); and § 650.8(b)(3) of the Soil Conservation Service Guidelines (39 FR 19651, June 3, 1974); the Soil Conservation Service, U.S. Department of Agriculture, gives notice that an environmental impact statement is not being prepared for the Lower Elk River Watershed Project, Elk, Chautauqua, and Wilson Counties, Kansas.

The environmental assessment of this federal action indicates that the project will not create significant adverse local, regional, or national impacts on the environment and that no significant controversy is associated with the project. As a result of these findings, Mr. Robert K. Griffin, State Conservationist, Soil Conservation Service, USDA, 760 S. Broadway, Salina, Kansas 67401, has determined that the preparation and review of an environmental impact statement is not needed for this project.

The project concerns a plan for watershed protection and flood prevention. The planned works of improvement remaining to be built include conservation land treatment supplemented by 17 floodwater retarding structures.

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

Soil Conservation Service, USDA, 760 S. Broadway, Salina, Kansas 67401.

No administrative action on implementation of the proposal will be taken until December 6, 1974.

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

Dated: November 13, 1974.

J. W. HAAS,
Acting Deputy Administrator for
Water Resources, Soil Conser-
vation Service.

[FR Doc.74-27227 Filed 11-20-74;8:45 am]

MAIN STREET CANYON WATERSHED PROJECT, CALIFORNIA

Notice of Negative Declaration

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, and § 1500.6(e) of the Council on Environmental Quality Guidelines (38 FR 20550) August 1, 1973; and § 650.8(b)(3) of the Soil Conservation Service Guidelines (39 FR 19651) June 3, 1974; the Soil Conservation Service, U.S. Department of Agriculture, gives notice that an environmental impact statement is not being prepared for the Main Street Canyon Watershed Project in western Riverside County, California.

This project is being constructed under authority of the Watershed Protection and Flood Prevention Act (Pub. L. 566, 83rd Congress, 68 Stat. 666) as amended.

The environmental assessment of this federal action indicates that the remaining uncontracted portion of the project known as Stage Two involving construction of 1.6 miles of channel and a debris basin in Main Street Wash in the City of Corona will not create significant adverse local, regional, or national impacts on the environment and that no significant controversy is associated with the project. As a result of these findings, Mr. George H. Stone, State Conservationist, Soil Conservation Service, USDA, P.O. Box 1019, Davis, California, 95616, has determined that the preparation and review of an environmental impact statement is not needed for this project.

The 4,900 acre project concerns a plan for watershed protection and flood prevention. The planned works of improvement include conservation land treatment for watershed protection and fire protection supplemented by 3.3 miles of channel improvement on Main Street Wash and one debris basin.

The environmental assessment file is available for inspection during regular working hours at Soil Conservation offices at:

3564 Central Avenue, Suite 2A, Riverside, CA 92506
2828 Chiles Road, Davis, CA 95616

No administrative action on implementation of the uncontracted project work will be taken until December 6, 1974.

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

Dated: November 14, 1974.

J. W. HAAS,
Acting Deputy Administrator
for Water Resources, Soil
Conservation Service.

[FR Doc.74-27226 Filed 11-20-74;8:45 am]

DEPARTMENT OF COMMERCE

Office of the Secretary

[Dept. Administrative Order 205-12; Rev. App. C]

ECONOMIC DEVELOPMENT ADMINISTRATION

Public Information Services

Appendix C to Department Administrative Order 205-12 of July 4, 1967, as amended and appended, is hereby revised.

Below is the revised Appendix C, "Public Information Services at the Economic Development Administration," dated June 24, 1974. It supersedes the Appendix C, same subject, of February 14, 1972.

In addition, it supersedes in part, 37 FR 9679 of May 16, 1972.

Effective date: November 1, 1974.

GUY W. CHAMBERLIN, JR.,
Acting Assistant Secretary
for Administration.

APPENDIX C

PUBLIC INFORMATION SERVICES AT THE ECONOMIC DEVELOPMENT ADMINISTRATION

A. *Purpose.* The purpose of this Appendix is to describe, in general, the public information services of the Economic Development Administration (EDA), to describe the places at which, and the methods whereby, the public may obtain information, to inform the public as to the availability of its statistical reports, data, files, unpublished materials, special tabulations, rules, regulations, procedures, instructions, forms or other requirements established by the Economic Development Administration which affect the public, and otherwise to comply with the requirements of 5 U.S.C. 552 (Pub. L. 90-23, 81 Stat. 54).

B. *Public Information Services: a. Description of Services.* The Office of Public Affairs, EDA, has available a variety of pamphlets, bulletins, and announcements describing EDA programs, accomplishments, and activities. This office maintains a reference file of photographs, news releases announcing grants, loans and other projects, and material of general interest concerning EDA and economic development.

b. *Availability of Services.* Requests for free publications, all general inquiries from the public, and inquiries from representatives of news or other media as well as information about the availability of reports of economic research studies and technical assistance projects, conducted or supported by EDA, should be directed to the Office of Public Affairs, which is located in Room 7019, Commerce Building, 14th Street between Constitution Avenue and E Street, NW, Washington, D.C. 20230. The telephone number is (202) 967-5113.

For the convenience of the public, most of the materials available for public inspection and copying in the Office of Public Affairs, EDA, are also made available in the following Regional Offices:

EDA Atlantic Regional Office, Rm. 10424, Federal Building, 600 Arch Street, Philadelphia, Pennsylvania 19106. Telephone: (215) 597-4603.

¹This revised appendix, effective November 1, 1974, further amends the material appearing at 32 FR 9734 of July 4, 1967; 35 FR 6601 of April 24, 1970; 36 FR 19096 of September 28, 1971; and 39 FR 39304 of November 6, 1974.

EDA Southeastern Regional Office, Suite 555, 1401 Peachtree Street, NE, Atlanta, Georgia 30309. Telephone: (404) 526-6401.

EDA Rocky Mountain Regional Office, Suite 505, Title Building, 909 17th Street, Denver, Colorado 80202. Telephone: (303) 837-4714.

EDA Midwestern Regional Office, Rm. 1025, 32 West Randolph Street, Chicago, Illinois 60601. Telephone: (312) 353-7706.

EDA Southwestern Regional Office, 702 Colorado Street, Austin, Texas 78701. Telephone: (512) 397-5461.

EDA Western Regional Office, Suite 500, Lake Union Building, 1700 West Lake Avenue, North, Seattle, Washington 98109. Telephone: (206) 442-0596.

c. *Publications of the Economic Development Administration.* EDA publications are listed in the annual Catalog of Commerce Publications and the weekly Business Service Checklist. In addition, EDA's monthly Development Newsletter lists new EDA publications. These publications are available from the Superintendent of Documents, U.S. Government Printing Office, or from any Business Service Center of the Bureau of Domestic Commerce, Department of Commerce.

d. *Other Information Services.* Inquiries concerning specific EDA projects, or the status of individual project applications, should be directed to the appropriate Regional Director, at the address shown in paragraph B. b. of this Appendix. The geographic areas covered by each Regional Office are shown in Section 11 of Department Organization Order 45-1. Where appropriate, the Regional Director will transmit these inquiries to the Office of Public Affairs, Washington, D.C., in accordance with section D of this Appendix.

e. *Guide to Published Rules and Regulations.* Rules and regulations pertaining to the grant, loan and technical assistance programs of the Economic Development Administration, issued to implement the Public Works and Economic Development Act of 1965, as amended, are contained in Title 13, Chapter III, Code of Federal Regulations. These rules, as published, contain the matters required by 5 U.S.C. 552.

f. *Submission of Requests and Applications.* 1. Instructions for making any request or application for assistance from EDA, including an identification of the established places at which such submissions should be made, are contained in the regulations cited in section C. of this Appendix.

2. Any member of the public desiring to make any other submittals, or to obtain information with regard to any of the activities or functions of the Economic Development Administration, should direct such submissions or requests to the Director, Office of Public Affairs, EDA, at the address indicated in paragraph B. b. of this Appendix.

g. *Delegation of Authority.* The Director, Office of Public Affairs and the Chief Counsel have been delegated or redelegated the authority to take actions or make decisions, concerning the release of information on project applications or other matters affecting the public; they are identified in the rules and regulations cited in section C. of this Appendix. Adverse decisions are subject to appeal to the Assistant Secretary for Economic Development.

h. *Inspection and copying of opinions and orders.* 1. All final opinions of the Economic Development Administration made in the adjudication of cases, statements of policy and interpretations not published in the FEDERAL REGISTER, administrative staff manuals and instructions to staff that affect a member of the public, and any other materials required to be made available for public inspection and copying by 5 U.S.C. 552(a)(2), are made available for such purposes at the Office of

Public Affairs, EDA, Room 7019, Commerce Building, Washington, D.C. (The postal address is Washington, D.C. 20230; the telephone number is (202) 967-5113). Rules concerning the use of this facility are contained in Part 301, Title 13, Code of Federal Regulations, and may also be obtained from the Department of Commerce reference facility.

G. *Inspection of Records.* Rules for persons desiring, pursuant to 5 U.S.C. 552(a)(3), to inspect records of the Economic Development Administration, which are not available to the public as part of the regular public information services of the EDA, are contained in Part 301, Title 13, Code of Federal Regulations. Requests for inspecting such records may be made by letter to the Office of Public Affairs, EDA or by using the optional "Application To Inspect Records" (Form CD-244), available from the Office of Public Affairs, EDA, or from any Department of Commerce field office.

Dated: June 24, 1974.

WILLIAM W. BLUNT, JR.,
Assistant Secretary for
Economic Development.

[FR Doc.74-27273 Filed 11-20-74; 8:45 am]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Education

NATIONAL ADVISORY COUNCIL ON VOCATIONAL EDUCATION

Meeting; Correction

Notice of public meeting of the National Advisory Council on Vocational Education printed in the FEDERAL REGISTER on Friday, November 15, 1974 at 39 FR 40319 showed date of December 10, 1974.

This date is in error. The correct date of meeting is December 9, 1974.

Signed at Washington, D.C., on NOVEMBER 19, 1974.

CALVIN DELLEFIELD,
Executive Director.

[FR Doc.74-27334 Filed 11-20-74; 8:45 am]

Food and Drug Administration

[FAP 5B3050]

BORG-WARNER CORP.

Filing of Petition for Food Additive

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409 (b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 5B3050) has been filed by Carr, Bonner, O'Connell, Kaplan and Thompson, 900 Seventeenth St., NW, Washington, DC 20006, on behalf of Borg-Warner Corp. proposing that the food additive regulations be amended to provide for the safe use of an acrylonitrile/butadiene/styrene/methyl methacrylate copolymer in contact with food, other than carbonated beverages.

The environmental impact analysis report and other relevant material have been reviewed, and it has been determined that the proposed use of the additive will not have a significant environmental impact. Copies of the environmental impact analysis report may be

seen in the office of the Assistant Commissioner for Public Affairs, Rm. 15B-42 or the office of the Hearing Clerk, Food and Drug Administration, Rm. 4-65, 5600 Fishers Lane, Rockville, MD 20852, during working hours, Monday through Friday.

Dated: November 15, 1974.

HOWARD R. ROBERTS,
Acting Director,
Bureau of Foods.

[FR Doc.74-27217 Filed 11-20-74;8:45 am]

Office of the Secretary

**PRESIDENT'S COMMITTEE ON MENTAL
RETARDATION**

Notice of Meeting

The President's Committee on Mental Retardation was established to provide advice and assistance in the area of mental retardation to the President including evaluation of the adequacy of the national effort to combat mental retardation; coordination of activities of Federal agencies; provision of adequate liaison between Federal activities and related activities of State and local governments, foundations and private organizations; develop information designed for dissemination to the general public. The Committee will meet on Wednesday, December 11, 1974, 7:30 to 9 p.m., Thursday, December 12, 1974, from 9 a.m. to 5 p.m. and on Friday, December 13, from 9 a.m. to 12.30 p.m., at the Sheraton Palace Hotel, Market and New Montgomery Streets, San Francisco, California 94119. The meeting will be a Regional Public Forum with testimony from selected individuals and questions received from participants. The following States and Territories will participate: Alaska, Arizona, California, Hawaii, Idaho, Nevada, Oregon, Washington, American Samoa, Guam, and the American Trust Territory. These meetings are open to the public.

Dated: November 7, 1974.

FRED J. KRAUSE,
Executive Director, President's
Committee on Mental Retardation.

[FR Doc.74-27249 Filed 11-20-74;8:45 am]

**AMERICAN REVOLUTION
BICENTENNIAL ADMINISTRATION
SYMBOL FOR USE IN CONNECTION WITH
THE COMMEMORATION OF THE AMERICAN
REVOLUTION BICENTENNIAL**

The Administrator of the American Revolution Bicentennial Administration hereby gives notice and certifies that the name "ARBA the Eagle," and the character ARBA the Eagle illustrated herein was originated under the authority of the American Revolution Bicentennial Administration as a symbol for use in connection with the commemoration of the American Revolution Bicentennial.

This action is taken pursuant to section 2(i) of Pub. L. 93-179, approved December 11, 1973, which provides as follows:

Whoever, except as authorized under rules and regulations issued by the Administrator, knowingly manufactures, reproduces, or uses any logos, symbols, or marks originated under authority of and certified by the Administrator for use in connection with the commemoration of the American Revolution Bicentennial, or any facsimile thereof, or holds out to the public objects in such a manner as to suggest any such logos, symbols, or marks not officially authorized by the Ad-

ministrator, shall be fined not more than \$250 or imprisoned not more than six months or both: *Provided*, That this section shall be applicable upon publication in the Federal Register of notification of certification hereunder by the Administrator with respect to each such logo, symbol, or mark.

JOHN W. WARNER,
Administrator.

NOVEMBER 6, 1974.



[FR Doc.74-27003 Filed 11-20-74;8:45 am]

ATOMIC ENERGY COMMISSION

[Docket No. 50-249]

COMMONWEALTH EDISON CO.

**Proposed Issuance of Amendment to
Facility Operating License**

The Atomic Energy Commission (the Commission) is considering issuance of an amendment to Facility Operating License No. DPR-25 issued to the Commonwealth Edison Company (the licensee) for operation of the Dresden Nuclear Power Station Unit 3 (the facility) located in Grundy County, Illinois.

The amendment would change the provisions of the Technical Specifications to permit operation of the facility with a slight increase in the core thermal safety limit for operations involving high peaking factors in accordance with the licensee's application for license amendment dated May 27, 1974, as supplemented by filing A dated October 22, 1974.

Prior to issuance of the proposed license amendment, the Commission will have made the findings required by the Act and the Commission's regulations.

On or before December 23, 1974, any person whose interest may be affected by the proceeding may file a request for a hearing in the form of a petition for leave to intervene with respect to the issuance of the amendment to the subject facility operating license. Petitions for leave to intervene must be filed under oath or affirmation in accordance with

the provisions of § 2.714 of 10 CFR Part 2 of the Commission's regulations. A petition for leave to intervene must set forth the interest of the petitioner in the proceeding, how that interest may be affected by the results of the proceeding, and the petitioner's contentions with respect to the proposed licensing action. Such petitions must be filed in accordance with the provisions of this FEDERAL REGISTER notice and § 2.714, and must be filed with the Secretary of the Commission, U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Docketing and Service Section. A copy of the petition and/or request for a hearing should be sent to the Chief Hearing Counsel, Office of the General Counsel, Regulation, U.S. Atomic Energy Commission, Washington, D.C. 20545 and to John W. Rowe, Esquire, the attorney for the applicant, One First National Plaza, Chicago, Illinois 60670.

A petition for leave to intervene must be accompanied by a supporting affidavit which identifies the specific aspect or aspects of the proceeding as to which intervention is desired and specifies with particularity the facts on which the petitioner relies as to both his interest and his contentions with regard to each aspect on which intervention is requested. Petitions stating contentions relating only to matters outside the Commission's jurisdiction will be denied.

All petitions will be acted upon by the Commission or the licensing board designated by the Chairman of the Atomic Safety and Licensing Board Panel. Timely petitions will be considered to determine whether a hearing should be noticed or another appropriate order issued regarding the disposition of the petitions.

In the event that a hearing is held and a person is permitted to intervene, he becomes a party to the proceeding and has a right to participate fully in the conduct of the hearing. For example, he may present evidence and examine and cross-examine witnesses.

For further details with respect to this action, see the application for amendment dated May 27, 1974, and supplement thereto dated October 22, 1974, which is available for public inspection at the Commission's Public Document Room, 1717 H Street, NW, Washington, D.C. and at the Morris Public Library, 604 Liberty Street, Morris, Illinois 60670. As they become available, the Commission's related Safety Evaluation and license amendment and any attachments may be inspected at the above locations. A copy of the license amendment and attachments and the Safety Evaluation, when available, may be obtained upon request addressed to the U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Deputy Director for Reactor Projects, Directorate of Licensing—Regulation.

Dated at Bethesda, Maryland this 14th day of November, 1974.

For the Atomic Energy Commission.

DENNIS L. ZIEMANN,
Chief, Operating Reactors
Branch No. 2, Directorate of
Licensing.

[FR Doc.74-27223 Filed 11-20-74; 8:45 am]

[Docket No. 50-321]

GEORGIA POWER CO.

Issuance of Amendment to Facility Operating License

Notice is hereby given that the U.S. Atomic Energy Commission (the Commission) has issued Amendment No. 5 to Facility Operating License No. DPR-57 issued to the Georgia Power Company which revised Technical Specifications for operation of the Edwin I. Hatch Nuclear Plant Unit 1, located in Appling County, Georgia. The amendment is effective as of its date of issuance.

The amendment changes the Technical Specification to specify the limiting flow rate trip setting of 300 percent rather than specify a ΔP set point on the trip initiating instrumentation that would correspond to 300 percent of the design steam flow rate.

The application for the amendment complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations. The Commission has made appropriate findings required by the Act and the Commission's

rules and regulations in 10 CFR Chapter I, which are set forth in the license amendment.

For further details with respect to this action, see (1) the application for amendment dated November 14, 1974, (2) Amendment No. 5 to License No. DPR-57, with any attachments, and (3) the Commission's related Safety Evaluation. All of these items are available for public inspection at the Commission's Public Document Room, 1717 H Street, NW, Washington, D.C. and at the Appling County Public Library, Parker Street, Baxley, Georgia 31513.

A copy of items (2) and (3) may be obtained upon request addressed to the U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Deputy Director for Reactor Projects, Directorate of Licensing—Regulation.

Dated at Bethesda, Maryland, this 15th day of November, 1974.

For the Atomic Energy Commission.

JOHN F. STOLZ,
Chief, Light Water Reactor
Projects Branch 2-1, Directorate
of Licensing.

[FR Doc.74-27224 Filed 11-20-74; 8:45 am]

[Docket No. 50-410]

NIAGARA MOHAWK POWER CORP.

Order

NOVEMBER 15, 1974.

In the matter of Niagara Mohawk Power Corporation (Nine Mile Point Nuclear Station, Unit 2).

The oral argument scheduled by our order of October 31, 1974 to begin at 10 a.m. on Wednesday, December 4, 1974, is hereby rescheduled to begin at 9:30 a.m. on that day. Counsel should arrange to be present in the courtroom no later than 9:15 a.m. All other provisions of the October 31, 1974 order remain in effect.

It is so ordered.

For the Atomic Safety and Licensing
Appeal Board.

ROMAYNE M. SKRUTSKIN,
Secretary to the
Appeal Board.

[FR Doc.74-27225 Filed 11-20-74; 8:45 am]

[Docket Nos. 50-443, 50-444]

PUBLIC SERVICE CO. OF NEW HAMPSHIRE ET AL.

Notice and Order for Fourth Prehearing Conference

In the matter of Public Service Company of New Hampshire, et al. (Seabrook Station, Units 1 and 2).

Notice is hereby given that a fourth prehearing conference will be held in the above-captioned proceeding by the Atomic Safety and Licensing Board (the Board) on Thursday, December 12, 1974, at 9 a.m., local time, in the Probate Court, Rockingham Justice Building, Hampton Road, Exeter, New Hampshire. The

Board will consider the following matters at this fourth prehearing conference:

- (1) The status of discovery;
- (2) The need for further discovery and the time required therefor;
- (3) All outstanding motions;
- (4) The status of issuance of relevant documents by the AEC Regulatory Staff;
- (5) The effects on this proceeding of the promulgation by the Environmental Protection Agency on October 8, 1974 of the "Effluent Guidelines and Standards, Steam Electric Power Generating Point Source Category," 39 FR 36186; and
- (6) Such other matters as may aid in the orderly disposition of the proceeding.

Regarding the motion made by the intervenor Donald B. Ross to reconsider ruling 34 of the Third Prehearing Conference Order, the Board hereby directs that the intervenor Ross be prepared at the fourth prehearing conference to identify specifically which regulations of the Environmental Protection Agency he claims the proposed plant will not meet and to set out with particularity the factual basis for his contention that the proposed plant will not meet the specific regulations identified.

The parties are directed to confer in advance of the fourth prehearing conference in such manner as they may deem appropriate and report to the Board at said conference on any stipulations or any other mutually agreeable procedures to expedite the proceeding. In this connection, the Board will expect to be advised whether any stipulation has been reached between the Applicants and the Intervenor New England Coalition on Nuclear Pollution (NECNP) with regard to the controversy arising from the Applicants' objections to interrogatories 7, 8, and 9 in NECNP's second set of interrogatories.

Members of the public are invited to attend this fourth prehearing conference.

Issued at Bethesda, Maryland, this 15th day of November 1974.

By order of the Atomic Safety and
Licensing Board.

DANIEL M. HEAD,
Chairman.

[FR Doc.74-27222 Filed 11-20-74; 8:45 am]

[Docket No. 50-471]

BOSTON EDISON CO. PILGRIM NUCLEAR POWER STATION UNIT 2

Availability of Summary of New or Revised Sections of Final Environmental Statement

Notice is hereby given that a document entitled Summary of New or Revised Sections of the Final Environmental Statement for the Pilgrim Nuclear Power Station Unit 2 which were required as a result of withdrawal of the application for Pilgrim Nuclear Power Station Unit 3, final version ("the Revisions") prepared by the Commission's Directorate of Licensing, related to the proposed Pilgrim Nuclear Power Station Unit 2, to be constructed by the Boston Edison Company on the western shore of Cape

Cod Bay and south of Plymouth Bay in the Town of Plymouth, Plymouth County, Massachusetts, is available for inspection by the public in the Commission's Public Document Room at 1717 H Street, NW., Washington, D.C., and in the Plymouth Public Library, North Street, Plymouth, Massachusetts. The document is also being made available at the Office of State Planning and Management, Leverett Saltonstall Building, 100 Cambridge Street, Room 909, Boston, Massachusetts and the Southeastern Massachusetts Regional Planning and Economic Development District, 68 Winthrop Street, Taunton, Massachusetts. Copies may be obtained by request addressed to the U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Deputy Director for Reactor Projects, Directorate of Licensing.

On June 18, 1974, the AEC Regulatory Staff ("Staff") issued a Draft Environmental Statement ("DES") for the Pilgrim Nuclear Power Station, Units 2 and 3, Docket Nos. 50-471 and 50-472 (39 FR 21177). On July 1, 1974, the Applicant, Boston Edison Company, requested permission of the Atomic Safety and Licensing Board ("ASLB") to withdraw the application for Unit 3, and this permission was granted on August 9, 1974. The Staff did not prepare a new DES addressing the environmental impact of Unit 2 alone. However, at the request of the ASLB, the Staff did prepare a document (the first version of the Revisions) which set forth the changes expected as a result of the withdrawal of Unit 3. On October 3, 1974, the Staff issued the Final Environmental Statement ("FES") for Unit 2 (39 FR 35833). On October 10, 1974, the ASLB directed the Staff to circulate the Revisions to all appropriate federal, state and local agencies and interested members of the public for comment. Pursuant to the ASLB's direction, the Staff prepared the revisions, which reflect the Staff final assessments.

Interested persons may submit comments on the revisions for the Commission's consideration. Federal and State agencies are being provided with copies of this document (local agencies may obtain this document upon request). Comments are due by January 7, 1975. Comments by Federal, State and local officials or other persons received by the Commission will be made available for public inspection at the Plymouth Public Library, North Street, Plymouth, Massachusetts. Upon consideration of comments submitted with respect to the revisions, the regulatory staff will prepare a supplement to the final environmental statement, the availability of which will be published in the FEDERAL REGISTER.

Comments on this document from interested members of the public should be addressed to the U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Deputy Director for Reactor Project, Directorate of Licensing.

Dated at Rockville, Maryland this 15th day of November, 1974.

For the Atomic Energy Commission.

B. J. YOUNGBLOOD,
Chief, Environmental Projects
Branch 3 Directorate of Licensing.

[FR Doc.74-27218 Filed 11-20-74;8:45 am]

[Docket No. 50-382]

LOUISIANA POWER & LIGHT CO.

Issuance of Construction Permit

Notice is hereby given that, pursuant to the Initial Decisions of the Atomic Safety and Licensing Boards dated April 30, 1974, and November 14, 1974, the Atomic Energy Commission (the Commission) has issued Construction Permit No. CPPR-103 to Louisiana Power & Light Company for construction of a pressurized water nuclear reactor at the applicant's site in St. Charles Parish, Louisiana. The proposed reactor, known as the Waterford Steam Electric Station, Unit 3, is designed for a rated power of approximately 3390 megawatts thermal with a net electrical output of approximately 1165 megawatts.

The Initial Decisions are subject to review by an Atomic Safety and Licensing Appeal Board prior to their becoming final. Any decision or action taken by an Atomic Safety and Licensing Appeal Board in connection with the Initial Decisions may be reviewed by the Commission.

The Commission has made appropriate findings as required by the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations in 10 CFR Ch. I, which are set forth in the construction permit. The application for the construction permit complies with the standards and requirements of the Act and the Commission's rules and regulations.

The construction permit is effective as of its date of issuance. The earliest date for the completion of the facility is June 1, 1978, and the latest date for completion is December 31, 1979. The permit shall expire on the latest date for completion of the facility.

A copy of (1) the Initial Decision dated April 30, 1974; (2) Construction Permit No. CPPR-103; (3) the report of the Advisory Committee on Reactor Safeguards dated January 17, 1973; (4) the Directorate of Licensing's Safety Evaluation dated December 29, 1972, with Supplements 1 and 2 thereof dated June 1, 1973, and January 31, 1974; (5) the Preliminary Safety Analysis Report and amendments thereto; (6) the applicant's revised Environmental Report dated February 1972, and supplements thereto; (7) the Draft Environmental Statement dated October 1972; and (8) the Final Environmental Statement dated March 1973, are available for public inspection at the Commission's Public Document Room at 1717 H Street NW., Washington, D.C., and the Boutee Branch of the St. Charles Parish

Library, St. Anthony Street, Luling, Louisiana 70070. A copy of the construction permit and the Safety Evaluation may be obtained upon request addressed to the U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Deputy Director for Reactor Projects, Directorate of Licensing.

Dated at Bethesda, Maryland, this 14th day of November, 1974.

For the Atomic Energy Commission.

KARL KNIEL,
Chief, Light Water Reactors
Branch 2-2, Directorate of Licensing.

[FR Doc.74-27220 Filed 11-20-74;8:45 am]

REGULATORY GUIDES

Notice of Issuance and Availability

The Atomic Energy Commission has issued a new regulatory guide in its Regulatory Guide series. This series has been developed to describe and make available to the public methods acceptable to the AEC regulatory staff of implementing specific parts of the Commission's regulations.

The new regulatory guide is in Division 1, "Power Reactor Guides," of the Regulatory Guide series. Regulatory Guide 1.89 "Qualification of Class IE Equipment for Nuclear Power Plants," endorses IEEE Std 323-1974, "IEEE Standard for Qualifying Class IE Equipment for Nuclear Power Generating Stations," dated February 28, 1974, as describing a method acceptable to the AEC regulatory staff for complying with the Commission's regulations with regard to design verification of Class IE equipment for service in light-water-cooled and gas-cooled nuclear power plants.

Comments and suggestions in connection with (1) items for inclusion in guides currently being developed (listed below) or (2) improvements in all published guides are encouraged at any time. Public comments on Regulatory Guide 1.89 will, however, be particularly useful in evaluating the need for an early revision if received within two months of the date of the guide. Comments should be sent to the Secretary of the Commission, U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Docketing and Service Section.

Regulatory Guides are available for inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. Requests for single copies of the issued guide (which may be reproduced) or for placement on an automatic distribution list for single copies of future guides should be made in writing to the Director of Regulatory Standards, U.S. Atomic Energy Commission, Washington, D.C. 20545. Telephone requests cannot be accommodated. Regulatory Guides are not copyrighted and Commission approval is not required to reproduce them.

Other Division 1 Regulatory Guides currently being developed include the following:

Tornado Design Classification.
 Availability of Electric Power Sources.
 Requirements for Instrumentation to Assess Nuclear Power Plant Conditions During and Following an Accident for Water-Cooled Reactors.
 Isolation of Low Pressure Systems Connected to the Reactor Coolant Pressure Boundary. Requirements for assessing Ability of Material Underneath Nuclear Power Plant Foundations to Withstand Safe Shutdown Earthquake.
 Fire Protection Criteria for Nuclear Power Plants.
 Protective Coatings for Light Water Nuclear Reactor Containment Facilities.
 Inservice Surveillance of Grouted Prestressing Tendons.
 Seismic Input Motion to Uncoupled Structural Model.
 Primary Reactor Containment (Concrete) Design and Analysis.
 Quality Assurance Requirements for Installation, Inspection, and Testing of Mechanical Equipment and Systems.
 Quality Assurance Requirements for Installation, Inspection, and Testing of Structural Concrete and Structural Steel.
 Fracture Toughness Requirements for Vessels Under Overstress Conditions.
 Material Limitations for Component Supports.
 Protection Against Postulated Events and Accidents Outside of Containment.
 Requirements for Auditing of Quality Assurance Programs for Nuclear Power Plants.
 Assumptions Used for Evaluating the Potential Radiological Consequences of a Gas Holdup Tank Failure in a Boiling Water Reactor.
 Quality Assurance Requirements for Procurement of Equipment, Materials, and Services.
 Quality Assurance Requirements for Lifting Equipment Maintenance and Testing of Batteries.
 Type Tests for Class IE Cables, Connections, and Field Splices for Nuclear Power Plants.
 Seismic Qualification of Class I Electric Equipment.
 Fracture Toughness Requirements for Materials for Class 2 and 3 Components.
 Maintenance of Water Purity in PWR Secondary Systems.
 Main Steam Line Sealing System Design Guidelines for Boiling Water Reactors.
 Criteria for Heatup and Cooldown Procedures.
 Effects of Residual Elements on Predicted Radiation Damage.
 Fuel Oil Supplies for Standby Diesel-Generators.
 Assumptions Used for Evaluating the Potential Radiological Consequences of a Liquid Radioactive Waste System Accident.
 Surveillance and Examination and Testing of Irradiated Fuel Rods.
 Elevated Temperature Inservice Surveillance Tests for HTGR Plants.
 Design Load Combinations for Component Supports.
 Requirements for Containment Isolation.
 Probable Maximum Storm Surge Flooding on Lakes and Sea Shores.
 Requirements for Concrete Reactor Vessels and Containments (ASME Section III Division 2).
 Instrument Span and Trip Setting.
 Failed Fuel Detection System for Nuclear Power Plants.
 Code Case Acceptability—ASME Section III Nonmetallic Materials.

Design, Qualification Test, and Installation Requirements for Class 2 and 3 Safety-Related Pumps.

Seismic Response Combination of Modes and Spatial Components.

Analysis of Seismic Recorded Data.

Protection of Nuclear Power Plant Control Room Operators Against an Onsite Chlorine Release.

Functional Specification for Self-Operated and Power-Operated Safety-Related Valves.

Nuclear Power Plant Environmental Characteristics for Designated Sites.

Evaluation of Explosions Postulated to Occur on Transportation Routes Near Nuclear Power Plant Sites.

(5 U.S.C. 522(a))

Dated at Rockville, Maryland this 12th day of November 1974.

For the Atomic Energy Commission.

LESTER ROGERS,

Director of Regulatory Standards.

[FR Doc.74-27221 Filed 11-20-74; 8:45 am]

[Docket Nos. 50-3, 50-247]

CONSOLIDATED EDISON COMPANY OF NEW YORK, INC.

Notice of Issuance of License Amendments

Notice is hereby given that the U.S. Atomic Energy Commission (the Commission) has issued Amendment No. 6 to Provisional Operating License No. DPR-5 for Indian Point Nuclear Generating Unit No. 1 and Amendment No. 9 to Facility Operating License No. DPR-26 for Indian Point Nuclear Generating Unit No. 2, to Consolidated Edison Company of New York, Inc. Both units are located in Westchester County, State of New York. The amendments are effective as of their date of issuance.

These amendments permit modifications in the tables for the radiological environmental monitoring program.

The application for the amendments complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations. The Commission has made appropriate findings as required by the Act and the Commission's rules and regulations in 10 CFR Chapter I, which are set forth in the license amendments.

For further details with respect to these actions, see: (1) The application for the amendments dated April 15, 1974; (2) Amendment No. 6 to License No. DPR-5 with its attachment, Change No. 62; (3) Amendment No. 9 to License No. DPR-26 with its attachment, Change No. 6 and (4) the Commission's related Environmental Evaluation.

All of the above items are available for public inspection at the Commission's Public Document Room, 1717 H Street, NW, Washington, D.C. 20545 and at the Hendrick Hudson Free Library, 31 Albany Post Road, Montrose, New York 10548. Copies are also being made available at the New York State Office of Planning Services, 488 Broadway, Albany, New York 12207 and the Tri-State Regional Planning Commission, 100

Church Street, New York, New York 10007.

A copy of items (2) through (4) may be obtained upon request addressed to the United States Atomic Energy Commission, Washington, D.C. 20545, Attention: Deputy Director for Reactor Projects, Directorate of Licensing, Regulation.

Dated at Bethesda, Maryland, this 14th day of November 1974.

For the Atomic Energy Commission.

GEORGE W. KNIGHTON,
 Chief, Environmental Projects
 Branch No. 1, Directorate of
 Licensing.

[FR Doc.74-27264 Filed 11-20-74; 8:45 am]

[Docket No. STN 50-447]

GENERAL ELECTRIC CO.

Availability of Safety Evaluation Report

Notice is hereby given that a Safety Evaluation Report, prepared by the Directorate of Licensing and relating to the General Electric Standard Safety Analysis Report (GESSAR), has been released for information purposes. This Safety Evaluation Report summarizes the results of the Regulatory staff safety review to date. A copy of this Safety Evaluation Report has been placed in the Commission's Public Document Room at 1717 H Street, NW, Washington, D.C. 20545.

For further details, see GESSAR (docketed July 30, 1973) and a notice relating to its receipt, which was published in the FEDERAL REGISTER on August 8, 1973 (38 FR 21444).

The Safety Evaluation Report does not include sections 7 and 8 relating to Instrumentation and Control, and Electric Power, respectively. These sections will be provided in a future supplement. A notice of availability of the supplement will be published in the FEDERAL REGISTER.

Single copies of the Safety Evaluation Report may be obtained in writing to the U.S. Atomic Energy Commission, Washington, D.C. 20545. Attention: Deputy Director for Reactor Projects, Directorate of Licensing, Regulation.

Dated at Bethesda, Maryland this 13th day of November 1974.

FOR THE ATOMIC ENERGY COMMISSION.

JOHN F. STOLZ,
 Chief, Light Water Reactors
 Project Branch 2-1, Directorate
 of Licensing.

[FR Doc.74-27266 Filed 11-20-74; 8:45 am]

[Docket Nos. 50-3380L and 50-3390L]

VIRGINIA ELECTRIC AND POWER CO.

Notice and Order for Prehearing Conference

In the matter of Virginia Electric and Power Co. (North Anna Power Station, Units 1 and 2).

Please take notice that pursuant to the Atomic Energy Commission's notice

of hearing dated May 25, 1973 (38 FR 13772), and in accordance with said Commission's rules of practice a prehearing conference will be held in the above entitled proceeding on December 17, 1974 at 11 a.m. local time at the General District Court, 613 Princess Anne Street, Fredericksburg, Virginia.

The objective of said prehearing conference will be to consider whatever stipulations or motions to strike have been filed pursuant to this Board's order dated September 30, 1974.

In addition, the Board will consider the necessity or desirability of amending the pleadings; simplification, clarification, and further specification of issues; the setting of a hearing scheduled; and such other matters as may aid in the orderly disposition of the proceeding.

It is so ordered.

Dated at Bethesda, Maryland, this 15th day of November 1974.

ATOMIC SAFETY AND LICENSING BOARD,
JOHN B. FARMAKIDES,
Chairman.

[FR Doc. 74-27265 Filed 11-20-74; 8:45 am]

CIVIL AERONAUTICS BOARD

[Order No. 74-11-76, Docket Nos. 26739 and 27181]

HUGHES AIRWEST

Order Re Service to Stockton

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 18th day of November, 1974.

On May 24, 1974, Hughes Air Corp. d/b/a Hughes Airwest (Airwest) filed an application, pursuant to Part 205 of the Board's Regulations, requesting authority to suspend service temporarily at Stockton, California, for a period of two years.

In support of its application, Airwest alleges, inter alia, that Stockton is presently provided with sufficient air service by United Air Lines, Inc. (United) and Pacific Southwest Airlines, Inc. (PSA), an intrastate carrier; that under current circumstances, Airwest's service is not needed and is poorly patronized, averaging only 9.4 passengers per departure in 1973; that Stockton is not isolated from the national transportation system, having easy access to the four Bay Area airports; that operations by Airwest are prohibitively expensive and the carrier estimates an experienced subsidy need of \$83,300, or \$8.10 per passenger, for the year ended March 31, 1974; that operations at Stockton show no present potential for improvement; and that service at Stockton is wasteful of scarce fuel supplies.

The Stockton Parties² filed an answer in opposition to Airwest's application

stating, inter alia, that Airwest and its predecessors historically have failed to develop Stockton's intra-California services; that Airwest has demonstrated that it can effectively develop Stockton's interstate market services and should be required by the Board to reinstate and augment such services; that Airwest can resolve its Stockton subsidy problems by abandoning its uncompetitive Stockton-San Francisco shuttle service; and that pending accomplishment of the above, it is premature to permit Airwest to temporarily suspend its Stockton service.

An answer to Airwest's application has also been filed by the People of the State of California and the Public Utilities Commission of the State of California (California).³ That answer expresses the concern that a suspension of Airwest might inhibit the commitment by other intrastate airlines to further develop the Stockton market, because Airwest could resume service at Stockton at any time. California requests, therefore, either a deletion of Airwest's authority at Stockton altogether or, should the Board grant suspension, that the Board, in deciding at some future date whether or not reinstatement of Airwest's service is warranted, consider the service being provided by existing intrastate carriers at Stockton.

Airwest filed a consolidated reply to the answers of the Stockton Parties and California.

Upon consideration of the pleadings and all the relevant facts, we have decided to deny Airwest's suspension request and to set for hearing the matter of whether Airwest should be suspended or deleted at Stockton. In view of the objections raised by the civic parties and California's request for deletion or conditioned suspension, we believe that the appropriate course of action would be to permit the resolution of the facts and issues presented by Airwest's application in a full evidentiary hearing at which all interested parties are represented. Moreover, the case involves complex questions, including: the relationship between service by an intrastate air carrier and by a subsidized federally-certificated, local service carrier at a common point; the question of whether Airwest may have run down the level of service at Stockton to strengthen a case for suspension/deletion; the effect of possible suspension/deletion of service at Stockton on service to other Airwest points; and the possible utility of a commuter replacement service in the routes of interest to Stockton. In all these circumstances, we shall set the case for hearing and make the Stockton Parties, PSA, and the California PUC parties to the Service to Stockton Case, established herein.

Accordingly, it is ordered, That:

³ The Stockton Parties filed a motion to strike the answer of California as late filed. The PUC's answer was filed only three days late by mail from California and, in conformity with past practice and in the interest of a complete record, we will accept the PUC's filing and deny Stockton's motion.

1. The application of Hughes Air Corp. d/b/a Hughes Airwest, in Docket 26739, be and it hereby is denied;

2. A proceeding will be instituted in Docket 27181, to be called the Service to Stockton Case and to be set for hearing before an Administrative Law Judge of the Board at a time and place hereafter designated, to determine:

(a) Whether the public convenience and necessity require, pursuant to section 401(g) of the Act, that the certificate of Hughes Airwest for route 76 should be altered, amended, or modified so as to suspend or delete Stockton, California; and

(b) Whether the public interest requires, pursuant to section 401(j) of the Act, the temporary suspension of service by Hughes Airwest at Stockton, California, with or without conditions;

3. Pacific Southwest Airlines and the Public Utilities Commission of the State of California, and the Stockton Parties, be and they hereby are made parties to Docket 27181;

4. The motion of Stockton Parties to strike the answer of the People of the State of California and the Public Utilities Commission of the State of California, be and it hereby is denied; and

5. A copy of this order shall be served upon Hughes Air Corp. d/b/a Hughes Airwest; United Air Lines, Inc.; Pacific Southwest Airlines, Inc.; Governor, State of California; Mayor, City of Stockton; the Public Utilities Commission of the State of California; Airport Manager, Stockton Field; County of San Joaquin; Greater Stockton Chamber of Commerce; Executive Director, San Joaquin Economic Development Association; and the Postmaster General.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] EDWIN Z. HOLLAND,
Secretary.

[FR Doc. 74-27276 Filed 11-20-74; 8:45 am]

COMMISSION ON CIVIL RIGHTS

NEW JERSEY STATE ADVISORY COMMITTEE

Notice of Meeting

Notice is hereby given, pursuant to the provisions of the Rules and Regulations of the U.S. Commission on Civil Rights, that a planning meeting of the New Jersey State Advisory Committee (SAC) to this Commission will convene at 7 p.m. on December 15, 1974, at Rutgers University Law School, 180 University Avenue, Newark, New Jersey.

Persons wishing to attend this meeting should contact the Committee Chairman, or the Northeastern Regional Office of the Commission, Room 1639, 26 Federal Plaza, New York, New York 10007.

The purpose of this meeting shall be to discuss the status of the New Jersey SAC Prison Project.

This meeting will be conducted pursuant to the rules and regulations of the Commission.

Dated at Washington, D.C., November 18, 1974.

ISAIAH T. CRESWELL, Jr.,
Advisory Committee
Management Officer.

[FR Doc.74-27252 Filed 11-20-74;8:45 am]

NEW YORK STATE ADVISORY COMMITTEE
Cancellation of Meeting

The meeting of the New York State Advisory Committee to the United States Commission on Civil Rights, originally scheduled for December 5, 1974, a notice of which was previously published on page 39599 in the FEDERAL REGISTER on Friday, November 8, 1974 (39 FR Doc. 74-26220) has been cancelled.

Dated at Washington, D.C., November 18, 1974.

ISAIAH T. CRESWELL, Jr.,
Advisory Committee
Management Officer.

[FR Doc.74-27253 Filed 11-20-74;8:45 am]

OREGON STATE ADVISORY COMMITTEE
Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the rules and regulations of the U.S. Commission on Civil Rights, that a planning meeting of the Oregon State Advisory Committee (SAC) to this Commission will convene at 7 p.m. on December 16, 1974, in the "Hall of Fame" Room, Cosmopolitan Hotel, 1030 North East Union, Portland, Oregon 96212.

Persons wishing to attend this meeting should contact the Committee Chairman, or the Western Regional Office of the Commission, Room 1015, 312 North Spring Street, Los Angeles, California 90012.

The purpose of this meeting shall be to discuss the status of the Oregon SAC and plan new activities to be undertaken by the SAC during the remainder of FY 1975.

This meeting will be conducted pursuant to the rules and regulations of the Commission.

Dated at Washington, D.C., November 14, 1974.

ISAIAH T. CRESWELL, Jr.,
Advisory Committee
Management Officer.

[FR Doc.74-27251 Filed 11-20-74;8:45 am]

CIVIL SERVICE COMMISSION
FEDERAL PREVAILING RATE ADVISORY COMMITTEE

Notice of Meetings

Pursuant to the provisions of section 10 of Pub. L. 92-463, effective January 5, 1973, notice is hereby given that meetings of the Federal Prevailing Rate Advisory Committee will be held on:

Thursday, December 5, 1974.
Thursday, December 19, 1974.

The meetings will convene at 10 a.m. and will be held in Room 5A06A, Civil Service Commission Building, 1900 E Street, NW., Washington, D.C.

The committee's primary responsibility is to study the prevailing rate system and from time to time advise the Civil Service Commission thereon.

At these scheduled meetings, the committee will consider proposed plans for implementation of Pub. L. 92-392, which law establishes pay systems for Federal prevailing rate employees.

The meetings will be closed to the public on the basis of a determination under section 10(d) of the Federal Advisory Committee Act (Pub. L. 92-463) and 5 U.S.C., section 552(b)(2), that the closing is necessary in order to provide the members with the opportunity to advance proposals and counter-proposals in meaningful debate on issues related solely to the Federal Wage System with the view toward ultimately formulating advisory policy recommendations for the consideration of the Civil Service Commission.

However, members of the public who wish to do so, are invited to submit material in writing to the Chairman concerning matters felt to be deserving of the committee's attention. Additional information concerning these meetings may be obtained by contacting the Chairman, Federal Prevailing Rate Advisory Committee, Room 5451, 1900 E. Street, NW., Washington, D.C. 20415.

DAVID T. ROADLEY,
Chairman, Federal Prevailing
Rate Advisory Committee.

NOVEMBER 15, 1974.

[FR Doc.74-27279 Filed 11-20-74;8:45 am]

DEPARTMENT OF DEFENSE

Grant of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission authorizes the Department of Defense to fill by noncareer executive assignment in the excepted service the position of Deputy Director (Command and Control), Office of the Director, Telecommunications and Command and Control Systems, Office of the Secretary of Defense.

UNITED STATES CIVIL SERVICE COMMISSION,

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

[FR Doc.74-27280 Filed 11-20-74;8:45 am]

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

Grant of Authority To Make a Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission authorizes the Equal Employment Opportunity Commission to

fill by noncareer executive assignment in the excepted service the position of Director of Congressional Affairs, Office of Congressional Affairs, Office of the Chairman.

[SEAL] JAMES C. SPRY,
UNITED STATES CIVIL SERVICE COMMISSION,
Executive Assistant
to the Commissioners.

[FR Doc. 74-27281 Filed 11-20-74;8:45 am]

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

Revocation of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission revokes the authority of the Equal Employment Opportunity Commission to fill by noncareer executive assignment in the excepted service the position of Chief Congressional Liaison Staff.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
Executive Assistant
to the Commissioners.

[FR Doc.74-27282 Filed 11-20-74;8:45 am]

OFFICE OF TELECOMMUNICATIONS POLICY

Grant of Authority To Make a Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission authorizes the Office of Telecommunications Policy to fill by noncareer executive assignment in the excepted service the position of Special Assistant.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
Executive Assistant
to the Commissioners.

[FR Doc.74-27283 Filed 11-20-74;8:45 am]

OFFICE OF TELECOMMUNICATIONS POLICY

Revocation of Authority To Make a Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission revokes the authority of the Office of Telecommunications Policy to fill by noncareer executive assignment in the excepted service the position of Assistant to the Director and Congressional Liaison Officer.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
Executive Assistant
to the Commissioners.

[FR Doc.74-27284 Filed 11-20-74;8:45 am]

**OFFICE OF TELECOMMUNICATIONS
POLICY**

**Grant of Authority To Make a Noncareer
Executive Assignment**

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission authorizes the Office of Telecommunications Policy to fill by non-career executive assignment in the expected service the position of Assistant Director for International Communications.

UNITED STATES CIVIL SERVICE
COMMISSION,

[SEAL] JAMES C. SPRY,

Executive Assistant
to the Commissioners.

[FR Doc.74-27285 Filed 11-20-74;8:45 am]

**ARMS CONTROL AND
DISARMAMENT AGENCY**

**GENERAL ADVISORY COMMITTEE ON
ARMS CONTROL AND DISARMAMENT**

Meeting

Notice is hereby given in accordance with section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463, 86 Stat. 770, 5 U.S.C. App. I) and paragraph 8b of Office of Management and Budget Circular No. A-63 (Revised) dated March 27, 1974, that a meeting of the General Advisory Committee on Arms Control and Disarmament is scheduled to be held on Friday, December 6, 1974 from 9 a.m. to 5 p.m. and on Saturday, December 7, 1974 from 9 a.m. to 12:30 p.m., at 2201 C Street, NW, Washington, D.C. in Room 7516. The purpose of the meeting is for the Committee to receive classified briefings and hold classified discussions concerning continuing international negotiations and other arms control issues.

The meeting will be closed to the public. A determination has been made by the Director of the Arms Control and Disarmament Agency in accordance with section 10(d) of the Federal Advisory Committee Act and paragraph 8d(2) of Office of Management and Budget Circular No. A-63 (revised) that the meeting will be concerned with matters of the type described in 5 U.S.C. 552(b) (1). This determination was made pursuant to a delegation of authority from the Office of Management and Budget dated June 25, 1973, issued under the authority of Executive Order 11769 dated February 21, 1974.

Dated: November 18, 1974.

SIDNEY D. ANDERSON,
Advisory Committee
Management Officer.

[FR Doc.74-27286 Filed 11-20-74;8:45 am]

**DELAWARE RIVER BASIN
COMMISSION**

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Delaware River Basin Commission will hold a

public hearing on Wednesday, December 4, 1974, commencing at 2 p.m. The hearing will be held in the South Auditorium of the ASTM Building, 1916 Race Street in Philadelphia. The subjects of the hearing will be as follows:

A. Proposed current expense and capital budgets for the fiscal year beginning July 1, 1975. Summaries of the proposed budgets are available upon request or may be examined at the Commission's offices.

B. Applications for approval of proposed projects listed below. The Commission will consider these applications as amendments to the Comprehensive Plan pursuant to Article 11 of the Compact and/or as project approvals pursuant to § 3.8 of the Compact.

1. *Bristol Borough Water and Sewer Authority.* A well water supply project to augment public water supplies in Bristol Borough and Township, Bucks County, Pa. Five new wells will be utilized to produce an estimated average yield of 3.8 million gallons per day.

2. *Cressona Borough Authority.* Expansion and upgrading of the Authority's sewage treatment plant serving the Borough and adjacent townships in Schuylkill County, Pa. The plant will provide 90 percent removal of BOD₅ and suspended solids from a sewage flow of 500,000 gallons per day. Treated effluent will discharge to the West Branch of the Schuylkill River.

3. *Radnor-Haverford-Marple Sewer Authority.* A project to construct a 30-inch relief interceptor sewer in Radnor and Haverford Townships, Delaware County, Pa. The 18,000-foot interceptor will provide an ultimate design capacity of 22 million gallons per day. Sewage will be conveyed to the Radnor-Haverford-Marple sewage treatment plant.

4. *Borough of Boyertown.* Upgrading of the Borough's existing sewage treatment plant in Douglass Township, Montgomery County, Pa. The improved facility will remove 95 percent of BOD₅ and 90 percent of suspended solids from an estimated sewage flow of 750,000 gallons per day. Treated effluent will discharge to an unnamed tributary of Perkiomen Creek.

5. *Borough of Topton Municipal Authority.* Upgrading of the Authority's existing sewage treatment plant in Longswamp Township, Berks County, Pa. The improved facility will remove 95 percent of BOD₅ and suspended solids from an estimated sewage flow of 300,000 gallons per day. Treated effluent will discharge to Toad Creek, a tributary of the Lehigh River.

6. *Myerstown Borough Sewer Authority.* Expansion and upgrading of the Authority's sewage treatment plant in Jackson Township, Lebanon County, Pa. The improved facility will provide removal of 94 percent of BOD₅ and 92 percent of suspended solids from an estimated sewage flow of 1.4 million gallons per day. Treated effluent will discharge to Tulpehocken Creek, a tributary of the Schuylkill River.

7. *Mount Laurel Municipal Utilities Authority.* A well water supply project to augment public water supplies in Mount Laurel Township, Burlington County, N.J. Two wells will be utilized to yield approximately 2.9 million gallons per day.

8. *Warrington Township Municipal Authority.* A well water supply project to augment public water supplies in Warrington Township, Bucks County, Pa. Two new wells (Nos. 2 and 3) are designed to produce a combined yield of 350 gallons per minute.

9. *Wilmington Board of Harbor Commissioners.* Reconstruction of Wharf Unit No. 2 at the Port of Wilmington, New Castle

County, Del. A 500-foot replacement wharf will be built at the confluence of the Christina and Delaware Rivers.

10. *Griffin Pipe Products Co.* A well water supply project to serve the company's industrial facilities in Florence Township, Burlington County, N.J. Two wells will be utilized and the permitted withdrawal will be increased to 830,000 gallons per day.

11. *Geological Reclamation Operations and Waste Systems, Inc.* A leachate treatment project at a sanitary landfill in Falls Township, Bucks County, Pa. About 144,000 gallons per day of leachate will discharge to the Delaware River after treatment.

12. *Pennsylvania Power & Light Co.* Alterations to the cooling water discharge facility for Units Nos. 1 and 2 of the Martins Creek generating station in Northampton County, Pa. The project will diffuse approximately 179 million gallons per day of cooling water into the Delaware River at the site in a manner designed to meet applicable temperature control standards.

13. *The West Co.* An industrial water supply project serving the company's manufacturing plant in the City of Millville, Cumberland County, N.J. Four wells will be utilized to produce approximately 1.7 million gallons per day.

14. *Bristol Oil Corp.* A proposed docking facility and oil storage terminal on the Delaware River near Bristol, Bucks County, Pa. Berthing for ocean-going oil tankers would be provided. Low-sulfur oil would be off-loaded to six storage tanks capable of storing approximately one million barrels of oil. Seven additional tanks would be built to store chemicals to be delivered by tankers for use in the Bristol plant of the Rohm & Haas Co. A draft environmental impact statement (dated November 6, 1974) has been prepared by the Commission and will be included as part of the subject matter of the hearing on this project.

C. Applications for water quality certifications pursuant to Section 401 of the Federal Water Pollution Control Act:

1. *Wilmington Board of Harbor Commissioners.* Maintenance dredging alongside dock facilities on the Christina River at Wilmington, New Castle County, Del. The channel will be dredged to 10 feet along the main dock and tanker berths.

2. *Delaware Dept. of Highways and Transportation.* Replacement of Route 16 highway bridge over Old Primehook Creek at Broadkill Beach, Sussex County, Del.

3. *Pennsylvania Dept. of Transportation.* Improvement of highway bridge and adjacent roadway along traffic Route 291 cross Ridley Creek in the City of Chester, Delaware County, Pa.

4. *Bristol Borough Water and Sewer Authority.* Construction of a 54-inch sewer endwall between high and low water lines at the foot of Green Lane in Bristol Borough, Bucks County, Pa.

5. *Niels P. Rasmussen.* Construction of a dock area on the Delaware River at Seventh Street in the City of Camden, Camden County, N.J. The dock will be formed by grounding three barges.

Documents relating to the items on this hearing notice may be examined at the Commission's offices. Persons wishing to testify are requested to notify the Secretary prior to the hearing (609-883-9500).

W. BRINTON WHITALL,
Secretary.

NOVEMBER 15, 1974.

[FR Doc.74-27230 Filed 11-20-74;8:45 am]

ENVIRONMENTAL PROTECTION AGENCY

[OPP-32000/146; FRL 298-2]

RECEIPT OF APPLICATIONS FOR PESTICIDE REGISTRATION

Data To Be Considered in Support of Applications

On November 19, 1973, the Environmental Protection Agency (EPA) published in the FEDERAL REGISTER (38 FR 31862) its interim policy with respect to the administration of section 3(c) (1) (D) of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA), as amended. This policy provides that EPA will, upon receipt of every application for registration, publish in the FEDERAL REGISTER a notice containing the information shown below. The labeling furnished by the applicant will be available for examination at the Environmental Protection Agency, Room EB-31, East Tower, 401 M Street SW., Washington, D.C. 20460.

On or before January 20, 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 20, 1975.

APPLICATIONS RECEIVED

EPA File Symbol 8590-ULA. Agway, Inc., Fertilizer-Chem. Div., PO Box 1333, Syracuse NY 13201. DIAZINON 4EC. Active Ingredients: O,O-Diethyl O-(2-isopropyl-6-methyl-4-pyrimidinyl) phosphorothioate 48 percent; Xylene 36 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 8133-RI. Champion Chemicals, Inc., PO Box 45509, Odessa TX 77045. BACTRON KM-4 MICROBIOCIDAL. Active Ingredients: Sodium Pentachlorophenate 16 percent; Sodium Salts of Other Chlorophenates 2 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 7173-RLE. Chempar Chemical Co., Inc., 260 Madison Ave., New York NY 10016. ROZOL RAT & MOUSE KILLER. Active Ingredients: 2-[p-chlorophenyl] phenylacetyl]-1,3-indandione 0.005 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 100-LTR. Ciba-Geigy Corp., Agricultural Div., PO Box 11423, Greensboro NC 27409. DIAZINON PE. Active Ingredients: O,O-diethyl O-(2-isopropyl-6-methyl-4-pyrimidinyl) phosphorothioate 20.0 percent; Pyrethrins 2.0 percent; Piperonyl butoxide, technical 10.0 percent; Aromatic petroleum derivative solvent 54.0 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 13369-R. Contra Costa Maint. & Supply Co., 1013A Shary Circle, Concord CA 94520. 3 WAY CLEANER. Active Ingredients: Didecyl dimethyl ammonium chloride 2.5 percent; Tetrasodium ethylenediamine tetraacetate 2.0 percent; Sodium carbonate 1.5 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 2596-LL. The Hartz Mountain Corp., 700 S. 4th St., Harrison NJ 07029. HARTZ HAMSTER & GERBIL SPRAY MIST. Active Ingredients: Pyrethrins 0.045 percent; Technical piperonyl butoxide 0.90 percent; N-Octyl bicycloheptene dicarboximide 0.150 percent; Petroleum Distillates 0.215 percent; Propylene Glycol 0.100 percent; Triethylene Glycol 0.100 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 2596-LG. The Hartz Mountain Corp. HARTZ OUTDOOR NO. Active Ingredients: Methyl nonyl ketone 2 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 2596-LA. The Hartz Mountain Corp. HARTZ INDOOR NO. Active Ingredients: Methyl nonyl ketone 2 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 2596-LU. The Hartz Mountain Corp. HARTZ CAT FLEA & TICK KILLER. Active Ingredients: Pyrethrins 0.060 percent; Technical Piperonyl Butoxide 0.120 percent; N-Octyl bicycloheptene dicarboximide 0.200 percent; 2,3,4,5-Bis (delta-2-butylene) tetrahydrofurfural 0.200 percent; Petroleum Distillate 0.288 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 2596-LR. The Hartz Mountain Corp. HARTZ MY-T-MITE BIRD SPRAY. Active Ingredients: Pyrethrins 0.030 percent; Technical Piperonyl Butoxide 0.060 percent; N-Octyl bicycloheptene dicarboximide 0.100 percent; Petroleum Distillate 0.146 percent; Propylene Glycol 0.100 percent; Triethylene Glycol 0.100 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 2596-LE. The Hartz Mountain Corp. DOG FLEA & TICK KILLER DEODORANT REPELLENT. Active Ingredients: Pyrethrins 0.060 percent; Technical Piperonyl Butoxide 0.120 percent; N-Octyl bicycloheptene dicarboximide 0.200 percent; 2,3,4,5-Bis (2-butylene) tetrahydro-2-furaldehyde 0.200 percent; Petroleum Distillate 0.288 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 9411-A. Kenco Chemical Co., Inc., PO Box 912, 107 Freemans Bridge Rd., Schenectady NY 12301. KENCO RX10 CONCENTRATED SWIMMING POOL ALGAECIDE. Active Ingredients: n-Alkyl (60 percent C14, 30 percent C16, 5 percent C12, 5 percent C18) dimethyl benzyl ammonium chlorides 5 percent; n-Alkyl (68 percent C12, 32 percent C14) dimethyl ethylbenzyl ammonium chlorides 5 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 2836-U. Loos & Dilworth, Inc., PO Box 25, 61 E. Green Lane, Bristol, PA 19007. HERCO PINE OIL. Active Ingredients: Pine Oil 99.4 percent. Method of Support: Application proceeds under 2(b) of interim policy.

EPA File Symbol 2836-A. Loos & Dilworth, Inc. YARMOR 302W PINE OIL. Active Ingredients: Pine Oil 99.4 percent. Method of Support: Application proceeds under 2(b) of interim policy.

EPA File Symbol 2836-L. Loos & Dilworth, Inc. YARMOR 302 PINE OIL. Active Ingredients: Pine Oil 99.4 percent. Method of Support: Application proceeds under 2(b) of interim policy.

EPA File Symbol 397-RN. Noble Pine Products Co., PO Box 41, Centuck Station, Yonkers NY 10710. "STERI-SAN". Active Ingredients: n-Alkyl (60 percent C14, 30 percent C16, 5 percent C12, 5 percent C18) dimethyl benzyl ammonium chlorides 12.5 percent; n-Alkyl (68 percent C12, 32 percent C14) dimethyl ethylbenzyl ammonium chlorides 12.5 percent. Method of Support: Application proceeds under 2(b) of interim policy.

EPA Reg. No. 11525-4. Peterson/Puritan, Inc., Hegeler Lane, Danville IL 61832. P/P INSECTICIDE NO. 4 SBP-1382/BIOALLETHRIN AQUEOUS PRESSURIZED SPRAY. Active Ingredients: (5-Benzyl-3-furyl) methyl 2,2-dimethyl-3-(2-methylpropenyl) cyclopropanecarboxylate 0.200 percent; Related compounds 0.028 percent; d-trans Allethrin (allyl homolog of Cinerin I) 0.160 percent; Related compounds 0.012 percent; Aromatic petroleum hydrocarbons 0.272 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 1969-RRR. Parsons Chemical Works, Inc., PO Box 146, Grand Lodge MI 48837. PARSONS TO-DOT LIVE STOCK SPRAY. Active Ingredients: Deodorized Kerosene 49.50 percent; Mineral Seal Oil 49.50 percent; 2,2-dichlorovinyl dimethyl phosphate 0.93 percent; Related Compounds 0.07 percent. Method of Support: Application proceeds under 2(b) of interim policy.

EPA File Symbol 4972-RT. Protexall Chemicals, Inc., Rt. 1, PO Box 424, Port Orange FL 32019. DON'S D-K CONCENTRATED DO IT YOURSELF BUG KILLER. Active Ingredients: Pyrethrins 0.600 percent; Piperonyl butoxide, technical 1.200 percent; N-octyl bicycloheptene dicarboximide 1.992 percent; Chlorpyrifos [0,0-diethyl 0-(3,5,6-trichloro-2-pyridyl) phosphorothioate] 6.000 percent; Aromatic petroleum distillates 3.480 percent; Petroleum distillate 79.308 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 34742-R. Smithers-Oasis, 919 Marvin Av., Box 118, Kent OH 44240. OASIS S-215 GERMICIDE. Active Ingredients: Silver Nitrate 0.85 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 34913-L. Spray Services, Inc., 4711 Piedmont Rd., Box 9276, Huntington WV 25704. SPRA-KIL B-4 GRANULAR WEED KILLER. Active Ingredients: Bromacil (5-Bromo-3-secbutyl-6-methyluracil) 4.0 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 34913-U. Spray Services, Inc. SPRA-KIL D-8 GRANULAR WEED KILLER. Active Ingredients: Diuron [3-(3,4-Dichlorophenyl)-1,1-Dimethylurea] 8.0 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 34913-E. Spray Services, Inc. SPRA-KIL T-4 GRANULAR. Active Ingredients: m-(3,3-Dimethylureido)phenyl tertbutylcarbamate 4.0 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 34913-G. Spray Services, Inc. SPRA-KIL K-4 GRANULAR WEED KILLER. Active Ingredients: Bromacil (5-Bromo-3-Sec-Butyl-6-methyluracil) 2.0 percent; Diuron 3-(3,4-Dichlorophenyl)-1,1-Dimethylurea 2.0 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 34913-R. Spray Services, Inc. SPRA-KIL T-8 GRANULAR. Active Ingredients: m-(3,3-Dimethylureido)phenyl tert-butylcarbamate 8.0 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 6735-ERO. Tide Products, Inc., PO Box 1020, Edinburg TX 78539. NEMATIDE SOIL FUMIGANT FOR CITRUS. Active Ingredients: 1,2-Dibromo-3-Chloropropane 67.5 percent; Other Halogenated C3 Compounds 3.5 percent. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 1043-AE. Vestal Laboratories, Div. of Chemed Corp., 4963 Manchester Ave., St. Louis MO 63110. VESTAL DISINFECTANT-DEODORANT SPRAY 451. Active Ingredients: n-Alkyl (60 percent C14, 30 percent C16, 5 percent C12, 5 percent C18) dimethylbenzyl ammonium chloride 0.042 percent; n-Alkyl (50 percent C12, 30 percent C14, 17 percent C16, 3 percent C18) dimethyl ethylbenzyl ammonium chloride 0.042 percent; propylene glycol 5.15 percent; ethanol 52.73 percent. Method of Support: Application proceeds under 2(a) of interim policy.

EPA File Symbol 35138-E. Winco Chemical Co., PO Box 104, Jackson MI 39205. WINCO F&C INSECT KILLER. Active Ingredients: (5-Benzyl-3-furyl)methyl 2,2-dimethyl-3-(2-methylpropenyl) cyclopropanecarboxylate 0.250 percent; Related compounds 0.034 percent. Method of Support: Application proceeds under 2(c) of interim policy.

Dated: November 13, 1974.

JOHN B. RITCH, Jr.,
Director, Registration Division.

[FR Doc. 74-27071 Filed 11-20-74; 8:45 am]

FEDERAL COMMUNICATIONS COMMISSION

[Report No. 728]

COMMON CARRIER SERVICES INFORMATION¹

Domestic Public Radio Services Applications Accepted for Filing²

NOVEMBER 18, 1974.

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

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

FEDERAL COMMUNICATIONS COMMISSION,
VINCENT J. MULLINS,
Secretary.

APPLICATIONS ACCEPTED FOR FILING

DOMESTIC PUBLIC LAND MOBILE RADIO SERVICE

20738-CD-P-(2)-75, The Bell Telephone Company of Pennsylvania (KGH861). C.P. to change antenna system, replace transmitter and change frequencies from 35.58 MHz to 152.84 MHz at Loc. #1: 920 Harwick St., Chester, Pennsylvania, and Loc. #2: 28 South Chester Pike, Glenoid, Pennsylvania.

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

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

20739-CD-P-(2)-75, The Diamond State Telephone Company (KGA473). C.P. to change antenna system, replace transmitter and change frequencies from 35.58 MHz to 152.84 MHz at Loc. #1: 919 Market St., Wilmington, Delaware, and Loc. #2: Dupont Louviers Building, Milford Crossroads, Delaware.

20740-CD-P-75, John C. Simmons dba Simmons Electronics (new). C.P. for a new 2-way station to operate on 152.03 MHz to be located 3400 feet W. of Highways 19 & 27, 1 mile W. of Perry, Florida.

20741-CD-P-75, The Chesapeake and Potomac Telephone Company of West Virginia (KQD812). C.P. to relocate facilities operating on 35.66 MHz at Loc. #2: 816 Lee Street, Charleston, West Virginia.

20742-CD-MP-75, William E. Miers dba Southwestern Communications Service (KUC855). C.P. for additional facilities to operate on 152.18 MHz located 1/2 mile West of Carrizo Springs, Texas.

20743-CD-P-75, Midway Telephone Company (new). C.P. for a new 1-way station to operate on 158.10 MHz to be located at 202 East Ogden Street, Medford, Wisconsin.

20744-CD-R-75, The Pacific Telephone and Telegraph Company (KA4326). Renewal of Developmental license expiring 12-11-74. Term: 12-11-74 to 12-11-75.

20745-CD-P-(2)-75, South Central Bell Telephone Company (KIY600). C.P. to change antenna system, and replace transmitter operating on 152.78 MHz, base and replace transmitter operating on 158.04 MHz, test, located at 810 Kentucky Avenue, Paducah, Kentucky.

20746-CD-P-75, Waco Communications, Inc. (KQZ760). C.P. to change antenna system and relocate facilities operating on 158.70 MHz to be located approximately 2 miles SW of Belton, Texas.

20747-CD-MP-(2)-75, RadioCall, Inc. (KUA482). C.P. to relocate facilities operating on 158.70 MHz at Loc. #4: 2333 Kapiolani Boulevard, Honolulu, Hawaii; and change antenna system and relocate facilities operating on 158.70 MHz at Loc. #6: Huling Tunnel, Diamond Head, Honolulu, Hawaii.

20748-CD-P-(2)-75, Communications Electronics Center, Inc. (KQZ712). C.P. for additional facilities to operate on 152.09 & 152.18 MHz located at Corner Smiley Street and Oak Drive, Colquitt, Georgia.

20749-CD-P-75, Communications Electronics Center, Inc. (new). C.P. for a new 1-way station to operate on 152.24 MHz to be located at Corner Smiley Street and Oak Drive, Colquitt, Georgia.

20751-CD-P-(2)-75, RCC of Virginia, Inc. (KLF517). C.P. for additional facilities to operate on 454.275 & 454.325 MHz located at 707 Industry Drive, Hampton, Virginia.

Major amendment

20676-C2-P-(2)-74, South Central Bell Telephone Company (KIY458), Pikeville, Kentucky. Delete base frequency 152.60 MHz and add 152.57 MHz. All other particulars to remain as reported on the Commission's PN #679 dated December 17, 1973.

Informative

It appears that the following applications may be mutually exclusive and subject to the Commission's Rules regarding Ex Parte presentations by reasons of potential electrical interference.

Ohio

Answering Exchange, Inc., Cincinnati, Ohio (new), File No. 8161-C2-P-73.
Telepage Corporation, Laurel, Ohio (new), File No. 20031-C2-P-74.
Cincinnati Radio Telephone Systems, Inc., Afton, Ohio (new), File No. 20035-C2-P-74.

RURAL RADIO SERVICE

- 60085-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3875 MHz located at Alps Pump Station #3, 290 miles North of Fairbanks, Pump Station #3, Alaska.
- 60086-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9875 & 161.8375 MHz located at Hill 4010, 283 miles North of Fairbanks, Slope, Alaska.
- 60087-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.2375, 157.3375 & 157.3375 MHz located on Hill 3456, 261 miles North of Fairbanks, Galbraith, Alaska.
- 60088-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9375 MHz to be located at Alps Remote Block Valve #26, 123 miles South of Deadhorse, RBV 26, Alaska.
- 60089-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9375 & 161.8875 MHz located at Atigun River Valley, 255 miles NNW of Fairbanks, Teak Lake, Alaska.
- 60090-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.2875 & 157.3625 MHz located at Atigun Pass, 236 miles NNW of Fairbanks, Atigun, Alaska.
- 60091-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9625 & 161.8625 MHz located near Hill 4664, 228 miles NW of Fairbanks, Margaret Hill, Alaska.
- 60092-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.2625 MHz located at Alps Remote Block Valve #31, 149 miles South of Deadhorse, RBV 31, Alaska.
- 60093-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.2625 MHz located at Alps Remote Block Valve #32, 155 miles South of Deadhorse, RBV 32, Alaska.
- 60094-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.2625 MHz located at Alps Remote Block Valve #33, 159 miles South of Deadhorse, RBV 33, Alaska.
- 60095-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.2625 & 157.3875 MHz located on Hill 4363, 202 miles NNW of Fairbanks, Kaaruk, Alaska.
- 60096-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9875 MHz located at Alps Remote Block Valve #34, 163 miles South of Deadhorse, RBV 34, Alaska.
- 60097-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9875 MHz located at Alps Remote Block Valve #35, 167 miles South of Deadhorse, RBV 35, Alaska.
- 60098-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9875 MHz located at Alps Remote Block Valve #35A, 171 miles South of Deadhorse, RBV 35A, Alaska.
- 60099-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9875 MHz located at Alps Remote Block Valve #36, 174 miles South of Deadhorse, RBV 36, Alaska.
- 60100-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9875 MHz at Alps Remote Block Valve #37, 181 miles South of Deadhorse, RBV 37, Alaska.
- 60101-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9875 & 161.9375 MHz located at Alps Remote Block Valve #39, 191 miles South of Deadhorse, RBV 39, Alaska.
- 60102-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3375 MHz located at Alps Remote Block Valve #40, 193 miles South of Deadhorse, RBV 40, Alaska.
- 60103-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9875 & 161.9125 MHz located at Hill 4380, 184 miles NW of Fairbanks, Coldfoot, Alaska.
- 60104-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3125 MHz located at Alps Remote Block Valve #42, 187 miles NNW of Fairbanks, RBV 42, Alaska.
- 60105-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3125 MHz located at Alps Remote Block Valve #43, 184 miles NNW of Fairbanks, RBV 43, Alaska.
- 60106-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3125 MHz located at Alps Remote Block Valve #44, 181 miles NNW of Fairbanks, RBV 44, Alaska.
- 60107-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3125 MHz located at Alps Remote Block Valve #45, 179 miles NNW of Fairbanks, RBV 45, Alaska.
- 60108-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3125 & 157.3625 MHz located on Hill 2855, 162 miles NW of Fairbanks, Eagle, Alaska.
- 60109-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.8625 MHz located at Alps Remote Block Valve #47, 169 miles NNW of Fairbanks, RBV 47, Alaska.
- 60110-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9625 MHz located at Alps Remote Block Valve #49, 163 miles NNW of Fairbanks, RBV 49, Alaska.
- 60111-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9625 & 161.8375 MHz located at Alps Pump Station #5, 152 miles NW of Fairbanks, Pump Station #5, Alaska.
- 60112-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.2375 & 157.2875 MHz located at Hill 3630, 143 miles NW of Fairbanks, Fish, Alaska.
- 60113-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.8875 MHz located at Alps Remote Block Valve #51, 153 miles NW of Fairbanks, RBV 51, Alaska.
- 60114-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.8875 MHz located at Alps Remote Block Valve #53, 148 miles NW of Fairbanks, RBV 53, Alaska.
- 60115-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.8875 MHz located at Alps Remote Block Valve #54, 141 miles NW of Fairbanks, RBV 54, Alaska.
- 60116-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.8875 MHz located at Alps Remote Block Valve #56, 124 miles NW of Fairbanks, RBV 56, Alaska.
- 60117-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.8875 161.8625 161.9875 & 161.9375 MHz located on Hill 3152, 103 miles NW of Fairbanks, Bench, Alaska.
- 60118-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3375 MHz located at Alps Remote Block Valve #57, 118 miles NW of Fairbanks, RBV 57, Alaska.
- 60119-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3375 MHz located at Alps Remote Block Valve #58, 113 miles NW of Fairbanks, RBV 58, Alaska.
- 60120-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3375 MHz located at Alps Remote Block Valve #59, 102 miles NW of Fairbanks, RBV 59, Alaska.
- 60121-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3375 MHz located at Alps Remote Block Valve #60, 93 miles NW of Fairbanks, RBV 60, Alaska.
- 60122-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3375 & 157.3875 MHz located at Alps Pump Station #6, 90 miles NW of Fairbanks, Pump Station #6, Alaska.
- 60123-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.2625 & 157.3625 MHz located on Hill 2622, 58 miles NW of Fairbanks, Livengood, Alaska.
- 60124-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9625 MHz located at Alps Remote Block Valve, 71 miles NW of Fairbanks, RBV 62, Alaska.
- 60125-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9625 MHz located at Alps Remote Block Valve #65, 54 miles NW of Fairbanks, RBV 65, Alaska.
- 60126-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9625 MHz located at Alps Remote Block Valve #67, 39 miles NW of Fairbanks, RBV 67, Alaska.
- 60127-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9625, 161.9875, 161.8375 & 161.9125 MHz located on Hill 3207, 26 miles NW of Fairbanks, Aggie, Alaska.
- 60128-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.2375 & 157.3875 MHz located at Alps Pump Station #7, 42 miles South of Glenallen, Pump Station #7, Alaska.
- 60129-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3125 MHz located at Alps Remote Block Valve #68, 23 miles NNW of Fairbanks, RBV 68, Alaska.
- 60130-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3125 MHz located at Alps Remote Block Valve #69, 18 miles NNW of Fairbanks, RBV 69, Alaska.
- 60131-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3125 MHz located at Alps Remote Block Valve #69A, 16 miles NNW of Fairbanks, RBV 69A, Alaska.
- 60132-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.8875 & 161.9375 MHz located at Alps Pump Station #8, 38 miles SE of Fairbanks, Pump Station #8, Alaska.

- 60133-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3125, 157.2625, 157.3375 & 157.2875 MHz located at Hill 3026, 50 miles SE of Fairbanks, Buck, Alaska.
- 60134-CR-P-75, Same as Above (new). C.P. for a new inter-office station to operate on 161.8375 MHz located at Alps Remote Block Valve #72, 7 miles NE of Fairbanks, RBV 72, Alaska.
- 60135-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 161.8375 MHz located at Alps Remote Block Valve #73, 7 miles NE of Fairbanks, RBV 73, Alaska.
- 60136-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 161.8625 MHz located at Alps Remote Block Valve #77A, 39 miles SE of Fairbanks, RBV 77A, Alaska.
- 60137-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 161.8625 MHz located at Alps Remote Block Valve #80, 61 miles SE of Fairbanks, RBV 80, 61 miles SE of Fairbanks, RBV 80, Alaska.
- 60138-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 161.8625 & 161.9625 MHz located at Alps Pump Station #9, 3.6 miles SSW of Allen AAF, Pump Station #9, Alaska.
- 60139-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.3725 & 157.2375 MHz located at Nicole Knob, 31 miles SSW of Delta Junction, Nicole Knob, Alaska.
- 60140-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 161.8375 MHz located at Alps Remote Block Valve #88, 101 miles SSE of Fairbanks, RBV 88, Alaska.
- 60141-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 161.8375 & 161.9875 MHz located at MI 180 Richardson Hwy., 42 miles South of Delta Junction, Pump Station #10, Alaska.
- 60142-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.3875 MHz located at Alps Remote Block Valve #91, 86 miles North of Glennallen, RBV 91, Alaska.
- 60143-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.3875 & 157.3125 MHz located at Hill 3838, 53 miles South of Delta Junction, Yost, Alaska.
- 60144-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 161.9125 & 161.8625 MHz located at Roundtop Mountain, 85 miles South of Delta Junction, Roundtop, Alaska.
- 60145-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.2625 MHz located at Alps Remote Block Valve #95, 65 miles North of Glennallen RBV 95, Alaska.
- 60146-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.2625 MHz located at Alps Remote Block Valve #95B, 53 miles North of Glennallen, RBV 95B, Alaska.
- 60147-CR-P-75, Same as above (new). C.P. for a new inter-office station to operate on 157.2625 MHz located at Alps Remote Block Valve #96, 49 miles North of Glennallen, RBV 96, Alaska.
- 60148-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.2625 MHz located at Alps Remote Block Valve #97, 36 miles North of Glennallen, RBV 97, Alaska.
- 60149-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.2625 MHz located at Alps Remote Block Valve #98, 33 miles North of Glennallen, RBV 98, Alaska.
- 60150-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.2625 MHz located at Alps Remote Block Valve #98A, 30 miles North of Glennallen, RBV 98A, Alaska.
- 60151-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.2625 MHz located at Alps Remote Block Valve #100, 24 miles North of Glennallen, RBV 100, Alaska.
- 60152-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.2625 MHz located at Alps Remote Block Valve #101, 18 miles North of Glennallen, RBV 101, Alaska.
- 60153-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.2625 MHz located at Alps Remote Block Valve #102, 15 miles North of Glennallen, RBV 102, Alaska.
- 60154-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.2625 MHz located at Alps Remote Block Valve #103, 11 miles North of Glennallen, RBV 103, Alaska.
- 60155-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.2625, 157.3875, 157.2375 & 157.3625 MHz located at MI 88 Richardson Hwy., 12 miles South of Copper Center, Stuck, Alaska.
- 60156-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 161.9625 MHz located at Alps Remote Block Valve #104, 7 miles North of Glennallen, RBV 104, Alaska.
- 60157-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 161.9625 MHz located at Alps Remote Block Valve #105, 3 miles NNE of Glennallen, RBV 105, Alaska.
- 60158-CR-P-75, Same as above (new). C.P. for a new inter-office station to operate on 161.9875 MHz located at Alps Remote Block Valve #107, 8 miles SSE of Glennallen, RBV 107, Alaska.
- 60159-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 161.9875 MHz located at Alps Remote Block Valve #108, 13 miles SSE of Glennallen, RBV 108, Alaska.
- 60160-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 161.8375 & 161.9625 MHz located at Alps Pump Station #11, 4.3 miles SSE of Gulkana, Pump Station #11, Alaska.
- 60161-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 161.9875, 161.9375, 161.8875, & 161.9125 MHz located at Kimball Pass, 44 miles SSE of Glennallen, Kimball Pass, Alaska.
- 60162-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.3125 MHz located at Alps Remote Block Valve #113, 37 miles SSE of Glennallen, RBV 113, Alaska.
- 60163-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.2875 & 157.3125 MHz located at Richardson Hwy., 48 miles South of Glennallen, Pump Station #12, Alaska.
- 60164-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.3325 & 157.2625 MHz located at Tiekler River Valley, 38 miles ENE of Valdez, Tiekler, Alaska.
- 60165-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 161.8625 MHz located at Alps Remote Block Valve #115, 51 miles South of Glennallen, RBV 115, Alaska.
- 60166-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 161.8625 MHz located at Alps Remote Block Valve #116, 53 miles South of Glennallen, RBV 116, Alaska.
- 60167-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 161.8625 & 161.9625 MHz located on Hill 4109, Tsina River Valley, 34 miles ENE of Valdez, Tsina, Alaska.
- 60168-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.3625 MHz located at Alps Remote Block Valve #117, 35 miles NE of Valdez, RBV 117, Alaska.
- 60169-CR-P-75, RCA Alaska Communications, Inc. (new). C.P. for a new inter-office station to operate on 157.3625 MHz located at Alps Remote Block Valve #118, 31 miles East of Valdez, RBV 118, Alaska.
- 60170-CR-P-75, Same as above (new). C.P. for a new inter-office station to operate on 157.3625 MHz located at Alps Remote Block Valve #119, 27 miles East of Valdez, RBV 119, Alaska.
- 60171-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.3625 & 157.0375 MHz located at Hill 3700, 24 miles ENE of Valdez, Ptarmigan, Alaska.
- 60172-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 161.4625 & 161.5875 MHz located at Thompson Pass, 18 miles ESE of Valdez, Keystone, Alaska.
- 60173-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.1875 MHz located at Alps Remote Block Valve #121, 19 miles East of Valdez, RBV 121, Alaska.
- 60174-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.1875 MHz located at Alps Remote Block Valve #121, 17 miles East of Valdez, RBV 121A, Alaska.
- 60175-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.1875 MHz located at Alps Remote Block Valve #123, 15 miles East of Valdez, RBV 123, Alaska.
- 60176-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.1875 MHz located at Alps Remote Block Valve #124, 11 miles SE of Valdez, RBV 124, Alaska.
- 60177-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.1875 MHz located at Alps Remote Block Valve #125, 6 miles SSE of Valdez, RBV 125, Alaska.
- 60178-CR-P-75, Same (new). C.P. for a new inter-office station to operate on 157.1875 MHz located at South Side of Port Valdez, 3.7 miles South of Valdez City, Valdez Terminal, Alaska.
- 60190-CR-P-75, The Mountain States Telephone & Telegraph Company (new). C.P. for a new rural subscriber station to operate on 157.77 MHz located 17.0 miles North of Casper, Wyoming.

POINT-TO-POINT MICROWAVE RADIO SERVICE

- 1433-CF-ML-75, Southern Bell Telephone and Telegraph Company (KJC21), 5.5 miles South of Jasper, Florida. Lat. 30°26'17" N., Long. 82°56'17" W. Mod. of License to change polarity from V to H on 3730, 3810 and 4130 MHz towards Madison, Florida on azimuth 274°28'.
- 1434-CF-ML-75, Same (KJC22), Brookdale Avenue and State Road #10, Madison, Florida. Lat. 30°28'11" N., Long. 83°25'11" W. Mod. of License to change polarity from V to H on 3770, 4090, 4170 and from H to V on 3950 MHz towards Jasper, Florida, on azimuth 94°13'.
- 1435-CF-P-75, The Bell Telephone Company of Pennsylvania (KGP33), 4 miles North of Altoona, Pennsylvania. Lat. 40°34'00" N., Long. 78°26'38" W. C.P. to change power and add TL-A2 power amplifiers on freq. 11,405H and 11,565H MHz towards Pine Grove Mills, Pennsylvania, on azimuth 70°10'.

- 1436-CF-P-75, Same (KGO89), 1.5 miles South of Pine Grove Mills, Pennsylvania. Lat. 40°42'57" N., Long. 77°53'45" W. C.P. to change power and add TL-A2 Power amplifiers to freq. 10,955H and 11,155H MHz towards Wapsononock Mountain, Pennsylvania, on azimuth 250°31'.
- 1437-CF-P-75, Southern Bell Telephone and Telegraph Company (KZI76), Maybank Highway, Johns Island, South Carolina. Lat. 32°43'16" N., Long. 80°04'59" W. C.P. to replace transmitter and change freq. from 2114.6H to 2178.0H MHz towards Edisto Beach, South Carolina, on azimuth 220°57'.
- 1438-CF-P-75, Same (KZI77), Chancellor Street, Edisto Beach, South Carolina. Lat. 32°29'20" N., Long. 80°19'14" W. C.P. to replace transmitter and change freq. from 2164.6H to 2128.0H MHz towards Johns Island, South Carolina, on azimuth 40°-49'.
- 1439-CF-P-75, Southwestern Bell Telephone Company (KLT69), 10 miles North of Odessa, Texas. Lat. 32°02'11" N., Long. 102°22'42" W. C.P. to add 3850H MHz towards Midland R.S., Texas, on azimuth 103°02'.
- 1440-CF-P-75, Same (WDE62), Interstate Highway #20 and State Highway #349, Midland, Texas. Lat. 31°58'37" N., Long. 102°04'44" W. C.P. to add 4050H MHz and change polarity from V to H on 3730, 3810, 3890, and 3970 MHz towards Odessa, Texas, on azimuth 283°12'.
- 1441-CF-P-75, Universal Telephone Company of Colorado (new). Proposed steel tower adjacent to the Central Office, Pagosa Springs, Colorado. Lat. 37°16'04" N., Long. 107°00'38" W. C.P. for a new station on 2121.6H MHz towards Mesa, Colorado, via passive reflector.
- 1458-CF-P-75, South Central Bell Telephone Company (KLO98), 3.8 miles SE of Clarksdale, Mississippi. Lat. 34°09'10" N., Long. 90°32'21" W. C.P. to change power, equipment, replace transmitter, and change freq. from 6264.0H and 6382.6H to 6004.5H and 6123.1H MHz towards Clarksdale, Mississippi, on azimuth 331°09'; change 6249.1V and 6367.7V MHz to 6004.5V and 6123.1V MHz towards Glendora, Mississippi, on azimuth 149°39'.
- 1259-CF-P-75, Same (KLO99), 1.2 miles WNW of Glendora, Mississippi. Lat. 33°-50'05" N., Long. 90°18'58" W. C.P. to change power, equipment, replace transmitter, and change freq. from 5997.1V and 6115.7V MHz to 6256.5H and 6375.2H MHz towards Clarksdale. Repeater, Mississippi, on azimuth 329°46'; change 6071.2H and 6130.5H MHz to 6256.5V and 6375.2V MHz towards Greenwood, Mississippi, on azimuth 159°51'.
- 1280-CF-P-75, Same (KLP20), 201 East George Street, Greenwood, Mississippi. Lat. 33°31'15" N., Long. 90°10'43" W. C.P. to change power, equipment, replace transmitter, and change freq. 6382.6 and 6323.3 MHz to 6004.5H and 6123.1H MHz towards Glendora, Mississippi, on azimuth 339°55'.
- 1261-CF-P-75, Same (KYJ42), 86 Yazoo Avenue, Clarksdale, Mississippi. Lat. 34°-12'17" N., Long., 90°34'25" W. C.P. to change power, equipment, replace transmitter, and change freq. 6001.9H and 6130.5H MHz to 6256.5V and 6375.2V MHz towards Clarksdale, Repeater, Mississippi, on azimuth 151°08'.
- 1262-CF-P-75, New England Telephone and Telegraph Company (KCL66), off Haggitts Pond Road, 4.2 miles West of Andover, Massachusetts. Lat. 42°39'16" N., Long. 71°13'12" W. C.P. to change antenna location, resulting in change in coordinates as stated above; change polarity on freq. 10,835 from Vertical to Horizontal; change path length and azimuth towards Lawrence, Massachusetts to 39°01'; change polarity from V to H on freq. 6367.7, change azimuth towards Goffstown, New Hampshire, to 320°31'.
- 1263-CF-P-75, Same (KCL67), 2 Hampshire Street, Lawrence, Massachusetts. Lat. 42°-42'18" N., Long. 71°09'52" W. C.P. to change antenna location resulting in a change of coordinates as stated above; change polarity from Vertical to Horizontal on 11,285; change path length and azimuth towards Andover, Massachusetts, to 219°03'.
- 1476-CF-P-75, RCA Alaska Communications, Inc. (WBP76), on Killisnoo Road, in Agnoos, Alaska. Lat. 57°30'02" N., Long. 134°34'44" W. C.P. to add 6197.24V and 6315.84V MHz towards a new point of communication at Warm Springs, Alaska, via passive reflector.
- 1477-CF-MP-75, RCA Alaska Communications, Inc. (WGP59), 2319 North Tongass Street, Ketchikan, Alaska. Lat. 55°21'12" N., Long. 131°40'51" W. Mod. C.P. to add 6226.89H and 6345.49H MHz towards a new point of communication at Toistol #2, via passive reflector.
- 1478-CF-P-75, Same (WJM35), 0.2 mile Southeast of Duncan Canal White Alice Station; on access road, Duncan Canal, Alaska. Lat. 56°45'21" N., Long. 133°10'01" W. C.P. to change antenna location resulting in change in coordinates as stated above; add 5945.20V and 6063.80V MHz towards Petersburg Mountain, via passive reflector; add 6004.50H and 6123.10H MHz towards Kake North, Alaska, via passive reflector.
- 1479-CF-P-75, Same (new), on Block 62, in Wrangell, Alaska. Lat. 56°28'28" N., Long. 132°22'41" W. C.P. for a new station on 6004.50V and 6123.10V MHz towards Burnett NE #1 and #2 via passive reflector; add 5974.85H and 6093.45H MHz toward Horn Mountain, Alaska, via passive reflector.
- 1480-CF-P-75, Same (new), 1.2 miles East of Baranof; on northeast side of Warm Springs Bay, Warm Springs, Alaska. Lat. 57°05'16" N., Long. 134°48'07" W. C.P. for a new station on 5974.85V and 6093.45V MHz towards Baranof West via passive reflector; 5945.20H and 6063.80H MHz towards Bahovec via passive reflector.
- 1481-CF-P-75, Same (new), 1.5 miles NW of Thorne Bay Village at NW end of Bay, Thorne Bay, Alaska. Lat. 55°41'34" N., Long. 132°33'23" W. C.P. for a new station on freq. 2167.20H MHz towards Toistol #1, via passive reflector.
- 1482-CF-P-75, Same (new), 29 miles South of Wrangell, on Sellers Island, Alaska. Lat. 56°03'36" N., Long. 132°29'51" W. C.P. for a new station on 6197.24V and 6315.84V MHz towards Burnett, NW via passive reflector; 6256.54H and 6375.14H MHz towards Burnett NE #2, via passive reflector.
- 1483-CF-P-75, Same (new), 17 miles WNW of Meyers Chuck, near Hilltop 2878, Ratz Mountain, Alaska. Lat. 55°48'59" N., Long. 132°41'12" W. C.P. for a new station on 2167.20V MHz towards Klawok, Alaska, on azimuth 221°32'; 2162.40H MHz towards Meyers Chuck, Alaska, on azimuth 107°50'.
- 1484-CF-P-75, Same (new), 1st and D Streets, Petersburg, Alaska. Lat. 56°48'52" N., Long. 132°57'18" W. C.P. for a new station on freq. 6226.89V and 6345.49V MHz towards Horn Mountain, Alaska, via passive reflector; 6197.24H and 6315.84H MHz towards Petersburg Mountain, via passive reflector.
- 1485-CF-P-75, Same (new), on lot #1 at South End of Meyers Chuck, Alaska. Lat. 55°44'18" N., Long. 132°15'28" W. C.P. for a new station on freq. 5974.85V and 6093.45V MHz towards Toistol #2, via passive reflector; 5945.20H and 6063.80H MHz towards Burnett NW via passive reflector; 2117.20V MHz towards Toistol #1 via passive reflector; 2112.40V MHz towards Ratz Mountain via passive reflector.
- 1486-CF-P-75, RCA Alaska Communications, Inc. (new), on block 32, Klawok, Alaska. Lat. 55°33'17" N., Long. 133°05'40" W. C.P. for a new station on freq. 2126.80V MHz towards Wadleigh Island, via passive reflector; 2117.20H MHz towards Ratz Mountain, Alaska, on azimuth 41°12'.
- 1487-CF-P-75, Same (new), near center of village of Kake, Alaska. Lat. 56°58'35" N., Long. 133°56'34" W. C.P. for a new station on 6256.54V and 6375.14V MHz towards Kake North, via passive reflector; 6226.89H and 6345.49H MHz towards Baranof West, via passive reflector.
- 1488-CF-P-75, Same (new), Hydaburg, South end of 13th Street in Craig, Alaska. Lat. 55°12'18" N., Long. 132°49'10" W. C.P. for a new station on 2142.00H MHz towards Sunny Hay #2, Alaska, via passive reflector.
- 1489-CF-P-75, Same (new), 5th and Spruce Streets, Craig, Alaska. Lat. 55°28'32" N., Long. 133°08'52" W. C.P. for a new station on 2192.00V MHz towards Sunny Hay #1 via passive reflector; 2176.80H MHz towards Wadleigh Island via passive reflector.
- 1156-CF-P-75, Southern Pacific Communications Company (new), 3.7 miles North of Woodworth, Illinois. Lat. 40°40'55" N., Long. 87°54'32" W. C.P. to add frequency 6256.5V to new point of communications toward Earl Park, Indiana, on azimuth 95°16'.
- 1157-CF-P-75, Same (WAH604), 3.5 Miles South of Earl Park, Indiana. Lat. 40°38'43" N., Long. 87°25'02" W. C.P. to add frequency 6004.5V to new point of communications toward Woodworth, Illinois, on azimuth 275°54'.
- 1869-CF-P-75, Microwave Transmission Corporation (new), Sulphur Mtn., 3.5 miles South of Ojai, California. (Lat. 34°24'17" N., Long. 119°14'44" W.) C.P. for a new station on 10,815V MHz, 10,935H MHz, 11,055V MHz, 11,095H MHz, 11,135V MHz and 11,175H MHz toward Broadcast Peak (KVU78), California, on azimuth 281 degrees/45 minutes.
- 1371-CF-P-75, Same (KVU78), Broadcast Peak, 16.0 Miles NW of Santa Barbara, California. (Lat. 34°31'31" N., Long. 119°57'29" W.): C.P. (a) to change frequencies to 11,225V MHz, 11,425H MHz, 11,465V MHz, 11,545V MHz, 11,585H MHz and 11,665H MHz toward San Antonio Hill (WDD52), California, on azimuth 305 degrees/30 minutes and (b) to replace transmitters.
- 1370-CF-P-75, Same (WDD52), San Antonio Hill, 1.7 Miles East of Casimalia, California. (Lat. 34°50'30" N., Long. 120°29'53" W.): C.P. (a) to change frequencies to 10,785H MHz, 10,775V MHz, 10,975H MHz, 11,015V MHz, 11,095V MHz and 11,135H MHz toward Cuesta Ridge (KNK60), California, on azimuth 346 degrees/05 minutes and (b) to replace transmitters.
- 1372-CF-P-75, Western Tele-Communications, Inc. (KPT21), Nelson Peak, 18.0 Miles SW of Salt Lake City, Utah (Lat. 40°36'28" N., Long. 112°09'27" W.): C.P. (a) to change frequency from 11,245H MHz to 11,605V MHz toward Salt Lake City (CATV), Utah, on azimuth 63 degrees/11 minutes and (b) to change polarity from 11,645V MHz to 11,645H MHz toward Salt Lake City (CATV).

1362-CF-MP-75, United Video, Inc. (WOE70), 1.0 Mile NE of Holdenville, Oklahoma (Lat. 35°08'09" N., Long. 96°23'43" W.): Mod. of C.P. (1856-C1-P-70) to change azimuth to 42 degrees/10 minutes toward Henryetta, Oklahoma.

1361-CF-MP-75, Same (WOE69), 1.0 Mile West of Henryetta, Oklahoma (Lat. 35°26'52" N., Long. 96°00'45" W.): Mod. of C.P. (1856-C1-P70/3500-C1-P-74) to relocate station to foregoing coordinates and (b) to change azimuths to 25 degrees/14 minutes; 155 degrees/57 minutes; and 97 degrees/10 minutes toward Bald Hill, McAlester, and Eufaula, Oklahoma, respectively.

214-CF-P-75, Southern Pacific Communications Company (new), 3.8 Miles SE of Attica, New York. Lat. 42°50'15" N., Long. 78°12'20" W. Delete: Freq. 6197.2V MHz toward Colden, New York, and add: freq. 6375.2V MHz toward Yorkshire, New York, on azimuth 217°06'.

215-CF-P-75, Same (new). Delete site at Colden, New York, and replace with Yorkshire, New York, 4.6 Miles WSW of Delevan, New York. Lat. 42°28'52" N., Long. 78°34'03" W. C.P. for a new station on freq. 5974.8V MHz toward Arkwright, New York, on azimuth 259°47', and on freq. 6034.2H MHz toward Attica, New York, on azimuth 360°37'.

216-CF-P-75, Same (new), 1.3 Miles SSE of Arkwright, New York. Lat. 42°23'20" N., Long. 79°13'43" W. Delete: Freq. 6226.9V MHz toward Colden, New York, and add: freq. 6226.9V MHz toward Yorkshire, New York, on azimuth 78°53'.

65-CF-MP-75, Mountain Microwave Corporation (KFA41), Salt Lake City TOC, Univ. Club Bldg., Utah. Lat. 40°46'09" N., Long. 111°53'12" W. Application amended to change frequency 11.035H MHz to 5974.8V MHz and 6093.5V MHz toward Salt Lake City (KCPX-TV Studio), Utah, on azimuth 234 degrees/03 minutes.

646-CF-P-75, Midwest Relay Company (WIV45), Arden Hills, Minnesota. Lat. 45°03'47" N., Long. 93°09'18" W. Application amended to change point of communication to Minneapolis (IDS Bldg.), Minnesota, on azimuth 223 degrees/29 minutes.

310-CF-P-75, CPI Microwave, Inc. (new), Austin (KLRN-TV), Texas. Lat. 30°17'20" N., Long. 97°44'27" W. Application amended to change frequency to 10.875V MHz toward Austin (WPE49), Texas, on azimuth 162 degrees/19 minutes.

[FR Doc.74-27260 Filed 11-20-74;8:45 am]

FEDERAL MARITIME COMMISSION

JAPAN/KOREA-ATLANTIC AND GULF FREIGHT CONFERENCE AND TRANS-PACIFIC FREIGHT CONFERENCE OF JAPAN/KOREA

Petitions Filed

Notice is hereby given that the following petitions have been filed with the Commission for approval pursuant to section 14b of the Shipping Act, 1916, as amended (75 Stat. 762, 46 U.S.C. 813a).

Interested parties may inspect a copy of the current contract forms and of the petitions, reflecting the changes proposed to be made in the language of said contracts, at the Washington office of the Federal Maritime Commission, 1100 L Street, NW, Room 10126 or at the Field Offices located at New York, N.Y.; New Orleans, Louisiana; San Francisco, California and Old San Juan, Puerto Rico. Comments with reference to the proposed

changes and the petitions, including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, 1100 L Street, NW, Washington, D.C., 20573, on or before December 2, 1974. Any person desiring a hearing on the proposed modification of the contract forms and/or the approved contract systems shall provide a clear and concise statement of the matters upon which they desire to adduce evidence. An allegation of discrimination or unfairness shall be accompanied by a statement describing the discrimination or unfairness with particularity. If a violation of the Act or detriment to the commerce of the United States is alleged, the statement shall set forth with particularity the acts and circumstances said to constitute such violation or detriment to commerce.

A copy of any such statement should also be forwarded to the party filing the petitions (as indicated hereinafter), and the statement should indicate that this has been done.

Notice of applications to modify approved forms of dual rate contracts filed by:

Charles F. Warren, Esq.
1100 Connecticut Avenue, NW
Washington, D.C. 20036

Agreements Nos. 150-DR6, filed on behalf of the Trans-Pacific Freight Conference of Japan/Korea, and 3103-DR6, filed on behalf of the Japan/Korea-Atlantic and Gulf Freight Conference, are identical in nature and provide for a 5½ percent increase in the difference between "contract" and "non-contract" ocean freight rates. Presently, non-contract shippers are assessed ocean freight rates 9½ percent higher than those charged contract shippers. The applications propose that this spread be increased to 15 percent.

By Order of the Federal Maritime Commission.

Dated: November 15, 1974.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.74-27279 Filed 11-20-74;8:45 am]

FEDERAL POWER COMMISSION

[Docket Nos. E-8137 and E-8217]

BOSTON EDISON CO. AND NEW ENGLAND POWER CO.

Further Extension of Procedural Dates

NOVEMBER 14, 1974.

On November 8, 1974, Boston Edison Company and New England Power Company filed a motion for extension of the procedural dates fixed by order issued June 17, 1974, as modified by notice issued October 21, 1974, in the above-designated matter. The motion states that Staff Counsel and the intervenor concur in the request.

Upon consideration, notice is hereby given that the date for filing rebuttal testimony is extended to December 3, 1974, and the date for hearing is ex-

tended to December 9, 1974, at 10:00 a.m. (e.s.t.).

KENNETH F. PLUMB,
Secretary.

[FR Doc.74-27209 Filed 11-20-74;8:45 am]

[Docket Nos. E 8885; E 8546]

CINCINNATI GAS AND ELECTRIC CO.

Extension of Procedural Dates

NOVEMBER 14, 1974.

On November 8, 1974, Staff Counsel filed a motion to extend the procedural dates fixed by order issued August 30, 1974, in the above-designated matter. The motion states that the interested parties have been contacted and there is no opposition to the changes.

Upon consideration, notice is hereby given that the procedural dates in the above matter are modified as follows:

Service of Staff's testimony, February 3, 1975.
Service of Intervenor's Testimony, February 17, 1975.

Service of Company's Rebuttal, March 3, 1975.

Hearing, March 18, 1975 (10:00 a.m. e.d.t.).

KENNETH F. PLUMB,
Secretary.

[FR Doc.74-27206 Filed 11-20-74;8:45 am]

[Docket No. RP75-28]

EAST TENNESSEE NATURAL GAS CO.

Filing of Tariff Sheets Relating to Curtailment Plan

NOVEMBER 14, 1974.

Take notice that on October 31, 1974, East Tennessee Natural Gas Company (East Tennessee), tendered for filing in Docket No. RP75-28, proposed changes to Sixth Revised Volume No. 1 of its FPC Gas Tariff, consisting of the following tariff sheets:

Original Sheet Nos. 74A, 74B, 74C, and 74D
First Revised Sheet Nos. 35, 40, 53, 58, and 62
Second Revised Sheet Nos. 6, 10, 13, 22, 46, 69, 70, 71, 72, 73, and 74
Fourth Revised Sheet Nos. 5, 9, 12, 23, and 27
Ninth Revised Sheet No. 4

East Tennessee states that the purpose of the revised tariff sheets is to include a Curtailment of Deliveries provision in the General Terms and Conditions of East Tennessee's tariff and to make changes in related tariff provisions. East Tennessee further states that the proposed curtailment provision is being filed pursuant to the Commission's Order No. 431 in Docket No. R-418 and pursuant to and in conformity with the Commission's Orders in Docket No. R-469, as modified as to priority-or-service (2) by Commission Opinion No. 647-A.

East Tennessee requests that the Commission waive the notice requirement in the instant proceeding and thereby allow the tariff sheets to become effective on the date of the Commission's order. If however, the request for waiver of the notice requirement is not granted East Tennessee requests that the Commission

allow the tariff sheets to become effective on the proposed effective date of December 1, 1974

East Tennessee states that the filing herein was necessitated by curtailments imposed by its sole supplier, Tennessee Gas Pipeline Company, a Division of Tenneco, Inc. (Tennessee). Tennessee began curtailing deliveries to East Tennessee on January 1, 1974, and increased the level of curtailment on September 23, and again on October 21, 1974. East Tennessee states therefore that due to the increased levels of curtailment it can no longer properly curtail deliveries to its customers within its existing contract and tariff provisions.

East Tennessee states that section 24 (Curtailment of Deliveries) provides procedures for the allocation of available gas supplies to East Tennessee's customers when required for any reason, including but not limited to inadequate gas supply, lack of system capacity, or force majeure.

East Tennessee's proposed plan contains a special adjustment provision to meet emergency conditions as required by Commission Order Nos. 467-A, 467-B, and 467-C. A customer receiving gas under this provision is required to repay the gas to East Tennessee. East Tennessee's filing also included a provision for an overrun penalty of \$10.00 per Mcf for volumes taken in excess of assigned volumes under the curtailment plan. The filing also creates a new deferred account for demand charge and other credits and provides for the recovery of the balance in such deferred account by periodic commodity rate adjustments.

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 25, 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. 74-27207 Filed 11-20-74; 8:45 am]

[Project No. 5]

MONTANA POWER CO.

Order Providing for Prehearing
Conference and Hearing

NOVEMBER 15, 1974.

On June 28, 1973, The Montana Power Company (Licensee) filed an application for amendment of license of its Kerr Project No. 5, located on the Flathead River in Flathead, Lake, Sanders, Mis-

soula, Granite, Powell and Deer Lodge Counties, Montana.

Applicant requested that its license for the Kerr Project No. 5 be amended by deleting therefrom the Kerr-Anaconda 161 kV "A" transmission line. The line, occupying a 100-foot right-of-way for about 145 miles through Lake, Missoula, Granite, Powell, and Deer Lodge Counties (and the Flathead Indian Reservation), connects the powerhouse of the Kerr Project with the Licensee's Anaconda substation near Anaconda, Montana.

Licensee supports its request with the statement that the line is not a primary line within the meaning of Section 3(11) of the Federal Power Act (16 U.S.C. 796 (11)). Notice of the application was given with December 27, 1973, as the last day for filing protests or petitions to intervene. To date, no protests or petitions to intervene have been received.

Earlier on June 14, 1972, the Secretary by letter informed the Licensee that it was Staff's conclusion that the 161 kV Kerr-Anaconda "B" transmission line, which is electrically parallel to the Kerr-Anaconda "A" transmission line, qualified as a primary line under section 3(11) of the Federal Power Act (Act). Therefore, Licensee was requested to file an application for amendment of its license to include the Kerr-Anaconda "B" transmission line.

On July 14, 1972, Licensee in response to the above mentioned letter requested the Commission to defer action on this matter until the application for license filed by the Licensee for Project No. 2507 had been disposed of by the Commission. By letter dated May 25, 1973, the Secretary informed the Licensee that such a request would require the Commission to take action which was too indefinite in character and Licensee was requested to state its intentions as to filing an application to amend its license by adding the 161 kV Kerr-Anaconda "B" transmission line.

By letter dated June 22, 1973, the Licensee informed the Commission that its studies of the 161 kV Kerr-Anaconda "B" transmission line concluded that the "B" line was not a primary line within the meaning of section 3(11) of the Act. Therefore, it was the Licensee's intention not to file an application to amend the license for Project No. 5 by including the "B" line. Subsequently, on June 28, 1973, Licensee filed its application to amend the existing license for Project No. 5 by deleting therefrom the "A" line.

By letter dated November 30, 1973, the Secretary requested the Licensee to submit to Staff additional load flow data on Licensee's interconnected transmission system, along with other pertinent information.

On December 31, 1973, Licensee submitted load flow studies from the Western Systems Coordinating Council. These studies included diagrams for the 1973-74 heavy winter period and 1974 heavy summer period loads. The 1974 heavy winter diagrams indicate that power flows on the system were from Kerr

(Project No. 5) to Missoula (Rattlesnake Switchyard) on the "A" and "B" lines. These same diagrams indicate that the power flows from Missoula to Anaconda section of the "A" and "B" line are in both directions depending on system needs.

Upon reviewing the positions of Licensee and the Commission Staff as stated in the foregoing correspondence, a question arises as to whether the Kerr-Anaconda "A" and "B" transmission lines are primary lines as defined by the Act. Accordingly, it is appropriate that a public hearing be held to determine what, if any, lines emanating from the Kerr Project No. 5 should be considered as primary lines, and therefore, subject to our jurisdiction.

The Commission finds. (1) It is appropriate and in the public interest as provided herein to hold a public hearing respecting matters involved and issues presented on the question of Commission jurisdiction over the Kerr-Anaconda "A" and "B" transmission lines in Project No. 5.

(2) No major Federal action involving a significant impact on the environment is involved.

The Commission orders. (A) Pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by the Federal Power Act, particularly Sections 4(e) and 308 thereof, and the Commission's rules of practice and procedure, a public hearing shall be held in a hearing room of the Federal Power Commission, 825 North Capitol St., NE., Washington, D.C. respecting the matters involved and the issues presented in this proceeding.

(B) The following procedure is prescribed for this proceeding:

(1) Licensee shall file by December 18, 1974, with the Secretary of the Commission an original and ten copies of all testimony, including qualifications of the witnesses, and exhibits to be presented in Licensee's direct case. Copies of such testimony and exhibits shall be served on all participants.

(2) All other participants, including the Commission Staff, shall file by January 8, 1975, with the Secretary an original and ten copies of all direct testimony and exhibits including qualifications of witnesses with copies served on all participants.

(3) All motions to strike prepared testimony and exhibits and replies to such motions shall be filed with the Administrative Law Judge by January 22, 1975, and February 5, 1975, respectively.

(4) The first hearing session will convene at 10:30 a.m. on Tuesday, February 25, 1975, in a hearing room of the Federal Power Commission to be specified at a later time. Subsequent hearing sessions, as needed, shall be scheduled by the Administrative Law Judge.

(5) All of the testimony, except exhibits, shall be in question and answer form.

(6) No exhibits, except those of which official notice may properly be taken,

shall contain narrative material other than brief explanatory notes.

(7) Any party submitting more than one exhibit shall enclose a cover sheet listing the title of each exhibit in the sequence in which it is to be marked for identification.

(8) The Administrative Law Judge will specify the order of cross examination and time to be permitted for preparation or rebuttal evidence.

(9) If it becomes apparent that a saving of time or money may be achieved in clarifying relevant issues to be tried, the Administrative Law Judge shall hold a prehearing conference, at which, among other matters, the admission into evidence of relevant but uncontroverted facts without the necessity of presenting a sponsoring witness therefor shall be considered. If a statement of facts can be agreed upon by the parties, the Administrative Law Judge shall provide a briefing schedule and submit his initial decision to be followed by the filing of exceptions in accordance with §§ 1.29, 1.30 and 1.31 of the Commission's rules of practice and procedure.

(C) The Commission's rules of practice and procedure shall apply in this proceeding except to the extent they are modified or supplemented herein.

By the Commission.

[SEAL] MARY B. KIDD,
Acting Secretary.

[FR Doc. 74-27210 Filed 11-20-74; 8:45 am]

[Docket No. RP73-111]

PACIFIC GAS TRANSMISSION CO.

Canadian Purchased Gas Increase; Order Accepting for Filing and Making Effective Without Suspension.

NOVEMBER 15, 1974.

On September 30, 1974, Pacific Gas Transmission Company (PGT) tendered for filing a petition requesting authorization to reflect in its cost of service tariff an increase of \$131,805,040 annually in the cost of gas imported from Canada. The Canadian authorities have established January 1, 1975 as the date the increase to PGT will take effect. The instant petition was filed pursuant to Commission order of September 3, 1974 in Docket No. RP73-111 wherein PGT was ordered to obtain Commission approval prior to passing on price increases to its sole customer, Pacific Gas and Electric Company (PGE), resulting from increased purchase costs of Canadian gas to PGT. Prior to said order, PGT was not required to obtain Commission approval before passing on these increased costs.

However, on November 1, 1974, the Commission issued an order on rehearing which modified the September 3, 1974, order to provide that prior approval would not be necessary in order for PGT to effectuate rate increases to flow through increased Canadian purchased gas costs. The Commission held that PGT would be required to file such increases pursuant to Section 4 of the Natural Gas Act so that such increases could be made

effective after thirty days notice plus any suspension period the Commission might deem appropriate. Thus, PGT's tariff was further amended, as follows:

PGT's tariff be amended by adding, at the end of paragraph 3.1(1) of Rate Schedule PL-1, the following sentence: Provided that prior filings must be made with the Federal Power Commission pursuant to section 4 of the Natural Gas Act before there is reflected in Seller's cost of gas purchased from its Canadian supplier either that is imposed or required by Canadian authorities or that it reflects a price for purchased gas higher than the price theretofore reflected in the Canadian supplier's price; the increase in Seller's cost of service charges shall be subject to suspension by the Commission pursuant to said section 4, and, if so suspended, shall thereafter be collected subject to refund as provided in said section 4.

Background of Canadian price increase. On November 26, 1973, the National Energy Board of Canada (NEB), pursuant to the National Energy Board Act, commenced proceedings for the purpose of reviewing the price of natural gas being exported from Canada. As PGT purchases all of its gas from Canada, the outcome of said proceedings would have a tremendous impact on PGT, its customer PGE, and the 2.4 million customers served by PGE. Acting on the recommendation resulting from the NEB proceeding, the Canadian government ordered that existing export licenses be amended to establish a border export price of not less than, nor greater than, \$1.00 (Canadian) per MMBtu effective January 1, 1975. The current price of Canadian gas purchased by PGT at the international border is 67.30¢ per MMBtu. It should be noted that according to PGT, there are no tribunals to which PGT or its Canadian suppliers might appeal the new price. Further, PGE has filed a petition to intervene urging approval of PGT's petition. On November 4, 1974, PGT tendered for filing a supplement to their petition for authorization wherein they set forth the orders of the NEB amending the export licenses of PGT's supplier as well as the Canadian government's order approving the NEB's action.

Our review of PGT's rate filing indicates that it is consistent with PGT's amended tariff and should therefore be accepted for filing to become effective January 1, 1974.

The Commission finds. Good cause exists to accept for filing and made effective PGT's September 30, 1974, rate filing to become effective January 1, 1975.

The Commission orders. (A) PGT's September 30, 1974, rate filing is hereby accepted for filing to become effective January 1, 1975, without suspension, as proposed.

(B) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

[SEAL] MARY B. KIDD,
Acting Secretary.

[FR Doc. 74-27212 Filed 11-20-74; 8:45 am]

[Project No. 2685]

POWER AUTHORITY OF THE STATE OF NEW YORK

Certification of Settlement Agreement

NOVEMBER 14, 1974.

Public notice is hereby given that on October 4, 1974, the Presiding Administrative Law Judge certified to the Commission a proposed settlement agreement in the matter of a complaint filed by the Towns of Fulton and Blenheim, New York (Complainants) against Power Authority of the State of New York, Licensee for the Blenheim-Gilboa Project No. 2685. The complaint was lodged allegedly as a result of the manner in which the project was being operated. Complainants alleged that the Licensee was releasing water from the project's lower reservoir in such a manner that it was causing wild and rapid fluctuations in water levels in Schoharie Creek downstream from the project.

In the proposed settlement agreement which was fully executed, Licensee agreed to alter its operations plan with respect to flow releases from the project's lower reservoir, to install additional measuring devices to measure the inflows into and the outflows from the project, and to make sufficient records of same available so that Complainants and others would be able to ascertain from time to time the inflows into and outflows from the project.

The fully executed settlement agreement, along with the attached operating plan for water management which was filed with the Presiding Administrative Law Judge on October 2, 1974, would resolve all outstanding issues in this proceeding.

Any person desiring to protest or comment on said settlement agreement should file comments with the Federal Power Commission, 825 North Capitol Street, NE, Washington, D.C. 20426 on or before December 13, 1974. Comments will be considered by the Commission in determining the appropriate action to be taken. A copy of this settlement agreement is on file with the Commission and is available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 74-27311 Filed 11-20-74; 8:45 am]

[Docket No. E-8850]

PUGET SOUND POWER & LIGHT CO.

Order Accepting Initial Rate Schedules, Instituting and Consolidating Proceedings

NOVEMBER 15, 1974.

On August 26, 1974, Puget Sound Power and Light Company (Puget) tendered for filing two wholesale power contracts, one with the Port of Bremerton (at Docket No. E-8893) and one with the City of Oak Harbor, Washington (at Docket No. E-8994).¹ Each of the con-

¹ Designated as: Puget Sound Power and Light Company (1) Rate Schedule FPC No. 51—Bremerton; (2) Rate Schedule FPC No. 52—Oak Harbor; (3) Supplement No. 1 to Rate Schedule FPC No. 52—Equipment Rental Contract.

tracts provides for an initial term of 10 years commencing on September 1, 1974 with successive ten year periods until terminated by 30 days prior notice at the end of such ten year period. The company estimates the revenues for the twelve months ended July 31, 1975 under the agreement with Bremerton to be \$4,237.01 and under the agreement with Oak Harbor to be \$3,638.10.

Puget requests waiver of the Commission's notice requirements to permit an effective date of September 1, 1974 for each agreement.

Puget's tendered contracts provide for service under rates which closely resemble those provided under its tariff which is currently the subject of a section 205 proceeding at Docket No. E-8850. In fact, the only difference between the tariff rates and the proposed wholesale rates is the billing demand determination. Under the subject contracts, the billing demand during the period March through October cannot be less than the highest maximum demand established during the previous winter peak season. Under the proposed revised tariff in Docket No. E-8850, billing demand is subject to a 50 percent, eleven month ratchet. The Company states that the proposed billing demand provision in the subject contracts is intended to provide for the pronounced winter peaking characteristics anticipated for the two customers.

Notice of the tender of Puget's agreement with Oak Harbor was issued on September 4, 1974, with petitions to intervene and protests due on or before September 16, 1974. Notice relating to the Bremerton agreement was issued September 26, 1974, with responses due on or before October 15, 1974. No comments have been received in response to either notice.

Our review of Puget's two proposed wholesale power contracts, filed on August 26, 1974, indicates that they have not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory or otherwise unlawful. Accordingly, we shall institute an investigation under section 206 of the Federal Power Act to determine the justness and reasonableness of the proposed contracts. Furthermore, we shall accept the proposed contracts for filing, to become effective September 1, 1974, and waive the notice requirements of our regulations to permit such effective date. We note that certain issues of law and fact in the instant dockets are substantially the same as those in Docket No. E-8850. Therefore, we shall consolidate these three proceedings for purposes of hearing and decision. Also, we shall provide additional time in which the company may submit supplemental testimony and exhibits relating to the subject contracts, and extend the remaining procedural dates in Docket No. E-8850 accordingly.

The Commission finds. (1) It is necessary and proper and in the public interest and to aid in the enforcement of the Federal Power Act to accept Puget's tendered contracts for filing, to be effective

September 1, 1974, and to enter into an investigation pursuant to Section 206 of the Federal Power Act concerning the lawfulness of the rates contained therein.

(2) Good cause exists to consolidate the investigation established herein and the hearing established at Docket No. E-8850, for hearing and decision.

The Commission orders. (A) Pursuant to § 35.11 of our regulations under the Federal Power Act, we hereby grant waiver of our notice requirements and accept Puget's tendered contracts for filing to be effective as of September 1, 1974.

(B) Pursuant to section 206 of the Federal Power Act, the Commission's rules of practice and procedure and the regulations under the Federal Power Act (18 CFR, Ch. I), a public hearing shall be held pursuant to the schedule herein-after ordered, in a hearing room of the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, concerning the lawfulness of the terms and rates under Puget's proposed contracts.

(C) These proceedings are hereby consolidated for hearing and decision with those proceedings instituted by our order of August 21, 1974, at Docket No. E-8850, and the procedural schedule established therein is modified as follows:

Puget's Supplemental Testimony and Exhibits relating to its contracts with Bremerton and Oak Harbor, December 10, 1974.

Staff Service of Testimony and Exhibits, January 10, 1975.

Intervenor's Testimony and Exhibits, January 24, 1975.

Puget's Rebuttal Testimony and Exhibits, February 7, 1975.

Hearing for purposes of cross-examination, February 18, 1975.

(D) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

[SEAL] MARY B. KIDD,
Acting Secretary.

[FR Doc. 74-27213 Filed 11-20-74; 8:45 am]

[Docket No. RP75-23]

TEXAS EASTERN TRANSMISSION CORP.

Order Rejecting Filing Pursuant to Emergency Purchase Contract

NOVEMBER 14, 1974.

On October 15, 1974, Texas Eastern Transmission Corporation (TETCO) tendered for filing Original Sheet No. 14E to its FPC Gas Tariff, Fourth Revised Volume No. 1 to enable TETCO to include in its jurisdictional rates the cost of synthetic natural gas (SNG) purchased from Algonquin Gas Transmission Company (Algonquin), pursuant to an emergency purchase contract.¹ TETCO's

¹This emergency purchase contract has been filed in Docket No. CP69-41, wherein the requisite certificate has been requested.

October 15, 1974, filing states that the emergency purchase contract provides for the purchase by TETCO from Algonquin of SNG in daily quantities equivalent to 14,012 dth/d² during the month of November 1974, and 12,425 dth/d during the period December 1, 1974, through March 31, 1975.

Original Sheet No. 14E proposes to track the cost of such SNG on a monthly basis by means of a SNG Surcharge Rate which will be applicable to all jurisdictional rate schedules. The proposed tariff sheet sets forth the proposed SNG Surcharge Rate applicable to commodity sales:

Month:	SNG surcharge rate ¹
November 1974.....	2.56
December 1974.....	2.01
January 1975.....	1.93
February 1975.....	2.01
March 1975.....	2.18

¹Cents per decatherm.

Our review of the October 15, 1974 filing indicated that TETCO will purchase SNG during the limited period at a rate of \$3.98 per dth.

TETCO states that the emergency purchase agreement is conditioned on its right to collect without suspension the SNG Surcharge Rate as provided in Original Sheet No. 14E. TETCO requests a waiver of the Commission's rules and regulations to permit an effective date of November 1, 1974. The October 15, 1974, filing was noticed on October 30, 1974, with comments, protests and petitions to intervene due on or before November 6, 1974.

TETCO's Original Sheet No. 14E must be rejected as not being in compliance with the filing requirements of our rules and regulations. Section 154.62(b)(2) of our regulations provides:

Estimate of sales and revenues under an initial rate schedule or executed service agreement. An estimate of sales or transportation performed and revenues thereunder, by months, for the 12 months immediately succeeding the proposed effective date. The estimate shall be divided by rate schedules, classes of service, customers and delivery points, when more than one is involved. Such data shall include estimates of actual and billing quantities, that are to be used to compute the charges, such as actual demands, billing demands, volumes, heat content, and other determinants.

The purpose of this section of the regulations is to provide this Commission with adequate data and information on which to base a finding that acceptance of a filing would be in the public interest. TETCO's October 15, 1974, filing does not include the above-listed data on which to base such a public interest finding. Furthermore, we note that the filing is premature because Algonquin does not have certificate authority to sell the emergency SNG to Texas Eastern. Accordingly, we shall reject TETCO's Original Sheet No. 14E.

²Decatherms per day. A decatherm is a quantity of gas containing 1,000,000 Btu's.

The Commission finds. Good cause exists to reject Original Sheet No. 14E, filed October 15, 1974.

The Commission orders. (A) Original Sheet No. 14E of TETCO's FPC Gas Tariff, Fourth Revised Volume No. 1, tendered on October 15, 1974, is hereby rejected.

(B) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

[SEAL] MARY B. KIDD,
Acting Secretary.
[FR Doc.74-27214 Filed 11-20-74;8:45 am]

[Docket No. E-8798]

WESTERN MASSACHUSETTS ELECTRIC CO.

Further Extension of Procedural Dates

NOVEMBER 14, 1974.

On November 12, 1974, Staff Counsel filed a motion to extend the procedural dates fixed by order issued July 19, 1974, as modified by notice issued October 15, 1974, in the above designated matter. The motion states that all parties have concurred in the change.

Upon consideration, notice is hereby given that the procedural dates in the above matter are modified as follows:

Staff Service, January 24, 1975.
Intervenor Service, February 14, 1975.
Company Rebuttal, February 24, 1975.
Hearing (unchanged), March 11, 1975 (10:00 a.m. e.d.t.).

KENNETH F. PLUMB,
Secretary.

[FR Doc.74-27215 Filed 11-20-74;8:45 am]

[Docket No. RP74-86]

GULF ENERGY AND DEVELOPMENT CORP.
Order Approving Settlement Agreement With Condition

NOVEMBER 14, 1974.

On September 20, 1974 Gulf Energy and Development Corporation (Gulf Energy) tendered for filing a Stipulation and Agreement of Settlement in this proceeding and a motion for Commission approval of this settlement. If approved, the settlement would resolve all issues in this proceeding with exception of the issue involving Gulf Energy's Gas Plant Acquisition Adjustment, which issue the settlement agreement expressly reserved for hearing. A hearing was held on the issue and will be decided separately at a later date.

This proceeding involves a proposed increase in Gulf Energy's gathering rate to Tennessee Gas Pipeline Company (Tennessee) filed on April 26, 1974. The increase from 5.42 cents per Mcf to 11.7 cents per Mcf would increase Gulf Energy's annual revenues by \$422,310. By Commission order issued June 10, 1974, the proposed increase was suspended for the minimum statutory period of one (1) day, following which the increased

rates became effective on June 12, 1974, subject to refund.

On August 30, 1974, the Commission Staff served evidence indicating that Gulf Energy's proposed increase was excessive by \$168,143 and recommending that Gulf Energy be allowed to collect a rate of 9 cents per Mcf. Specifically, Staff took issue with Gulf Energy's allocation factors, depreciation and amortization expense, federal income tax expense, rate base, and rate of return (Staff recommending 12 percent on equity to produce 13.63 percent overall, while the company proposed 17.16 percent on equity producing 16 percent overall). Aside from return, the primary difference between Staff's case and Gulf Energy's proposal was due to the difference in treatment accorded Gulf Energy's Gas Plant Acquisition Adjustment, Staff's exclusion of which produced the dollar majority of the cost of service and rate base adjustments contained in Staff's evidence.

After the filing of evidence, settlement negotiations commenced on September 17, 1974. As a result of these negotiations a Stipulation and Agreement of Settlement and a Motion for approval thereof was filed on September 20, 1974 by Gulf Energy. The settlement agreement was noticed on October 1, 1974 with comments or protests due on or before October 16, 1974. On October 4, 1974 Staff filed comments supporting the proposed settlement agreement. Tennessee filed similar comments on October 7, 1974. The principal provisions of the settlement agreement may be summarized as follows:

The Settlement provides for a rate of return of 14.41 percent which utilizes Staff's recommended return on equity of 12 percent and the capital structure recommended by Staff, but incorporates a more current embedded debt cost than that originally used by Staff. The settlement proposal results in a rate of 10.45 cents per Mcf, pending the resolution of the issue involving the Gas Plant Acquisition Adjustment. As to this issue, the Settlement provides that should the Commission ultimately decide against Gulf Energy (i.e. decide that a part, or all, of the adjustment should be excluded from Gulf Energy's cost of service, calculation of allocation factors, and rate base), Gulf Energy will make appropriate refunds, with interest. As shown on Appendix A, Schedule 1, Line 13 attached to the Settlement Agreement, should the Gas Plant Acquisition Adjustment be entirely excluded, the resulting rate would be 9.25¢ per Mcf. The proposal also provides that Gulf Energy will refund to Tennessee the difference in revenues collected with interest at 7 percent per annum, for the period during which the 11.17¢ per Mcf was in effect.

Upon our review of the record in this proceeding, including the settlement agreement itself, the filings, documents, pleadings, and evidence submitted by the parties, we conclude that the proposed Stipulation and Agreement is reasonable

and in the public interest, and accordingly should be approved subject to the terms and conditions of this order.

The Commission finds. The settlement of this proceeding on the basis of the settlement agreement filed herein by Gulf Energy on September 20, 1974 is reasonable and proper and in the public interest in carrying out the provisions of the Natural Gas Act, and such agreement should be approved as is hereinafter ordered.

The Commission orders. (A) The settlement agreement filed by Gulf Energy and Development Corporation on September 20, 1974 is incorporated herein by reference, approved and made effective as of June 12, 1974, subject to the terms and conditions of this order.

(B) Gulf Energy shall adopt a rate of 10.45 cents per Mcf, pending resolution of the issue in part (C) below. Gulf Energy shall also refund to Tennessee Gas Pipeline Company, with interest at 7 percent per annum, the difference in revenues collected by Gulf Energy at the 11.17 cents per Mcf rate and the 10.45 cents per Mcf settlement rate, for the period during which the 11.17 cents per Mcf rate was in effect.

(C) The amount of Gulf Energy's Gas Plant Acquisition Adjustment to be excluded, if any, from the company's cost of service, calculation of allocation factors, and rate base, will be decided by the Commission at a later date. If the Commission, by final and non-appealable order, should decide this issue in favor of Gulf Energy, no further rate reduction shall be made by Gulf Energy. If the Commission, by final and non-appealable order, should decide this issue against Gulf Energy, Gulf Energy shall reduce its rate to the level of 9.25¢ per Mcf, as shown in Appendix A, Schedule 1, Column 8, Line 13, annexed hereto, and shall make refunds, with interest at 7 percent per annum, to Tennessee of amounts representing the difference in revenues between the settlement rate and 9.25¢ per Mcf, for the period June 12, 1974 to the effective date of the 9.25¢ per Mcf rate. In the event that the Acquisition Adjustment is granted in part and denied in part, Gulf Energy shall reduce its rate on the basis of the cost of service attributable to the Acquisition Adjustment as set forth in Appendix A and shall make refunds to Tennessee accordingly.

(D) This order is without prejudice to any findings or orders which have been made or which may hereafter be made by the Commission, and is without prejudice to any claims or contentions which may be made by the Commission, its Staff, Gulf Energy, or by any other party or person affected by this order in any proceedings now pending or hereafter instituted by or against Gulf Energy or any other person or party.

(E) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

[SEAL] MARY B. KIDD,
Acting Secretary.

GULF ENERGY & DEVELOPMENT CORP.
Overall Cost of Service—Zapata System
[12 months ended Dec. 31, 1973, as adjusted]

Line No:	Particulars	Per staff exhibit—(TW-1) schedule 1			Reference	Adjustments for		Settlement cost of service with acquisition adjustment		
		Per company	Staff adjustments	Per staff		Accum. def. income tax	Rate of return	Excluded	Added	Included
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
1	Operation and maintenance expense	\$281,237		\$281,237				\$281,237		\$281,237
2	Depreciation expense	142,734	(8360)	142,378				142,378	\$356	142,734
3	Amortization expense	38,555	(27,829)	10,726				10,726	27,829	38,555
4	Taxes other than income	26,785		26,785				26,785		26,785
	Return on rate base:									
5	At 18 percent	284,204	(58,123)							
6	At 13.63 percent		(38,508)	192,678	(9)	\$5,124				
7	At 14.41 percent				(9)		\$11,320	209,122	37,497	246,619
8	Federal income taxes	157,288	(48,332)	108,956		2,000	17	110,982	21,781	132,763
9	Revenues credited	(101,567)		(101,567)				(101,567)		(101,567)
10	Total cost of service	829,436	(168,143)	661,193		7,133	11,337	679,668	37,463	767,126
11	Volume (thousand cubic feet)	7,344,530	7,344,530	7,344,530		7,344,530	7,344,530	7,344,530	7,344,530	7,344,530
12	Average cost (cents per thousand cubic feet)	11.29	(2.29)	9.00		0.097	0.154	9.254	1.191	10.445
13	Proposed rate (cents)	11.17	(2.17)	9.00				9.25		10.45
14	Revenue at proposed rates	\$820,384	\$150,376	\$661,008				\$679,369		\$767,503

¹ Schedule 2.
² Schedule 3.

[FR Doc.74-27098 Filed 11-20-74;8:45 am]

[Docket No. RI75-66]

PRODUCTION OPERATORS, INC.

Order Providing for Hearing on and Suspension of Proposed Change in Rate, and Allowing Rate Change To Become Effective Subject to Refund

NOVEMBER 14, 1974.

Respondent has filed a proposed change in rate and charge for the jurisdictional sale of natural gas, as set forth in Appendix A below.

The proposed changed rate and charge may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds. It is in the public interest and consistent with the Nat-

ural Gas Act that the Commission enter upon a hearing regarding the lawfulness of the proposed change, and that the supplement herein be suspended and its use be deferred as ordered below.

The Commission orders. (A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR, Chapter I), and the Commission's rules of practice and procedure, a public hearing shall be held concerning the lawfulness of the proposed change.

(B) Pending hearing and decision thereon, the rate supplement herein is suspended and its use deferred until date shown in the "Date Suspended Until" column. This supplement shall become

effective, subject to refund, as of the expiration of the suspension period without any further action by the Respondent or by the Commission. Respondent shall comply with the refunding procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder.

(C) Unless otherwise ordered by the Commission, neither the suspended supplement, nor the rate schedule sought to be altered, shall be changed until disposition of this proceeding or expiration of the suspension period, whichever is earlier.

By the Commission.

[SEAL]

MARY B. KIDD,
 Acting Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf*		Rate in effect subject to refund in dockets No.
									Rate in effect	Proposed increased rate	
RI75-66...	Production Operators, Inc.	11	11	Mississippi River Transmission Corp. (Woodlawn Field, Harrison and Marion Counties, Tex. RR. District No. 6).		10-15-74	11-15-74	² Accepted			
do	do	1	2	do	\$26,813	10-15-74		11-18-74	4.0	9.5	

* Unless otherwise stated, the pressure base is 14.65 lb/in²a.
¹ Rate schedule covers gathering and compression service only (formerly operated by buyer) for gas purchased by MRT in or near the Woodlawn Field. Applicant has no interest in any of the production involved.
² Letter agreement dated Sept. 3, 1974.
³ Rate shown is for field compression charge only. In addition, Applicant received

a fixed charge of \$2,500 per month for operating The Woodlawn Central Station and 2 cents for each Mcf of gas compressed by Applicant by means of additional or replacement equipment installed by Applicant in Woodlawn Central Station.
⁴ Increase based on estimated annual volume of 487,500 Mcf.
⁵ Accepted, for filing as of the date set forth in the "Effective Date Unless Suspended" column.

The proposed rate increase of Production Operators, Inc. is suspended for one day pending determination of the justness and reasonableness of the proposed rate. Good cause has not been shown for granting Production the May 1, 1974, effective date requested by it. Within 45 days of the issuance of this order, Production shall submit cost support data in support of its proposed rate, including the following items:

1. *Investment.*
 - a. Original equipment acquisition costs (less accumulated depreciation).
 - b. Monies expended or anticipated to be expended for additional or replacement equipment (less accumulated depreciation).
2. *Annual Expenses.*
 - a. Current operating and maintenance expense.
 - b. Depreciation expense and method used in calculating same.
 - c. Other miscellaneous operating expenses.
 3. Estimated remaining recoverable reserves anticipated to be available for compression.

[FR Doc. 74-27110 Filed 11-20-74; 8:45 am]

FEDERAL RESERVE SYSTEM

[Reg. Y]

AMERICAN SECURITY AND TRUST CO.

Determination of Violation of the Bank Holding Company Act

By letter dated December 10, 1971, The Riggs National Bank ("Riggs"), Washington, D.C., requested that the Board initiate a proceeding under section 5(b) of the Bank Holding Company Act, as amended (12 U.S.C. 1841 *et seq.*) ("Act") to examine the relationships between American Security and Trust Company ("AS&T"), Washington, D.C., American Security Corporation ("ASC"), Washington, D.C. and various suburban Maryland and Virginia banks. By Order dated May 18, 1972, the Board, pursuant to the Riggs request, directed that a formal hearing be held before a designated Administrative Law Judge ("Administrative Law Judge") (37 FEDERAL REGISTER 10479). In addition to the parties designated above, the Virginia Bankers Association sought and was granted permission to participate as an observer in the proceedings.

On May 23, 1972, notice was issued for a pre-hearing conference; pre-hearing conferences were held on various dates from June 23, 1972 through March 30, 1973. Following the pre-hearing conferences, and discovery procedures, a hearing was held in Washington, D.C. on April 13, 1973. A substantial record was developed through depositions of various individuals and exhibits of the parties to the proceedings. The pre-hearing conferences, the discovery and the hearing were conducted in accordance with the Board's rules of practice for formal hearings (12 CFR 263).¹

In a Recommended Decision, the Administrative Law Judge concluded that the evidence supported the following findings of fact and law:

¹ Board counsel participated in the hearing but did not participate in or advise as to the Board's decision in this matter.

1. The stapled stockholders of AS&T/ASC constituted a Company within the definition of the Act.

2. The Company had stock control of AS&T from December 1957 to December 31, 1970.

3. The Company never received Board approval to become a bank holding company.

4. The Company acquired stock control on October 25, 1962 of The Loudoun National Bank ("Loudoun") which continued until November 15, 1962.

5. The Company acquired stock control on August 20, 1963, of Fairfax County National Bank, Falls Church, Virginia ("FCNB") which has continued through the filing of the Recommended Decision.

6. The Company acquired stock control on May 26, 1969, of University National Bank, Rockville, Maryland ("UNB") which continued until 1972.

7. The Company was an unapproved bank holding company in violation of section 3(a)(1) of the Act having unlawful stock control of the following banks for the following periods:

(a) October 25–November 15, 1962, AS&T and Loudoun.

(b) August 20, 1963–December 31, 1970, AS&T and FCNB.

(c) May 26, 1969–December 31, 1970, AS&T, FCNB and UNB.

8. The unapproved bank holding company also acquired more than 5 percent of the shares of these banks without the approval of the Board in violation of sections 3(a)(3) and 3(d) of the Act and held these shares during the following periods:

(a) June 2, 1964–September 1, 1965, Loudoun.

(b) June 15, 1964–December 31, 1970, UNB.

(c) July 5, 1968–July 31, 1970, First National Bank of Arlington, Arlington, Virginia (and its successor, Suburban National Bank of Arlington).

The Board, having considered the exceptions taken to the Recommended Decision by the parties and the entire record, and having determined that the Administrative Law Judge's findings of fact, conclusions and recommendations, as modified and supplemented herein, should be adopted as the findings, conclusions, and order of the Board, now makes its findings as to the facts, its conclusions drawn therefrom, and its order.

On January 16, 1957, AS&T caused ASC to be incorporated under the laws of the District of Columbia. In December, 1957, AS&T conveyed to ASC its banking premises, its real estate, its insurance brokerage and travel departments, stock in Security Storage Company and \$700,000 in cash in exchange for all of ASC's stock and some secured notes. ASC's 500,000 shares of capital stock were distributed, share for share, to the shareholders of AS&T, with the result that each shareholder of AS&T became a like shareholder of ASC. The ASC charter provides that no ASC shares may be transferred unless an equal number of AS&T shares are concomitantly trans-

ferred to the same transferee. In fact, the stock of AS&T and ASC is printed on a single sheet of paper which can be separated only by cutting them apart; this relationship between the shares is referred to as "stapling".²

The net effect of this stapling arrangement has been and continues to be that AS&T and ASC have identical shareholders. Every additional issue of AS&T stock has been accompanied by a corresponding issue, share for share, of ASC stock. The stock is traded on the over-the-counter market only in equal units of both companies. The stock is widely held among approximately 4,000 holders with no known holder owning as much as 5 per cent of the total outstanding stock.

Almost all of the violations cited in the Recommended Decision are founded on the conclusion that the stapled stockholders of AS&T/ASC were a "company" within the definition of that term found in § 2(b) of the Act.³ Under that theory the constructive company owned one bank, AS&T, and when it directly or indirectly owned, controlled or held with the power to vote 25 per centum or more of the voting shares of any other bank, without prior Board approval, it became a multi-bank holding company and violated the Act.

The 1970 Amendments to the Act (regulating one-bank holding companies) became effective on January 1, 1971. On September 20, 1971, the Board adopted a regulation (§ 225.2(a) of regulation Y) establishing a conclusive presumption of control in the case of stock-stapling arrangements which would require that AS&T and ASC be considered subsidiaries of a constructive company consisting of the holders of the stapled stock. The Recommended Decision has the impact of applying the standards of that regulation, adopted in 1971, to the facts at the creation of ASC in 1957.

To determine whether a stock stapling arrangement falls within the meaning of "association" as used in section 2(b) of the Act prior to the 1970 Amendments, the legislative intent, as discerned from the Act as a whole and its legislative history must be considered. It is clear that Congress could have explicitly provided for stock stapling within the definition of "company", but did not choose to do so. This is especially significant when considered in light of section 4(b) of the Act which expressly concerns stock stapling. The inclusion elsewhere within the Act of a stock stapling provision dispels the argument that Congress either overlooked or could not be expected to include

² 12 U.S.C. 336 allows conditioning the transfer of nonbanking company stock upon the transfer of bank stock.

³ Section 2(b) of the 1956 Act defines company as "any corporation, business trust, association, or similar organization * * *". The 1966 Amendments added to that definition, after "organization," "or any other trust unless by its terms it must terminate within twenty-five years * * *". Unenumerated, but regulated entities, were those "similar" to corporations, business trusts, associations or long term trusts.

specifically stock stapling within section 2(b). Congress was attempting to control concrete legal entities through its definition of company, and in fact Congress specifically chose not to cover one type of entity which involved voluntary group action, a partnership. The constructive company created by stock stapling is not such a concrete entity.

The Administrative Law Judge's constructive company does not fit within the definition of "corporation", "business trust" or "other trust". These terms represent entities with recognizable legal formalities, powers, members and other properties. "Association" by itself could arguably include a group of shareholders. To determine its meaning within the statute, "association" must be read in conjunction with the series of terms in which it is included. Such a reading compels an understanding of "association" not as a group of individuals but as a structured entity. "Similar organizations", by its very reference to the specifically enumerated entities in the series, also connotes a more formal structure for the controlled entities than is present in stock stapling. The 1956 Act was obviously not intended to cover every instance of bank control and does not include within its definition of company, a constructive company formed by a stock stapled relationship.

The purpose of the 1970 Amendments was to increase the scope of regulation of bank control. The newly added class to be regulated was, of course, one-bank holding companies, but other control devices were also included. Individual control was expressly considered and a decision made not to regulate it.⁴ Section 2(b) was amended through the inclusion of partnerships, an expansion beyond the strict entity concept of "company" into an area of individual joint action. The inclusion of "partnership" indicated an extension of the definition of "company" to include groups of individuals, loosely or tightly formed to hold bank stock. This addition indicates a broadening of the legislative intent such that stock stapled relationships, although not specifically enumerated, fall within the regulatory confines of the 1970 Act.

Section 2(a)(2)(A) was significantly amended to prohibit action by individuals on behalf of a "company". The amended section 2(a)(2)(A) probably covers the stock stapling prohibition without the

necessity of further provision through rulemaking. The issue left vague by section 2(a)(2)(A) is whether the nonbank stapled company acts "through one or more other persons" (i.e. its joint stockholders) to control another company or bank.⁵ The uncertainty of inclusion of stock stapled relationships led the Board, after the expansion of its authority under the 1970 Amendments, to issue, under its rulemaking authority of section 5(b), the stock stapling restrictions of § 225.2(a) of Regulation Y.

The Board was without authority prior to the 1970 Amendments to the Act to find that stock stapled shareholders form a company within the meaning of section 2(b) of the Act. Since Congress, in enacting the 1970 Amendments, did not provide for retrospective application of its legislative intent, the Board does not have the authority to apply retroactively the standards of the 1970 Amendments. Those violations, enumerated in the Recommended Decision, which depend on the conclusion of law that the stock stapling of AS&T/ASC created a company within the definition of section 2(b) of the Act, necessarily fall with the Board's rejection of that conclusion.

The hearing itself and the Recommended Decision did develop additional facts, previously unknown to the Board, concerning ASC's ownership of FCNB and UNB stock. This new information centered on the details of the December 1970 purchases and sales of FCNB and UNB stock.

The then-pending amendments to the Act provided that any bank holding company could not acquire additional shares of any bank without prior Board approval unless the bank holding company owned more than 50 percent of the outstanding shares of that bank. In November, 1970, ASC decided, in light of the proposed amendments to the Act, to acquire in excess of 50 percent of the outstanding shares of either UNB or FCNB. As of November, 1970, ASC owned 40.8 percent of the outstanding shares of UNB and 24.3 percent of the outstanding shares of FCNB. After experiencing some difficulty in attempting to purchase additional UNB stock, ASC turned its attention to FCNB. As of December 1, 1970, ASC directly owned in excess of 41 percent of the outstanding shares of UNB and 24.33 percent of the outstanding shares of FCNB, needing only 396 additional shares to own 25 percent of FCNB. As a result of a concerted campaign by ASC to acquire shares of FCNB, shares of FCNB were received by Alex Brown & Co., Washington, D.C., acting as broker for ASC. On December 11, 1970, Alex Brown & Co. issued a confirmation to ASC reflecting the purchase of 546 shares of FCNB stock for ASC, thereby giving ASC ownership of 25.25 percent of the outstanding shares of FCNB, this at a time when ASC owned in excess of 41 percent of the outstanding

shares of UNB.⁶ By December 16, 1970 the broker had issued confirmation to ASC of additional purchases of FCNB stock, giving ASC ownership of 50.93 percent of the outstanding shares of FCNB. ASC did not reduce its direct ownership of UNB stock to below 25 percent of the total then outstanding until December 18, 1970. Thus, ASC acquired direct ownership of in excess of 25 percent of two banks without prior Board approval.

The consequence of these purchases is that ASC's acquisition of ownership of FCNB was in violation of the Act. ASC was in compliance with the Act prior to its purchase on December 11, 1970 of 396 shares of FCNB. ASC's purchases on December 14, 1970 and December 16, 1970, dates on which the broker for ASC issued confirmation slips to ASC, were further violations of the Act. All the evidence elicited during the hearing appears to substantiate the Administrative Law Judge's conclusion that these violations by ASC were not intentional or willful. ASC remained in violation of the Act by its ownership of in excess of 25 percent of two banks without prior Board approval through at least December 18, 1970 at which time it reduced its direct ownership of the outstanding shares of UNB below 25 percent. Subsequent to December 31, 1970 it divested to below 5 percent.

ASC thus acquired its ownership of FCNB in violation of the Act in December, 1970, prior to the operation of the 1970 Amendments to the Act. The operation of the 1970 Amendments to the Act cannot be construed to legitimize this prior illegal acquisition. Thus ASC did not become a grandfathered one bank holding company by operation of the 1970 Amendments to the Act. Divestment of its UNB shares does not cure the illegality of ASC's purchase of FCNB stock. The taint of that illegality remains as long as ASC holds its FCNB stock.⁷

⁴ AS&T/ASC argue that ASC did not become owner of the shares until December 21, 1970 at which time ASC paid the brokers for the shares and the shares were delivered to ASC. AS&T/ASC argue that ASC had no control over the shares and did not have the right to vote any of the FCNB shares until it had received and paid for them. The position of AS&T/ASC, however, ignores the provisions of the D.C. Code § 28.8-313(1)(c) which provide "Delivery to a purchaser occurs when his broker sends him confirmation of the purchase * * *" and § 28.8-313(2) provides, in part, "The purchaser is the owner of a security held for him by his broker, but is not the holder except as specified in subparagraphs (b), (c), and (e) of subsection (1) * * *". Thus, in this matter, since ASC is a holder within the terms of the exception, ASC is both the owner and holder of the additional shares of FCNB stock as of December 11, 1970.

⁷ Although the Board did not find it necessary to reach the issue, this conclusion derives additional support from the Administrative Law Judge's finding that as of December 31, 1970 ASC directly and indirectly through its officers controlled more than 25 percent of UNB stock. It thus could not have qualified as a one-bank holding company.

⁴ S. 3823 (Brooke Bill) made express provision for individual control.

⁵ The original version of H.R. 6778 as introduced by Representative Patman included in the definition of control (§ 2(d)(2)) "Any given person has control over a company if the person directly or indirectly or acting in concert with one or more persons, has the power to vote 25 per centum * * *". Clearly this language would have brought stock stapling, chain banking and individual control within the regulation of the Act. Congress expressly rejected this language making it unclear, even after the broadening of the Act by the 1970 Amendments, whether stock stapling arrangements were covered by the Act.

Pursuant to sections 3(a) and 5(b) of the Act, AS&T/ASC must terminate its ownership and control of FCNB stock as soon as possible but in no event later than two years from the date of this order.

By order of the Board of Governors,* effective November 12, 1974.

[SEAL] THEODORE E. ALLISON,
Secretary of the Board.

[FR Doc.74-27231 Filed 11-20-74;8:45 am]

MINGO INSURANCE AGENCY, INC.

Formation of Bank Holding Company

Mingo Insurance Agency, Inc., Mingo, Iowa, has applied for the Board's approval under section 3(a) (1) of the Bank Holding Company Act (12 U.S.C. 1842(a) (1)) to become a bank holding company through acquisition of 80.5 per cent or more of the voting shares of Mingo Trust and Savings Bank, Mingo, Iowa. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

Mingo Insurance Agency, Inc., Mingo, Iowa, has also applied, pursuant to § 4(c) (8) of the Bank Holding Company Act (12 U.S.C. 1843(c) (8)) and § 225.4(b) (2) of the Board's Regulation Y, for permission to acquire voting shares of Mingo Insurance Agency, Mingo, Iowa. Notice of the application was published on October 10, 1974 in Jasper County Tribune, a newspaper circulated in Colfax, Iowa.

Applicant states that the proposed subsidiaries would engage in the activities of a general insurance agency serving a community of less than 5,000 persons. Such activities have been specified by the Board in § 225.4(a) of Regulation Y as permissible for bank holding companies, subject to Board approval of individual proposals in accordance with the procedures of § 225.4(b).

Interested persons may express their views on the question whether consummation of the proposal can "reasonably be expected to produce benefits to the public, such as greater convenience, increased competition, or gains in efficiency, that outweigh possible adverse effects, such as undue concentration of resources, decreased or unfair competition, conflicts of interests, or unsound banking practices." Any request for a hearing on this question should be accompanied by a statement summarizing the evidence the person requesting the hearing proposes to submit or to elicit at the hearing and a statement of the reasons why this matter should not be resolved without a hearing.

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Chicago.

Any views or requests for hearing should be submitted in writing and received by the Secretary, Board of Governors of the Federal Reserve System,

*Voting for this action: Vice-Chairman Mitchell and Governors Sheehan, Bucher, Holland and Coldwell. Absent and not voting: Chairman Burns and Governor Wallich.

Washington, D.C. 20551, not later than December 11, 1974.

Board of Governors of the Federal Reserve System, November 11, 1974.

[SEAL] GRIFFITH L. GARWOOD,
Assistant Secretary of the Board.

[FR Doc.74-27233 Filed 11-20-74;8:45 am]

SOUTH CAROLINA NATIONAL CORP.

Proposed Acquisition

South Carolina National Corporation, Columbia, South Carolina, has applied, pursuant to section 4(c) (8) of the Bank Holding Company Act (12 U.S.C. 1943(c) (8)) and § 225.4(b) (2) of the Board's Regulation Y, for permission to acquire voting shares of World Finance Corporation of Gainesville, d/b/a Colonial Loan and Finance Company, Gainesville, Georgia; National Credit Plan Corp., Hawkinsville, Georgia; Martin Finance Corp. of Marietta, Marietta, Georgia; and Martin Finance Corp. of Atlanta, Lithia Springs, Georgia. Notice of the application was published on various dates between September 26, and October 2, 1974 in The Times, a newspaper circulated in Gainesville, Georgia; The Atlanta Constitution, a newspaper circulated in Atlanta, Georgia; The Marietta Daily Journal, a newspaper circulated in Marietta, Georgia; and The Hawkinsville Dispatch & News, a newspaper circulated in Hawkinsville, Georgia.

Applicant states that the proposed subsidiaries would engage in, through wholly owned subsidiaries licensed in Georgia, consumer finance activities, which subsidiaries shall act as agents or brokers in the sale of credit life and credit accident and health insurance in connection with its extensions of credit and act as agents or brokers in the sale of casualty insurance protecting pledged property in connection with its extensions of credit. In addition to the previously described activities, the company proposes to engage *de novo* through its wholly owned subsidiaries, in second mortgage financing. Such activities have been specified by the Board in § 225.4(a) of Regulation Y as permissible for bank holding companies, subject to Board approval of individual proposals in accordance with the procedures of § 225.4(b).

Interested persons may express their views on the question whether consummation of the proposal can "reasonably be expected to produce benefits to the public, such as greater convenience, increased competition, or gains in efficiency, that outweigh possible adverse effects, such as undue concentration of resources, decreased or unfair competition, conflicts of interests, or unsound banking practices." Any request for a hearing on this question should be accompanied by a statement summarizing the evidence the person requesting the hearing proposes to submit or to elicit at the hearing and a statement of the reasons why this matter should not be resolved without a hearing.

The application may be inspected at the offices of the Board of Governors or

at the Federal Reserve Bank of Richmond.

Any views or requests for hearing should be submitted in writing and received by the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, not later than December 2, 1974.

Board of Governors of the Federal Reserve System, November 13, 1974.

[SEAL] GRIFFITH L. GARWOOD,
Assistant Secretary
of the Board.

[FR Doc.74-27232 Filed 11-20-74;8:45 am]

NATIONAL FOUNDATION ON THE ARTS AND THE HUMANITIES

DANCE ADVISORY PANEL

Notice of Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Public Law 92-463), notice is hereby given that a meeting of the Dance Advisory Panel to the National Council on the Arts will be held from 9 a.m.—5:30 p.m. on December 7, 8, and 9, 1974 at New York University, Department of Fine Arts, Dance Division, New York City.

A portion of this meeting will be open to the public on December 7 from 2 p.m.—5:30 p.m. and on December 8 from 9:30 a.m.—12 noon on a space available basis. Accommodations are limited. During the open session on December 7 there will be a presentation of the results of the long range planning meeting in Chicago, followed by discussion with the Panel and visitors. During the open session on December 8 there will be a discussion of the criteria for selection of companies to participate in the Dance Touring Program, and the Dance Touring Program generally.

The remaining sessions of this meeting, December 7 (9 a.m.—1 p.m.), December 8 (1 p.m.—5:30 p.m.), and December 9 (9 a.m.—5:30 p.m.) are 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.74-27298 Filed 11-20-74;8:45 am]

SPECIAL PROJECTS ADVISORY PANEL

Notice of Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. Law 92-463), notice is hereby given that a closed meeting of the Special Projects Advisory Panel to the National Council on the Arts will be held from 9 a.m.—5:30 p.m. on December 14, 1974 at the Marriott Essex House in New York City.

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.74-27299 Filed 11-20-74; 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 18, 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).

NEW FORMS

ACTION

An Evaluation of University Year for ACTION, Form —, Single time, HRD (395-3532), Lowry (395-3772), University faculty students, community personnel.

DEPARTMENT OF AGRICULTURE

Forest Service:

Campground Value Study, Form —, Single time, Planchon (395-3898), Sample of campground owners in New Hamp.
Northeast Woodland Owner Study, Form —, Single time, Lowry (395-3772), Private woodland owners.

ENVIRONMENTAL PROTECTION AGENCY

Power Plant Survey Form, Form —, Single time, Weiner (395-4890), Utility power plants.

First Revisit to Charleston Lead Cohort 1970, Form —, Single time, Weiner (395-4890), 200 previously studied children.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Alcohol, Drug Abuse and Mental Health Administration: Monthly Patient Load Statistics, Form ADAMNIDA 1113, Monthly, Reese (395-5630), Govt. grantees and contractors.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Education: Financial Status and Performance Reports—Title I, ESEA of 1965, Form OE 380-1, OE 380-2, Annual, Lowry (395-3772), SEA's.

National Institute of Education:

Career Education Case Studies: Filed Procedures Data Collection, Form NIE 87, Single time, Planchon (395-3898), Career education program administrators, student & comm. participants.

Preparing Education Training Consultants—Knowledge Questionnaire, Classroom Climate Inventory, Form NIE 78 A and B, Occasional, Planchon, Public school teachers & administrators.

Departmental: Form Letter and Compliance Report Form, Form —, Single time, Planchon (395-3898), Sunderhauf (395-4911), Lowry (395-3772), Govt. agencies State educ. depts.

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Office of Policy Development and Research: Jacksonville (Outreach) Housing Program Survey, Form —, Single time, CVA (395-3532), Sunderhauf (395-4911), Lower and Middle Income renters in Jacksonville.

Jacksonville Enrollee Survey, Form —, Single time, CVA (395-3532), Sunderhauf (395-4911), Households enrolled in EHAP.

TENNESSEE VALLEY AUTHORITY

Public Opinion Survey—Vicinity of Proposed Nuclear Power Plant, Form —, Occasional, Weiner (395-4890), Household heads in designated areas.

Environmental and/or Energy Education and Conservation Materials Evaluation Form, Form TVA 9892, Occasional, Lowry (395-3772), Educators requesting educational program material.

DEPARTMENT OF TRANSPORTATION

Departmental: Interview Format and Check Lists and Air Cargo Study, Form —, Single time, EGG (395-3451), Strasser (395-3880), Air Cargo Shippers truckers, airlines & forwarders.

REVISIONS

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Education: Application for Grant under College Library Resources Program, Title II Part A, HEA 1965—P.L. 89-329, Form OE 3118, Annual, Lowry (395-3772), Institutions of Post secondary education.

DEPARTMENT OF THE INTERIOR

Geological Survey: Lessee's Monthly Report of Sales & Royalty, Form 9-361, Monthly, Lowry (395-3772), Oil and gas lessees.

Bureau of Mines: Bituminous Coal and Lignite Production and Mine Operation, Form 6-1401-A, Annual, Weiner (395-4890), producers of over 1,000 tons of bituminous coal annually.

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration: Fatal Accident Reporting System, Form HS 214, Occasional, Strasser (395-3880), State fatality file analysts.

EXTENSIONS

DEPARTMENT OF DEFENSE

Departmental: Machine Tool Replacement Analysis Work Sheet, Form DD 1106, Occasional, Caywood (395-3543), DOD arsenals and repair facilities Defense contractors.

GENERAL SERVICES ADMINISTRATION

Integrated Grant Administration (IGA) Program, Form IGA A, B, C, D, D-1, E, F, G, H, Occasional, Lowry (395-3772), Selected projects applying for grants-in-aid.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Education: Application for Federal Assistance—Library Research and Demonstration, Form OE 336, Annual, Lowry (395-3772), Institutions of higher education.
Social and Rehabilitation Service: Statistical Report on Children Aged 5-17 in Foster Homes and AFDC Recipients Aged 5-17 Needed to Implement the Elementary and Secondary Education Act, Form SRS NCSS 125, Annual, Planchon (395-3898), 51 State public assistance agencies.

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Community Planning and Development: Report of Initial Compliance, Form HUD 5361-pf, Single time, Evinger (395-3648), Local governments.

Housing Management:

Justification of Requisition for Project Capital Grant Progress Payment, Form HUD 693, Occasional, Evinger (x) (395-3648).

Project Expenditures Budget, Forms HUD 6220, HUD 6220-A, Occasional, Evinger (x) (395-3648).

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration: Application for Airman Medical Certificate or Airman Medical and Student Pilot Certificate, Form FAA 8500-8, Occasional, Evinger (x) (395-3648).

Report of Eye Examination, Form FAA 8500-7, Occasional, Evinger (x) (395-3648).

Report of Ophthalmological Evaluation for Glaucoma, Form FAA 8500-14, Occasional, Evinger (x) (395-3648).

Federal Highway Administration: Loan Shift Information Form, Form MCS 10, Occasional, Evinger (x) (395-3648).
Truck Injury/Fatality Report, Form MCS 87, Occasional, Evinger (x) (395-3648).

U.S. CIVIL SERVICE COMMISSION

Application for Worker-Trainee, Form CSC 1094, Occasional, Evinger (x) (395-3648).

VETERANS ADMINISTRATION

Request for Status of Loan Account—Foreclosure or Other Liquidation, Form FL 26-567, Occasional, Caywood (395-3443).

PHILLIP D. LARSEN,
Budget and Management Officer.

[FR Doc.74-27353 Filed 11-20-74;8:45 am]

SECURITIES AND EXCHANGE COMMISSION

[22-8130]

GENERAL AMERICAN TRANSPORTATION CORP.

Notice of Application and Opportunity for Hearing; Correction

NOVEMBER 19, 1974.

In the notice of application and opportunity for hearing dated November 12, 1974 in the matter of General American Transportation Corporation which appeared on page 40826 of the FEDERAL REGISTER for November 20, 1974, the first sentence of the penultimate paragraph should have read as follows:

"Notice is further given that any interested person may, not later than November 25, 1974 request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of law or fact raised by such application which he desires to controvert, or he may request that he be notified if the Commission should order a hearing thereon. * * *

For the Commission, by the Division of Corporation Finance, pursuant to delegated authority.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74-27416 Filed 11-20-74;9:10 am]

SMALL BUSINESS ADMINISTRATION
CONCORD DISTRICT ADVISORY COUNCIL
Meeting

The Small Business Administration Concord District Advisory Council will meet at 11 a.m., Eastern Standard Time, Thursday, December 5, 1974, in the Conference Room of the Brick Tower Motel, 414 South Main Street, Concord, New Hampshire, to discuss such business as may be presented by members, the staff of the Small Business Administration, and others attending. For further information, call or write Bert Teague, Small Business Administration, 55 Pleasant Street, Concord, New Hampshire 03301, (603) 224-7724.

Dated: November 12, 1974.

JOHN JAMESON,
Director, Office of Advisory
Councils, Small Business Administration.

[FR Doc.74-27242 Filed 11-20-74;8:45 am]

[Declaration of Disaster Loan Area 1100]

NEW YORK

Declaration of Disaster Loan Area

Whereas, it has been reported that during the month of October, because of the effects of a certain disaster, damage resulted to property located in the State of New York;

Whereas, the Small Business Administration has investigated and received reports of other investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act, as amended:

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) (1) of the Small Business Act, as amended, may be received and considered by the office below indicated from persons or firms whose property situated in the Town of Carmel, New York, suffered damage or destruction resulting from a fire which occurred October 21, 1974.

OFFICE

Small Business Administration
District Office
26 Federal Plaza, Room 3100
New York, N.Y. 10007

2. Applications for disaster loans under the authority of this declaration will not be accepted subsequent to January 10, 1975. EIDL applications will not be accepted subsequent to August 11, 1975.

Dated: November 11, 1974.

THOMAS S. KLEPPE,
Administrator.

[FR Doc.74-27241 Filed 11-20-74;8:45 am]

[License No. 02/02-5308]

NORTH AMERICA INVESTMENT CORP.

Notice of Issuance of License To Operate as a Small Business Investment Company

On October 7, 1974, a notice was published in the FEDERAL REGISTER (13 FR 36075) stating that North America Investment Corporation, located at 1201 First Federal Building, Stop 23, Santurce, Puerto Rico 00909 had filed an application with the Small Business Administration pursuant to 13 CFR 107.102 (1974) for a license to operate as a small business investment company under the provisions of Section 301(d) of the Small Business Investment Act of 1958 (the Act), as amended.

The period for comment ended October 21, 1974.

Notice is hereby given that, having considered the application and other pertinent information, SBA has issued License No. 02/02-5308 to North America Investment Corporation.

Dated: November 13, 1974.

JAMES THOMAS PHELAN,
Deputy Associate Administrator
for Investment.

[FR Doc.74-27243 Filed 11-20-74;8:45 am]

[Application No. 06/06-5168]

TEJAS INVESTMENT CORP.

Notice of Application for a License as a Small Business Investment Company

An application for a license to operate as a small business investment company under the provisions of Section 301(d) of the Small Business Investment Act of 1958, as amended (15 U.S.C. 661 et seq.), has been filed by Tejas Investment Corporation (applicant) with the Small Business Administration (SBA) pursuant to 13 CFR 107.102 (1974).

The officers and directors of the applicant are as follows:

Jose R. Aguilar, President and Director,
5506-B, Fernview, Austin, Texas 78745.

Jose V. Uriegas, Vice President and Director,
3503 Winfield Drive, Austin, Texas 78704.

Arturo Casillas, Secretary-Treasurer and Director,
1222 Radam, Austin, Texas 78745.

Paul Medina, Executive Director and General Manager, 305 E. Corpus Christi Street,
Beville, Texas 78102.

The applicant will maintain its principal place of business at 3001 South Congress Avenue, Austin, Texas 78704. It will begin operations with \$305,002 of paid-in capital and surplus derived from the sale of 51,666 shares of common stock to the Mexican American Counsel for Economic Progress, Inc. (MACEP), 33,334 shares of common stock to a number of private investors none of whom owns as much as 10 percent of the common stock and 50,000 shares of preferred stock to the Domestic and Foreign Missionary Society of the Protestant Episcopal Church in the United States of America. MACEP is a nonprofit corporation funded by grants received from the Office of Economic Opportunity.

As a small business investment company under section 301(d) of the Act, the applicant has been organized and chartered solely for the purpose of performing the functions and conducting the activities contemplated under the Small Business Investment Act of 1958, as amended from time to time, and will provide assistance solely to small business concerns which will contribute to a well-balanced national economy by facilitating ownership in such concerns by persons whose participation in the free enterprise system is hampered because of social or economic disadvantages.

Matters involved in SBA's consideration of the applicant include the general business reputation and character of the proposed owner and management and the probability of successful operation of the applicant under their management, including adequate profitability and financial soundness, in accordance with the Small Business Investment Act and the SBA Rules and Regulations.

Any person may, on or before December 6, 1974, submit to SBA written comments on the proposed applicant. Any such communication should be addressed to the Deputy Associate Administrator for Investment, Small Business Administration, 1441 L Street, NW., Washington, D.C. 20416.

A copy of this notice shall be published in a newspaper of general circulation in Austin, Texas.

Dated: November 11, 1974.

JAMES THOMAS PHELAN,
Deputy Associate Administrator
for Investment.

[FR Doc. 74-27240 Filed 11-20-74; 8:45 am]

INTERSTATE COMMERCE COMMISSION

[Notice No. 636]

ASSIGNMENT OF HEARINGS

NOVEMBER 18, 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 November 21, 1974.

MC-C-8281, TRA-MO Warehouse, Inc.—Investigations of Operations, now assigned December 9, 1974, at Portland, Oreg., will be held in Room 103, Pioneer Courthouse, 5555 Yamhill St.

MC 129828 (Sub-No. 2), Glenn Davis And Don R. Davis, DBA Davis Bros., now assigned December 11, 1974, at Portland, Oreg., will be held in Room 103, Pioneer Courthouse, 5555 Yamhill St.

MC 113855 (Sub-No. 291), International Transport, Inc., now assigned December 16, 1974, at Seattle, Wash., will be held in Room 1057, Federal Office Bldg., 909 First Ave.

MC 116763 (Sub-No. 279), Carl Subler Trucking, Inc., now assigned December 17, 1974, at Seattle, Wash., will be held in Room 1057, Federal Office Bldg., 909 First Ave.

MC 134884 (Sub-No. 7), Farwest Furniture Transport, Inc., now assigned December 18, 1974, will be held in Room 1057, Federal Office Bldg., 909 First Ave., at Seattle, Wash.

W-1274, Diamond Manufacturing Company, Inc., now assigned November 20, 1974, at Washington, D.C., is canceled and the application is dismissed.

MC 139247 (Sub-No. 1) Coopers Brothers, Inc., now assigned November 21, 1974, at Washington, D.C., is postponed to December 9, 1974, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC 139545 Sub 2, Henry C. Kocot and Anthony J. Kocot, DBA H. C. Kocot & Sons, now assigned December 2, 1974, at New York, N.Y., will be held in Room E-2222, 26 Federal Plaza.

MC 71593 Sub 1, C. G. Potter, DBA Maumee Express, now assigned December 3, 1974, at New York, N.Y., will be held in Room E-2222, 26 Federal Plaza.

MC 18302 Sub 2, State Moving & Storage, Inc., now assigned December 5, 1974, at New York, N.Y., will be held in Room E-2222, 26 Federal Plaza.

[SEAL]

ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-27287 Filed 11-20-74; 8:45 am]

[Notice No. 92]

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

NOVEMBER 15, 1974.

The following applications (except as otherwise specifically noted, each applicant (on applications filed after March 27, 1972) states that there will be no significant effect on the quality of the human environment resulting from approval of its application), are governed by Special Rule 1100.247¹ of the Commission's general rules of practice (49 CFR, as amended), published in the FEDERAL REGISTER issue of April 20, 1966, effective May 20, 1966. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after the 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 within 60 days of the date of this publication, notify the Commission in writing (1) that it is ready to proceed and prosecute the application, or (2) that it wishes to withdraw the application, failure in which the application will be dismissed by the Commission.

Further processing steps (whether modified procedure, oral hearing, or other procedures) will be determined generally in accordance with the Commission's general policy statement concerning motor carrier licensing procedures, published in the FEDERAL REGISTER

¹ Copies of Special Rule 247 (as amended) can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C. 20423.

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 263 (Sub-No. 218), filed October 17, 1974. Applicant: GARRETT FREIGHTLINES, Inc., 2055 Garrett Way, Pocatello, Idaho 83201. Applicant's representative: Wayne S. Green (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, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the Skagit Nuclear Power Project plantsite of Puget Sound Power and Light Co. located near Sedro Wooley, Wash., as an off-route point in connection with carriers' authorized regular-route operations.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Seattle, Wash. or San Francisco, Calif.

No. MC 730 (Sub-No. 374), filed October 29, 1974. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, P.O. Box 958, Oakland, Calif. 94604. Applicant's representative: Alfred G. Krebs (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 Lake Mills, Iowa, as an off-route point in connection with carrier's authorized regular route operations.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at either Des Moines, Iowa or San Francisco, Calif.

No. MC 2202 (Sub-No. 470), filed October 21, 1974. Applicant: ROADWAY EXPRESS, INC., 1077 Gorge Blvd., P.O. Box 471, Akron, Ohio 44309. Applicant's representative: William Slabaugh (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 warehouse and distribution facility of Browning Manufacturing Company at or near Eaton, Ohio as an off-route point.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Cincinnati or Columbus, Ohio, or Washington, D.C.

No. MC 14702 (Sub-No. 66), filed October 21, 1974. Applicant: OHIO FAST

FREIGHT, INC., P.O. Box 808, Warren, Ohio 44482. Applicant's representative: Paul F. Beery, 8 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum pig, ingots, billets, and slabs*, between the plantsite and facilities of Anaconda Aluminum Corporation at Sebree, Ky., on the one hand, and, on the other, points in Michigan, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi, Alabama, Florida, Georgia, South Carolina, North Carolina, Virginia, West Virginia, Ohio, Pennsylvania, Maryland, Delaware, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, Maine, and the District of Columbia, restricted to traffic originating at and destined to the above named origins and destinations.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 14751 (Sub-No. 4), filed October 15, 1974. Applicant: NELSON TRANSFER & STORAGE COMPANY, a Corporation, Capital and Piedmont Roads, P.O. Box 708, Charleston, W.Va. 25301. Applicant's representative: James W. Lawson, 1511 K Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities which because of size or weight require the use of special equipment, and mine machinery, equipment and supplies*, between points in West Virginia, on the one hand, and, on the other, points in Kentucky, Ohio, Pennsylvania, Virginia, and West Virginia.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Charleston, W.Va.

No. MC 25798 (Sub-No. 268), filed October 21, 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: *Foodstuffs* (except bananas), from Mobile, Ala., to points in Arizona, California, Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Montana, Nebraska, New Mexico, North Dakota, Nevada, Oklahoma, Ohio, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin, Wyoming, and points in Florida on and south of State Highway 40.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Tampa, Fla. or New Orleans, La.

No. MC 29555 (Sub-No. 77), filed October 25, 1974. Applicant: BRIGGS TRANSPORTATION CO., a Corporation, 2360 West County Road "C", St. Paul, Minn. 55113. Applicant's representative: Winston W. Hurd (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, livestock, and those requiring special equipment (except those requiring temperature control)), serving the plantsite of Deluxe Products Division of Walker Manufacturing Co. at Lake Mills, Iowa as an off-route point in connection with applicant's authorized regular operations.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Des Moines, Iowa or St. Paul, Minn.

No. MC 31389 (Sub-No. 190), filed October 31, 1974. Applicant: McLEAN TRUCKING COMPANY, 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 the Tennant Co., located at or near Maple Grove, Minn., in connection with applicant's regular routes to and from Minneapolis/St. Paul, Minn.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Minneapolis, Minn. or Washington, D.C.

No. MC 35540 (Sub-No. 20), filed October 15, 1974. Applicant: SCHRODER'S EXPRESS, INC., Broadway & Vine, P.O. Box 359, Lima, Ohio 45802. Applicant's representative: Edward G. Bazelon, 39 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Santa Claus, Ind. as an off-route point in connection with applicant's presently authorized regular route operations.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky. or Indianapolis, Ind.

No. MC 41404 (Sub-No. 118), filed October 24, 1974. Applicant: ARGO-COLLIER TRUCK LINES CORPORATION, P.O. Box 440, Fulton Highway, Martin, Tenn. 38237. Applicant's representative: Mark L. Horne (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* in vehicles equipped to provide mechanical temperature control (except commodities in bulk), from Milwaukee, Wis., and its Commercial Zone,

to points in Alabama, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee.

NOTE.—Common control and dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at Milwaukee, Wis. or Chicago, Ill.

No. MC 43593 (Sub-No. 5) Correction, filed October 2, 1974, published in the FEDERAL REGISTER issue of November 1, 1974, and republished as corrected this issue. Applicant: FUNK'S HAULING SERVICE, INC., 2750 Grant Avenue, Philadelphia, Pa. 19114. Applicant's representative: Alan Kahn, 1920 Two Penn Center Plaza, Philadelphia, Pa. 19102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, dangerous explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), between the facilities of F. W. Woolworth Co. located in Denver, Pa., on the one hand, and, on the other, Yonkers, New Rochelle, Garden City, Freeport and New York, N.Y.; Baltimore, Md. and points in Delaware, New Jersey, and Pennsylvania.

NOTE.—The purpose of this republication is to indicate the applicant's correct name. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa. or Washington, D.C.

No. MC 51146 (Sub-No. 396) Correction, filed September 16, 1974, published in the FEDERAL REGISTER issue of October 10, 1974, and republished as corrected this issue. Applicant: SCHNEIDER TRANSPORT, INC., 2661 South Broadway, Green Bay, Wis. 54306. Applicant's representative: Neil A. DuJardin, P.O. Box 2298, Green Bay, Wis. 54306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Containers*, (2) *container ends*; and (3) *equipment, materials, supplies, and accessories* used in the manufacture and distribution of containers and container ends when moving with containers and container ends, from Piscataway, N.J., to points in the United States (except points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and West Virginia).

NOTE.—The purpose of this republication is to correct the territorial description. Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 51146 (Sub-No. 401), filed October 25, 1974. Applicant: SCHNEIDER TRANSPORT, INC., 2298 S. Broadway, Green Bay, Wis. 54304. Applicant's representative: Neil A. DuJardin (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products, plastic products and aluminum foil backed with paper*, (1) from the facilities of Georgia Pacific Corporation located at or near

Norwood, Ohio and Cincinnati, Ohio, to points in and east of the states of North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, and Texas; and (2) *materials, equipment, and supplies* (except in bulk) used in the production or distribution of paper products, plastic products, and aluminum foil backed with paper, from the destination points in (1) above to the facilities of Georgia Pacific Corporation located at or near Norwood, Ohio and Cincinnati, Ohio, restricted to the transportation of shipments originating at or destined to the facilities of Georgia Pacific Corporation located at or near Norwood, Ohio and Cincinnati, Ohio.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 56244 (Sub-No. 36), filed October 18, 1974. Applicant: KUHN TRANSPORTATION COMPANY, INC., P.O. Box 98, R.D. # 2, Gardners, Pa. 17324. Applicant's representative: John M. Musselman, P.O. Box 1146, 410 North Third Street, Harrisburg, Pa. 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Boxboard*, from Halltown, W. Va., to points in Florida, Kentucky (except Louisville), and Davenport, Iowa and (2) *waste paper, boxboard clippings, empty skids and pallets, and paper cones*, from points in Florida, Kentucky (except Louisville), and Davenport, Iowa, to Halltown, W. Va.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 61231 (Sub-No. 79), filed October 24, 1974. Applicant: ACE LINES, INC. (A Division of Easters, Inc.), 4143 East 43rd Street, Des Moines, Iowa 50309. Applicant's representative: William L. Fairbank, 1980 Financial Center, Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel pipe, and fittings and accessories therefor*, from the plantsite of American Cast Iron Pipe Company located at or near Merriam, Kans., to points in Colorado, Iowa, Minnesota, Nebraska, and South Dakota.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 61231 (Sub-No. 80), filed October 23, 1974. Applicant: ACE LINES, INC., 4143 East 43d Street, Des Moines, Iowa 50317. Applicant's representative: William L. Fairbank, 1980 Financial Center, Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Iron and steel articles and building and construction materials*, from Albuquerque, N. Mex., Centerville, Iowa, Joliet and Blue Island, Ill., Denver, Colo., Columbia and Toledo, Ohio, Detroit, Grand Rapids, and Lansing, Mich., Newton, Kans., and Kokomo and Fort Wayne, Ind., to points in Arizona, Arkansas, Colorado, Illinois, Indiana,

Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Montana, Nebraska, New Mexico, North Dakota, Ohio, Oklahoma, South Dakota, Texas, Wisconsin, and Wyoming; and (2) *materials and supplies* used in the manufacture and distribution of iron and steel articles and building and construction materials, from points in Arizona, Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Montana, Nebraska, New Mexico, North Dakota, Ohio, Oklahoma, South Dakota, Texas, Wisconsin, and Wyoming, to Albuquerque, N. Mex., Centerville, Iowa, Joliet and Blue Island, Ill., Denver, Colo., Columbus and Toledo, Ohio, Detroit, Grand Rapids, and Lansing, Mich., Newton, Kans., and Kokomo and Fort Wayne, Ind., restricted against the transportation of commodities in bulk and shipments originating at, or destined to the plantsites of Continental Steel Corporation.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Indianapolis, Ind.

No. MC 61592 (Sub-No. 329), filed October 22, 1974. Applicant: JENKINS TRUCK LINE, INC., P.O. Box 697, R.R. #3, Jeffersonville, Ind. 47130. Applicant's representative: E. A. DeVine, P.O. Box 737, 101 First Avenue, Moline, Ill. 61265. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and wood products*, (1) from points in South Dakota, Wyoming, and Colorado, to points in Wisconsin, Illinois, Indiana, Iowa, Michigan, Ohio, Kansas, Nebraska, and Missouri; (2) from points in Colorado, to points in North Dakota, South Dakota, and Minnesota; and (3) from points in South Dakota, to points in Minnesota.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Phoenix, Ariz.

No. MC 61592 (Sub-No. 330), filed October 24, 1974. Applicant: JENKINS TRUCK LINE, INC., P.O. Box 697, R.R. #3, Jeffersonville, Ind. 47130. Applicant's representative: E. A. DeVine, P.O. Box 737, 101 First Avenue, Moline, Ill. 61265. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Uncrated burial caskets and components*, using specialized trailers containing padded shelves and equipment to protect the uncrated caskets, between Chicago, Oak Park, and Prophetstown, Ill., and Milwaukee, Wis., on the one hand, and, on the other, 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 Chicago, Ill.

No. MC 63417 (Sub-No. 70), filed October 21, 1974. Applicant: BLUE RIDGE TRANSFER COMPANY INCORPORATED, P.O. Box 2888, Roanoke, Va. 24001. Applicant's representative: William E. Bain, P.O. Box 13447, Roanoke, Va. 24034. Authority sought to operate

as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Microfoam furniture wrap*, from Wurtland, Ky., to points in North Carolina, South Carolina and Virginia.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C. or Roanoke, Va.

No. MC 67111 (Sub-No. 22), filed October 18, 1974. Applicant: KAIN'S MOTOR SERVICE CORP., West End of Bates Street, Logansport, Ind. 46947. Applicant's representative: Walter F. Jones, Jr., 601 Chamber of Commerce Building, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plumbing fixtures, fittings and supplies* (except commodities in bulk, and iron and steel articles), between Flora, Delphi, Kokomo, and Frankfort, Ind., on the one hand, and, on the other, points in Kane, Du Page, Cook, Will, Kendall, De Kalb, Boone, Lake, McHenry, and Ogle Counties, Ill.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Indianapolis, Ind. or Chicago, Ill.

No. MC 69492 (Sub-No. 43), filed October 16, 1974. Applicant: HENRY EDWARDS, doing business as HENRY EDWARDS TRUCKING COMPANY, P.O. Box 97, Clinton, Ky. 42301. Applicant's representative: Walter Harwood, P.O. Box 15314, Nashville, Tenn. 37215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages*, and related *advertising materials*: (a) from St. Joseph, Mo., to Dyersburg, Dresden, and Jackson, Tenn.; (b) from Louisville, Ky., to Woodland Mills and Jackson, Tenn.; (c) from Fort Wayne, Ind., to Martin and Jackson, Tenn.; and (d) from Milwaukee, Wis., to Dyersburg, Tenn.; (2) *wheat products, bran and shorts*, in bags, from Teutopolis, Ill., to Clinton, Ky.; (3) *lime*, in bulk, in dump vehicles, from Jonesboro, Ill., to points in Hickman County, Ky., and (4) *lime*, in bags, from Valmeyer, Ill., to Clinton, Ky.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Paducah, Ky.; Memphis, Tenn.; Louisville, Ky.; or Nashville, Tenn.

No. MC 73165 (Sub-No. 356), filed October 30, 1974. Applicant: EAGLE MOTOR LINES, INC., P.O. Box 11086, 830 North 33rd St., Birmingham, Ala. 35202. Applicant's representative: Carl U. Hurst (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Metal buildings and metal building parts*, from the facilities of A & S Steel Buildings Company, Inc., located at or near Caryville, Tenn., to points in the United States; and (2) *materials, equipment and supplies* used in the manufacture and distribution of metal buildings and metal building parts, from points in the United States to the facilities of A & S Steel Building Company, Inc. located at or near Caryville, Tenn.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 75320 (Sub-No. 175), filed October 24, 1974. Applicant: CAMPBELL SIXTY-SIX EXPRESS, INC., P.O. Box 807, Springfield, Mo. 65801. Applicant's representative: John A. Crawford, 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 those requiring special equipment), serving the plantsite and facilities of Weyerhaeuser Company, approximately 12 miles south of Columbus, Miss., near Trinity, Miss., as an off-route point in conjunction with applicant's regular-route operations.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Columbus or Jackson, Miss.

No. MC 85255 (Sub-No. 54), filed October 18, 1974. Applicant: PUGET SOUND TRUCK LINES, INC., P.O. Box 24526, 3720 Airport Way S., Seattle, Wash. 98124. 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: *Wood residuals*, between points in Washington, Oregon, Idaho, and Montana.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Spokane, Seattle, or Portland, Wash.

No. MC 100666 (Sub-No. 285), filed October 21, 1974. Applicant: MELTON TRUCK LINES, INC., P.O. Box 7666, Shreveport, La. 71107. Applicant's representative: Wilburn L. Williamson, 3535 N.W. 58th, 280 National Fdn. Life Bldg., Oklahoma City, Okla. 73112. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Scrap and waste paper*, for re-cycling purposes, from points in Arkansas, Colorado, Illinois, Iowa, Kansas, Louisiana, Mississippi, Missouri, New Mexico, Nebraska, Tennessee, and Texas, to Pryor, Okla.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla., or Dallas, Tex.

No. MC 102616 (Sub-No. 905), filed October 31, 1974. Applicant: COASTAL TANK LINES, INC., 215 East Waterloo Road, Akron, Ohio 44319. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals and cleaning compounds*, in bulk, in tank vehicles, from Indianapolis, Ind., to points in Ohio.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 104430 (Sub-No. 43), filed October 30, 1974. Applicant: CAPITAL TRANSPORT COMPANY, INC., P.O. Box 408, Highway 24 West, McComb, Miss. 39648. Applicant's representative: Donald B. Morrison, 717 Deposit Guaranty Bank Bldg., P.O. Box 22628, Jackson, Miss. 39205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Blackstrap molasses*, in bulk, in tank vehicles, from New Orleans, La., to points in Mississippi.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at New Orleans, La., or Jackson, Miss.

No. MC 105045 (Sub-No. 53), filed October 23, 1974. Applicant: R. L. JEFFRIES TRUCKING CO., INC., P.O. Box 3277, Evansville, Ind. 47701. Applicant's representative: Paul F. Sullivan, 711 Washington Building, Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cranes and attachments therefor and related machinery, tools, parts, and supplies* moving in connection therewith, from points in Horry County, S.C., to points in Alabama, Arkansas, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maryland, Michigan, Missouri, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Virginia, Delaware, West Virginia, Wisconsin, and the District of Columbia.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 106398 (Sub-No. 720), filed October 23, 1974. Applicant: NATIONAL TRAILER CONVOY, INC., P.O. Box 3329, 525 South Main, Tulsa, Okla. 74103. Applicant's representative: Irvin Tull (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Materials, equipment, and supplies*, used in the manufacture, sales, and distribution of metal buildings, from points in Illinois, Indiana, Kansas, Kentucky, Missouri, New York, Pennsylvania, and West Virginia, to Washington Court House, Ohio.

NOTE.—Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Cincinnati, Ohio.

No. MC 106644 (Sub-No. 194), filed October 24, 1974. Applicant: SUPERIOR TRUCKING COMPANY, INC., 2770 Peyton Road NW., P.O. Box 916, Atlanta, Ga. 30301. Applicant's representative: W. Randall Tye, 1400 Candler Building, Atlanta, Ga. 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Switch gears, bus bar systems, and rectifiers*, which because of size and weight require special equipment, from Camden, N.J., and Philadelphia, Pa., to points in the United States, including Alaska but excluding Hawaii, restricted to the transportation of traffic originating at the plantsites and storage and

shipping facilities of General Electric Company at Camden, N.J., and Philadelphia, Pa.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Washington, D.C.

No. MC 106644 (Sub-No. 195), filed October 24, 1974. Applicant: SUPERIOR TRUCKING COMPANY, INC., 2770 Peyton Road, NW., P.O. Box 916, Atlanta, Ga. 30318. Applicant's representative: Hubert Johnson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Road building, earth moving, construction equipment, and cranes; self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, from points in Horry County, S.C., 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 (1) Atlanta, Ga., (2) Washington, D.C.

No. MC 106920 (Sub-No. 57), filed October 23, 1974. Applicant: RIGGS FOOD EXPRESS, INC., P.O. Box 26, West Monroe Street, New Bremen, Ohio 45869. Applicant's representative: Carroll V. Lewis, P.O. Box 717, Sidney, Ohio 45365. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from Van Wert, Ohio, to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia, restricted to traffic originating at the plantsite of storage facilities of Borden, Inc., at Van Wert, Ohio.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, or Washington, D.C.

No. MC 107002 (Sub-No. 462), filed October 21, 1974. Applicant: MILLER TRANSPORTERS, INC., P.O. Box 1123 (U.S. Highway 80 West), Jackson, Miss. 39205. Applicant's representative: John J. Borth, P.O. Box 8573, Battlefield Station, Jackson, Miss. 39204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from Vicksburg, Miss., to points in Oklahoma and Texas.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 107295 (Sub-No. 753), filed October 21, 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: (1) (a) *Iron, steel, zinc, lead, chemicals, and*

articles or products thereof; (b) building and construction materials, supplies, and equipment (other than self-propelled) and, (c) curing compounds; from the plantsites and warehouse facilities of Continental Steel Corporation and subsidiaries such as Enterprise Wire Company, Hausman Corporation, Phoenix Manufacturing Company, Castle Chemical Co., Iowa Steel and Wire Co., and Stevens Spring Co., located at Kokomo, Fort Wayne, Cicero, and Elkhart, Ind.; Newton, Kans.; Toledo and Columbus, Ohio; Lansing, Grand Rapids, and Detroit, Mich.; Denver, Colo.; Albuquerque, N. Mex.; Centerville, Iowa; Blue Island, Chicago, and Joliet, Ill., to points in the United States (except Alaska and Hawaii); and (2) materials, equipment, and supplies used in the manufacture and distribution of commodities in (1) above, from points in the United States (except Alaska and Hawaii), to the origin points in (1) above, restricted against the transportation of commodities in bulk.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 107515 (Sub-No. 962), filed October 24, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 30050. Applicant's representative: Alan E. Serby, 3379 Peachtree Road NE., Suite 375, Atlanta, Ga. 30326. 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 Arizona, California, Nevada, Oregon, Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Wisconsin, Arkansas, Colorado, Louisiana, Oklahoma, and Texas.

NOTE.—Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Atlanta, Ga.

No. MC 109501 (Sub-No. 15), filed October 16, 1974. Applicant: CALHOUN TRUCKING CORP., 319 Jacet Road, Kearny, N.J. 07032. Applicant's representative: Morton E. Kiel, 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: (1) Iron and steel articles, from Sayreville, N.J., to points in Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and the District of Columbia; and (2) materials, supplies, and equipment, used in the manufacture or distribution of the above commodities, from points in Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and the District of Columbia, to Sayreville, N.J., under a continuing contract or contracts with New Jersey Steel & Structural Corporation.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at New York, N.Y.

No. MC 109533 (Sub-No. 65), filed September 23, 1974. Applicant: OVERNITE TRANSPORTATION COMPANY, 1100 Commerce Road, Richmond, Va. 23224. Applicant's representative: Eugene T. Lipfert, Suite 1100, 1660 L Street NW., Washington, D.C. 20036. 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), between Cincinnati, Ohio, and Portsmouth, Ohio, serving all intermediate points: From Cincinnati over Interstate Highway 71 to junction U.S. Highway 35 to Chillicothe, Ohio, thence over U.S. Highway 23 to Portsmouth and return over the same route.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Cincinnati, Ohio.

No. MC 109538 (Sub-No. 23), filed October 25, 1974. Applicant: CHIPPEWA MOTOR FREIGHT, INC., 2645 Harlem Street, P.O. Box 269, Eau Claire, Wis. 54701. Applicant's representative: James L. Nelson, 325 Cedar Street, St. Paul, Minn. 55101. 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 plant and warehouse facilities of Tennant Company, at Maple Grove, Minn., as an off-route point in connection with carrier's authorized regular route operations to and from Minneapolis-St. Paul, Minn.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Minneapolis, or St. Paul, Minn.

No. MC 109584 (Sub-No. 160), filed October 21, 1974. Applicant: ARIZONA-PACIFIC TANK LINES, 5773 South Prince St., Littleton, Colo. 80120. Applicant's representative: Kenneth A. Willhite (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Cranberry juice, from Markham, Wash., to points in Visalia, Calif.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Los Angeles, Calif., or Seattle, Wash.

No. MC 109664 (Sub-No. 2) (Correction), filed September 9, 1974, published in the FEDERAL REGISTER issue of October 17, 1974, as MC 22311 (Sub-No. 6), and republished as corrected this issue. Applicant: WEST SHORE TRANSPORT, INC., 215 Marble Street, Hammond, Ind. 46320. Applicant's representative: Donald W. Smith, Suite 2465, One Indiana Square, Indianapolis, Ind. 46204. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Iron and steel articles, from the plantsite and warehouse

facilities of Roll Coater, Inc., at or near Kingsbury, Ind., to points in Illinois, Wisconsin, and Michigan.

NOTE.—The purpose of this republication is to indicate the correct docket number assigned to this proceeding in No. MC 109664 (Sub-No. 2). Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 110567 (Sub-No. 6), filed September 17, 1974. Applicant: SOONER TRANSPORT CORPORATION, P.O. Box 335, Wynnewood, Okla. 73098. Applicant's representative: E. Check, P.O. Box 855, Des Moines, Iowa 50304. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Limestone and limestone products, in bulk, from Marble City, Okla., to points in Indiana.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Kans., or Des Moines, Iowa.

No. MC 111397 (Sub-No. 109), filed October 21, 1974. Applicant: DAVIS TRANSPORT, INC., 1345 South Fourth Street, Paducah, Ky. 42001. Applicant's representative: H. S. Melton, Jr., P.O. Box 1407, Paducah, Ky. 42001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Radioactive waste materials, and non-radioactive waste materials, requiring special disposition for ecological purposes, and containers and equipment, used in the transportation and disposition of such commodities, between the facilities of Nuclear Engineering Company, Inc., at or near Maxey Flats, Fleming County, Ky.; Sheffield, Ill.; Richland, Wash.; Beatty, Nev.; and San Ramon, Calif., and the facilities of Texas Ecologists Company, Inc., at or near Robstown, Tex., on the one hand, and, on the other, points in the United States, including Alaska and Hawaii, restricted to traffic originating at or destined to the above points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky., or Nashville, Tenn.

No. MC 112801 (Sub-No. 165), filed October 29, 1974. Applicant: TRANSPORT SERVICE CO., 2 Salt Creek Lane, Hinsdale, Ill. 60521. Applicant's representative: Leonard R. Kofkin, 39 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid foundry core binders and liquid molding sand binders, in bulk, from Columbus, Ohio, to points in Alabama, Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Tennessee, and Wisconsin.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 113459 (Sub-No. 93), filed October 15, 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: *Contractors, construction, and mining machinery, equipment, materials, supplies, and parts* (except commodities in bulk), from Pocatello, Idaho, to points in Arkansas, Arizona, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Missouri, Michigan, Montana, Nebraska, North Dakota, Ohio, Oklahoma, Texas, Utah, South Dakota, Wisconsin, New Mexico, and Wyoming.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 113855 (Sub-No. 300), filed October 24, 1974. Applicant: INTERNATIONAL TRANSPORT, INC., 2450 Marion Road SE., 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: *Contractors, construction, and mining machinery, equipment, materials, supplies, and parts* (except commodities in bulk), from Pocatello, Idaho, to points in the United States, including Alaska (but excluding Hawaii, Arkansas, Idaho, Kansas, Louisiana, Oklahoma, and Texas).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Boise, Idaho, or Washington, D.C.

No. MC 113855 (Sub-No. 301), filed October 23, 1974. Applicant: INTERNATIONAL TRANSPORT, INC., 2450 Marion Road SE., 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: *Aluminum articles and aluminum products*, including but not limited to tubing and couplers, from points in Twin Falls County, Idaho, to points in Washington, Oregon, Colorado, Nebraska, Utah, Nevada, Montana, Wyoming, California, Arizona, and New Mexico.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah, or either San Francisco, or Los Angeles, Calif.

No. MC 114273 (Sub-No. 223), filed October 17, 1974. Applicant: CEDAR RAPIDS STEEL TRANSPORTATION, INC., P.O. Box 68, Cedar Rapids, Iowa 52406. Applicant's representative: Robert E. Knochar, Suite 315, Commerce Exchange Bldg., 2720 First Avenue NE., P.O. Box 1943, Cedar Rapids, Iowa 52406. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cleaning compounds*, from Macedonia, Ohio, to points in Kansas, Illinois, Iowa, Michigan, Minnesota, Missouri, Nebraska, Oklahoma, South Carolina, and Texas.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 114301 (Sub-No. 84), filed October 15, 1974. Applicant: DELAWARE

EXPRESS CO., a Corporation, P.O. Box 97, Elkton, Md. 21921. Applicant's representative: Chester A. Zyblut, 1522 K Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer solutions*, in bulk, from Philadelphia, Pa., to points in New York, New Jersey, Delaware, Maryland, Virginia, and the District of Columbia.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114334 (Sub-No. 29), filed October 15, 1974. Applicant: BUILDERS TRANSPORTATION COMPANY, a Corporation, 3710 Tulane Road, Memphis, Tenn. 38116. Applicant's representative: Dale Woodall, 900 Memphis Bank Bldg., Memphis, Tenn. 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, from Panola County, Miss., to points in Alabama, Tennessee, Louisiana, Georgia, and Florida.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 114533 (Sub-No. 309), filed October 21, 1974. Applicant: BANKERS DISPATCH CORPORATION, 1106 West 35th Street, Chicago, Ill. 60609. Applicant's representative: Warren W. Wallin (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Business or office machine parts, supplies, devices, and units*, between St. Louis, Mo., on the one hand, and, on the other, Champaign, Decatur, Quincy, and Springfield, Ill., restricted against the transportation of packages or articles weighing in the aggregate more than 100 pounds from one consignor to one consignee on any one day.

NOTE.—Applicant holds contract carrier authority in MC 128616 and other subs, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held either in St. Louis, Mo., or Washington, D.C.

No. MC 114533 (Sub-No. 310), filed October 21, 1974. Applicant: BANKERS DISPATCH CORPORATION, 1106 West 35th Street, Chicago, Ill. 60609. Applicant's representative: Warren W. Wallin (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Laboratory specimens and reports*, used in pathological testing, between Wichita and Shawnee Mission, Kans., on the one hand, and, on the other, points in Sarpy, Cass, Otoe, Nemaha, Johnson, Saline, Lancaster, Fillmore, York, Seward, Saunders, Douglas, Washington, Dodge, Burt, Cumming, Wayne, Pierce, Madison, Boone, Nance, Platte, Butler, Polk, Merrick, Hamilton, Hall, Adams, Kearney, Phelps, Buffalo, Dawson, Lincoln, Sheridan, Dawes, Box Butte, Morrill, Cheyenne, Kimball, and Scottsbluff Counties, Nebr., and Goshen, Platte, and Laramie Counties, Wyo.

NOTE.—Applicant holds contract carrier authority in MC 128616 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Wichita, Kansas, or Kansas City, Mo.

No. MC 114569 (Sub-No. 112), filed October 16, 1974. Applicant: SHAFFER TRUCKING, INC., P.O. Box 418, New Kingstown, Pa. 17072. Applicant's representative: James W. Hagar, 100 Pine Street, P.O. Box 1166, Harrisburg, Pa. 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Candy, confectionery, and related confectionery products and by-products, and advertising matter, premiums, and display materials*, when shipped in the same vehicle with candy, confectionery, and related confectionery products and by-products, from points in Luzerne County, Pa., to points in Alabama, Arizona, Arkansas, California, Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, New York, North Dakota, Ohio, Oklahoma, Oregon, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, West Virginia, Wisconsin, and Wyoming.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Harrisburg or Scranton, Pa., or Washington, D.C.

No. MC 114569 (Sub-No. 113), filed October 29, 1974. Applicant: SHAFFER TRUCKING, INC., P.O. Box 418, New Kingstown, Pa. 17072. Applicant's representative: James W. Hagar, 100 Pine Street, P.O. Box 1166, Harrisburg, Pa. 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from points in Clark County, Wis., to points in Connecticut, Delaware, Indiana, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 115162 (Sub-No. 302), filed October 21, 1974. Applicant: POOLE TRUCK LINE, INC., P.O. Drawer 500, Evergreen, Ala. 36401. Applicant's representative: Robert E. Tate (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, plywood, and particleboard*, from Silsbee, Cleveland, and Bon Wier, Tex., to points in the United States in and east of North Dakota, South Dakota, Nebraska, Oklahoma, Kansas, and Texas.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Houston, Tex. or New Orleans, La.

No. MC 115311 (Sub-No. 171), filed October 21, 1974. Applicant: J & M TRANSPORTATION CO., INC., P.O. Box 488, Milledgeville, Ga. 31061. Applicant's

representative: Paul M. Daniell, P.O. Box 872, Atlanta, Ga. 30301. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages and related advertising matter*, from Pabst, Houston County, Ga., to points in Louisiana, Texas, Arkansas, Oklahoma, Missouri, Kentucky, Virginia, West Virginia, Ohio, Michigan, Maryland, Delaware, Pennsylvania, the District of Columbia, those points in Tennessee west of Interstate Highway 65, and Newark, N.J.; and (2) *materials and supplies* (except commodities in bulk), used in the production, manufacture, sale, and distribution of malt beverages, from points in the United States in and east of Wisconsin, Illinois, Missouri, Oklahoma, and Texas, to Pabst, Houston County, Ga.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 115322 (Sub-No. 111), filed October 29, 1974. Applicant: REDWING REFRIGERATED, INC., P.O. Box 10177, Taft, Fla. 32809. Applicant's representative: J. V. McCoy, P.O. Box 426, Tampa, Fla. 33601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, not frozen, from Waterloo, Red Creek, Egypt, Fairport, Rushville, Lyons, and Syracuse, N.Y., to points in Virginia, West Virginia, Maryland, Delaware, North Carolina, South Carolina, Tennessee, Georgia, Alabama, and Florida.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Rochester, N.Y., or Washington, D.C.

No. MC 115667 (Sub-No. 11), filed October 23, 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: *Industrial chemicals*, in bags, drums, sacks, or containers, and return of empty containers, from Tacoma and Seattle, Wash., to ports of entry on the International Boundary Line between the United States and Canada located at or near Blaine, Lynden, and Sumas, Wash.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Seattle or Olympia, Wash.

No. MC 115762 (Sub-No. 7), filed October 18, 1974. Applicant: KENTUCKY WESTERN TRUCK LINES, INC., P.O. Box 623, Hopkinsville, Ky. 42240. Applicant's representative: Richard D. Gleaves, 602 Stahlman Bldg., Nashville, Tenn. 37201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ties, cross ties, and switch ties*, treated or untreated, between points in Tennessee on and west of Tennessee Highway 13, on

the one hand, and, on the other, Paducah, Ky., and Carbondale, Ill.

NOTE.—Applicant holds contract carrier authority in MC 114989 and subs thereunder, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, the applicant does not specify a location.

No. MC 116325 (Sub-No. 68), filed October 29, 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: *Iron and steel, iron and steel articles, and fabricated iron and steel*, between points in Morgan County, Ill., 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 St. Louis, Mo., or Chicago, Ill.

No. MC 116923 (Sub-No. 5), filed October 15, 1974. Applicant: KRAMER TRUCKING CO., INC., 275 Trumbull Street, Elizabeth, N.J. 07206. Applicant's representative: Robert B. Pepper, 168 Woodbridge Avenue, Highland Park, N.J. 08904. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hides, raw and finished, and materials, equipment, and supplies* used in connection therewith, between the plantsite of Aztec Leather Corp., located at Newark, 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 either Newark, N.J., or Washington, D.C.

No. MC 117119 (Sub-No. 515), filed October 29, 1974. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., P.O. Box 188, Elm Springs, Ark. 72728. Applicant's representative: L. M. McLean (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from the plantsite and storage facilities of Orchard Hill Farms located at Red Hook and Germantown, N.Y., to points in Minnesota and points in the United States on and west of a line beginning at the mouth of the Mississippi River, and extending along the Mississippi River to its junction with the western boundary of Itasca County, Minn., thence northward along the western boundaries of Itasca and Koochiching Counties, Minn., to the International Boundary line between the United States and Canada (except Alaska and Hawaii).

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at either New York, N.Y., or Washington, D.C.

No. MC 117201 (Sub-No. 8), filed October 17, 1974. Applicant: INTERSTATE DISTRIBUTOR CO., a Corporation, 8311 Durango SW., Tacoma, Wash. 98499.

Applicant's representative: George R. LaBissoniere, Suite 101, 130 Andover Park East, Seattle, Wash. 98188. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Waste paper and recyclable paper*, between points in Washington, Oregon, California, and Utah.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 117815 (Sub-No. 237), filed October 21, 1974. Applicant: PULLEY FREIGHT LINES, INC., 405 S.E. 20th Street, Des Moines, Iowa 50317. Applicant's representative: Larry D. Knox, 9th Floor Hubbell Bldg., Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Candy and confectionery* (except in bulk), from Frankfort, Ind., to Davenport and Des Moines, Iowa; Kansas City, Kans.; and Kansas City, Mo.; and points in Nebraska, restricted to traffic originating at the named origin and destined to the named destination points.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Indianapolis, Ind., or Chicago, Ill.

No. MC 118159 (Sub-No. 152), filed October 15, 1974. Applicant: NATIONAL REFRIGERATED TRANSPORT, INC., 1931 N. Sheridan Road, Tulsa, Okla. 74151. Applicant's representative: Neil A. DuJardin, P.O. Box 2298, Green Bay, Wis. 54306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat by-products, and articles distributed by meat packing-houses*, as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plantsite and warehouse facilities of Hyplains Dressed Beef at Dodge City, Kans., to points in Georgia, North Carolina, South Carolina, Virginia, Florida, Alabama, Tennessee, Mississippi, Arkansas, Louisiana, Texas, and Oklahoma.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 118159 (Sub-No. 153), filed October 18, 1974. Applicant: NATIONAL REFRIGERATED TRANSPORT, INC., 2661 S. Broadway, Green Bay, Wis. 54304. Applicant's representative: Neil A. DuJardin, P.O. Box 2298, Green Bay, Wis. 54306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Refrigerated beer and used empty beer containers*, from the plantsite and warehouse facilities of D & S Distributing at Tulsa, Okla., to Orlando, Fla., New Orleans, La., New York, N.Y., Chicago, Ill., Nashville, Tenn., Little Rock, Ark., St. Louis, Mo., and District of Columbia; and (2) *used empty beer containers* on return.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 118882 (Sub-No. 3), filed October 23, 1974. Applicant: JOE L. LAMBERT, doing business as LAMBERT TRUCKING SERVICE, 715 Fox Avenue, Harrisville, W. Va. 26362. Applicant's representative: John M. Friedman, 2930 Putnam Avenue, Hurricane, W. Va. 25526. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, in bulk, in dump vehicles, from points in that area of West Virginia on, east, and north of a line beginning at the Pennsylvania-West Virginia State line and extending south along U.S. Highway 19 to Sutton, W. Va., thence along West Virginia State Highway 4 to Clendenin, W. Va., thence along U.S. Highway 119 to junction U.S. Highway 60 at Charleston, W. Va., thence east along U.S. Highway 60 to the Virginia-West Virginia State line, to points in Ohio beginning at Bellaire, Ohio, and extending west along Interstate Highway 70 to junction Interstate Highway 77, thence north along Interstate Highway 77 to junction Ohio State Highway 36, thence west along Ohio State Highway 36 to junction Ohio State Highway 16, thence south along Ohio State Highway 16 to junction Ohio State Highway 60, thence south along Ohio State Highway 60 to junction Interstate Highway 70, thence along Interstate Highway 70 to junction U.S. Highway 23, thence south along U.S. Highway 23 to Portsmouth, Ohio, thence east along U.S. Highway 52 to junction Interstate Highway 64 at Huntington, W. Va.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Charleston, W. Va., Columbus, Ohio, or Washington, D.C.

No. MC 119399 (Sub-No. 48) (Correction), filed October 15, 1974, published in the FEDERAL REGISTER, issue of November 7, 1974, as No. MC 137015 (Sub-No. 1), and republished as corrected this issue. Applicant: CONTRACT FREIGHTERS, INC., 2900 Davis Boulevard, Joplin, Mo. 64801. Applicant's representative: David L. Sitton (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, in containers, (1) from Ft. Worth, Tex., to Lamar, Springfield, and West Plains, Mo., and Chickasha and Oklahoma City, Okla.; (2) from Galveston and Houston, Tex., to Oklahoma City, Shawnee, and Tulsa, Okla.; (3) from St. Paul, Minn., to Springfield and West Plains, Mo.; and (4) from Belleville, Ill., to West Plains, Mo.

NOTE.—The purpose of this republication is to indicate the correct docket number assigned to this proceeding in No. MC 119399 (Sub-No. 48). If a hearing is deemed necessary, applicant requests it be held at either Oklahoma City or Tulsa, Okla., or Dallas, Tex.

No. MC 119777 (Sub-No. 309), filed October 21, 1974. Applicant: LIGON SPECIALIZED HAULER, INC., P.O. Drawer "L", Madisonville, Ky. 42431. Ap-

plicant's representative: Pohn B. Ratliff (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Radioactive waste materials, and non-radioactive waste materials*, requiring special disposition for ecological purposes, and *containers and equipment*, used in the transportation and disposition of such commodities, between the facilities of Nuclear Engineering Company, Inc., at or near Maxey Flats, Fleming County, Ky.; Sheffield, Ill.; Richland, Wash.; Beatty, Nev.; and San Ramon, Calif.; and the facilities of Texas Ecologists Co., Inc., at or near Robstown, Tex., on the one hand, and, on the other, points in the United States, including Alaska and Hawaii, restricted to traffic originating at or destined to the above points.

NOTE.—Applicant holds contract carrier authority in MC 126970 and Subs 1 and 3 thereunder, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 119864 (Sub-No. 58), filed October 16, 1974. Applicant: CRAIG TRANSPORTATION CO., a corporation, 26699 Eckel Road, Perrysburg, Ohio 43551. Applicant's representative: Dale K. Craig (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Detroit, Mich., to points in Illinois, Kentucky, Ohio, and St. Louis, Mo., restricted to the transportation of traffic originating at and destined to the above named points.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Detroit, Mich.

No. MC 123069 (Sub-No. 15), filed October 21, 1974. Applicant: ALLER & SHARP, INC., 817 West Fifth Avenue, Columbus, Ohio 43212. Applicant's representative: Thomas F. Kilroy, P.O. Box 624, Springfield, Va. 22150. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Candy and confectionery*, from the plantsite and warehouse facilities of E. J. Brach & Sons, Division of American Home Products Corp., at Carol Stream, Ill., to points in Ohio, Indiana, West Virginia, Kentucky, the lower peninsula of Michigan, New York, Maryland, Virginia, and those points in Pennsylvania on and west of Interstate Highway 81.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill., or Columbus, Ohio.

No. MC 123502 (Sub-No. 44), filed October 21, 1974. Applicant: FREE STATE TRUCK SERVICE, INC., Md. Rt. 3, P.O. Box 760, Glen Burnie, Md. 21061. Applicant's representative: W. Wilson Corroum (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, from points in Washington County, Pa., to Berlin, Md.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 124078 (Sub-No. 618), filed October 16, 1974. Applicant: SCHWERMAN TRUCKING CO., 611 South 28th Street, Milwaukee, Wis. 53246. Applicant's representative: James R. Ziperski (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Products of soybeans, and materials, supplies, and ingredients* used in the processing thereof, in bulk, between the plant and/or warehouse facilities of Krause Milling Company located at or near Logansport, Ind., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

NOTE.—Applicant holds contract carrier authority in MC 113832 Sub-No. 68, therefore dual operations may be involved. Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Chicago, Ill., or Milwaukee, Wis.

No. MC 124078 (Sub-No. 619), filed October 25, 1974. Applicant: SCHWERMAN TRUCKING CO., a Corporation, 611 South 28th Street, Milwaukee, Wis. 53246. Applicant's representative: James R. Ziperski (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Resins, dry*, from Lima, Ohio, to points in the United States (except Alaska and Hawaii).

NOTE.—Applicant holds contract carrier authority in MC 113832 Sub 68, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, applicant requests it be held at either Cleveland or Columbus, Ohio.

No. MC 124212 (Sub-No. 81), filed October 29, 1974. Applicant: MITCHELL TRANSPORT, INC., 6500 Pearl Road, P.O. Box 30248, Cleveland, Ohio 44130. Applicant's representative: J. A. Kundtz, 1100 National City Bank Bldg., Cleveland, Ohio 44114. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, from Middlebranch, Ohio, to points in Kentucky.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 125433 (Sub-No. 52), filed October 29, 1974. Applicant: F-B TRUCK LINE COMPANY, a corporation, 1891 West 2100 South, Salt Lake City, Utah 84119. Applicant's representative: David J. Lister (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foam board insulation and insulated gypsum foam board panels*, from the plantsite of Panel Era, Division of Roberts Investment Company, at Salt Lake City, Utah, 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 Salt Lake City, Utah.

No. MC 125433 (Sub-No. 54), filed October 29, 1974. Applicant: F-B TRUCK LINE COMPANY, a Corporation, 1891 West 2100 South, Salt Lake City, Utah 84119. Applicant's representative: David J. Lister (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic pipe and plastic conduit*, from Orange, Calif., 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 Los Angeles, Calif., or Salt Lake City, Utah.

No. MC 126736 (Sub-No. 72), filed October 25, 1974. Applicant: PETROLEUM CARRIER CORPORATION OF FLORIDA, 155 E. 21st Street, Jacksonville, Fla. 32206. 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: (1) *Petroleum products*, in bulk, in tank vehicles, from points in Okaloosa County, Fla., to points in Houston, Henry, Butler, Conecuh, Escambia, Covington, Coffee, Crenshaw, Dale, Geneva, Pike, and Barbour Counties, Ala.; and (2) *fertilizer and fertilizer materials*, in bulk, in tank vehicles, from Pelham, Ga., to Pinetta, Fla.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Jacksonville, Fla.

No. MC 126899 (Sub-No. 81), filed October 29, 1974. Applicant: USHER TRANSPORT, INC., 3925 Old Benton Road, P.O. Box 3051, Paducah, Ky. 42001. Applicant's representative: George M. Catlett, 703-706 McClure Bldg., Frankfort, Ky. 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages*, in containers, from Baltimore, Md., to Clarksville, Tenn., and (2) *empty malt beverage containers*, on return.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Louisville, Ky., or Nashville, Tenn.

No. MC 127253 (Sub-No. 53), filed October 18, 1974. Applicant: R. A. CORBETT TRANSPORT, INC., P.O. Box 728, Waskom, Tex. 75692. Applicant's representative: Ewell H. Muse, Jr., American Bank Tower, Suite 1116, 221 West 6th Street, Austin, Tex. 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Liquid synthetic resin*, in bulk, from Diboll, Tex., to points in Louisiana, Alabama, New Mexico, and Oklahoma; and (2) *Liquid petroleum string*, in bulk, from Diboll, Tex., to points in New Mexico, Oklahoma, Arkansas, Louisiana, Mississippi, Alabama, and Tennessee.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Dallas, Tex.

No. MC 127505 (Sub-No. 71), filed October 15, 1974. Applicant: RALPH H. BOELK, doing business as R. H. BOELK TRUCK LINES, Route No. 2, Mendota, Ill. 61342. Applicant's representative: Walter Kobos, 1016 Kehoe Drive, St. Charles, Ill. 60174. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Crushed and scrapped vehicles, including component parts and accessories* thereto, from points in Iowa, Minnesota, Missouri, South Dakota, and Wisconsin, to South Beloit, Ill.; and (2) *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, livestock), from Cleveland, Ohio, to Chicago, Ill., restricted to the transportation of traffic moving on bills of lading of Merchant Shippers, Stor Dor Freight System, Inc., and Westland Forwarding Co.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 128007 (Sub-No. 69), filed October 29, 1974. Applicant: HOFER, INC., P.O. Box 583, Pittsburg, Kans. 66762. 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: *Mineral mixtures, animal and poultry feed ingredients, and fertilizer and fertilizer materials*, in bulk and in bags, from the plantsite and shipping facilities of Micro-Lite, Inc., located at or near Chanute and Buffalo, Kans., to points in Alabama, Arkansas, Colorado, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and Wyoming.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Kansas City, Mo.

No. MC 128030 (Sub-No. 90), filed October 16, 1974. Applicant: THE STOUT TRUCKING CO., INC., P.O. Box 177, Urbana, Ill. 61801. Applicant's representative: James F. Flanagan, 111 West Washington Street, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Glass containers and closures thereof*, from the plantsite of Midland Glass Co. at Terre Haute, Ind., to points in Arkansas, Iowa, Minnesota, and Ohio; and (2) *commodities* used in the packaging, labeling, manufacture, and shipping of glass containers and parts thereof, from points in Illinois and Missouri, to the plantsite of Midland Glass Co. at Terre Haute, Ind.

NOTE.—Applicant holds motor contract carrier authority in MC 5352, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Springfield or Chicago, Ill.

No. MC 128294 (Sub-No. 10), filed October 23, 1974. Applicant: NITE-HAWK EXPRESS, INC., 2334 University Avenue, Saint Paul, Minn. 55114. Applicant's representative: Joseph J. Dudley, W-1260 First National Bank Bldg., Saint Paul, Minn. 55101. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from Belvidere, Ill., to points in Missouri on or east of U.S. Highway 63, restricted to a transportation service to be performed under a continuing contract or contracts with Green Giant Company.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Saint Paul, Minn.

No. MC 128638 (Sub-No. 4), filed October 24, 1974. Applicant: CENTRAL GRAIN HAULERS, INC., Route #1, Van Meter Road, Winchester, Ky. 40391. Applicant's representative: George M. Catlett, 703-706 McClure Bldg., Frankfort, Ky. 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed and animal and poultry feed ingredients*, (1) from the site of the facility of Southern States Cooperative, Inc., at or near Winchester, Clark County, Ky., to points in West Virginia and Maryland; and (2) from points in Indiana and Ohio to points in Kentucky.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Lexington, Ky., or Cincinnati, Ohio.

No. MC 128638 (Sub-No. 5) filed October 31, 1974. Applicant: CENTRAL GRAIN HAULERS, INC., Route #1, Van Meter Road, Winchester, Ky. 40391. Applicant's representative: George M. Catlett, 703-706 McClure Bldg., Frankfort, Ky. 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer* in bags and bulk (except in bulk in tank vehicles) from Seymour, Ind., to points in Kentucky.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Louisville or Lexington, Ky.

No. MC 133566 (Sub-No. 45), filed October 15, 1974. Applicant: GANGLOFF & DOWNHAM TRUCKING CO., INC., P.O. Box 479, Logansport, Ind. 46947. Applicant's representative: William L. Slover, 1224 17th Street NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Confectionery* (except commodities in bulk), from the plantsite and storage facilities utilized by Cadbury Schweppes U.S.A. at or near Hazleton, Pa., to points in Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, Ohio, Kentucky, Indiana, Illinois, Missouri, Iowa, Minnesota, Wisconsin, Michigan, and District of Columbia, restricted to traffic originating at the above named facilities and destined to points in the states named.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either New York, N.Y., or Washington, D.C.

No. MC 133566 (Sub-No. 46), filed October 15, 1974. Applicant: GANGLOFF & DOWNHAM TRUCKING COMPANY, INC., P.O. Box 479, Logansport, Ind. 46947. Applicant's representative: William L. Slover, 1224 17th Street NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Candy and confectionery* (except commodities in bulk), from the plantsite and storage facilities of Peter Paul, Inc., at or near Frankfort, Ind., to Dallas, Tex., Des Moines and Davenport, Iowa, Kansas City, Mo., and Omaha, Nebr., restricted to traffic originating at the above named facilities and destined to named destinations.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either New York, N.Y., or Washington, D.C.

No. MC 134341 (Sub-No. 5), filed October 15, 1974. Applicant: CHARLES R. STROP, doing business as STROP TRANSPORTATION, Rural Route No. 1, Hastings, Nebr. 68901. Applicant's representative: Donald L. Stern, Suite 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) *Packinghouse by-products* (other than hides), from the plantsite of Hastings Hide, Inc., located at or near Hastings Industrial Park, Hastings, Nebr., to Denver, Colo., and Kansas City, Mo.; and (2) *hides and packinghouse by-products*, from the plantsite of Hastings Hide, Inc., located at or near Hastings Industrial Park, Hastings, Nebr., to Los Angeles, Long Beach, and San Francisco, Calif., Portland, Oreg., and Seattle, Wash.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 134922 (Sub-No. 107), filed October 29, 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: *Store displays, racks, and stands, plastic and rubber articles, inflating pumps, pads, and athletic goods*, from Ashland, Ohio, to points in California, Arizona, New Mexico, Nevada, Utah, Idaho, Montana, Washington, and Oregon.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Cleveland, Ohio, or Little Rock, Ark.

No. MC 135111 (Sub-No. 1), filed October 15, 1974. Applicant: REESE TRUCKING, INC., P.O. Box 99, Dover, Ohio 44622. Applicant's representative: William J. Lavelle, 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Chemicals* (except in bulk), from

Dover, Akron, and New Philadelphia, Ohio, to points in Alabama, California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, Wisconsin, and Minnesota; and (2) *equipment, materials, and supplies* (except in bulk), used in the manufacture, sale, and distribution of chemicals, from points in Alabama, California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, Wisconsin, and Minnesota, to Dover and New Philadelphia, Ohio, restricted to a transportation service to be performed under a continuing contract or contracts with Union Camp Corporation.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 135235 (Sub-No. 3), filed October 23, 1974. Applicant: LOMA CARTAGE, INC., 11359 Franklin Avenue, Franklin Park, Ill. 60131. Applicant's representative: Frank J. Belline, McDonald's Plaza, Suite S304, Oak Brook, Ill. 60521. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Floor coverings and materials and supplies*, used in the installation of floor coverings (except commodities in bulk), between points in Cook, Lake, and DuPage Counties, Ill., and Adams, Brown, Columbia, Dane, Dodge, Fond du Lac, Jefferson, Kewunee, Manitowac, Marathon, Outagamie, Ozaukee, Portage, Rock, Sheboygan, Walworth, Washington, Winnebago, and Wood Counties, Wis.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 135379 (Sub-No. 7), filed October 29, 1974. Applicant: EASTERN TRANSPORT, INC., 320 Stiles Street, Linden, N.J. 07036. Applicant's representative: George A. Olsen, 69 Tonnele Ave., Jersey City, N.J. 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise, as is dealt in by wholesale, retail, chain grocery, department stores, and food business houses* (except glass containers and commodities in bulk), and in connection therewith, *equipment, materials, and supplies*, used in the conduct of such business (except glass containers and commodities in bulk), between points in Connecticut, Delaware, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island,

Virginia, North Carolina, South Carolina, West Virginia, Georgia, Florida, Alabama, Louisiana, Mississippi, Tennessee, and the District of Columbia, under contract with Food Fair Stores, Inc., Ideal Shoe Co., and J. M. Fields, Inc., restricted to a transportation service to be performed under a continuing contract or contracts with Food Fair Stores, Inc., Ideal Shoe Co., and J. M. Fields, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC 135385 (Sub-No. 3), filed October 17, 1974. Applicant: J. C. BANGERTER & SONS, INC., 1265 North Maine Street, Bountiful, Utah 84010. Applicant's representative: Zar E. Hayes, Suite 400, 315 East 2nd South, Salt Lake City, Utah 84111. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Such merchandise* as is dealt in by wholesale, retail, and chain grocers and food business houses (except commodities in bulk), from the storage and warehouse facilities of Smith's Management Corporation and its wholly owned subsidiary Smith's Food King No. 1, located in Layton and Salt Lake City, Utah, to grocery outlets owned, operated or supplied by Smith's Management Corp. and said subsidiary located in Ely, Battle Mountain, Elko, Reno, and Las Vegas, Nev., and Santa Barbara and Los Angeles, Counties, Calif.; and (2) return movement of *empty containers and rejected shipments* to origins, under a continuing contract with Smith's Management Corporation.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Salt Lake City, Utah.

No. MC 135797 (Sub-No. 30), filed October 21, 1974. Applicant: J. B. HUNT TRANSPORT, INC., P.O. Box 200, Lowell, Ark. 72745. Applicant's representative: L. G. Cypert, 108 Terrace Drive, Lowell, Ark. 72745. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sporting goods and recreational equipment*, from Bossier City, La., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Mississippi, Missouri, Ohio, Oklahoma, Tennessee, and Wisconsin.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Shreveport, La., or Little Rock, Ark.

No. MC 135895 (Sub-No. 5), filed October 21, 1974. Applicant: DON RAY BOYD & JACKIE ROGERS, a partnership, doing business as B & R DRAYAGE COMPANY, North Biedman Road, P.O. Box 8435, Jackson, Miss. 39208. Applicant's representative: Douglas C. Wynn, P.O. Box 1295, Greenville, Miss. 38701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paper and paper articles*; and (2) *equipment, materials, and supplies* used in the manufacture of paper and paper articles, between points in Rankin County, Miss.

and points in Alabama, Arkansas, Florida, Louisiana, Mississippi, and Tennessee, in non-radial movement.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 136837 (Sub-No. 2), filed October 23, 1974. Applicant: FLORIDA CONTINENTAL EXPRESS, INC., 1326 North Black Canyon Highway, Phoenix, Ariz. 85009. Applicant's representative: Bruce E. Mitchell, Suite 375, 3379 Peachtree Road NE., Atlanta, Ga. 30326. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Textiles and textile products*, from LaGrange, Ga., to points in Arizona, California, Oregon, and Washington, under contract with Deering Milliken, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Atlanta, Ga.

No. MC 138313 (Sub-No. 16), filed October 29, 1974. Applicant: BUILDERS TRANSPORT, INC., 409 14th Street SW., Great Falls, Mont. 59404. Applicant's representative: Irene Warr, 430 Judge Bldg., Salt Lake City, Utah 84111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Lignite*, treated and untreated, in bags, from the plantsite of American Colloid at or near Gascoyne, N. Dak., to points in Washington, and (2) *bentonite, foundry molding sand, treating compound, and processed clay*, in bulk, from the plantsites of American Colloid at or near Belle Fourche, S. Dak., and Upton, Wyo., to points in Washington, Oregon, Montana, and Idaho.

NOTE.—Applicant holds contract carrier authority in MC 126780 Sub 1, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Skokie, Ill., or Salt Lake City, Utah.

No. MC 138398 (Sub-No. 11), filed October 15, 1974. Applicant: CHARTER EXPRESS, INC., 1959 E. Turner Street, P.O. Box 3772GS, Springfield, Mo. 65804. Applicant's representative: Larry D. Knox, 9th Floor Hubbell Bldg., Des Moines, Iowa 50309. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Electrical cords, electrical switches, circuit breakers, and lead wires*, from Bridgeport, Conn., and Pawtucket and Providence, R.I., to Clinton, Sweet Springs, Sedalia, Hannibal, and Albany, Mo., and points in the Kansas City, Kans.-Mo., Commercial Zone, under a continuing contract or contracts with Rival Manufacturing Company.

NOTE.—Applicant holds motor common carrier authority in MC 134755 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Kansas City or St. Louis, Mo.

No. MC 138719 (Sub-No. 3), filed October 22, 1974. Applicant: PATTEN TRUCKING COMPANY, INC., C/O Thomas Deegan, Jr., Frankford Supply Company, Bristol, Pa. 19007. Applicant's

representative: Theodore Polydoroff, 1250 Connecticut Avenue NW., Suite 600, Washington, D.C. 20036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and wooden fencing*, from points in Maine, to points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Missouri, North Carolina, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia, under a continuing contract with Northern Mill and Lumber Co., Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Philadelphia, Pa.

No. MC 139112 (Sub-No. 5), filed October 18, 1974. Applicant: CALEX EXPRESS, INC., 149 Warden Avenue, Trucksville, Pa. 18708. Applicant's representative: Kenneth R. Davis, 999 Union Street, Taylor, Pa. 18517. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *above ground swimming pools*, from Wilkes-Barre, Pa., to Colton, Calif.; and (2) *accessories* used in connection with above ground swimming pools, from Colton, Calif., to Wilkes-Barre, Pa.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 139667 (Sub-No. 2), filed October 25, 1974. Applicant: CHARLES SCHMIDT, JR., 906 Meadow Lane, Salem, Ill. 62881. Applicant's representative: Robert T. Lawley, 300 Reisch Bldg., Springfield, Ill. 62701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wood chips, bark chips, unfinished lumber, and un-barked log slabs*, from points in Illinois in and south of Madison, Bond, Fayette, Effingham, Jasper, and Crawford Counties, to points in Indiana; and (2) *unfinished lumber*, from points in Arkansas and Indiana, to points in Illinois.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at St. Louis, Mo., or Chicago, Ill.

No. MC 139669 (Sub-No. 2), filed September 26, 1974. Applicant: RAYFORD N. BOHANNON AND ROBERT E. RAGON, doing business as R & R TRUCKING CO., Box 492, Greenup, Ill. 62428. Applicant's representative: Robert T. Lawley, 300 Reisch Bldg., Springfield, Ill. 62701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry, bulk and bagged fertilizer*, from Louisiana, Mo., and Pascagoula, Miss., to Blytheville, Ark.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at St. Louis, Mo., or Springfield, Mo.

No. MC 139674 (Sub-No. 1), filed October 25, 1974. Applicant: DIXON CON-

TRACTING COMPANY, INC., P.O. Box 17428, Dallas, Tex. 75217. Applicant's representative: Dan Felts, P.O. Box 2207, Austin, Tex. 78767. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Rip-rap and bedding materials* (crushed stone), from the plantsite of Texas Industries, Inc., located at or near Bridgeport, Tex., to the Waurika Dam Site Project, near Waurika, Okla.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 139805 (Sub-No. 2), filed August 29, 1974. Applicant: CEPHAS BROTHERS TRANSPORT, LTD., P.O. Box 184-B, Limestone Road, Hockessin, Del. 19707. Applicant's representative: Francis P. Desmond, 115 East 5th Street, Chester, Pa. 19013. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Synthetic fibers and textile materials and products*, together with *spools, bobbins, beams, and containers* normally used to transport such products, between DuPont Company plants and facilities at Chattanooga and North Chattanooga, Tenn., on the one hand, and, on the other, points in Berks, Bucks, Carbon, Columbia, Lackawanna, Lehigh, Luzerne, Montour, Monroe, Northampton, Northumberland, Schuylkill, and Wyoming Counties, Pa., under a continuing contract or contracts with E. I. DuPont de Nemours and Company.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Wilmington, Del., or Philadelphia, Pa.

No. MC 139833 (Sub-No. 2), filed October 25, 1974. Applicant: TASCOS, INC., P.O. Box 1072, Dumas, Tex. 79029. Applicant's representative: William L. Slover, 1224 17th St. NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products and articles distributed by meat 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 the plantsite and storage facilities utilized by Iowa Beef Processors, Inc., at or near Amarillo, Tex., to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Washington, D.C.

No. MC 139891 (Sub-No. 1), filed October 15, 1974. Applicant: SHERRILL PHIPPS, doing business as SHERRILL PHIPPS TRUCKING COMPANY, RFD #2, Four Oaks, N.C. Applicant's representative: Johnson Tilghman, Bank of North Carolina, N.A. Bldg., 100 E. Cumberland Street, Dunn, N.C. 28334. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Golf carts, and accessories and parts* pertaining thereto; and (2) *materials and supplies*, used in

the manufacture of golf carts (except commodities in bulk), between points in Florida, Georgia, South Carolina, North Carolina, and Virginia, under contract with E-Z Go Car Division, Textron, Inc., Fuquay-Varina Branch.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Raleigh, Fayetteville, or Wilmington, N.C.

No. MC 139948 (Sub-No. 1), filed October 24, 1974. Applicant: ATCO INDUSTRIES, LTD., 1243 McKnight Boulevard NE., Calgary, Alberta, Canada. Applicant's representative: Joe Gerbase, 100 Transwestern Bldg., Billings, Mont. 59101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Modular buildings, collapsible buildings and accessories*, from the International Boundary line between the United States and Canada, located at the Yukon Territory, to points in Alaska.

NOTE.—Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at either Billings or Great Falls, Mont.

No. MC 140007 (Sub-No. 1), filed October 21, 1974. Applicant: BIG J TRUCKING COMPANY, INC., Route 4, Box 961, Marion, N.C. 28752. Applicant's representative: George W. Clapp, P.O. Box 836, Taylors, S.C. 29687. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salvaged plastic bags, salvaged plastic material, salvaged paper-board boxes, and salvaged wooden pallets*, for recycling, from points in Alabama, Florida, Georgia, Maryland, North Carolina, Ohio, Pennsylvania, South Carolina and Virginia, to points in California, Illinois, Kansas, Missouri, and Texas.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Asheville or Charlotte, N.C.

No. MC 140131 (Correction), filed August 27, 1974, published in the FEDERAL REGISTER issue of October 24, 1974, and republished as corrected this issue. Applicant: GAIL TRESCH, doing business as G. T. TRUCKING, Weatherby Road, Mullica Hill, N.J. 08062. Applicant's representative: Alan Kahn, 1920 Two Penn Center Plaza, Philadelphia, Pa. 19102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Stone*, from points in Montgomery, Delaware, and Chester Counties, Pa., to points in New Jersey south of the northern boundaries of Mercer and Monmouth Counties, under a continuing contract or contracts with Redy Mixt Concrete, Inc., and Woodbury Cement Products Co., Inc.

NOTE.—The purpose of this correction is to eliminate the previously published movement restriction. If a hearing is deemed necessary, the applicant requests it be held at either Philadelphia, Pa., or Washington, D.C.

No. MC 140150 (Sub-No. 2), filed October 10, 1974. Applicant: UNITED OIL OF IDAHO, INC., 1992 Kimberly Road, Box 405, Twin Falls, Idaho 83301.

Applicant's representative: John R. Coleman, P.O. Box 525, Twin Falls, Idaho 83301. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Potato starch slurry*, from Ontario, Oreg., to Murtaugh, Idaho.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Twin Falls or Boise, Idaho.

No. MC 140217 (Sub-No. 1), filed October 21, 1974. Applicant: CLYDE HUNSAKER, doing business as HUNSAKER TRUCKING, R.R. 4, Box 5, Mt. Pleasant, Iowa 52641. Applicant's representative: Kenneth F. Dudley, 611 Church Street, P.O. Box 279, Ottumwa, Iowa 52501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Prefabricated steel and machinery* used in construction of warehouse systems, from Bonaparte, Iowa, to points in the United States (except Alaska and Hawaii); and (2) *materials, equipment, and supplies* used in the manufacture processing, sale, and distribution of prefabricated steel and machinery used in the construction of warehouse systems, from points in the United States (except Alaska and Hawaii), to Bonaparte, Iowa.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Chicago, Ill., or Des Moines, Iowa.

No. MC 140298 (Sub-No. 1), filed October 21, 1974. Applicant: BEN OLSSON, doing business as BEN OLSSON TRUCKING, Route 1, Ellettsville, Ind. 47429. Applicant's representative: Stephen L. Ferguson, 403 East Sixth Street, Bloomington, Ind. 47401. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, construction and building materials of all kinds* (except commodities in bulk or in tank vehicles), from the Wickes Lumber and Supply Stores located in Indiana, to points in Illinois, under a continuing contract or contracts with Wickes Lumber & Building Supplies, Division of The Wickes Corporation.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Indianapolis, Ind.

No. MC 140313 (Sub-No. 2), filed October 23, 1974. Applicant: JAMES R. JAMERSON, doing business as J AND R. TRUCKING, 4104 83rs SE., Mercer Island, Wash. 98040. Applicant's representative: James T. Johnson, 1610 IBM Bldg., Seattle, Wash. 98101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Unfrozen potato products*, from Quincy, Wash., to points in Minnesota, Wisconsin, Illinois, Michigan, Indiana, Ohio, Colorado, Kansas, and Missouri.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Seattle, Wash.

No. MC 140343, filed October 24, 1974. Applicant: CENTRAL DELIVERY

SERVICE, INC., 1101 Ripley Street, Silver Spring, Md. 20910. Applicant's representative: S. Harrison Kahn, Suite 733 Investment Building, Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Printed matter and related documents* used in and useful for the preparation of telephone directories, (A) from (1) the offices and facilities of the Chesapeake & Potomac Telephone Company of Virginia, located in Arlington County and Alexandria and Falls Church, Va.; (2) the offices and facilities of the Chesapeake & Potomac Telephone Company located in Washington, D.C., and Silver Spring, Md.; and (3) the offices and facilities of the Chesapeake & Potomac Telephone Company of Maryland, located in Annapolis, Baltimore, Cockeysville, Havre De Grace, Hyattsville, Rockville, Seabrook, Silver Spring, Temple Hills, Towson, and Wheaton, Md., to Philadelphia, Pa.; and (B) from Philadelphia, Pa., to (1) the offices and facilities of the Chesapeake & Potomac Telephone Company of Maryland, located in Annapolis, Baltimore, Cockeysville, Havre De Grace, Hyattsville, Rockville, Seabrook, Silver Spring, Temple Hills, Towson, and Wheaton, Md.; (2) the offices and facilities of the Chesapeake & Potomac Telephone Company, located in Washington, D.C., and Silver Spring, Md.; and (3) the offices and facilities of the Chesapeake & Potomac Telephone Company of Virginia, located in Arlington County and Alexandria and Falls Church, Va., restricted to movements originating at or destined to the offices and facilities of the Chesapeake & Potomac Telephone Company, Washington, D.C.; the Chesapeake & Potomac Telephone Company of Virginia; and the Chesapeake & Potomac Telephone Company of Maryland.

NOTE.—Applicant holds contract carrier authority in MC 138480, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 140344, filed October 17, 1974. Applicant: UNZICKER TRUCKING, INC., P.O. Box 35, Highway 24 East, El Paso, Ill. 61738. Applicant's representative: Michael J. Ogborn, 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: *Agricultural chemicals*, between points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, Ohio, and Wisconsin, under a continuing contract or contracts with Martin Bros. Implement Co., Inc., and Gildersleeve Fertilizer Co., Inc., restricted against transportation to or from the facilities of Monsanto Company and Marathon Metallic Building Company.

NOTE.—Applicant holds motor common carrier authority in MC 134970 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Peoria or Chicago, Ill.

No. MC 140346, filed October 17, 1974. Applicant: G.M.L. TRUCKING CORP., 167-55 148th Avenue, Jamaica, N.Y. 11422. Applicant's representative: Chester A. Zyblut, 1522 K Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between points in Rockland and Westchester Counties, N.Y., and Bergen, Hudson, Essex, Union, Passaic, and Morris Counties, N.J., on the one hand, and, on the other, the John F. Kennedy International Airport and LaGuardia Airport, New York, N.Y., and the Newark Airport, Newark, N.J., restricted to traffic having a prior or subsequent movement by air.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at New York, N.Y.

No. MC 140348, filed October 15, 1974. Applicant: ROBERT L. GAUDET, P.O. Box 213, Grindstone, Magdalen Islands, Quebec, Canada. Applicant's representative: Frank J. Weiner, 15 Court Square, Boston, Mass. 02108. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fish, fresh or frozen, fish packing materials, and equipment, supplies, and materials* used by fish processing plants and fishing boats, between Gloucester, Mass., and ports of entry on the International Boundary line between the United States and Canada at or near Houlton, Vanceboro, and Calais, Maine, under a continuing contract or contracts with Gorton Pew Limited, restricted to traffic originating at or destined to points in the Magdalen Islands, Province of Quebec, Canada.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 140349, filed October 15, 1974. Applicant: COPE-BESTWAY EXPRESS, INC., 2024 Harvey Road, Grand Island, N.Y. 14072. Applicant's representative: Thomas A. Weir, 761 North Forest Road, Suite B, Buffalo, N.Y. 14221. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Abrasive grain and abrasive products*, in containers and/or packages (except in bulk, in tank vehicles), from the plant site and warehouse facilities of the Exolon Company at Tonawanda, N.Y., to points in Connecticut, Massachusetts, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, and Vermont; and (2) *refused or returned shipments*, on return, under a continuing contract or contracts with The Exolon Company.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Buffalo, N.Y.

No. MC 140350, filed October 15, 1974. Applicant: FOREST PRODUCTS TRUCKING, INC., 207 Coulter Building, Greensburg, Pa. 15601. Applicant's representative: John A. Vuono, 2310 Grant

Building, Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, plywood, particle board, hard board, composition board, wood shingles, and mill work*, from points in Arizona, California, Colorado, Idaho, Montana, New Mexico, Oregon, and Washington, to points in Connecticut, Indiana, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, and West Virginia.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Pittsburgh, Pa.

No. MC 140355, filed October 22, 1974. Applicant: JOSEPH AND ANDREW RACZ, doing business as RACZ'S GARAGE, 130 Smith Street, Perth Amboy, N.J. 08862. Applicant's representative: George A. Olsen, 69 Tonnele Ave., Jersey City, N.J. 70306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked and disabled motor vehicles and replacement vehicles therefor* (except trailers designed to be drawn by passenger automobiles), and *repossessed vehicles, used forklift trucks, used car cranes, and used truck cranes*, by use of wrecker equipment only between points in Middlesex, Union, Essex, Monmouth, and Somerset Counties, N.J., on the one hand, and, on the other, points in Delaware, Maryland, Virginia, Ohio, Pennsylvania, New York, Connecticut, Rhode Island, Massachusetts, and the District of Columbia.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Newark, N.J.

No. MC 140357, filed October 7, 1974. Applicant: DAVID E. FETTER AND VIRGINIA S. FETTER, doing business as BUTTE-DEER LODGE MOTOR FREIGHT, P.O. Box 369, Butte, Mont. 59701. Applicant's representative: Keith P. Johnson, 8 First National Bank Bldg., Butte, Mont. 59701. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except in bulk, in tank vehicles, commodities which because of size or weight require special handling or special equipment, and those of unusual value), Between Butte, Mont., and Deer Lodge, Mont.: From Butte, Mont., over U.S. Highway 10 (Interstate Highway 90) to Deer Lodge, Mont., and return over the same route, serving all intermediate points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Deer Lodge, Butte, Helena, Great Falls, or Billings, Mont.

No. MC 140358, filed October 7, 1974. Applicant: WILLIAM V. SOWDER, doing business as SOWDER TRUCKING CO., 424 E. 16th Street, Covington, Ky. 41014. Applicant's representative: Norbert B. Flick, Executive Bldg., Cincinnati, Ohio 45202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Home, laundry and auto care products; cos-*

metics and toilet preparations; cookware and cutlery; food supplements and literature; and sales aids (except commodities in bulk), from Covington, Ky., to points in Boone and Campbell Counties, Ky., and Butler, Warren, Clinton, Highland, Hamilton, Clermont, and Brown Counties, Ohio, under contract with Amway Corporation, at Ada, Mich.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Cincinnati, Ohio.

No. 140360, filed October 9, 1974. Applicant: SPINELLI BROS. TRUCKING, INC., 1031 Gheysen Avenue, Vineland, N.J. 08360. Applicant's representative: Morton E. Kiel, 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: (1) *Frozen foods*, from Seabrook, N.J., to points in Ohio, Michigan, Illinois, Pennsylvania, Indiana, New York, Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut, Delaware, Maryland, Virginia, and the District of Columbia; and (2) *returned shipments*, from points in the above-named destination states, to Seabrook, N.J., under a continuing contract or contracts with Seabrook Farms, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

PASSENGER APPLICATIONS

No. MC 2890 (Sub-No. 49), filed October 15, 1974. Applicant: AMERICAN BUSLINES, INC., 315 Continental Avenue, Dallas, Tex. 75207. Applicant's representative: Stuart L. Poelman, 7th Floor, Continental Bank Building, Salt Lake City, Utah 84101. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express, mail, and newspapers* in the same vehicle with passengers, between St. George, Utah, and Littlefield, Ariz.: From St. George over Bluff Street to its junction with Interstate Highway 15, thence over Interstate Highway 15 to its junction with U.S. Highway 91 at Littlefield, Ariz.

NOTE.—Common control may be involved. Applicant states that American Buslines, Inc., presently has authority as contained in its Certificate of Public Convenience and Necessity No. 2890 Sub 18 to operate its service route between St. George, Utah, and Littlefield, Ariz., over U.S. Highway 91. It also has deviation route authority between St. George, Utah, and Littlefield, Ariz., over Interstate Highway 15 pursuant to Deviation Notice No. 94. It is now contemplated that U.S. Highway 91 between St. George, Utah, and Littlefield, Ariz., will be abandoned as a state highway and re-classified as a low standard county road with minimum maintenance and police patrol thus periodically rendering it unsafe for use. The sole purpose of this application is to redesignate Interstate Highway 15 between the indicated points as the service route so as to insure continuing safe operations through the involved area. It is therefore requested that upon a granting of this application, applicant's present authority to operate between St. George, Utah,

and Littlefield, Ariz., over U.S. Highway 91 and its present deviation route under Notice No. 94 be cancelled. If a hearing is deemed necessary, the applicant requests it be held at Salt Lake City, Utah.

No. MC 3647 (Sub-No. 460), filed October 15, 1974. Applicant: TRANSPORT OF NEW JERSEY, a Corporation, 180 Boyden Avenue, Maplewood, N.J. 07040. Applicant's representative: John F. Ward (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers* in the same vehicle with passengers, between the junction of Interstate Highway 78 and U.S. Highway 202 (206) (Bedminster Township, N.J.) and the junction of U.S. Highway 202 and U.S. Highway 206 (Bedminster Township, N.J.): From the junction of Interstate Highway 78 and U.S. Highway 202 (206) at Bedminster Township, N.J., over U.S. Highway 206 to junction N.J. Highway 512 at Peapack-Gladstone Borough, N.J., thence over New Jersey Highway 512 to junction U.S. Highway 202 at Far Hills Borough, N.J., thence over U.S. Highway 202 to junction U.S. Highway 206, and return over the same route, serving all intermediate points.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Somerville or Morristown, N.J.

No. MC 140113 (Sub-No. 3), filed October 24, 1974. Applicant: MAPLEWOOD EQUIPMENT COMPANY, a Corporation, 419 Anderson Avenue, Fairview, N.J. 07022. Applicant's representative: Edward F. Bowes, 744 Broad Street, Newark, N.J. 07102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* in the same vehicle with passengers, between Smoke Rise and Kinnelon, N.J., and New York, N.Y., under a continuing contract or contracts with Smoke Rise Association.

NOTE.—Applicant holds common carrier authority in MC 138828 and Sub Nos. 2 and 5, therefore dual operations may be involved. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at either Newark, N.J., or New York, N.Y.

BROKERAGE APPLICATION

No. MC 130273, filed October 11, 1974. Applicant: AUTOMOBILE CLUB OF SOUTHERN OHIO, INC., 710 Waller Street, Portsmouth, Ohio 45662. Applicant's representative: Gerald P. Wadkowski, 85 East Gay Street, Columbus, Ohio 43215. Authority sought to engage in operation, in interstate or foreign commerce, as a *broker*, at Portsmouth, Athens, Ironton, Gallipolis, Logan, and Jackson, Ohio, to sell to air and rail carriers, the transportation by motor common carrier of *passengers and their baggage*, in all-expense round trip tours, in special and charter operations, beginning and ending at points in Adams, Athens, Gallia, Hocking, Jackson, Lawrence, Meigs, Pike, Scioto, and Vinton Counties,

Ohio and Boyd and Greenup Counties, Ky., and extending to points in the United States, including Alaska and Hawaii.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Portsmouth, Columbus, or Jackson, Ohio.

FREIGHT FORWARDER APPLICATION

No. FF 461, filed October 16, 1974. Applicant: ALASKA FREIGHT FORWARDERS, a Corporation, 6719 E. Marginal Way South, Seattle, Wash. 98108. Applicant's representative: Ray R. Cook (same address as applicant). Authority sought to engage in operation, in interstate commerce, as a *freight forwarder*, through use of the facilities of common carriers by motor, rail, and water, in the transportation of *General commodities* (except those of unusual value, Classes A and B explosives, livestock, commodities in bulk, household goods as defined by the Commission, and commodities requiring special equipment), between Seattle and Tacoma, Wash., and the Commercial Zones thereof, on the one hand, and, on the other, points in Alaska.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Anchorage or Fairbanks, Alaska.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-27180 Filed 11-20-74; 8:45 am]

IRREGULAR-ROUTE MOTOR COMMON CARRIERS OF PROPERTY Elimination of Gateway Letter Notices

NOVEMBER 18, 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 December 2, 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 7166 (Sub-No. E5), filed May 31, 1974. Applicant: WILSON TRANSPORTATION SERVICE, P.O. Box 258, Ottawa, Ohio 45875. Applicant's representative: Phillip G. Cochran (same as above). Authority sought to operate as a *common carrier*, by motor vehicle,

over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between that part of Ohio on and east of a line beginning at Sandusky, Ohio, and extending along Ohio Highway 4 to junction U.S. Highway 23, thence along U.S. Highway 23 to its junction with U.S. Highway 33 and thence along U.S. Highway 33 to the Ohio-West Virginia State line, on the one hand, and, on the other, all points in Illinois within 200 miles of Ottawa, Ohio. The purpose of this filing is to eliminate the gateway of Ottawa, Ohio, and points within 15 miles thereof, and Vaughnsville, Ohio, and points within 8 miles thereof.

No. MC 7166 (Sub-No. E6), filed May 13, 1974. Applicant: WILSON TRANSPORTATION SERVICE, P.O. Box 258, Ottawa, Ohio 45875. Applicant's representative: Phillip G. Cochran (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between points in that part of Ohio on and east of a line beginning at the Ohio-West Virginia State line and extending along U.S. Highway 33 to Columbus, thence along U.S. Highway 23 to the Ohio-West Virginia State line, on the one hand, and, on the other, all points in Illinois within 200 miles of Ottawa, Ohio, which are on and north of Illinois Highway 17 and on and east of Illinois Highway 47. The purpose of this filing is to eliminate the gateway of Ottawa, Ohio, and points within 15 miles thereof, and Vaughnsville, Ohio, and points within 8 miles thereof.

No. MC 7166 (Sub-No. E7), filed May 13, 1974. Applicant: WILSON TRANSPORTATION SERVICE, P.O. Box 258, Ottawa, Ohio 45875. Applicant's representative: Phillip G. Cochran (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between points in that part of Ohio on, east, and north of a line beginning at the Ohio-Michigan State line and extending along Interstate Highway 75 to its junction with U.S. Highway 30S, thence along U.S. Highway 30S to its junction with U.S. Highway 30, thence along U.S. Highway 30 to the Ohio-West Virginia State line on the one hand, and, on the other, all points in that part of Illinois within 200 miles of Ottawa, Ohio, which are on and south of Illinois Highway 17 on and east of Interstate Highway 57 and on and north of Interstate Highway 74. The purpose of this filing is to eliminate the

gateway of Ottawa, Ohio, and points within 15 miles thereof, and Vaughsville, Ohio, and points within 8 miles thereof.

No. MC 7166 (Sub-No. E8), filed May 13, 1974. Applicant: WILSON TRANSPORTATION SERVICE, P.O. Box 258, Ottawa, Ohio 45875. Applicant's representative: Phillip G. Cochran (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between points in that part of Ohio on, west, and north of a line beginning at the Ohio-Michigan State line and extending along Interstate Highway 75 to Lima, Ohio, thence along U.S. Highway 30S to junction U.S. Highway 30, thence along U.S. Highway 30 to the Ohio-Indiana State line, on the one hand, and, on the other, all points in that part of Kentucky within 200 miles of Ottawa, Ohio, which are on and north of Interstate Highway 64. The purpose of this filing is to eliminate the gateway of Ottawa, Ohio, and points within 15 miles thereof, and Vaughsville, Ohio, and points within 8 miles thereof.

No. MC 7166 (Sub-No. E9), filed May 13, 1974. Applicant: WILSON TRANSPORTATION SERVICE, P.O. Box 258, Ottawa, Ohio 45875. Applicant's representative: Phillip G. Cochran (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between points in that part of Ohio on and east of a line beginning at the Ohio-Michigan State line and extending along Interstate Highway 75 to Findlay, Ohio, thence along U.S. Highway 224 to the Ohio-Pennsylvania State line, on the one hand, and, on the other, points in that part of Kentucky within 200 miles of Ottawa, Ohio, which are on and west of Interstate Highway 75, and on and north of Interstate Highway 64. The purpose of this filing is to eliminate the gateway of Ottawa, Ohio, and points within 15 miles thereof, and Vaughsville, Ohio, and points within 8 miles thereof.

No. MC 7166 (Sub-No. E10), filed May 13, 1974. Applicant: WILSON TRANSPORTATION SERVICE, P.O. Box 258, Ottawa, Ohio 45875. Applicant's representative: Phillip G. Cochran (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment), between points in that part of Ohio on, north, and west of a line beginning at Interstate

Highway 75 to junction Ohio Highway 81 to the Indiana-Ohio State line, on the one hand, and, on the other, points in that part of West Virginia within 200 miles of Ottawa, Ohio, which are on and north of Interstate Highway 64 to its junction with Interstate Highway 79 and on and west of Interstate Highway 79. The purpose of this filing is to eliminate the gateway of Ottawa, Ohio, and points within 15 miles thereof, and Vaughsville, Ohio, and points within 8 miles thereof.

No. MC 7166 (Sub-No. E11), filed May 13, 1974. Applicant: WILSON TRANSPORTATION SERVICE, P.O. Box 258, Ottawa, Ohio 45875. Applicant's representative: Phillip G. Cochran (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between points in that part of Ohio on, west, and north of a line beginning at the Ohio-Michigan State line and extending along Ohio Highway 109 to junction U.S. Highway 224, thence along U.S. Highway 224 to junction Interstate Highway 75, thence along Interstate Highway 75 to junction Ohio Highway 81, thence along Ohio Highway 81 to the Ohio-Indiana State line on the one hand, and, on the other, all points in that part of Pennsylvania within 200 miles of Ottawa, Ohio, which are on and west of Interstate Highway 79. The purpose of this filing is to eliminate the gateway of Ottawa, Ohio, and points within 15 miles thereof, and Vaughsville, Ohio, and points within 8 miles thereof.

No. MC 43283 (Sub-No. E11), filed June 3, 1974. Applicant: WASHBURN STORAGE COMPANY, P.O. Box 278, Macon, Ga. 31202. Applicant's representative: J. Sewell Elliott, Suite 506 American Federal Bldg., Macon, Ga. 31201. 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 Maine, on the one hand, and, on the other, points in those parts of Pennsylvania and New Jersey on and south of a line beginning at the Ohio-Pennsylvania State line, thence along Interstate Highway 80 to junction Pennsylvania Highway 144, thence along Pennsylvania Highway 144 to junction U.S. Highway 322, thence along U.S. Highway 322 to junction Interstate Highway 76, thence along Interstate Highway 76 to junction Interstate Highway 276, thence along Interstate Highway 276 to junction Pennsylvania Highway 73, thence along Pennsylvania Highway 73 to junction New Jersey Highway 73, thence along New Jersey Highway 73 to junction Atlantic City Expressway, thence along the Atlantic City Expressway to Atlantic City. The purpose of this filing is to eliminate the gateways of points in Maryland.

No. MC 43283 (Sub-No. E12), filed June 3, 1974. Applicant: WASHBURN STORAGE COMPANY, P.O. Box 278, Macon, Ga. 31202. Applicant's representative: J. Sewell Elliott, Suite 506, American Federal Bldg., Macon, Ga. 31201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in New Jersey and those parts of New York and Pennsylvania on and east of a line beginning at the Maryland-Pennsylvania State line, thence along Pennsylvania Highway 281 to junction U.S. Highway 219, thence along U.S. Highway 219 to junction U.S. Highway 22, thence along U.S. Highway 22 to junction Pennsylvania Highway 45, thence along Pennsylvania Highway 45 to junction Pennsylvania Highway 445, thence along Pennsylvania Highway 445 to junction Pennsylvania Highway 192, thence along Pennsylvania Highway 192 to junction Pennsylvania Highway 880, thence along Pennsylvania Highway 880 to junction Interstate Highway 80, thence along Interstate Highway 80 to junction Pennsylvania Highway 405, thence along Pennsylvania Highway 405 to junction U.S. Highway 220, thence along U.S. Highway 220 to junction Pennsylvania Highway 87, thence along Pennsylvania Highway 87 to junction U.S. Highway 6, thence along U.S. Highway 6 to junction Interstate Highway 81, thence along Interstate Highway 81 to Binghamton, N.Y., thence along New York Highway 7 to junction U.S. Highway 20, thence along U.S. Highway 20 to the Massachusetts-New York State line, on the one hand, and, on the other, points in Michigan. The purpose of this filing is to eliminate the gateway of points in Maryland.

No. MC 43283 (Sub-No. E13), filed June 3, 1974. Applicant: WASHBURN STORAGE COMPANY, P.O. Box 278, Macon, Georgia 31202. Applicant's representative: J. Sewell Elliott, Suite 506, American Federal Building, Macon, Georgia 31201. 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 those parts of New Jersey, New York and Pennsylvania on and east of a line beginning at the Maryland-Pennsylvania State line, thence along Pennsylvania Highway 281 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Pennsylvania Highway 51, thence along Pennsylvania Highway 51 to Pittsburgh, Penn., thence along Pennsylvania Highway 8 to Butler, Penn., thence along Pennsylvania Highway 66 to Kane, Penn., thence along U.S. Highway 6 to U.S. Highway 219 to junction New York Highway 17, thence along New York Highway 17 to junction New York Highway 21, thence along New York Highway 21 to junction U.S. Highway 15, thence along U.S. Highway 15 to Rochester and Lake Ontario, on the one hand, and, on the other, points in Missouri and

Kansas. The purpose of this filing is to eliminate the gateways of points in Maryland.

No. MC 43283 (Sub-No. E20), filed June 3, 1974. Applicant: WASHBURN STORAGE COMPANY, P.O. Box 278, Macon, Ga. 31202. Applicant's representative: J. Sewell Elliott, Suite 506, American Federal Bldg., Macon, Ga. 31201. 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 those parts of New York and Pennsylvania on and east of a line beginning at the Pennsylvania-Maryland State line, thence along Interstate Highway 81 to its junction with Interstate Highway 78, thence along Interstate Highway 78 to junction with Pennsylvania Highway 183, thence along Pennsylvania Highway 183 to its junction with Pennsylvania Highway 443, thence along Pennsylvania Highway 443 to its junction with U.S. Highway 209, thence along U.S. Highway 209 to its junction with Interstate Highway 84, thence along Interstate Highway 84 to the New York-Connecticut State line, on the one hand, and, on the other, points in Illinois, Indiana, Kansas, Kentucky, Michigan, Missouri, and that part of Ohio on and west of a line beginning at Cleveland, thence along Interstate Highway 77 to its junction with Ohio Highway 21, thence along Ohio Highway 21 to its junction with U.S. Highway 250, thence along U.S. Highway 250 to the Ohio-West Virginia State line. The purpose of this filing is to eliminate the gateways of points in Maryland.

No. MC 43283 (Sub-No. E24), filed June 3, 1974. Applicant: WASHBURN STORAGE COMPANY, P.O. Box 278, Macon, Ga. 31202. Applicant's representative: J. Sewell Elliott, Suite 506 American Federal Bldg., Macon, Ga. 31201. 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 those parts of Kansas, on and south of a line beginning at the Missouri-Kansas State line, thence along Kansas Highway 150 to junction U.S. Highway 59, thence along U.S. Highway 59 to Lawrence, thence along unnumbered Kansas Highway to Leavenworth, thence along U.S. Highway 73 to junction Kansas Highway 192, thence along Kansas Highway 192 to junction Kansas Highway 16, thence along Kansas Highway 16 to junction Kansas Highway 177, thence along Kansas Highway 177 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Kansas Highway 15, thence along Kansas Highway 15 to junction Kansas Highway 9, thence along Kansas Highway 9 to Concordia, thence along Kansas Highway 9 to junction U.S. Highway 183, thence along U.S. Highway 183 to Phillipsburg, thence along U.S. Highway 36 to the Kansas-Colorado State line, and in those parts of Missouri, Illinois, and Kentucky on and south of a line beginning at the

Kansas-Missouri State line, thence along Missouri Highway 150 to junction U.S. Highway 71, thence along U.S. Highway 71 to junction Missouri Highway 7, thence along Missouri Highway 7 to junction U.S. Highway 66, thence along U.S. Highway 66 to St. James, Mo., thence along Missouri Highway 8 to junction U.S. Highway 67, thence along U.S. Highway 67 to Farmington, Mo., thence along Missouri Highway 32 to junction U.S. Highway 61, thence along U.S. Highway 61 to St. Marys, Mo., thence along unnumbered Missouri Highway to Missouri Highway 51, thence along Missouri Highway 51 to the Illinois-Missouri State line at Chester, Ill., thence along Illinois Highway 3 to junction Illinois Highway 149, thence along Illinois Highway 149 to Murphysboro, Ill., thence along Illinois Highway 13 to junction Kentucky Highway 56, thence along Kentucky Highway 56 to junction U.S. Highway 60, thence along U.S. Highway 60 to Owensboro, Ky., thence along U.S. Highway 231 to the Kentucky-Tennessee State line, on the one hand, and, on the other, points in Delaware. The purpose of this filing is to eliminate the gateways of points in Georgia.

No. MC-43283 (Sub-No. E25), filed June 3, 1974. Applicant: WASHBURN STORAGE COMPANY, P.O. Box 278, Macon, Ga. 31202. Applicant's representative: J. Sewell Elliott, Suite 506 American Federal Bldg., Macon, Ga. 31201. 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 that part of Kansas on and south of a line beginning at the Kansas-Missouri State line, thence along Missouri Highway 92 to Leavenworth, Kans., thence along U.S. Highway 73 to Kansas Highway 192, thence along Kansas Highway 192 to junction Kansas Highway 16, thence along Kansas Highway 16 to junction Kansas Highway 177, thence along Kansas Highway 177 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Kansas Highway 15, thence along Kansas Highway 15 to junction Kansas Highway 9, thence along Kansas Highway 9 to Concordia, thence along U.S. Highway 183 to Phillipsburg, thence along U.S. Highway 36 to the Kansas-Colorado State line, on the one hand, and, on the other, points in that part of Massachusetts on and east of a line beginning at the Massachusetts-Connecticut State line, thence along Interstate Highway 91 to junction U.S. Highway 202, thence along U.S. Highway 202 to the Massachusetts-New Hampshire State line. The purpose of this filing is to eliminate the gateway of points in Georgia.

No. MC 44302 (Sub-No. E1), filed June 2, 1974. Applicant: DEFAZIO EXPRESS, INC., 1028 Springbrook Ave., Moosic, Pa. 18507. Applicant's representative: Kenneth R. Davis, 999 Union St., Taylor, Pa. 18517. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transport-

ing: *Paper mill products and supplies, materials, equipment, and machinery*, between the plant site and storage facilities of the Procter & Gamble Co., and its subsidiaries in the Township of Washington (Wyoming County), Pa., and its storage and shipping facilities in the Counties of Luzerne and Lackawanna, Pa., on the one hand, and, on the other, points in Connecticut within 25 miles of New York, N.Y. The purpose of this filing is to eliminate the gateway of South Norwalk, Conn.

No. MC 59194 (Sub-No. E1), filed June 4, 1974. Applicant: EASTERN FREIGHT WAYS, INC., Eastern and Moonachie Avenues, Carlstadt, N.J. 07072. Applicant's representative: J. Thomas Schneider, 1819 H St., NW., Suite 950, Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except explosives, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading); (1) between points in Warren and Bradford Counties, Pa., on the one hand, and, on the other, points in that part of New York in and east of Franklin, Herkimer, Otsego, Chenango, and Tioga Counties; (2) between points in Potter County, Pa., on the one hand, and, on the other, points in that part of New York in and east of Franklin, Herkimer, Otsego, Chenango, and Broome Counties; (3) between points in Tioga County, Pa., on the one hand, and, on the other, points in that part of New York in and east of St. Lawrence, Lewis, Oneida, Madison, Chenango, and Tioga Counties; (4) between points in Elk and McKean Counties, Pa., on the one hand, and, on the other, points in that part of New York in and east of St. Lawrence, Lewis, Oneida, Madison, Chenango, and Tioga Counties; (5) between points in Lycoming County, Pa., on the one hand, and, on the other, points in that part of New York in and east of Jefferson, Oswego, Cayuga, Tompkins, and Tioga Counties; (6) between points in that part of Bradford County, Pa., west of U.S. Highway 220, on the one hand, and, on the other, points in that part of New York in and east of St. Lawrence, Jefferson, Oswego, Onondaga, Cortland, and Broome Counties; and (7) between points in that part of Bradford County, Pa., on and east of U.S. Highway 220, on the one hand, and, on the other, points in that part of New York in and east of Wayne, Ontario, Yates, and Steuben Counties, and in and north of Oswego, Lewis, St. Lawrence, Fulton, Saratoga, and Rensselaer Counties. The purpose of this filing is to eliminate the gateway of Athens, Pa.

No. MC 88368 (Sub-No. E68), filed July 1, 1974. Applicant: CARTWRIGHT VAN LINES, INC., 1109 Cartwright Ave., Grand View, Mo. 64030. Applicant's representative: Theodore Polydorff, 1250 Conn. Ave. NW., Suite 600, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle,

over irregular routes, transporting: *Household goods*, as defined by the Commission, from points in Alabama on and north of U.S. Highway 278 to points in Texas, on, north and west of a line from the Texas-New Mexico State line along U.S. Highway 80 to Dallas, thence along U.S. Highway 75 to the Texas-Oklahoma State line. The purpose of this filing is to eliminate the gateways of points in Mississippi, Missouri, and Oklahoma or points in Mississippi and points in Cowley County, Kans.

No. MC 105733 (Sub-No. E4), filed May 15, 1974. Applicant: H. R. RITTER TRUCKING CO., 928 East Hazelwood Avenue, Rahway, N.J. Applicant's representative: A. R. Jeltz (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, from Bayway, Bayonne, and Newark, N.J., to points in Ohio, West Virginia, and that part of Virginia on and north of Interstate Highway 81 and on and west of Interstate Highway 77. The purpose of this filing is to eliminate the gateway of the pipeline outlet of the Texas Transmission Corporation (Little Big Inch Division), at Greensburg, Pa.

No. MC 105733 (Sub-No. E7), filed May 15, 1974. Applicant: H. R. RITTER TRUCKING CO., 928 E. Hazlewood Ave., Rahway, N.J. Applicant's representative: A. R. Jeltz (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (I) *Such liquid petroleum products, industrial alcohol, and solvents*, as are chemicals (except in containers); (1) between points in that part of New Jersey within 150 miles of Belleville, N.J., on the one hand, and, on the other, Providence, R.I., and points within 10 miles thereof (Carlstadt, N.J.)*; and (2) between points in that part of New Jersey within 150 miles of Belleville, N.J., on the one hand, and, on the other, points in that part of Massachusetts on and east of a line beginning at the Massachusetts-New Hampshire State line, thence along Massachusetts Highway 31 to Pitchburg, thence along Massachusetts Highway 12 to the Massachusetts-Connecticut State line (Carlstadt, N.J., and Providence, R.I.)*, restricted in (2) above to the transportation of construction and industrial materials. (II) *Such liquid petroleum products, industrial alcohol, and solvents*, as are chemicals (except in containers), between points in Broome County, N.Y., on the one hand, and, on the other, points in that part of Massachusetts on and east of a line beginning at the Massachusetts-Connecticut State line, thence along Massachusetts Highway 12 to Leominster, thence along Massachusetts Highway 13 to the Massachusetts-New Hampshire State line (Carlstadt, N.J., and Providence, R.I.)*, restricted to the transportation of construction and industrial materials. (III) *Such liquid petroleum products, industrial alcohol, and solvents*, as are chemicals (except in containers), between

points in that part of Pennsylvania within 150 miles of Belleville, N.J. (except that part of Pennsylvania north of Interstate Highway 84 and east of Interstate Highway 81), on the one hand, and, on the other, points in that part of Massachusetts on and east of a line beginning at the Massachusetts-Connecticut State line, thence along Massachusetts Highway 12 to Leominster, thence along Massachusetts Highway 13 to the Massachusetts-New Hampshire State line (Carlstadt, N.J., and Providence, R.I.)*, restricted to the transportation of construction and industrial materials. (IV) *Such chemicals* (except in containers), as are construction, and industrial materials, between points in that part of New Jersey, within 10 miles of Carlstadt, N.J., on the one hand, and, on the other, points in that part of Massachusetts on and east of a line beginning at the Massachusetts-Connecticut State line, thence along Massachusetts Highway 12 to Leominster, thence along Massachusetts Highway 13 to the Massachusetts-New Hampshire State line (Providence, R.I.)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 106920 (Sub-No. E37), filed June 3, 1974. Applicant: RIGGS FOOD EXPRESS, INC., P.O. Box 26, New Bremen, Ohio 45869. Applicant's representative: E. Stephen Heisley, 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes transporting: *Dairy products*, as defined in Paragraph B of the Appendix to the report in *Modification of Permits*, 48 M.C.C. 628, from points in Indiana on and north of a line beginning at the Indiana-Ohio State line and extending along Interstate Highway 74 to junction Indiana Highway 44, thence along Indiana Highway 44 to junction Indiana Highway 144, thence along Indiana Highway 144 to junction Indiana Highway 267, thence along Indiana Highway 267 to junction U.S. Highway 136, thence along U.S. Highway 136 to the Indiana-Illinois State line, to points in Florida; and *Empty containers* used in the transportation of the above-specified commodities, from the above-specified destination points to the above-specified origin points. The purpose of this filing is to eliminate the gateway of points in Darke, Auglaize, and Mercer Counties, Ohio.

No. MC 106920 (Sub-No. E38), filed June 3, 1974. Applicant: RIGGS FOOD EXPRESS, INC., P.O. Box 26, New Bremen, Ohio 45869. Applicant's representative: E. Stephen Heisley, 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products*, as defined in Paragraph B of the Appendix to the report in *Modification of Permits*, 48, M.C.C. 628, from points in Indiana on and south of a line beginning at the Indiana-Ohio State line and extending along Interstate Highway 74 to junction

Indiana Highway 44, thence along Indiana Highway 44 to junction Indiana Highway 144, thence along Indiana Highway 144 to junction Indiana Highway 267, thence along Indiana Highway 267 to junction U.S. Highway 136, thence along U.S. Highway 136 to the Indiana-Illinois State line, and on and north of a line beginning at the Indiana-Kentucky State line and extending along Indiana Highway 7 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Indiana Highway 37, thence along Indiana Highway 37 to junction Indiana Highway 46, thence along Indiana Highway 46 to junction Interstate Highway 70, thence along Interstate Highway 70 to the Indiana-Illinois State line, to points in Florida on the south of a line beginning at the west coast of Florida and extending along Florida Highway 582 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction U.S. Highway 92, thence along U.S. Highway 92 to junction U.S. Highway 27, thence along U.S. Highway 27 to junction U.S. Highway 98, thence along U.S. Highway 98 to junction Florida Highway 70, thence along Florida Highway 70 to the east coast; and *Empty containers*, used in the transportation of the above-specified commodities from the above-named destination points to the above-named origin points. The purpose of this filing is to eliminate the gateway of points in Darke, Mercer, and Auglaize Counties, Ohio.

No. MC 106920 (Sub-No. E39), filed June 3, 1974. Applicant: RIGGS FOOD EXPRESS, INC., P.O. Box 26, New Bremen, Ohio 45869. Applicant's representative: E. Stephen Heisley, 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over the irregular routes, transporting: *Dairy products*, as defined in Paragraph B of the appendix to the report in *Modification of Permits*, 48 M.C.C. 628, from points in Indiana north of a line beginning at the Indiana-Ohio State line and extending along Indiana Highway 44 to junction U.S. Highway 27, thence along U.S. Highway 27 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Indiana Highway 103, thence along Indiana Highway 103 to junction Indiana Highway 38, thence along Indiana Highway 38 to junction Indiana Highway 109, thence along Indiana Highway 109 to Anderson, thence along Indiana Highway 9 to junction Indiana Highway 26, thence along Indiana Highway 26 to junction U.S. Highway 31, thence along U.S. Highway 31 to junction Highway 22, thence along Indiana Highway 22 to junction U.S. Highway 35, thence along U.S. Highway 35 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Indiana Highway 130, thence along Indiana Highway 130 to junction U.S. Highway 6, thence along U.S. Highway 6 to the Indiana-Illinois State line to points in Alabama; and *Empty containers*, used in the transportation of the above-specified commodities from the above-named destination points to the

above-named origin points. The purpose of this filing is to eliminate the gateway of points in Darke, Mercer, and Auglaize Counties, Ohio.

No. MC 106920 (Sub-No. E40), filed June 3, 1974. Applicant: RIGGS FOOD EXPRESS, INC., P.O. Box 26, New Bremen, Ohio 45869. 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: *Dairy products*, as described in Paragraph B in the appendix to the report in *Modification of Permits*, 48 M.C.C. 628, from points in Indiana north of a line beginning at the Indiana-Ohio State line and extending along Indiana Highway 44 to junction Indiana Highway 1, thence along Indiana Highway 1 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Interstate Highway 65, thence along Interstate Highway 65 to junction Indiana Highway 32, thence along Indiana Highway 32 to junction U.S. Highway 136, thence along U.S. Highway 136 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction Indiana Highway 26, thence along Indiana Highway 26 to the Indiana-Illinois State line to points in Georgia; and *empty containers* used in the transportation of the above-specified commodities from the above-named destination points to the above-named origin points. The purpose of this filing is to eliminate the gateway of points in Darke, Auglaize, and Mercer Counties, Ohio.

No. MC 106920 (Sub-No. E41), filed June 3, 1974. Applicant: RIGGS FOOD EXPRESS, INC., P.O. Box 26, New Bremen, Ohio 45869. 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: *Dairy products*, as described in Paragraph B in the appendix to the report in *Modification of Permits*, 48 M.C.C. 628, from points in Indiana north and east of a line beginning at the Indiana-Ohio State line and extending along U.S. Highway 224 to junction U.S. Highway 33, thence along U.S. Highway 33 to junction Indiana Highway 13, thence along Indiana Highway 13 to junction U.S. Highway 131, thence along U.S. Highway 131 to the Indiana-Michigan State line to points in Kentucky; and *empty containers* used in the transportation of the above-specified commodities from the above-named destination points to the above-named origin points. The purpose of this filing is to eliminate the gateway of points in Darke, Auglaize, and Mercer Counties, Ohio.

No. MC 106920 (Sub-No. E42), filed June 3, 1974. Applicant: RIGGS FOOD EXPRESS, INC., P.O. Box 26, New Bremen, Ohio 45869. 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: *Dairy products*, as described in Paragraph B in the appendix to the report in *Modification of Permits*, 48 M.C.C. 628, from points in Indiana on, north, and east of a line beginning at the Indiana-Ohio State line and extending along Indiana Highway 67 to junction Indiana Highway 18, thence along Indiana Highway 18 to junction Indiana Highway 15, thence along Indiana Highway 15 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction U.S. Highway 31, thence along U.S. Highway 31 to the Indiana-Michigan State line to points in Tennessee; and *empty containers* used in the transportation of the above-specified commodities from the above-named destination points to the above-named origin points. The purpose of this filing is to eliminate the gateway of points in Darke, Mercer, and Auglaize Counties, Ohio.

No. MC 107227 (Sub-No. E1), filed May 15, 1974. Applicant: INSURED TRANSPORTERS, INC., P.O. Box 1807, Fremont, Calif. 94538. Applicant's representative: John G. Lyons, Mills Tower, San Francisco, Calif. 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Trucks*, in truckaway service, between points in Oregon on and west of U.S. Highway 97, on the one hand, and, on the other, points in Arizona (Oakland, Calif.)*; (2) *Trucks*, in truckaway service, from San Francisco and Oakland, Calif., to points in the United States (except points in Alaska, Arizona, California, Hawaii, Nevada, Oregon, Utah, Washington, and that part of Idaho south of U.S. Highway 12 and west of a line beginning at the Idaho-Montana border thence along U.S. Highway 93 to junction Alternate U.S. Highway 93 at Challis, thence along Alternate U.S. Highway 93 to junction U.S. Highway 26 at Arco, thence along U.S. Highway 26 to junction U.S. Highway 91 at Blackfoot, thence along U.S. Highway 91 to the Idaho-Utah (Salinas, Calif.)*; (3) *Trucks*, in secondary movements, in truckaway service, from points in that part of Arizona on, south, and west of a line beginning at the Arizona-California State line thence along Interstate Highway 40 to junction U.S. Highway 93 at Kingman, thence along U.S. Highway 93 to junction Interstate Highway 10 at Phoenix, thence along Interstate Highway 10 to the Arizona-New Mexico State line, to points in that part of Washington on and west of U.S. Highway 97 (Salinas, Calif.)*; (4) *Trucks*, in secondary movements, in truckaway service, from points in that part of New Mexico on and south of Interstate Highway 10 to (a) points in that part of Oregon on and west of U.S. Highway 97 and (b) that part of Washington on and west of U.S. Highway 97 (Salinas, Calif.)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 107515 (Sub-No. E149), filed May 29, 1974. Applicant: REFRIGER-

ATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: Bruce E. Mitchell, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products*, as described in Section A of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk and hides), in vehicles equipped with mechanical refrigeration, from the plant site and warehouse facilities utilized by Swift & Co., at Ocala and Tampa, Fla., to the District of Columbia, and to points in North Carolina, Virginia, New York, Massachusetts, Pennsylvania, Tennessee, West Virginia, Ohio, Kentucky, New Jersey, Maryland, Delaware, Connecticut, Rhode Island, Illinois, Indiana, Michigan, Alabama, Mississippi, Louisiana, Texas, and that part of South Carolina on and north of a line beginning at the Georgia-South Carolina State line, thence along U.S. Highway 321 to Fairfax, thence along U.S. Highway 278 to Varnville, thence along South Carolina Highway 63 to Walterboro, thence along U.S. Alternate Highway 17 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction U.S. Highway 76, thence along U.S. Highway 76 to junction U.S. Highway 301, thence along U.S. Highway 301 to the South Carolina-North Carolina State line. The purpose of this filing is to eliminate the gateway of Tifton, Ga.

No. MC 107515 (Sub-No. E165), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: R. M. Tettlebaum, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned fruit juices*, (1) from points in that part of Florida on and east of U.S. Highway 319, to points in Illinois, Missouri, Maryland, Texas, that part of Arkansas on and north of a line beginning at the Arkansas-Tennessee State line, thence along Interstate Highway 40 to Little Rock, thence along Interstate Highway 30 to junction U.S. Highway 70, thence along U.S. Highway 70 to the Oklahoma-Arkansas State line, that part of Oklahoma on and north of a line beginning at the Oklahoma-Arkansas State line, thence along U.S. Highway 70 to junction Oklahoma Highway 37, thence along Oklahoma Highway 37 to junction U.S. Highway 75, thence along U.S. Highway 75 to Oklahoma-Texas State line; and (2) from points in that part of Florida on and south of Florida Highway 40, to points in that part of Texas on and north of a line beginning at the Texas-Arkansas State line, thence along Interstate Highway 30 to Dallas, thence along Interstate Highway 20 to Fort Worth, thence along U.S. Highway 377 to junction U.S. Highway 67, thence along U.S. Highway 67

to the International Boundary line between the United States and Mexico. The purpose of this filing is to eliminate the gateways of (1) the plant site of Commercial Cold Storage, at Doraville, Ga., and (2) Lewisburg, Tenn.

No. MC 107515 (Sub-No. E261), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: Bruce E. Mitchell, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Canned foodstuffs*, from Cook, Will, Du Page, and Lake Counties, Ill., and Lake County, Ind., to points in that part of Arkansas on and south of a line beginning at the Arkansas-Tennessee State line, thence along Interstate Highway 40 to junction Arkansas Highway 30, thence along Arkansas Highway 30 to the Texas-Arkansas State line, and that part of Texas on and south of a line beginning at the Texas-Arkansas State line, thence along Interstate Highway 30 to junction U.S. Highway 380, thence along U.S. Highway 380 to the Texas-New Mexico State line, restricted against the transportation of shipments destined to points in Florida. The purpose of this filing is to eliminate the gateway of Lewisburg, Tenn.

No. MC 107515 (Sub-No. E262), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: Bruce E. Mitchell, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Pizza, salads, and sandwich spreads*, in vehicles equipped with mechanical refrigeration, from points in Cook, Du Page, Lake, and Will Counties, Ill., and Lake County, Ind., to points in that part of Virginia on and south of a line beginning at the Chesapeake Bay, thence along U.S. Highway 360 to junction U.S. Highway 60, thence along U.S. Highway 60 to junction U.S. Highway 29, thence along U.S. Highway 29 to the North Carolina-Virginia State line, restricted against the transportation of shipments destined to points in Florida. The purpose of this filing is to eliminate the gateway of Greensboro, N.C.

No. MC 107515 (Sub-No. E263), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: Bruce E. Mitchell, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except commodities in bulk), in vehicles equipped with mechanical refrigeration from Cook, Du Page, Lake, and Will Counties, Ill., and Lake County, Ind., to Memphis, Tenn., and points in Clark, Floyd, Harrison, Perry, and Spencer Counties, Ind., Mississippi, that part of West Virginia on and south of a line

beginning at the Kentucky-West Virginia State line, thence along Interstate Highway 64 to Charleston, thence along U.S. Highway 60 to junction U.S. Highway 19, thence along U.S. Highway 19 to junction West Virginia Highway 41, thence along West Virginia Highway 41 to junction West Virginia Highway 15, thence along West Virginia Highway 15 to junction U.S. Highway 219, thence along U.S. Highway 219 to junction U.S. Highway 250, thence along U.S. Highway 250 to junction West Virginia Highway 28, thence along West Virginia Highway 28 to junction U.S. Highway 33, thence along U.S. Highway 33 to the Virginia-West Virginia State line, and that part of Virginia on and south of a line beginning at the Virginia-West Virginia State line, thence along U.S. Highway 33 to junction U.S. Highway 29, thence along U.S. Highway 29 to junction U.S. Highway 28, thence along U.S. Highway 28 to junction Virginia Highway 29, thence along Virginia Highway 29 to junction Virginia Highway 7, thence along Virginia Highway 7 to the Potomac River. The purpose of this filing is to eliminate the gateway of the plant site of Food Specialties of Kentucky, Division of Oscar Ewing, Inc., in Jefferson County, Ky.

No. MC 107515 (Sub-No. E318), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: Bruce E. Mitchell, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a common carrier, by motor vehicle over irregular routes, transporting: *Unfrozen meats* and meat products, from Kansas City, Mo., to points in those parts of Massachusetts and Maine on and east of Interstate Highway 95. The purpose of this filing is to eliminate the gateway of Gatesville, N.C.

No. MC 107515 (Sub-No. E321), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: Bruce E. Mitchell, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fresh and cured meats* as are classified in the Appendix to the report in *Modification of Permits—Packing House Products*, 46 M.C.C. 23, from Arkansas City, Kans., to points in North Carolina and South Carolina. The purpose of this filing is to eliminate the gateway of Atlanta, Ga.

No. MC 107515 (Sub-No. E322), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: R. M. Tettlebaum, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fresh and cured meats, and frozen meats*, from Sioux City, Iowa, to points in that part of Tennessee on and south of a line beginning at the Georgia-Tennessee State

line, thence along U.S. Highway 11 to junction Tennessee Highway 68, thence along Tennessee Highway 68 to junction U.S. Highway 411, thence along U.S. Highway 411 to junction Tennessee Highway 107, thence over Tennessee Highway 107 to the Tennessee-North Carolina State line. The purpose of this filing is to eliminate the gateway of Atlanta, Ga.

No. MC 107515 (Sub-No. E323), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: R. M. Tettlebaum, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fresh and cured meats* and such commodities as are classified as *dairy products* in the Appendix to the report in *Modification of Permits—Packing House Products*, 46 M.C.C. 23, from points in Iowa to points in Florida and that part of Alabama on and east of a line beginning at the Alabama-Georgia State line, thence along Interstate Highway 59 to junction Alabama Highway 53, thence along Alabama Highway 53 to junction Alabama Highway 145, thence along Alabama Highway 145 to junction Alabama Highway 22, thence along Alabama Highway 22 to junction Alabama Highway 41, thence along Alabama Highway 41 to junction Alabama Highway 21, thence along Alabama Highway 21 to junction Interstate Highway 65, thence along Interstate Highway 65 to junction Alabama Highway 59, thence along Alabama Highway 59 to the Gulf of Mexico. The purpose of this filing is to eliminate the gateway of Atlanta, Ga.

No. MC 107515 (Sub-No. E325), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: R. M. Tettlebaum, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts*, as described in Section A of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles and hides), from points in Iowa, to points in that part of Alabama east of a line beginning at the Georgia-Alabama State line, thence along U.S. Highway 431 to junction U.S. Highway 231, thence along U.S. Highway 231 to the Alabama-Florida State line, and that part of Florida on and east of U.S. Highway 231. The purpose of this filing is to eliminate the gateway of Tifton, Ga.

No. MC 107515 (Sub-No. E327), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: Bruce E. Mitchell, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Ft. Dodge, Iowa, to points

in Georgia. The purpose of this filing is to eliminate the gateway of Anniston, Ala.

No. MC 107515 (Sub-No. E328), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: Bruce E. Mitchell, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products*, as described in Section A of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from Sioux City, Iowa, to points in Florida. The purpose of this filing is to eliminate the gateway of Tifton, Ga.

No. MC 107515 (Sub-No. E330), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: R. M. Tettlebaum, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products*, as described in Section A of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, in vehicles equipped with mechanical refrigeration (except commodities in bulk, in tank vehicles), from the plant site and storage facilities of Missouri Beef Packers, Inc., at Boise, Idaho, to points in Florida and Georgia (except Atlanta, Albany, Griffin, Macon, and Montezuma, Ga.), restricted to traffic originating at the named origin. The purpose of this filing is to eliminate the gateway of Booneville, Miss.

No. MC 107515 (Sub-No. E331), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: R. M. Tettlebaum, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fresh and cured meats*, as defined in the Appendix to the report in *Modification of Permits—Packing House Products*, 46 M.C.C. 23, from the plant site and storage facilities of Missouri Beef Packers, Inc., at Boise, Idaho, to Atlanta, Albany, Columbus, Griffin, Macon, and Montezuma, Ga., restricted to traffic originating at the named origin. The purpose of this filing is to eliminate the gateway of Corinth, Miss.

No. MC 107515 (Sub-No. E322), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: R. M. Tettlebaum, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Unfrozen prepared dough*, from Little

Rock, Ark., to points in Virginia (except Norfolk and Richmond). The purpose of this filing is to eliminate the gateway of Forest Park, Ga.

No. MC 107515 (Sub-No. E333), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: R. M. Tettlebaum, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen vegetables*, in vehicles equipped with mechanical refrigeration, from points in Arkansas, to points in that part of Virginia on and east of U.S. Highway 52. The purpose of this filing is to eliminate the gateways of the plant sites of Family Foods, Inc., and Ambrosia Chocolate Company, Division of W. R. Grace and Company, at Charlotte, N.C.

No. MC 107515 (Sub-No. E403), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: Bruce E. Mitchell, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products*, from points in Michigan on the Lower Peninsula to New York, Syracuse, Rochester, and Buffalo, N.Y., and to points in Connecticut, Massachusetts, Rhode Island, and Hudson and Essex Counties, N.J. The purpose of this filing is to eliminate the gateways of (1) Toledo, Ohio, and (2) Detroit, Mich.

No. MC 107515 (Sub-No. E406), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: R. M. Tettlebaum, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Mobile, Ala., and that part of Mississippi on and south of a line beginning at the Louisiana-Mississippi State line, thence along U.S. Highway 84/98 to Bude, thence along U.S. Highway 98 to the Mississippi-Alabama State line, to that part of South Carolina on and east of U.S. Highway 1, and that part of North Carolina on and east of a line beginning at the North Carolina-South Carolina State line, thence along U.S. Highway 1 to junction U.S. Highway 220, thence along U.S. Highway 220 to the North Carolina-Virginia State line. The purpose of this filing is to eliminate the gateway of Tifton, Ga.

No. MC 108380 (Sub-No. E8), 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: *Liquid petroleum products*, from points in Wyoming, except Newcastle, Wyo., and ex-

cept that there shall be no pickup of petroleum products, in bulk, in tank vehicles, at Cheyenne, Wyo., destined to points in Nebraska, to Chadron, Crawford, Harrison, Alliance, and points in Cherry and Sheridan Counties, Nebr. The purpose of this filing is to eliminate the gateway of points in that part of Wyoming in and east of Carbon, Natrona, Johnson, and Sheridan Counties, Wyo.

No. MC 108380 (Sub-No. E12), filed June 5, 1974. Applicant: JOHNSTON'S FUEL LINERS, INC., P.O. Box 100, New Castle, 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 products* in bulk, in tank vehicles, from Mandan, N. Dak., Butte County, S. Dak., and points in Wyoming on and east of a line beginning at the Montana-Wyoming State line and Wyoming State Highway 120, extending south along Wyoming State Highway 120 to junction U.S. Highway 20, thence south on U.S. Highway 20 to junction U.S. Highway 26, thence west on U.S. Highway 26 to junction Wyoming State Highway 789, thence south on Wyoming State Highway 789 to junction Wyoming State Highway 220, thence east on Wyoming State Highway 220 to junction U.S. Highway 20, thence east on U.S. Highway 20 to the Wyoming-Nebraska State line, to Salt Lake City, Utah, and points within five miles, and from Mandan, N. Dak., Butte County, S. Dak., and points in Wyoming on and east of a line beginning at the Montana-Wyoming State line and Wyoming State Highway 120, extending south along Wyoming State Highway 120 to junction U.S. Highway 20, thence south on U.S. Highway 20 to junction U.S. Highway 26, thence west on U.S. Highway 26 to junction Wyoming State Highway 789, thence south on Wyoming State Highway 789 to junction U.S. Highway 287, thence south on U.S. Highway 287 to Rawlins, Wyo., thence along a line directly south of Rawlins to the Wyoming-COLORADO State line, to Pocatello, Idaho, and points within 5 miles. The purpose of this filing is to eliminate the gateways of Butte County, S. Dak., and Riverton, Wyo.

No. MC 108380 (Sub-No. E13), 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 products*, in bulk, in tank vehicles, from points in Montana on and east of a line beginning at the Montana-Canadian International Boundary line at Montana Highway 241, extending south along Montana Highway 241 to junction U.S. Highway 2, thence along U.S. Highway 2 to junction Montana Highway 376, thence south along Montana Highway 376 to junction U.S. Highway 191 to junction U.S. Highway 87, thence south

along U.S. Highway 87 to junction Interstate Highway 90, thence west along Interstate Highway 90 to junction U.S. Highway 310, thence south along U.S. Highway 310 to junction Montana Highway 397, thence south along Montana Highway 397 to the Montana-Wyoming State line, to Salt Lake City, Utah, and points within five miles. The purpose of this filing is to eliminate the gateway of Riverton, Wyo.

No. MC 108380 (Sub-No. E14), 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: *Coal tar products*, in bulk, in tank vehicles, from Ironton, Utah, to points in North Dakota, South Dakota, Crook, and Weston Counties, Wyo., and those in Nebraska on, east, and north of a line beginning at the South Dakota-Nebraska State line and U.S. Highway 83, extending south along U.S. Highway 83 to junction U.S. Highway 20, thence east on U.S. Highway 20 to junction U.S. Highway 275, thence east on U.S. Highway 275 to junction Nebraska Highway 51, thence east on Nebraska Highway 51 to the Nebraska-Iowa State line. The purpose of this filing is to eliminate the gateway of Whitewood, S. Dak.

No. MC 110420 (Sub-No. E150), 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: *Fatty acids of vegetable oil*, in bulk, in tank vehicles from Harison, N.J., to (1) points in Cook, Lake, McHenry, Boone, Winnebago, Ogee, Carroll, Stephenson, and Jo Daviess Counties, Ill. (Saukville, Wis.); (2) points in Minnesota, Wisconsin, and that part of Missouri in and north of Buchanan, De Kalb, Daviess, Grundy, Sullivan, Adair, Knox, and Lewis Counties (Saukville, Wis., and Ringwood, Ill.); (3) points in that part of Texas on and west of U.S. Highway 87 and in Doniphan, Atchison, Jackson, Shawnee, Wabauisee, Lyon, Greenwood, Elk, and Chautauqua Counties, Kans. (Saukville, Wis., and Kankakee, Ill.); and (4) to points in Colorado, Idaho, Montana, Utah, Wyoming, and that part of Nebraska on and west of U.S. Highway 281 (Saukville, Wis., Ringwood, Ill., and Janesville, Wis.). The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 110420 (Sub-No. E151), filed June 4, 1974. Applicant: QUALITY CARRIERS, INC., P.O. Box 186, Pleasant Prairie, Wis. 53158. Applicant's representative: E. Stephen Heisley, 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Liquid*

adhesives, in bulk, in tank vehicles, from Milwaukee, Wis., to St. Louis, Mo., and North Pensacola, Fla. (Chicago, Ill.); (2) *Size, Liquid plastic materials, and synthetic resin*, in bulk, in tank vehicles, from Milwaukee, Wis., to points in Tennessee (Kankakee, Ill.); and Nebraska (Clinton, Iowa). The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 136247 (Sub-No. E2), filed August 19, 1974. Applicant: WRIGHT TRUCKING, INC., 1303 10th St. SE., Jamestown, N. Dak. Applicant's representative: Gerald D. Wright (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Glass beverage containers* dealt in by wholesale beverage distributors, from (1) Shakopee, Minn., to points in that part of North Dakota on and west of a line beginning at the North Dakota-South Dakota State line, thence along U.S. Highway 281 to junction Interstate Highway 94, thence along Interstate Highway 94 to junction North Dakota Highway 1, thence along North Dakota Highway 1 to the United States-Canada International Boundary line; (2) from Alton, Ill., to points in that part of North Dakota on, west, and north of a line beginning at the North Dakota-South Dakota State line, thence along North Dakota Highway 32 to junction North Dakota Highway 46, thence along North Dakota Highway 46 to junction North Dakota Highway 18, thence along North Dakota Highway 18 to junction Interstate Highway 94, thence along Interstate Highway 94 to the North Dakota-Streator, Ill., to points in that part of North Dakota on and east of a line beginning at the North Dakota-South Dakota State line, thence along North Dakota Highway 18 to junction U.S. Highway 2, thence along U.S. Highway 2 to the North Dakota-Minnesota State line. The purpose of this filing is to eliminate the gateway of Jamestown, N. Dak.

No. MC 113974 (Sub-No. E26), filed June 4, 1974. Applicant: PITTSBURGH & NEW ENGLAND TRUCKING CO., P.O. Box 67, Dravosburg, Pa. 15034. Applicant's representative: F. R. Hill, 2310 Grant Bldg., Pittsburgh, Pa. 15217. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commodities* which require the use of special equipment, be reason of size or weight between points in Ohio and Pennsylvania within 125 miles of Wheeling, W.Va., on the one hand, and, on the other, points in Pennsylvania, New York, New Jersey, Delaware, and Maryland within 150 miles of Norristown, Pa. The purpose of this filing is to eliminate the gateway of points in Pennsylvania within 125 miles of Wheeling, W. Va.

No. MC 113974 (Sub-No. E27), filed June 4, 1974. Applicant: PITTSBURGH & NEW ENGLAND TRUCKING CO., P.O. Box 67, Dravosburg, Pa. 15034. Applicant's representative: F. R. Hill, 2310

Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Machinery and such commodities* as require special equipment and handling by reason of size or weight, between points in New York, on the one hand, and, on the other, points in New Jersey and Delaware within 150 miles of Norristown, Pa. The purpose of this filing is to eliminate the gateway of points in New York and New Jersey within 35 miles of Columbus Circle, New York, N.Y.

No. MC 113974 (Sub-No. E28), filed June 4, 1974. Applicant: PITTSBURGH & NEW ENGLAND TRUCKING CO., P.O. Box 67, Dravosburg, Pa. 15034. Applicant's representative: F. R. Hill, 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron, steel, and steel products*, which because of size or weight require the use of special handling or rigging from points in Michigan on and south of Interstate Highway 94 to points in Massachusetts, Connecticut, and Rhode Island. The purpose of this filing is to eliminate the gateways of points in Erie County, Ohio, and Pittsburgh and Aliquippa, Pa.

No. MC 115162 (Sub-No. E7), filed June 4, 1974. Applicant: POOLE TRUCK LINE, INC., P.O. Drawer 500, Evergreen, Ala. 36401. Applicant's representative: Robert E. Tate (Same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber*, from St. Francisville and Baton Rouge, La., and points in that part of Louisiana on and east of U.S. Highway 61, to points in Indiana, Michigan, Ohio, Wisconsin, Minnesota, Iowa (points in that part of Alabama on and south of U.S. Highway 80*), points in Pennsylvania, New York, New Jersey, New Hampshire, Rhode Island, Massachusetts, Connecticut, Maryland, Delaware, West Virginia, Virginia, North Carolina, South Carolina (points in Alabama*), points in Georgia, points in that part of Kentucky on and east of U.S. Highway 231, points in that part of Tennessee on and east of U.S. Highway 31, points in that part of Florida on and north of Florida Highway 50 (points in Montgomery, Butler, Conecuh, Escambia, Dallas, and Monroe Counties, Ala.*), and points in that part of Illinois on and north of U.S. Highway 36 (points in that part of Alabama on and south of U.S. Highway 80*). The purpose of this filing is to eliminate the gateways designated by asterisks above.

No. MC 115162 (Sub-No. E28), filed June 4, 1974. Applicant: POOLE TRUCK LINE, INC., P.O. Drawer 500, Evergreen, Ala. 36401. Applicant's representative: Robert E. Tate (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in that part of Mississippi on and south of U.S. Highway 80, to

points in Alabama, Georgia, South Carolina, North Carolina, Virginia, West Virginia, Ohio, Pennsylvania, Delaware, Maryland, New Jersey, New York, New Hampshire, Connecticut, Rhode Island, Massachusetts, Michigan, Wisconsin, Minnesota, Iowa, points in that part of Florida on and north of Florida Highway 50, points in that part of Indiana on and east of U.S. Highway 231, points in that part of Tennessee on and east of U.S. Highway 31, points in that part of Kentucky on and east of U.S. Highway 231, and points in that part of Illinois on and north of U.S. Highway 36. The purpose of this filing is to eliminate the gateway of points in Montgomery, Conecuh, Butler, Escambia, Dallas, and Monroe Counties, Ala., for points in Georgia, Tennessee, Kentucky, and Florida above, points in that part of Alabama south of U.S. Highway 80 for points in Indiana, Michigan, and Ohio above, and points in that part of Alabama south of U.S. Highway 78 for remaining points above.

No. MC 115162 (Sub-No. E29), filed June 4, 1974. Applicant: POOLE TRUCK LINE, INC., P.O. Drawer 500, Evergreen, Ala. 36401. Applicant's representative: Robert E. Tate (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in that part of Tennessee on and west of U.S. Highway 45, to points in South Carolina, North Carolina, Virginia, Maryland, Delaware, New Jersey, Pennsylvania, New York, New Hampshire, Connecticut, Massachusetts, Rhode Island, Vermont, Georgia, Alabama, and points in that part of Florida on and north of Florida Highway 50. The purpose of this filing is to eliminate the gateway of points in that part of Alabama on and south of U.S. Highway 78.

No. MC 115162 (Sub-No. E30), filed June 4, 1974. Applicant: POOLE TRUCK LINE, INC., P.O. Drawer 500, Evergreen, Ala. 36401. Applicant's representative: Robert E. Tate (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, between points in Sumter County, Ala., on the one hand, and, on the other, points in Georgia and Florida. The purpose of this filing is to eliminate the gateway of points in that part of Alabama on and south of U.S. Highway 78.

No. MC 115162 (Sub-No. E31), filed June 4, 1974. Applicant: POOLE TRUCK LINE, INC., P.O. Drawer 500, Evergreen, Ala. 36401. Applicant's representative: Robert E. Tate (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Greene County, Ala., to points in South Carolina, North Carolina, Virginia, Maryland, West Virginia, Pennsylvania, New York, New Jersey, Delaware, Massachusetts, New Hampshire, Connecticut, Rhode Island, and the District of Columbia. The purpose of this filing is to eliminate the gateway of points in Alabama.

No. MC 115162 (Sub-No. E33), filed June 4, 1974. Applicant: POOLE TRUCK LINE, INC., P.O. Drawer 500, Evergreen, Ala. 36401. Applicant's representative: Robert E. Tate (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Marengo County, Ala., to points in South Carolina, North Carolina, Virginia, Maryland, West Virginia, Pennsylvania, New York, New Jersey, Delaware, Massachusetts, New Hampshire, Connecticut, Rhode Island, and the District of Columbia. The purpose of this filing is to eliminate the gateway of points in Alabama.

No. MC 115331 (Sub-No. E11), filed May 6, 1974. Applicant: TRUCK TRANSPORT INC., 230 St. Clair Ave., East St. Louis, Ill. 62201. Applicant's representative: E. Stephen Heisley, 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Limestone*, in bulk, from points in Washington County, Mo., to points in Nebraska, Colorado, Montana, Wyoming, North Dakota, and South Dakota. The purpose of this filing is to eliminate the gateways of Adams County and Quincy, Ill.

No. MC 115331 (Sub-No. E12), filed May 6, 1974. Applicant: TRUCK TRANSPORT INCORPORATED, 230 Saint Clair Avenue, East Saint Louis, Illinois 62201. 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: *Lime and limestone products*, in bulk, from points in Dodge and Fond du Lac Counties, Wis., to points in Arkansas, Kansas, Texas, Oklahoma, Colorado, Nebraska, those points in Tennessee on and west of Interstate Highway 65, those points in Iowa on and south of U.S. Highway 30, and points in South Dakota on and south of Interstate Highway 90 (Sainte Genevieve County, Kansas City, and Hannibal, Mo., and Moline, Ill.). *Lime and limestone products*, as defined as chemicals, in bulk, from points in Dodge and Fond du Lac Counties, Wis., to points in Kentucky (El Paso, Ill.). *Crushed and ground limestone*, in bulk, from points in Dodge and Fond du Lac Counties, to points in Mississippi (Valmeyer, Ill.). *Lime*, in bulk, from points in Dodge and Fond du Lac Counties, to points in Indiana, and those points in Michigan on and south of Michigan Highway 32 (Chicago, Illinois). *Lime*, in bulk (except lime used for agricultural purposes), from points in Dodge and Fond du Lac Counties, to points in Louisiana (Sainte Genevieve County, Mo., and Limesdale, Ark.). The purpose of this filing is to eliminate the gateways noted in parentheses.

No. MC 115331 (Sub-No. E13), filed May 6, 1974. Applicant: TRUCK TRANSPORT INCORPORATED, 230 Saint Clair Avenue, East Saint Louis, Illinois 62201. 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: *Lime*, in bulk (except lime used for agricultural purposes), from Limesdale, Ark., to points in Iowa, Michigan, Minnesota, Wisconsin, Ohio, Nebraska, Montana, North Dakota, South Dakota, Wyoming, points in Indiana on and north of U.S. Highway 150, points in Kansas on and west of Interstate Highway 35 and on and north of U.S. Highway 54, points in Colorado on and north of Interstate Highway 70. The purpose of this filing is to eliminate the gateways of Roberta, Ala., and St. Genevieve, St. Louis, Kansas City, and Hannibal, Mo., and Adams County, Illinois.

No. MC 115331 (Sub-No. E15), filed May 6, 1974. Applicant: TRUCK TRANSPORT INC., 230 St. Clair Ave., East Saint Louis, Ill. 62201. Applicant's representative: Mr. 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: (1) *Lime and limestone products*, in bulk, from Gibsonburg, Ohio, to points in Minnesota, South Dakota, and Nebraska (Davenport, Iowa)*; (2) *Lime limestone, and limestone products*, in bulk, from Gibsonburg, Ohio, to points in Kansas, Colorado, Montana, and Wyoming (Kansas City, and Hannibal, Mo.)*; and (3) *Lime* (except lime used for agricultural purposes), in bulk, from Gibsonville, Ohio, to points in Oklahoma, Louisiana, Arizona, New Mexico, and Texas (except Houston and points within 50 miles thereof) (Limesdale, Ark.)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 115331 (Sub-No. E17), filed May 6, 1974. Applicant: TRUCK TRANSPORT, INC., 230 St. Clair Ave., East St. Louis, Ill. 62201. Applicant's representative: E. Stephen Heisley, 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime*, in bulk, from the facilities of Longview Lime Company Division of Woodward Company, at or near Longview, Ala., and of Southern Cement Company and of Allied Products Company at or near Roberta, Ala., to points in Iowa, Minnesota, Montana, North Dakota, South Dakota, Wyoming, Oklahoma, Kansas, Nebraska, Colorado, Arizona, New Mexico, points in Texas on and west of Interstate Highways 35 and 37, and points in Missouri on and north of Missouri Highway 34 and on and west of U.S. Highway 67. The purpose of this filing is to eliminate the gateways of Limesdale, Ark., Quincy, Ill., and Hannibal, Mo.

No. MC 117986 (Sub-No. E1), filed June 4, 1974. Applicant: GILBERT & AL TRANSFER, 6111 Brook Dr., Falls Church, Va. 22044. Applicant's representative: Chester A. Zyblat, 1522 K St. NW., Washington, D.C. 20005. Authority

sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from the port facilities in the New York, N.Y., Commercial Zone as defined by the Commission to Richmond and Norfolk, Va. The purpose of this filing is to eliminate the gateway of Washington, D.C.

No. MC 119700 (Sub-No. E1), filed June 4, 1974. Applicant: STEEL HAULERS, INC., 306 Ewing Ave., Kansas City, Mo. 64125. Applicant's representative: James T. Allinder (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, wooden pallets, and treated wooden posts and poles*, from points in Arkansas (except points east of a line from West Memphis along U.S. Highway 63 to the junction of U.S. Highway 67, thence along U.S. Highway 67 to the Arkansas-Missouri State line), to points in South Dakota, Nebraska, Minnesota, Iowa, Wisconsin, Michigan, Illinois (except points south of a line from Cape Girardeau along Illinois Highway 146 to the junction of U.S. Highway 45, thence along U.S. Highway 45 to the junction of Illinois Highway 1, thence along Illinois Highway 1 to the junction of Interstate Highway 64, thence along Interstate Highway 64 to the Illinois-Indiana State line), points in Indiana (except points south of U.S. Highway 50), points in Ohio (except points south of Interstate Highway 70), and points in Colorado (except points west and south of a line from the Colorado-Wyoming State line along U.S. Highway 87 to the junction of U.S. Highway 50, thence along U.S. Highway 50 to the Colorado-Kansas State line). The purpose of this filing is to eliminate the gateway of points in Missouri south of U.S. Highway 66, east of U.S. Highway 65, and west of U.S. Highway 67.

No. MC 119700 (Sub-No. E3), filed June 4, 1974. Applicant: STEEL HAULERS, INC., 306 Ewing Ave., Kansas City, Mo. Applicant's representative: James T. Allinder (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Lumber, wooden pallets, and treated wooden posts and poles*, from points in Louisiana on and north of U.S. Highway 84 to points in South Dakota, Iowa, Minnesota, Wisconsin, Illinois, Indiana, Ohio, Michigan, and Nebraska; (2) *Wooden pallets and treated wooden posts and poles*, from points in Louisiana on and north of U.S. Highway 84 to points in Colorado on and west of U.S. Highway 87 and on and south of U.S. Highway 50; and (3) *Lumber and lumber mill products*, from points in Louisiana on and north of U.S. Highway 84 to points in Missouri, Kansas, New Mexico, and Memphis, Tenn. The purpose of this filing is to eliminate the gateways of points in Arkansas and points in Missouri south of U.S. Highway 66, east of U.S. Highway 65 and west of U.S. Highway 67.

No. MC 119988 (Sub-No. E22), filed June 3, 1974. Applicant: GREAT WEST-

ERN 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 Wisconsin, on, north, and west of a line beginning at the Wisconsin-Minnesota State line, thence along Interstate Highway 90 to junction U.S. Highway 12, thence along U.S. Highway 12 to junction Wisconsin Highway 95, thence along Wisconsin Highway 95 to junction Wisconsin Highway 73, thence along Wisconsin Highway 73 to junction Wisconsin Highway 29, thence along Wisconsin Highway 29 to junction Wisconsin Highway 13, thence along Wisconsin Highway 13 to Ashland, Wis. The purpose of this filing is to eliminate the gateways of Texarkana, Tex., and Independence, Kans.

No. MC 119988 (Sub-No. E23), 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 Minnesota. The purpose of this filing is to eliminate the gateway of Texarkana, Tex., and Independence, Kans.

No. MC 123685 (Sub-No. E14), filed May 15, 1974. Applicant: PEOPLES CARTAGE, INC., 8045 Navarre Rd. SW., Massillon, Ohio 44646. Applicant's representative: James W. Muldoon (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand*, in bulk, in dump vehicles, from points in Wayne County, Ohio (except Wooster) to points in Indiana, Illinois, Kentucky, Michigan, New York, and West Virginia. The purpose of this filing is to eliminate the gateway of Dundee, Ohio.

No. MC 124774 (Sub-No. E2), filed May 17, 1974. Applicant: MIDWEST REFRIGERATED EXPRESS, INC., P.O. Box 7344, Omaha, Nebr. 68107. Applicant's representative: Clifford Foltz (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products, 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), from the plant site and storage

facilities of or utilized by American Beef Packers, Inc., in Pottawattamie County, Iowa, to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, and the District of Columbia. The purpose of this filing is to eliminate the gateway of Norfolk, Nebr.

No. MC 128548 (Sub-No. E2), filed June 3, 1974. Applicant: MIDWEST TRANSPORT, INC., 2609 So. Halsted St., Chicago, Ill. 60608. Applicant's representative: Larry D. Knox, Hubbell Bldg., Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned fruits and vegetables*, (1) from points in Indiana on and east and north of a line commencing at Michigan City, thence south over U.S. Highway 421 to junction U.S. Highway 30, and thence east over U.S. Highway 30 to the Indiana-Ohio State line, including points on the named highways (except those points north of U.S. Highway 20 and west of Indiana Highway 15 and La Porte, Ind.), and those points in that part of Michigan south of a line beginning at the Indiana-Michigan State line and extending along U.S. Highway 12 to junction Unnumbered highway, at or near New Buffalo, thence along unnumbered highway through Union Pier and Harbert, to junction Interstate Highway 94, thence along Interstate Highway 94 to junction Business Route Interstate Highway 94, thence along Business Route Interstate Highway 94 to Benton Harbor, thence along unnumbered highway through Coloma, Paw Paw, and Oshtemo, to Kalamazoo, and west of a line beginning at Kalamazoo, Mich., and extending along Unnumbered Highway through Portage, to junction U.S. Highway 131 at or near Schoolcraft, thence along U.S. Highway 131 to junction U.S. Highway 12, thence along U.S. Highway 12 to junction Michigan Highway 103, thence along Michigan Highway 103 to the Michigan-Indiana State line (except Kalamazoo), including points on the indicated portions of the highways specified, to Clinton, Iowa, and points in Illinois and Indiana bounded by a line commencing at Galena, Ill., and extending in a southeasterly direction to Savanna, Ill.

Thence south through Clinton, Iowa, to Galesburg, Ill., thence in a southeasterly direction to Peoria, Ill., thence east over U.S. Highway 24 to junction U.S. Highway 66, thence north over U.S. Highway 66 to junction Illinois Highway 53, thence north over Illinois Highway 53 to junction U.S. Highway 30, thence east over U.S. Highway 30 to Schererville, Ind., thence north over U.S. Highway 41 to Whiting, Ind., thence north along the shore of Lake Michigan to Winthrop Harbor, Ill., and thence west through Beloit and Warren, Ill., to Galena, Ill., including named points and those points on indicated boundary lines and highways (except to points in Carroll, Bureau, Whiteside, and Rock Island Counties, Ill.); (2) from points in Indiana on and east and north of a line commencing at Michigan City, thence south

over U.S. Highway 421 to Reynolds, thence south over Indiana Highway 43 to junction U.S. Highway 231, thence south over U.S. Highway 231 to junction U.S. Highway 136, thence east over U.S. Highway 136 to junction U.S. Highway 40, and thence east over U.S. Highway 40 to the Indiana-Ohio State line (except those points north of U.S. Highway 20 and west of Indiana Highway 15, and La Porte, Ind.), to Clinton, Iowa, and those points in Illinois and Indiana bounded by a line commencing at Galena, Ill., and extending in a southeasterly direction to Savanna, Ill., thence south through Clinton, Iowa, to a point on U.S. Highway 6 approximately 9 miles east of Geneseo, Ill., thence east over U.S. Highway 6 to Joliet, Ill., thence east over U.S. Highway 30 to Schererville, Ind., thence north over U.S. Highway 41 to Whiting, Ind., thence north along the shore of Lake Michigan to Winthrop Harbor, Ill., and thence west through South Beloit and Warren, Ill., to Galena, Ill., including named points and those points on indicated boundary lines and highways (except to points in Carroll, Bureau, Whiteside, and Rock Island Counties, Ill.); and (3) from points in Indiana on and east and north of a line commencing at Michigan City, thence south over U.S. Highway 421, to Reynolds, thence south over Indiana Highway 43 to junction U.S. Highway 231, thence south over U.S. Highway 231 to Crawfordsville, Ind.

Thence southeast over U.S. Highway 136 to junction U.S. Highway 40, and thence east over U.S. Highway 40 to the Indiana-Ohio State line (except from Lake and Porter Counties, Ind.), to Clinton, Iowa, and points in Illinois and Indiana bounded by a line commencing at Galena, Ill., and extending in a southeasterly direction to Savanna, Ill., thence south to junction U.S. Highway 30 at Clinton, Iowa, thence east over U.S. Highway 30 to Schererville, Ind., thence north over U.S. Highway 41 to Whiting, Ind., thence north along the shore of Lake Michigan to Winthrop Harbor, Ill., thence west through South Beloit and Warren, Ill., to Galena, Ill., including the named points and those points on indicated boundary lines and highways (except to points in Carroll, Bureau, Whiteside, and Rock Island Counties, Ill.). Restriction: The authority granted in (1), (2), and (3) above are restricted to movements from, to, or between wholesale grocery houses, their warehouses and retail outlets. The purpose of this filing is to eliminate the gateway of Chicago, Ill.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-27290 Filed 11-20-74; 8:45 am]

[Notice No. 154]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

NOVEMBER 14, 1974.

The following are notices of filing of application, except as otherwise speci-

fically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application, for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR 1131), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 2962 (Sub-No. 55TA), filed November 4, 1974. Applicant: A. & H. TRUCK LINE, INC., 1111 East Louisiana Street, Evansville, Ind. 47717. Applicant's representative: Robert H. Kinker, 711 McClure Building, 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 commodities requiring special equipment), serving the plant site of The Firestone Tire & Rubber Co., near Nashville, Tenn., in connection with applicant's regular route authority as contained in Certificate MC 2962, Sub 42, for 180 days. Supporting shipper: The Firestone Tire & Rubber Co., 1200 Firestone Parkway, Akron, Ohio 44317. Send protests to: District Supervisor James W. Habermehl, Interstate Commerce Commission, Bureau of Operations, 802 Century Building, 36 S. Penn. Street, Indianapolis, Ind. 46204.

NOTE.—Applicant states it will tack and/or interline with any other carrier with the authority held in MC 2962, Sub 42.

No. MC 30504 (Sub-No. 19TA), filed November 5, 1974. Applicant: TUCKER FREIGHT LINES, INC., 1415 S. Olive St., South Bend, Ind. 46619. Applicant's representative: Dennis Klingerman (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 requiring special equipment and those injurious or contaminating to other lading), serving

the site of the plant of the Firestone Tire and Rubber Co., South East of Nashville, Tenn., and North of Interstate Highway 24, in connection with carrier's regular-route operations to and from Nashville, Tenn., for 180 days. Supporting shipper: The Firestone Tire & Rubber Co., 1200 Firestone Parkway, Akron, Ohio 44317. Send protests to: J. H. Gray, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 345 W. Wayne, Room 204, Ft. Wayne, Ind. 46802.

No. MC 30844 (Sub-No. 521TA), filed November 8, 1974. Applicant: KROBLIN REFRIGERATED XPRESS, INC., 2125 Commercial St., P.O. Box 5000, Waterloo, Iowa 50704. Applicant's representative: Paul Rhodes (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aquariums and aquarium supplies*, from Canton, Georgia, to points in the U.S. in and east of Montana, Wyoming, Colorado, and New Mexico, restricted to shipments originating at the named origins and destined to the named states and points in states east thereof, for 180 days. Supporting shipper: Triton Industries, Inc., Canton, Ga. 30114. Send protests to: Herbert W. Allen, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 875 Federal Building, Des Moines, Iowa 50309.

No. MC 35628 (Sub-No. 365TA), filed November 8, 1974. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, 134 Grandville Ave. 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 irregular routes, transporting: *Automobile parts, materials used in production of automobile parts, machinery or machines, and machine parts*, between the plant sites of Arvin Industries, Inc., at or near Franklin and Greenwood, Ind., on the one hand, and the plant site of Arvin Industries, Inc., at or near Monticello, Ark., on the other hand, for 180 days. Supporting shipper: Arvin Industries, Inc. 1531 13th Street, Columbus, Ind. 47201. Send protests to: C. R. Flemming, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 225 Federal Building, Lansing, Mich. 48933.

No. MC 35628 (Sub-No. 366TA), filed November 8, 1974. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, 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: *Plastic articles and used plastic articles*, between the plant site of Pinckney Molded Plastics Co., at Pinckney, Mich., and all points which applicant is authorized to serve, for 180 days. Supporting shipper: Pinckney Molded Plastics Co., 450

Howell, Pinckney, Mich. 48169. Send protests to: C. R. Flemming, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 225 Federal Building, Lansing, Mich. 48933.

NOTE.—Carrier intends to tack at points on authorized routes adjacent to Pinckney, Mich. in MC 35628.

No. MC 35807 (Sub-No. 53TA), filed November 6, 1974. Applicant: WELLS FARGO ARMORED SERVICE CORPORATION, P.O. Box 4313, Atlanta, Ga. 30302. Applicant's representative: Melvin E. Ballet (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Special nuclear materials*, (1) Between points in Pike County, Ohio, on the one hand, and, on the other, the Cleveland, Ohio, commercial zone, the Detroit, Mich., Commercial zone, Montgomery County, Ohio; the New York, N.Y., Commercial Zone, or the Chicago, Ill., Commercial Zone, prior and subsequent to interstate or foreign air movements; (2) Between points in Pike County, Ohio, on the one hand, and, on the other, Baltimore, Md., Elizabeth, N.J., Norfolk, Va., or Portsmouth, Va., prior or subsequent to interstate or foreign water movements; (3) Between points in Pike County, Ohio, on the one hand, and, on the other, points in Armstrong County, Pa., Allegheny County, Pa., Washington County, R.I., Campbell County, Va., Unicoi County, Tenn., Oak Ridge, Tenn., or Cattaraugus County, N.Y.; (4) Between points in Washington County, R.I., on the one hand, and, on the other, the Boston, Mass., Commercial Zone, prior or subsequent to interstate or foreign air movements; (5) Between Oak Ridge, Tenn., on the one hand, and, on the other, points in Pike County, Ohio, Washington County, R.I., Campbell County, Va., or Cattaraugus County, N.Y.; (6) Between Oak Ridge, Tenn., on the one hand, and, on the other, points in Blount County, Tenn., the New York, N.Y., Commercial Zone or the Atlanta, Ga., Commercial Zone, prior or subsequent to interstate or foreign air movements.

(7) Between Oak Ridge, Tenn., on the one hand, and, on the other, Elizabeth, N.J., Baltimore, Md., Portsmouth, Va., or Norfolk, Va., prior or subsequent to interstate or foreign water movements; (8) Between Armstrong County, Pa., on the one hand, and, on the other, the Cleveland, Ohio, Commercial Zone, the Chicago, Ill., Commercial Zone, or the Detroit, Mich., Commercial Zone, prior or subsequent to interstate or foreign air movements; (9) Between points in Armstrong County, Pa., on the one hand, and, on the other, Elizabeth, N.J., Baltimore, Md., Portsmouth, Va., or Norfolk, Va., prior or subsequent to interstate or foreign water movements; (10) Between points in Campbell County, Va., on the one hand, and, on the other, points in Armstrong County, Pa., Allegheny County, Pa., Washington County, R.I., New Haven County, Conn., New London County, Conn., or Unicoi County, Tenn.;

(11) Between points in Allegheny County, Pa., on the one hand, and, on the other, Pittsburgh, Pa., Commercial Zone, or the New York, N.Y., Commercial Zone, prior or subsequent to interstate or foreign air movements; (12) Between Allegheny County, Pa., on the one hand, and, on the other, Elizabeth, N.J., Baltimore, Md., Portsmouth, Va., or Norfolk, Va., prior or subsequent to interstate or foreign water movements; (13) Between points in Cattaraugus County, N.Y., on the one hand, and, on the other, the New York, N.Y., Commercial Zone, prior or subsequent to interstate or foreign air movements; (14) Between Cattaraugus County, N.Y., on the one hand, and, on the other, Elizabeth, N.J., Baltimore, Md., Portsmouth, Va., or Norfolk, Va., prior or subsequent to interstate or foreign water movements; (15) Between points in Benton County, Wash., on the one hand, and, on the other, the Seattle, Wash., Commercial Zone, or the Portland, Oreg., Commercial Zone, prior or subsequent to interstate or foreign air movements.

(16) Between Calaveras County, Calif., on the one hand, and, on the other, San Francisco International Airport, Calif., prior or subsequent to interstate or foreign air movements; (17) Between points in Barnwell County, S.C., on the one hand, and, on the other, the Columbia, S.C., Commercial Zone, the Atlanta, Ga., Commercial Zone, the New York, N.Y., Commercial Zone, or Dulles International Airport, Va., prior or subsequent to interstate or foreign air movements; (18) Between points in Barnwell County, S.C., on the one hand, and, on the other, Wilmington, N.C., prior or subsequent to interstate or foreign water movement; and (19) Between Wilmington, N.C., on the one hand, and, on the other, the New York, N.Y., Commercial Zone or Dulles International Airport, Va., for 180 days. Supporting shipper: Transnuclear, Inc., 1 No. Broadway, White Plains, N.Y. 10601. Send protests to: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1252 W. Peachtree Street, NW., Room 546, Atlanta, Ga. 30309.

No. MC 43246 (Sub-No. 19TA), filed November 4, 1974. Applicant: BUSKE LINES, INC., 123 West Tyler Avenue, Litchfield, Ill. 62056. Applicant's representative: Harold Buske (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers*, from Hillsboro, Ill., to Schaefferstown, Pa., and Scobeyville, N.J., for 180 days. Supporting shipper: Martin E. Mauer, V.P. & General Plant Manager, Hillsboro Glass Co., Hillsboro, Ill. 62049. Send protests to: Harold C. Jolliff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, P.O. Box 2418, Springfield, Ill. 62705.

No. MC 50069 (Sub-No. 495TA), filed November 8, 1974. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 445 Earlwood Avenue, Toledo, Ohio 43616. Applicant's representative:

Jack A. Gollan (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid sound deadening compounds*, in bulk, in shipper-owned tank vehicles, from Warren, Mich., to the International Port of Entry at Port Huron, Mich., for 180 days. Supporting shipper: Mortell Company, 23333 Sherwood Road, Warren, Mich. 48091. Send protests to: Keith D. Warner, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 313 Federal Office Building, 234 Summit Street, Toledo, Ohio 43604.

No. MC 50069 (Sub-No. 496TA), filed November 8, 1974. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 445 Earlwood Avenue, Toledo, Ohio 43611. Applicant's representative: Jack A. Gollan (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gasoline*, in bulk, in tank vehicles, from Havana, Ill., to Marion, Davenport, Dubuque, Coralville, Keokuk, and Burlington, Iowa, for 180 days. Supporting shipper: Flash Oil Co., 7755 Carondelet, St. Louis, Mo. 63105. Send protests to: Keith D. Warner, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 313 Federal Office Building, 234 Summit Street, Toledo, Ohio 43604.

No. MC 57239 (Sub-No. 25TA), filed October 29, 1974. Applicant: RENNER'S EXPRESS, INC., 1350 South West Street, Indianapolis, Ind. 46206. Applicant's representative: Rudy Yessin, 314 Wilkinson Street, 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, Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between the Firestone Tire & Rubber Co. plant site near Nashville, Tenn., in Rutherford County, Tenn., and Nashville, Tenn., for 180 days. Supporting shipper: The Firestone Tire & Rubber Co., Director, Corporate Transportation, 1200 Firestone Parkway, Akron, Ohio 44317. Send protests to: District Supervisor James W. Habermehl, Interstate Commerce Commission, Bureau of Operations, 802 Century Building, 36 S. Penn. Street, Indianapolis, Ind. 46204.

NOTE.—Applicant states it will tack at Nashville, Tenn., with authority held in MC 57239.

No. MC 63417 (Sub-No. 73TA), filed November 5, 1974. Applicant: BLUE RIDGE TRANSFER COMPANY, INCORPORATED, 1814 Hollins Road NE., P.O. Box 13447, Roanoke, Va. 24012. Applicant's representative: William E. Bain (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bathtubs, shower stalls, and tub enclosures, glass fiberglass*

or plastic or combination thereof, or combined with metal, from Leighton, Ala., to points in Alabama, Delaware, Georgia, Indiana, Kentucky, Maryland, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia, for 180 days. Supporting shipper: Uniplex, Inc., P.O. Box 456, Leighton, Ala. 35646. Send protests to: Danny R. Beeler, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 215 Campbell Avenue SW., Roanoke, Va. 24011.

No. MC 101219 (Sub-No. 55TA), filed November 4, 1974. Applicant: MERIT DRESS DELIVERY, INC., 524 West 36th Street, New York, N.Y. 10018. Applicant's representative: Herman B. J. Weckstein, One Woodbridge Center, Woodbridge, N.J. 07095. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wearing apparel, and materials and supplies* used in the manufacture of wearing apparel (except commodities in bulk), between Franklin, N.H., and the New York, N.Y., Commercial Zone, for 180 days. Supporting shipper: Franklin Sportswear Co., Inc., River Street, Franklin, N.H. 03235. Send protests to: Paul W. Assenza, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 102567 (Sub-No. 173TA), filed November 5, 1974. Applicant: McNAIR TRANSPORT, INC., P.O. Drawer 5357, 4294 Meadow Lane, Bossier City, La. 71010. Applicant's representative: Donald W. English (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid animal feed and liquid animal feed supplements*, in bulk, in tank vehicles, from Gretna, La., to points in Alabama, Arkansas, Florida, and Mississippi for 180 days. Supporting shipper: National Molasses Company, Willow Grove, Pa. 19090. A. O. Mowrer, General Traffic Mgr. Send protests to: Ray C. Armstrong, Jr., District Supervisor, Interstate Commerce Commission, Room T-9038, U.S. Postal Service Building, 701 Loyola Avenue, New Orleans, La. 70113.

No. MC 102567 (Sub-No. 179TA), filed November 5, 1974. Applicant: McNAIR TRANSPORT, INC., P.O. Drawer 5357, Bossier City, La. 71010. Applicant's representative: Donald W. English (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Water based paint, paints, stain, or varnishes*, NOI, in bulk, in tank vehicles from Celotex Corporation, Marrero, La. to Celotex Corporation, Paris, Tenn., for 180 days. Supporting shipper: The Celotex Corporation, P.O. Box 8, Marrero, La. 70072, H. G. Kern, Jr., Supervisor of Production. Send protests to: Ray C. Armstrong, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room

T-9038, U.S. Postal Service Building, 701 Loyola Avenue, New Orleans, La. 70113.

No. MC 107162 (Sub-No. 36TA), filed November 5, 1974. Applicant: NOBLE GRAHAM TRANSPORT, INC., Route #1, Brimley, Mich. 49715. 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: *Salt and salt products*, with or without mineral additives, in bags, from Manistee, Mich., to the port of entry at the United States-Canada International Boundary line at Sault Ste. Marie, Mich., for further movement to points in Ontario, Canada, for 180 days. Supporting shipper: Hardy Salt Company, P.O. Drawer 449, St. Louis, Mo. 63166. Send protests to: C. R. Flemming, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 225 Federal Building, Lansing, Mich. 48933.

No. MC 107295 (Sub-No. 754TA), filed September 20, 1974. Applicant: PRE-FAB TRANSIT CO., a Corporation, 100 South Main Street, Farmer City, Ill. 61842. Applicant's representative: Richard D. Vollmer (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Reinforced plywood panels*, from the plantsite of Cor Tec, Inc., at Washington Court House, Ohio, to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin, for 180 days. Supporting shipper: Ronald W. Hoxsie, Asst. Plant Manager, Cor Tec, Inc., 2351 Kenschill Avenue, Washington Court House, Ohio 43160. Send protests to: Harold C. Jolliff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, P.O. Box 2418, Springfield, Ill. 62705.

No. MC 107527 (Sub-No. 53TA), filed November 6, 1974. Applicant: POST TRANSPORTATION COMPANY, a Corporation, 1970 East 213th Street, Carson, Calif. 90745. Applicant's representative: R. Sherman Kirksey (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Hydrochloric (muriatic) acid*, in bulk, from Henderson, Nev., to points in Alameda, Alpine, Amador, Butte, Calaveras, Colusa, Contra Costa, Del Norte, El Dorado, Glenn, Humboldt, Lake, Lassen, Madera, Marin, Mariposa, Mendocino, Merced, Modoc, Monterey, Napa, Nevada, Placer, Plumas, Sacramento, San Benito, San Francisco, San Joaquin, San Mateo, Santa Clara, Santa Cruz, Shasta, Sierra, Siskiyou, Solano, Sonoma, Stanislaus, Sutter, Tehama, Trinity, Tuolumne, Yolo, and Yuba Counties,

Calif., for 60 days. Supporting shipper: Stauffer Chemical Company, 636 California Street, San Francisco, Calif. 94119. Send protests to: District Supervisor Philip Yallowitz, Interstate Commerce Commission, Bureau of Operations, 300 North Los Angeles Street, Room 7708, Los Angeles, Calif., 90012.

No. MC 107818 (Sub-No. 72TA), filed November 6, 1974. Applicant: GREENSTEIN TRUCKING COMPANY, a Corporation, 280 NW. 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: *Frozen potatoes and potato products*, from the plantsites and facilities of Okray's Ltd. at Stevens Point, Wis., to Miami and Tampa, Fla., for 180 days. Supporting shipper: Okray's Ltd., 3000 Welsby Avenue, Stevens Point, Wis. Send protests to: District Supervisor Joseph E. Teichert, Interstate Commerce Commission, Bureau of Operations, Palm Coast II Building, Suite 208, 5255 NW. 87th Avenue, Miami, Fla. 33166.

No. MC 109689 (Sub-No. 280TA), filed November 1, 1974. Applicant: W. S. HATCH CO., a Corporation, 643 South 800 West, Woods Cross, Utah 84087. Applicant's representative: Mark K. Boyle, 345 South State Street, Salt Lake City, Utah 84111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Polymeric alkyl phosphonic acid, scale inhibitor liquid*, in bulk, between Hawthorne, Calif., and Sand Springs, Okla., Corsicana, Tex., and Texas City, Tex., for 180 days. Supporting shipper: Textilana Corporation, 12607 Cerise Avenue, Hawthorne, Calif. 90250 (B. B. Westbrook, Vice President). Send protests to: District Supervisor Lyle D. Helfer, Interstate Commerce Commission, Bureau of Operations, 5301 Federal Building, 125 South State Street, Salt Lake City, Utah 84138.

No. MC 111729 (Sub-No. 475TA), filed November 7, 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 audit and accounting media of all kinds*, (a) Between Syracuse, N.Y., on the one hand, and, on the other, New Canaan, New Milford, and Weathersfield, Conn., and (b) Between Williamsport, Pa., and New York, N.Y.; and (2) *Fabric samples*, restricted against the transportation of packages or articles weighing in the aggregate more than 25 pounds, from one consignor to one consignee on any one day, Between Williamsport, Pa., and New York, N.Y., for 180 days. Supporting shipper: (1) United Data Centers of Syracuse, 6700 Old Collamer Road, East Syracuse, N.Y., and

(2) Syntex Fabrics, Inc., 600 Railway Street, Williamsport, Pa. 17701. Send protests to: Anthony D. Giammo, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 114818 (Sub-No. 16TA), filed November 8, 1974. Applicant: MOTOR CARGO, 845 West Center, North Salt Lake, Utah 84054. Applicant's representative: William S. Richards, 1515 Walker Bank Building, P.O. Box 2465, Salt Lake City, Utah 84110. 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), (a) between Elko, Nev., and Wells, Nev., as follows: From Elko, Nev., to Wells, Nev., over U.S. Highway 40 (Interstate 80) and return over the same route, serving all intermediate points, and (b) between Los Angeles, Calif., and Elko, Nev., serving all points in the Los Angeles Harbor Commercial Zone as described by the Commission in *Los Angeles, California, Commercial Zone*, 3 M.C.C. 676, and no intermediate points: From Los Angeles over Interstate Highway 5 to junction California Highway 14, thence over California Highway 14 to junction U.S. Highway 395, thence over U.S. Highway 392 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction Nevada Highway 8-A to junction U.S. Highway 50, thence over U.S. Highway 50 to junction Nevada Highway 51 to junction U.S. Highway 40, thence over U.S. Highway 40 to Elko, and return over the same route, for 180 days.

NOTE.—The above authorities are to be tacked with applicant's existing authority and applicant requests authority to serve the Commercial Zones of Elko, Nev., the Los Angeles, Calif., Commercial Zone described in 3 M.C.C. 548, and all points in Los Angeles Harbor, California, Commercial Zone as defined by the Commission in Los Angeles Harbor, California, Commercial Zones 3 M.C.C. 254. In addition, applicant seeks authority to interline with all carriers. Applicant states it will tack at Salt Lake City, Utah, and Wells, Nev., with authority held in MC 114818 Sub 10. Supporting Shippers: There are approximately 121 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: District Supervisor Lyle D. Helfer, Interstate Commerce Commission, Bureau of Operations, 5301 Federal Building, 125 South State Street, Salt Lake City, Utah 84138.

No. MC 114896 (Sub-No. 20TA) (Correction), filed September 7, 1974, published in the FEDERAL REGISTER issue of October 29, 1974, and republished as corrected this issue. Applicant: PUROLATOR SECURITY, INC., 1101 E. Mockingbird Towers, Suite 1001E, Dallas, Tex. 75247. Applicant's representative: William E. Fullingim (same address as applicant).

NOTE.—The purpose of this republication is to show the applicant's correct name as stated above, in lieu of PUROLATOR SECURITY, INC., which was published in the FEDERAL REGISTER in error. The rest of the application will remain the same.

No. MC 114896 (Sub-No. 21TA), filed November 1, 1974. Applicant: PUROLATOR SECURITY, INC., 1341 W. Mockingbird Lane, Suite 1001E, Dallas, Tex. 75247. Applicant's representative: William E. Fullingim (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Precious metal (gold), spent gold plating solution, gold stripping bath*, between Brooklyn, N.Y., and Brodbeck's, Pa., Greensboro, Winston-Salem, and Gastonia, N.C., for 180 days. Supporting shipper: AMP Incorporated, P.O. Box 3608, Harrisburg, Pa. Send protests to: District Supervisor Gerald T. Holland, Interstate Commerce Commission, Bureau of Operations, 1100 Commerce Street, Room 13C12, Dallas, Tex. 75202.

No. MC 115331 (Sub-No. 381TA), filed November 10, 1974. Applicant: TRUCK TRANSPORT, INCORPORATED, 29 Clayton Hills Lane, St. Louis, Mo. 63131. Applicant's representative: J. R. Ferris, 230 St. Clair Avenue, E. St. Louis, Ill. 62201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fireplace logs* (compressed sawdust, impregnated with wax), in straight shipments or when moving at the same time and in the same vehicles with *charcoal, charcoal briquettes, and accessories* used in outdoor cooking (presently authorized), from the plantsites and warehouse facilities of the Kingsford Company located at or near Belle and Ellis Spur, Mo., to points in Arkansas, Illinois, Iowa, Kansas, Minnesota, Nebraska, Oklahoma, Texas, and Wisconsin, for 180 days. Supporting shipper: The Kingsford Company, P.O. Box 1033, Louisville, Ky. 40201. Send protests to: J. P. Werthmann, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 1465, 210 N. 12th Street, St. Louis, Mo. 63101.

No. MC 115669 (Sub-No. 147TA), filed November 7, 1974. Applicant: DAHLSTEN TRUCK LINES, INC., P.O. Box 95, Clay Center, Nebr. 68933. Applicant's representative: Howard N. Dahlsten (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dry petroleum pitch* (except in bulk, in tank vehicles), from Sioux City, Iowa, to Belle Fourche, S. Dak., and (2) *Foundry molding sand treating compounds, in bags, water impedance boards, and supplies used in the installation of water impedance boards*, from the plantsite of American Colloid Company, near Belle Fourche, S. Dak., to points in Iowa, Kansas, and Nebraska, for 180 days. Supporting shipper: Robert N. Garity, American Colloid Company, Box 228, Skokie, Ill. 60076. Send protests

to: Max H. Johnston, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 320 Federal Building & Court House, Lincoln, Nebr. 68508.

No. MC 116077 (Sub-No. 357TA), filed November 6, 1974. Applicant: ROBERTSON TANK LINES, INC., 2000 West Loop South, Suite 1800, Houston, Tex. 77027. Applicant's representative: J. C. Browder (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Soda ash*, in bulk, in pneumatic hopper trailers, from Corpus Christi, Tex., to Gramercy, La., for 180 days. Supporting shipper: Kaiser Aluminum & Chemical Corporation, 300 Lakeside Drive, Oakland, Calif. 94643. Send protests to: District Supervisor John Mensing, Interstate Commerce Commission, Bureau of Operations, 515 Rusk, Room 8610 Federal Building, Houston, Tex. 77002.

No. MC 117439 (Sub-No. 47TA), filed November 5, 1974. Applicant: BULK TRANSPORT, INC., P.O. Box 89, Port Allen, La. 70767. Applicant's representative: Robert I. Comeaux (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Drilling mud*, in bulk, from Houma, La., to points in Alabama, Florida, and Mississippi, for 180 days. Supporting shipper: Arnold & Clarke Chemical Company, 6325 Hurst Street, Houston, Tex. 77008. A. W. Arnold, Jr. Send protests to: Ray C. Armstrong, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room T-9038, U.S. Postal Service Bldg., 701 Loyola Avenue, New Orleans, La. 70113.

No. MC 119767 (Sub-No. 323TA), filed November 4, 1974. Applicant: BEAVER TRANSPORT CO., a Corporation, P.O. Box 186, Pleasant Prairie, Wis. 53158. Applicant's representative: David A. Peterson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned or preserved foodstuffs*, in vehicles equipped with mechanical refrigeration, from Cottage Grove, Ohio, to points in Iowa, Minnesota, South Dakota, and Wisconsin, restricted to shipments originating in Cottage Grove, Ohio, and stopping in transit to complete loading at Hoopston, Ill., for 180 days. Supporting shipper: Pacific Gamble Robinson Co., 661 5th Avenue North, Minneapolis, Minn. 55405 (Norman M. Bjorklund). Send protests to: District Supervisor John E. Ryden, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 123993 (Sub-No. 35TA), filed November 7, 1974. Applicant: FOGLEMAN TRUCK LINE, INC., P.O. Box 1504, Crowley, La. 70526. Applicant's representative: Byron Fogleman (same address as applicant). Authority sought to operate as a *common carrier*, by motor

vehicle, over irregular routes, transporting: *Bag*, from Crowley, La., to Clearfield, Utah, for 180 days. Supporting shipper: Crowley Industries, Inc., P.O. Box 1308, Crowley, La. 70526, Martin Klein, Vice President-General Manager. Send protests to: Ray C. Armstrong, Jr., District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room T-9038, U.S. Postal Service Building, 701 Loyola Avenue, New Orleans, La. 70113.

No. MC 124144 (Sub-No. 13TA), filed November 6, 1974. Applicant: ROBERT N. TOOMEY, doing business as ROBERT N. TOOMEY TRUCKING CO., 1516 South George Street, York, Pa. 17403. Applicant's representative: Charles E. Creager, 1329 Pennsylvania Avenue, P.O. Box 1417, Hagerstown, Md. 21740. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Foodstuffs, food treating compounds, chemical* (except liquid in tank vehicles), and *additives* in vehicles equipped with mechanical refrigeration, and (2) *commodities*, the transportation of which is exempt or partially exempt from regulation under the provisions of Section 213(b)(6) of the Interstate Commerce Act, in mixed loads with the commodities in (1) above: From Baltimore, Maryland, and its commercial zone, to points in Texas and Louisiana, for 180 days. Supporting shipper: McCormick & Company, Inc., McCormick Building, Baltimore, Md. 21202. Send protests to: Robert P. Amerine, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 278 Federal Building, P.O. Box 869, Harrisburg, Pa. 17108.

No. MC 125925 (Sub-No. 16TA), filed November 7, 1974. Applicant: SAM TOWLER, 3359 Bannerwood Drive, Annandale, Vir. 22030. Applicant's representative: Frank B. Hand, Jr., P.O. Box 187, Berryville, Vir. 22611. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Scrap metal and scrap metal alloys*, in dump vehicles from Washington, D.C., to Claymont, Delaware, Burnham, Coatesville, Macungie, Milton, and Temple, Pa., Cleveland, Ohio, for 180 days. Supporting shipper: Joseph Smith & Sons, Inc., 20001 Kenilworth Avenue, P.O. Box 5035 Washington, D.C. 20019. Send protests to: W. C. Hersman, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 12th & Constitution Ave. NW., Room 317, Washington, D.C. 20423.

No. MC 127187 (Sub-No. 11TA), filed November 7, 1974. Applicant: FLOYD DUENOW, 1728 Industrial Park Blvd., Fergus Falls, Minn. 56537. Applicant's representative: Charles E. Johnson, 425 Gate City Building, Fargo, N. Dak. 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed and animal and poultry feed ingredients* (except liquid commodities in bulk in tank vehicles), from East Grand

Forks, Crookston, and Moorhead, Minn., to points in Montana, restricted to traffic originating at the named origins and destined to the named destinations, for 180 days. Supporting shippers: Red River Alfalfa Company, Box 495, Crookston, Minn. 56716; Agra By-Products, 1601 7th Avenue, North Fargo, N. Dak. 58102; Pillsbury Company, 5100 Eden Avenue, Edina, Minn. 55436; American Crystal Sugar Co., 101 North 3rd Street, Moorhead, Minn. 56560. Send protests to: J. H. Ambs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, P.O. Box 2340, Fargo, N. Dak. 58102.

No. MC 128007 (Sub-No. 70TA), filed November 8, 1974. Applicant: HOFER, INC., P.O. Box 583, Pittsburg, Kans. 66762. Applicant's representative: Clyde N. Christey, 641 Harrison, Topeka, Kans. 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Yeast*, from Denver, Colo., to points in Kansas, Oklahoma, Missouri, Arkansas, and Nebraska, for 180 days. Supporting shippers: Feed Components, Inc., P.O. Box 4057, Overland Park, Kans. 66204, and Cereal Byproducts Company, 4800 Main, Kansas City, Mo. 64112. Send protests to: M. E. Taylor, District Supervisor, Interstate Commerce Commission, 501 Petroleum Building, Wichita, Kans. 67202.

No. MC 128030 (Sub-No. 91TA), filed November 5, 1974. Applicant: THE STOUT TRUCKING CO., INC., P.O. Box 177, Urbana, Ill. 61801. Applicant's representative: R. C. Stout (same as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Air conditioning and refrigeration equipment and parts thereof*, from Beardstown and Danville, Ill., to all points in the United States, for 180 days. Supporting shipper: Eugene F. Kucic, Traffic Manager, Bohn Aluminum and Brass Company, 1625 East Voorhees Street, Danville, Ill. 61832. Send protests to: Robert G. Anderson, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Everett McKinley Dirksen Bldg., 219 S. Dearborn St., Room 1086, Chicago, Ill. 60604.

No. MC 128862 (Sub-No. 20TA), filed November 5, 1974. Applicant: B. J. CECIL TRUCKING, INC., P.O. Box C, Claypool, Ariz. 85532. Applicant's representative: Chris Cecil (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Shredded tin*, in bulk, from West Chandler, Ariz., to points in Grand County, Utah, for 180 days. Supporting shipper: U.S. Resources, Moab, Utah. Send protests to: Andrew V. Baylor, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 3427, Federal Building, 230 N. First Avenue, Phoenix, Ariz. 85025.

No. MC 129516 (Sub-No. 33TA), filed October 30, 1974. Applicant: PATTON'S,

INC., 2300 Canyon Road, Ellensburg, Wash. 98926. Applicant's representative: James T. Johnson, 1610 IBM Bldg., Seattle, Wash. 98101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dehydrated potato granules* from the Port of Entry on the International Boundary between the United States and Canada located at or near Sweetgrass, Mont., to San Francisco and Los Angeles, Calif., Chicago, Ill., Fort Worth and Dallas, Tex., and Kansas City, Missouri, restricted to traffic having a prior movement in foreign commerce, for 180 days. Supporting shipper: Vauxhall Foods Limited, 433 Mayor McGrath Drive, Lethbridge, Alberta, Canada T153L8. Send protests to: W. J. Huetig, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 114 Pioneer Courthouse, Portland, Oreg. 97204.

No. MC 129330 (Sub-No. 8TA), filed November 7, 1974. Applicant: JAC-OBSMA TRANSPORTATION COMPANY, 108 South Virginia, Sioux City, Iowa 51101. Applicant's representative: Michael J. Ogborn, P.O. Box 82028, Lincoln, Nebr. 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Crushed and scrapped vehicles, implements, and machinery* from the facilities of State Steel Supply Co., at Sioux City, Iowa, to Chicago, Illinois, and points in its commercial zone, and Beloit, Fond du Lac, and Madison, Wis., for 180 days. Supporting shipper: Sioux City Compressed Steel, 214 Court Street, Sioux City, Iowa 51101. Send protests to: Carroll Russell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Suite 620, Union Pacific Plaza, 110 North 14th Street, Omaha, Nebr. 68102.

No. MC 129870 (Sub-No. 22TA), filed November 11, 1974. Applicant: GAS INCORPORATED, 95 E. Merrimack Street, Lowell, Mass. 01853. Applicant's representative: John T. Haldemann, 11 Commerce Street, Newark, N.J. 07102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid nitrogen*, in bulk, in Cryogenic tank vehicles, between New Orleans, La., and Fairfield, Ala., for 180 days. Supporting shipper: Airco Industrial Gases, 575 Mountain Road, Murray Hill, N.J. 07974. Send protests to: Darrell W. Hammons, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 150 Causeway St., 5th Floor, Boston, Mass. 02114.

No. MC 133233 (Sub-No. 35TA), filed November 7, 1974. Applicant: CLARENCE L. WERNER, doing business as WERNER ENTERPRISES, P.O. Box 831, 805 32nd Avenue, Council Bluffs, Iowa 51501. Applicant's representative: Donna L. Ehrlich (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dry macaroni products*, from Omaha, Nebr., to points in Illinois, Michigan, Indiana,

Oklahoma, and Wisconsin, under a continuing contract with Skinner Macaroni Company of Omaha, Nebr., for 180 days. Supporting shipper: Skinner Macaroni Company, 6848 "F" Street, Omaha, Nebr. 68117. Send protests to: Carroll Russell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Suite 620, Union Pacific Plaza, 110 North 14th Street, Omaha, Nebr. 68102.

No. MC 136318 (Sub-No. 26TA), filed November 8, 1974. Applicant: COYOTE TRUCK LINE, INC., P.O. Box 5627, High Point, N.C. 27262. Applicant's representative: David R. Parker, P.O. Box 82028, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, from Appomattox, Virginia, to points in Washington, Oregon, California, Montana, Idaho, Nevada, Arizona, Utah, New Mexico, Colorado, and Wyoming, restricted (1) to shipments originating at the facilities of Thomasville Furniture Industries, Inc., (2) to traffic under a continuing contract with Thomasville Furniture Industries, Inc., for 180 days. Supporting shipper: Thomasville Furniture Industries, Inc., P.O. Box 339, Thomasville, N.C. 27360. Send protests to: Terrell Price, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 800 Briar Creek Road, Suite CC516, Charlotte, N.C. 28205.

No. MC 136401 (Sub-No. 2TA), filed November 7, 1974. Applicant: ROBIN EXPRESS, INC., 20-02 Steinway Street, Long Island City, N.Y. 11105. Applicant's representative: Arthur J. Piken, One LeFrak City Plaza, Flushing, N.Y. 11368. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in by manufacturers and distributors of rubber tires, from Lake Success, N.Y., to points in New Jersey, for 180 days. Supporting shipper: Michelin Tire Corporation, 2500 Marcus Avenue, Lake Success, N.Y. Send protests to: Paul W. Assenza, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, Room 1807, New York, N.Y. 10007.

No. MC 136775 (Sub-No. 3TA), filed November 7, 1974. Applicant: ERKEL TRANSFER, INC., P.O. Box 6, Le Center, Minn. 56057. Applicant's representative: F. H. Kroeger, 1745 University Avenue, St. Paul, Minn. 55104. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Materials and supplies* used in the construction and building of precast homes and garages, and *parts, floor coverings, and accessories* installed at the time of construction (except commodities in bulk, in tank vehicles), from Jordan, Minn., to points in Illinois, Indiana, Iowa, Michigan, Minnesota, Montana, Nebraska, North Dakota, Ohio, South Dakota, Wisconsin, and Wyoming; and (2) *Refused, rejected, or returned shipments* of the commodities named in (1) above, from the above named destination states, to Jordan, Minn., for 180 days.

Restriction: Restricted to a transportation contract or contracts with Martin Homes, Inc., of Bloomington, Minn. Supporting shipper: Martin Homes, Inc., 6901 West Old Shakopee Road, Bloomington, Minn. 55438. Send protests to: A. N. Spath, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 414 Federal Building & U.S. Court House, 110 S. 4th Street, Minneapolis, Minn. 55401.

No. MC 140029 (Sub-No. 3TA), filed November 5, 1974. Applicant: CLIFFORD H. HALL, INC., Bliss, N.Y. 14024. Applicant's representative: William J. Hirsch, Suite 1125, 43 Court Street, Buffalo, N.Y. 14202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid feed and feed ingredients*, from the town of Arcade (Wyoming County, N.Y.), to points in Maryland, New Jersey, and Pennsylvania, and returned shipments in return, for 180 days. Supporting shipper: Ruminant Nitrogen Products Company, 770 Riverside Drive, Adrian, Mich. 49221. Send protests to: George M. Parker, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 612 Federal Building, 111 West Huron Street, Buffalo, N.Y. 14202.

No. MC 140343 (Sub-No. 1TA), filed November 7, 1974. Applicant: CENTRAL DELIVERY SERVICE, INC., 1101 Ripley Street, Silver Spring, Md. 20910. Applicant's representative: S. Harrison Kahn, Suite 733 Investment Building, Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Printed matter and related documents* used in and useful for the preparation of telephone directories, (A) (1) from the offices and facilities of the Chesapeake & Potomac Telephone Company of Virginia located in Arlington County and the cities of Alexandria and Falls Church, Va.; (2) from the offices and facilities of the Chesapeake & Potomac Telephone Company located in Washington, D.C., and Silver Spring, Md.; and (3) from the offices and facilities of the Chesapeake & Potomac Telephone Company of Maryland, located in Annapolis, Baltimore, Cockeysville, Harve De Grace, Hyattsville, Rockville, Seabrook, Silver Spring, Temple Hills, Towson, and Wheaton, Md., to Philadelphia, Pa.; and (B) (1) from Philadelphia, Pa., to the offices and facilities of the Chesapeake & Potomac Telephone Company of Maryland, located in Annapolis, Baltimore, Cockeysville, Havre De Grace, Hyattsville, Rockville, Seabrook, Silver Spring, Temple Hills, Towson, and Wheaton, Md.; (2) from the offices and facilities of the Chesapeake & Potomac Telephone Company, located in Washington, D.C., and Silver Spring, Md.; and (3) from the offices and facilities of the Chesapeake & Potomac Telephone Company of Virginia, located in Arlington County and Alexandria and Falls Church, Va., restricted to movements originating at or destined to the offices and facilities of the Chesapeake & Potomac Telephone Company, Washing-

ton, D.C., for 180 days. Supporting shipper: Datacomp Corporation, A Division of Herbick and Held Printing Co., 211 South Broad Street, Philadelphia, Pa. 19107. Send protests to: W. C. Hersman, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 12th and Constitution Avenue NW., Washington, D.C. 20423.

No. MC 140378 TA, filed November 7, 1974. Applicant: EASTERN ENTERPRISES, INC., Bear Valley Road, P.O. Box 272, Shamokin, Pa. 17872. Applicant's representative: Kenneth R. Davis, 999 Union Street, Taylor, Pa. 18517. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Filter media, plastics and hard rubber filler, carbon additives, fillers and carbon additives*, produced from coal, on flat-bed or in dump type vehicle, from Coal Township, Pa., to points in the United States east of the Mississippi River, for 180 days. Supporting shipper: Shamokin Filler Co., Inc., P.O. Box 272, Shamokin, Pa. 17872. Send protests to: Robert P. Amerine, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 278 Federal Building, P.O. Box 869, Harrisburg, Pa. 17108.

MOTOR CARRIERS OF PASSENGERS

No. MC 140341 (Sub-No. 1TA), filed November 7, 1974. Applicant: WESTERN BUS LINES OF B.C., LTD., 944 8th Street, Kamloops, British Columbia, Canada. Applicant's representative: Michael B. Crutcher, 2000 IBM Building, Seattle, Wash. 98101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers in round trip charter operations, restricted to origin/destination operations, from Yale County, B.C. (Kamloops), beginning and ending at Sumas and Oroville, Wash., at or near the International Boundary line between the United States and Canada and extending to points in Washington, Oregon, Nevada, and California, for 180 days. Supporting shippers: The Royal Canadian Legion, 427 Lansdowne Street, Kamloops, B.C., Canada and Travellers International, 1211 Wharf Street, Victoria, B.C., Canada. Send protests to: L. D. Boone, Transportation Specialist, Interstate Commerce Commission, Bureau of Operations, 6049 Federal Office Building, Seattle, Wash. 98174.

By The Commission,

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.74-27289 Filed 11-20-74; 8:45 am]

[Notice No. 191]

MOTOR CARRIER BOARD TRANSFER PROCEEDINGS

Synopses of orders entered by the Motor Carrier Board of the Commission pursuant to sections 212(b), 206(a), 211, 312(b), and 410(g) of the Interstate Commerce Act, and rules and regulations

prescribed thereunder (49 CFR Part 1132), appear below:

Each application (except as otherwise specifically noted) filed after March 27, 1972, contains a statement by applicants that there will be no significant effect on the quality of the human environment resulting from approval of the application. As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings on or before December 11, 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-75387. By order of November 11, 1974, the Motor Carrier Board approved the transfer to Carlson Transport, Inc., Billings, Mont., of the operating rights in Certificate No. MC 106523 issued August 8, 1958, to Frank V. Burleson, Billings, Mont., authorizing the transportation of various commodities between specified areas in Montana and Wyoming. J. F. Meglen, 2822 Third Ave. North, Billings, Mont. 59103, attorney for applicants.

No. MC-FC-75422. By order of November 11, 1974, the Motor Carrier Board approved the transfer to Great Coastal Carriers, Inc., Pocomoke City, Md., of the operating rights in Certificate No. MC 133498 issued December 24, 1969, to Del Mar New England Express, Inc., Rocky Hill, Conn., authorizing the transportation of canned goods from points in Worcester, Somerset, Wicomico, Dorchester, Caroline, Talbot, and Queen Annes Counties, Md., and those in Sussex and Kent Counties, Del., to Wilmington, Del., Philadelphia, Chester, Allentown, Delta, Easton, Norristown, Greencastle, Harrisburg, New Freedom, and Scranton, Pa., Camden, Asbury Park, Atlantic City, Bridgeton, Bordenton, Elizabeth, Hightstown, Hoboken, Jersey City, Newark, New Brunswick, Plainfield, Passaic, Paterson, Perth Amboy, and Trenton, N.J., Albany, Binghamton, Elmira, Jamaica, Middletown, Norwich, Poughkeepsie, Schenectady, and New York, N.Y., Bridgeport, Hartford, and New Haven, Conn., Providence, R.I., and Boston, Fall River, Holyoke, Springfield, and Worcester, Mass. S. Michael Richards, 44 North Avenue, Webster, N.Y. 14580, registered practitioner for applicants.

No. MC-FC-75425. By order of November 11, 1974, the Motor Carrier Board approved the transfer to Charlie E. White, doing business as City Delivery Service, El Dorado, Ark., of the operating rights in Permit No. MC 127574 (Sub-No. 1), issued September 3, 1970, to Guy W. Mangum, doing business as Guy Mangum Masonry Works, El Dorado, Ark., authorizing the transportation of concrete blocks, building blocks, masonry joint, and reinforcing and industrial sands, from El Dorado, Little Rock, and Pine

Bluff, Ark., to points in that part of Louisiana on and north of U.S. Highway 190 and that part of Mississippi within a line beginning at the Mississippi-Tennessee State line and extending along Mississippi Highway 7 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction U.S. Highway 84, thence along U.S. Highway 84 to the Mississippi-Louisiana State line and thence along the Mississippi-Louisiana and Mississippi-Arkansas State lines to point of beginning on the Mississippi-Tennessee State line, including points on such line. Don A. Smith, P.O. Box 43, Fort Smith, Ark. 72901, attorney for applicants.

No. MC-FC-75431. By order of November 11, 1974, the Motor Carrier Board approved the transfer to Braafadt Transport Company, a corporation, Dimmitt, Tex., of the operating rights in Certificates Nos. MC 134319 and MC 134319 (Sub-No. 2), issued June 24, 1970, and September 27, 1974, to Louis Chet Braafadt, doing business as Chet Braafadt Transport, Dimmitt, Tex., authorizing the transportation of anhydrous ammonia, from the plant site of Hill Chemicals, Inc., near Borger, Tex., to points in Colorado, Kansas, and Oklahoma; from Etter, Tex., and points within five miles thereof, to points in Kansas, Oklahoma, Nebraska, and New Mexico (portion), and from the facilities of Farmland Industries, Inc., at or near Enid, Okla., to points in Kansas, Colorado, Missouri, Arkansas, Louisiana, and Texas (portion). John C. Sims, P.O. Box 2976, Lubbock, Tex. 79408, attorney for applicants.

No. MC-FC-75470. By order entered November 11, 1974, the Motor Carrier Board approved the transfer to Sourdough Freight Lines, Inc., Fairbanks, Alaska, of the operating rights set forth in Certificate No. MC 118514 (Sub-No. 2), issued by the Commission October 2, 1963, to Gene Rogge, doing business as Sourdough Freight Lines, Fairbanks, Alaska, authorizing the transportation of general commodities, with the usual exceptions, between Fairbanks and Valdez, Alaska, on the one hand, and, on the other, points in Alaska, except those in Southwestern Alaska (the Alaska Panhandle). George L. Benesch, 608 West 4th Ave., Suite 28-30, Anchorage, Alaska 99501, attorney for applicants.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-27288 Filed 11-20-74; 8:45 am]

[Notice No. 155]

**MOTOR CARRIER TEMPORARY
AUTHORITY APPLICATIONS**

NOVEMBER 15, 1974.

The following are notices of filing of application, except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application, for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex

Parte No. MC-67, (49 CFR 1131) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 2368 (Sub-No. 46TA), filed November 6, 1974. Applicant: BRALLEY WILLET TANK LINES, INC., 2213 Deepwater Terminal Road, Richmond, Va. 23204. Applicant's representative: William T. Marshburn (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Animal oils, in bulk, in tank vehicles, from Hurricane, W. Va., to points in North Carolina, for 180 days. Supporting shipper: David S. Evans, Vice President, Carolina By-Products Company, Inc., P.O. Box 20687, Greensboro, N.C. 27420. Send protests to: District Supervisor Clatin M. Harmon, Interstate Commerce Commission, Bureau of Operations, 10-502 Federal Building, 400 North Eighth Street, Richmond, Va. 23240.

No. MC 16831 (Sub-No. 17TA), filed November 11, 1974. Applicant: MID SEVEN TRANSPORTATION COMPANY, a Corporation, 2323 Delaware Street, Des Moines, Iowa 50317. Applicant's representative: William L. Fairbank, 1980 Financial Center, Des Moines, Iowa 50309. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Iron or steel billets and ingots, from Centerville, Iowa, to Peoria, Ill., and Kokomo, Ind., for 180 days. Supporting shipper: Iowa Steel and Wire Co., Centerville, Iowa 52544. Send protests to: Herbert W. Allen, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 875 Federal Building, Des Moines, Iowa 50309.

No. MC 52460 (Sub-No. 160TA), filed November 11, 1974. Applicant: ELLEX TRANSPORTATION, INC., 1420 W. 35th Street, P.O. Box 9637, Tulsa, Okla. 74107. Applicant's representative: Steve B. McCommas (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Malt beverages and empty containers returned, from Memphis, Tenn., to Alamosa, Colo.

for 180 days. Supporting shipper: Ward Distributing Co., Richard P. Ward, Owner, P.O. Box 713, Alamosa, Colo. 81101. Send protests to: C. L. Phillips, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 240, Old P.O. Building, 215 NW Third, Oklahoma City, Okla. 73102.

No. MC 61396 (Sub-No. 274TA), filed November 7, 1974. Applicant: HERMAN BROS., INC., 2565 St. Mary's Avenue, Omaha, Nebr. 68101. Applicant's representative: Arlyn L. Westergren, Suite 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: *Liquid hydrogen, liquid nitrogen, liquid argon, gaseous hydrogen, gaseous oxygen, gaseous nitrogen, gaseous argon, and helium*, in bulk, in tank vehicles, from East Alton, Ill., to Fairfield, Ala., for 180 days. Supporting shipper: Aircro Industrial Gases Division, 575 Mountain Avenue, Murray Hill, N.J. 07974. Send protests to: Carroll Russell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Suite 620, Union Pacific Plaza, 110 North 14th Street, Omaha, Nebr. 68102.

No. MC 68860 (Sub-No. 20TA), filed November 12, 1974. Applicant: RUSSELL TRANSFER, INCORPORATED, 444 Glenmore Drive, Salem, Va. 24153. Applicant's representative: Liniel G. Gregory (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cleaning products*, viz. *bleach, laundry, NOI, dry; cleaning products; cleaning, scouring, or washing compounds, NOI, liquid, granular or powder; lye, concentrated, NOI; pot scourers, NOI; scouring cloth or scouring pads*, with or without soap, *plastic mesh or other than plastic mesh*, in boxes; *soap, NOI, other than liquid; sodium hypochlorite solution*, in packages; (2) *Sizing, fabric, in barrels or boxes*; (3) *Softeners, textile, NOI*; and (4) *Steel wool*, in inner containers in boxes, between the plant site of the Purex Corp., Ltd., 1414 N. Ratcliffe Street, Bristol, Pa., on the one hand, and, on the other, Roanoke and Salem, Va., for 180 days. Restriction: Restricting any authority sought as to articles of unusual value, Class A and B explosives, and transportation of commodities in bulk, in tank vehicles. Supporting shipper: Purex Corp., Ltd., Bristol, Pa. 19007. Send protests to: Danny R. Beeler, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 215 Campbell Avenue SW., Roanoke, Va. 24011.

NOTE.—Applicant will interline with connections at Roanoke, Va., tacking possible but not intended at Roanoke, Va. with points in MC 68860, Sub. 13, 14, and specified points in North Carolina and all points in South Carolina.

No. MC 101219 (Sub-No. 56TA), filed November 7, 1974. Applicant: MERIT DRESS DELIVERY, INC., 524 West 36th Street, New York, N.Y. 10018. Applicant's

representative: Herman B. J. Weckstein, One Woodbridge Center, Woodbridge, N.J. 07095. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wearing apparel and materials and supplies* used in the manufacture of wearing apparel (except commodities in bulk), between Colebrook, N.H., and the New York, N.Y., Commercial Zone and Fall River, Mass., for 180 days. Supporting shipper: Manchester Manufacturing, Inc., P.O. Box 107, Colebrook, N.H., Gaston Chartrand. Send protests to: Paul W. Assenza, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, Room 1807, New York, N.Y. 10007.

No. MC 103051 (Sub-No. 327TA), filed November 8, 1974. Applicant: FLEET TRANSPORT COMPANY, INC., P.O. Box 90408, Nashville, Tenn. 37209. Applicant's representative: William G. North (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, in bulk, in tank or hopper-type vehicles, from Henderson, N.C., to points in North Carolina and Virginia, for 180 days. Supporting shipper: Morton Salt Company, A Division, Morton; Norwich Products, Inc., 110 N. Wacker Drive, Chicago, Ill. 60606. Send protests to: Joe J. Tate, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 803 1808 West End Building, Nashville, Tenn. 37203.

No. MC 110525 (Sub-No. 1114TA), filed November 12, 1974. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 E. Lancaster Avenue, Downingtown, Pa. 19335. Applicant's representative: Thomas J. O'Brien (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from Omaha, Nebr., to Dayton, N.J., for 180 days. Supporting shipper: Stauffer Chemical Co., Westport, Conn. Send protests to: Peter R. Guman, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Federal Bldg., Room 3238, 600 Arch Street, Philadelphia, Pa. 19106.

No. MC 113024 (Sub-No. 132TA), filed November 12, 1974. Applicant: ARLINGTON J. WILLIAMS, INC., R.D. 2, South Du Pont Highway, Smyrna, Del. 19977. Applicant's representative: Samuel W. Earnshaw, 833 Washington Building, Washington, D.C. 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Carbon black*, in bags, from Seagraves, Tex., to McCook, Nebr. and Wilmington, Del., for the account of Electric Hose and Rubber Company, Wilmington, Del., for 180 days. Supporting shipper: Fred H. Evick, Director of Distribution, Electric Hose & Rubber Company, Box 910, Wilmington, Del. 19899. Send protests to: William L. Hughes, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 814-

B Federal Building, Baltimore, Md. 21201.

No. MC 116077 (Sub-No. 358TA), filed November 6, 1974. Applicant: ROBERTSON TANK LINES, INC., 2000 West Loop South, Suite 1800, Houston, Tex. 77027. Applicant's representative: J. C. Browder (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ethylene*, in bulk, in tank vehicles, from the plantsite of Mobil Chemical Company, Beaumont, Tex., to the plantsite and storage facilities of Dow Chemical, U.S.A., at or near Magnolia, Ark., for 180 days. Supporting shipper: Dow Chemical, U.S.A., P.O. Box 6417, Cleveland, Ohio 44101. Send protests to: District Supervisor John Mensing, Interstate Commerce Commission, Bureau of Operations, 515 Rusk, Room 8610, Federal Building, Houston, Tex. 77002.

No. MC 119399 (Sub-No. 49TA), filed November 11, 1974. Applicant: CONTRACT FREIGHTERS, INC., 2900 Davis Boulevard, Joplin, Mo. 64801. Applicant's representative: David L. Sitton (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, in containers, (1) from Fort Worth, Tex., to Springfield and West Plains, Mo., and (2) from Peoria, Ill., to Helena and Pine Bluff, Ark., for 180 days. Supporting shippers: Centenio Distributing Co., 523 Arkansas Street, Helena, Ark. 72342; West Plains Distributing Co., Inc., 134 North Howell, West Plains, Mo.; K&M Distributing Co., Inc., 309 East Commercial, Springfield, Mo.; and Midwest Beverage Company, P.O. Box 6057, Pine Bluff, Ark. 71601. Send protests to: John V. Barry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 600 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

No. MC 119789 (Sub-No. 227TA), filed November 7, 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: *Chemicals*, in containers, *blood analysis instruments, supplies, and parts* in mechanically refrigerated equipment, from Houston, Tex., to Chicago, Ill.; Philadelphia, Pa.; Los Angeles, Calif.; and Tampa, Fla., for 180 days. Supporting shipper: Hycel, Inc., 7920 Westpark Drive, P.O. Box 36329, Houston, Tex. 77036. Send protests to: District Supervisor Gerald T. Holland, Interstate Commerce Commission, Bureau of Operations, 1100 Commerce Street, Room 13C12, Dallas, Tex. 75202.

No. MC 124813 (Sub-No. 121TA), filed November 11, 1974. Applicant: UMTHUN TRUCKING CO., 910 South Jackson Street, Eagle Grove, Iowa 50533. Applicant's representative: William L. Fairbank, 1980 Financial Center, Des Moines, Iowa 50309. Authority sought to operate

as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer and dry fertilizer materials*, in bulk, from the storage facilities utilized by Cargill, Incorporated, at or near Tolono, Ill., to points in Iowa, for 180 days. Supporting shipper: Cargill, Incorporated, 304 Board of Trade Building, Peoria, Ill. 61602. Send protests to: Herbert W. Allen, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 875 Federal Bldg., Des Moines, Iowa 50309.

No. MC 129870 (Sub-No. 21TA) (Correction), filed October 31, 1974, published in the FEDERAL REGISTER, Notice No. 151, dated November 8, 1974, and republished as corrected this issue. Applicant: GAS INCORPORATED, 95 East Merrimack Street, Lowell, Mass. 01853. Applicant's representative: John T. Hildemann, 11 Commerce Street, Newark, N.J. 07102.

NOTE.—The purpose of this republication is to show the applicant's correct Sub number as No. MC 129870 (Sub-No. 21TA), in lieu of No. MC 129870 (Sub-No. 12TA), which was published in the FEDERAL REGISTER in error. The rest of the application will remain the same.

No. MC 136318 (Sub-No. 27TA), filed November 12, 1974. Applicant: COYOTE TRUCK LINE, INC., P.O. Box 5627, High Point, N.C. 27262. Applicant's representative: David R. Parker, P.O. Box 82028, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, from Thomasville, Winston-Salem, Lenoir, and Pleasant Garden, N.C., to points in Washington, Oregon, Nevada, Montana, Idaho, Utah, Wyoming, New Mexico, North Dakota, and South Dakota, for 180 days. Restriction: Restricted (1) to traffic originating at the facilities of Thomasville Furniture Industries, Inc., and (2) to traffic under a continuing contract with Thomasville Furniture Industries, Inc. Supporting shipper: Thomasville Furniture Industries, Inc., P.O. Box 339, Thomasville, N.C. 27360. Send protests to: District Supervisor Terrell Price, Interstate Commerce Commission, Bureau of Operations, 800 Briar Creek Road, Suite CC516, Charlotte, N.C. 28205.

No. MC 136318 (Sub-No. 28TA), filed November 12, 1974. Applicant: COYOTE TRUCK LINE, INC., P.O. Box 5627, High Point, N.C. 27262. Applicant's representative: David R. Parker, P.O. Box 82028, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pressed wood board*, from points in Oregon, to Lenoir, Pleasant Garden, Thomasville, and Winston-Salem, N.C., and Appomattox, Va., restricted (1) against the transportation of Plywood

and (2) to shipments destined to the facilities of Thomasville Furniture Industries, Inc., under a continuing contract with same, for 180 days. Supporting shipper: Thomasville Furniture Industries, Inc., P.O. Box 339, Thomasville, N.C. 27360. Send protests to: District Supervisor Terrell Price, Interstate Commerce Commission, Bureau of Operations, 800 Briar Creek Road, Suite CC516, Charlotte, N.C. 28205.

No. MC 136553 (Sub-No. 27TA), filed November 11, 1974. Applicant: ART PAPE TRANSFER, INC., 1080 East 12th Street, Dubuque, Iowa 52001. Applicant's representative: William L. Fairbank, 1980 Financial Center, Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer and dry fertilizer materials*, in bulk, from the storage facilities utilized by Cargill, Incorporated, at or near Tolono, Ill., to points in Iowa, for 180 days. Supporting shipper: Cargill, Incorporated, 304 Board of Trade Building, Peoria, Ill. 61602. Send protests to: Herbert W. Allen, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 875 Federal Building, Des Moines, Iowa 50309.

No. MC 133328 (Sub-No. 20TA), filed November 7, 1974. Applicant: CLARENCE L. WERNER, doing business as WERNER ENTERPRISES, 805 32nd Avenue, P.O. Box 831, Council Bluffs, Iowa 51501. Applicant's representative: Donna L. Ehrlich (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cookies*, from the facilities of Ripon Foods, Inc., at Ripon, Wis., to points in California, Oregon, Washington; and to Tucson and Phoenix, Ariz.; Salt Lake City, Utah; Denver, Colo.; and Pocatello, Idaho, for 180 days. Supporting shipper: Ripon Foods, Inc., Ripon, Wis. 54971. Send protests to: District Supervisor Carroll Russell, Interstate Commerce Commission, Bureau of Operations, Suite 620, Union Pacific Plaza, 110 North 14th Street, Omaha, Nebr. 68102.

No. MC 139280 (Sub-No. 5TA), filed November 6, 1974. Applicant: BUTANE GAS & ELECTRIC CO., INC., 313 North Wood Street, Gilmer, Tex. 75644. Applicant's representative: Billy R. Reid, 6108 Sharon Road, Fort Worth, Tex. 76116. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in tank vehicles, (1) from Carthage, Edgewood, Hawkins, Kilgore, Myrtle Springs, New London, and Tyler, Tex., to Hot Springs, Ark.; and (2) from Arcadia and Gibsland, La., to Hot

Springs, Ark., for 180 days. Supporting shipper: National Butane Co., Inc., 853 3rd Street, Hot Springs, Ark. 71901. Send protests to: District Supervisor Gerald T. Holland, Interstate Commerce Commission, Bureau of Operations, 1100 Commerce Street, Room 13C12, Dallas, Tex. 75202.

No. MC 140272 (Sub-No. 1TA) (Correction), filed October 21, 1974, published in the FEDERAL REGISTER, issue of November 11, 1974, and republished as corrected this issue. Applicant: L. R. DENNEY, INC., 7756 East Alondra Street, Paramount, Calif. 90723. Applicant's representative: William J. Monheim, P.O. Box 1756, Whittier, Calif. 90609.

NOTE.—The purpose of this republication is to show the applicant's representative correct address as stated above, in lieu of P.O. Box 1257, City of Industry, Calif. 91749, which was published in the FEDERAL REGISTER in error. The rest of the application will remain the same.

No. MC 140380TA, filed November 7, 1974. Applicant: GARFIELD TRANSFER, INC., 1938 Occidental Avenue South, Seattle, Wash. 98134. Applicant's representative: Michael D. Duppen-thaler, 411 Lyon Building, 607 Third Avenue, Seattle, Wash. 98104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Scrap paper*, from Coeur d'Alene, Idaho, to points in King and Pierce Counties, Wash., for 180 days. Supporting shipper: Panhandle Recycling Products, 415 N.W. Blvd., Coeur d'Alene, Idaho. Send protests to: L. D. Boone, Transportation Specialist, Interstate Commerce Commission, Bureau of Operations, 6049 Federal Office Building, Seattle, Wash. 98174.

No. MC 140381TA, filed November 11, 1974. Applicant: MORRIS LUMBER, INC., 1618 Allen Creek Road, Grants Pass, Ore. 97526. Applicant's representative: Kenneth W. Morris, 704 S.W. Greenwood, Grants Pass, Ore. 97526. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Waste paper for recycling*, from Berkeley, Calif., to Vancouver, Wash., for 180 days. Supporting shipper: I & B Enterprises, Inc., 890 Heinz Avenue, Berkeley, Calif. Send protests to: A. E. Odoms, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 114 Pioneer Courthouse, Portland, Ore. 97204.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.
[FR Dec. 74-27291 Filed 11-20-74; 8:45 am]