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federal register

THURSDAY, MARCH 9, 1978



highlights

CHICAGO, ILLINOIS WORKSHOPS

HOW TO USE THE FEDERAL REGISTER

FOR: Any person who must use the Federal Register and Code of Federal Regulations.

WHAT: Free public workshop (approximately 3 hours) to present:

1. Brief history of the Federal Register system.
2. Difference between legislation and regulations.
3. Relationship of Federal Register and the Code of Federal Regulations.
4. Important elements of a typical Federal Register document.
5. An introduction to the finding aids of the FR/CFR system.

WHEN: April 12, 13, and 14, 1978 at 9 a.m. (Each session identical)

WHERE: Everett M. Dirksen Federal Building, Conference Room 572, 219 S. Dearborn Street, Chicago, Illinois.

WHY: To provide the public with access to information necessary to research Federal agency regulations which directly affect them, as part of the General Services Administration's efforts to encourage public participation in government actions. There will be no discussion of specific agency regulations.

RESERVATIONS: Call Ardean Merrifield, Area Code 312-353-4242 or 353-0339.

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ENDANGERED AND THREATENED WILDLIFE
Interior/FWS reclassifies the gray wolf in the United States and Mexico; effective 4-10-78 9607

ROUGH-TOOTHED DOLPHIN
Commerce/NOAA issues a prohibition of take incidental to commercial fishing operations; effective 3-15-78 9632

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AGENCY PUBLICATION ON ASSIGNED DAYS OF THE WEEK

The following agencies have agreed to publish all documents on two assigned days of the week (Monday/Thursday or Tuesday/Friday). This is a voluntary program. (See OFR notice 41 FR 32914, August 6, 1976.)

Monday	Tuesday	Wednesday	Thursday	Friday
DOT/COAST GUARD	USDA/ASCS		DOT/COAST GUARD	USDA/ASCS
DOT/NHTSA	USDA/APHIS		DOT/NHTSA	USDA/APHIS
DOT/FAA	USDA/FNS		DOT/FAA	USDA/FNS
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DOT/OPSO	USDA/REA		DOT/OPSO	USDA/REA
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	HEW/HRA			HEW/HRA
	HEW/HSA			HEW/HSA
	HEW/NIH			HEW/NIH
	HEW/PHS			HEW/PHS

Documents normally scheduled for publication on a day that will be a Federal holiday will be published the next work day following the holiday.

Comments on this program are still invited. Comments should be submitted to the Day-of-the-Week Program Coordinator, Office of the Federal Register, National Archives and Records Service, General Services Administration, Washington, D.C. 20408.

ATTENTION: For questions, corrections, or requests for information please see the list of telephone numbers appearing on opposite page.

federal register

Area Code 202 Phone 523-5240

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INFORMATION AND ASSISTANCE

Questions and requests for specific information may be directed to the following numbers. General inquiries may be made by dialing **202–523–5240.**

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

[3410-02]

Title 7—Agriculture

CHAPTER I—AGRICULTURAL MARKETING SERVICE (STANDARDS, INSPECTIONS, MARKETING PRACTICES), DEPARTMENT OF AGRICULTURE

PART 29—TOBACCO INSPECTION

Fees and Charges for Permissive Inspection

AGENCY: Agricultural Marketing Service, U.S. Department of Agriculture.

ACTION: Final rule.

SUMMARY: The Tobacco Inspection Act authorizes official inspection and grading of tobacco, either mandatory or permissive. Because of salary increases to Federal employees it is necessary to amend the regulations to increase the hourly rate of Federal inspectors in order to cover the costs of performing such services.

EFFECTIVE DATE: March 7, 1978.

FOR FURTHER INFORMATION CONTACT:

Leonard J. Ford, Acting Director, Tobacco Division, Agricultural Marketing Service, U.S. Department of Agriculture, Washington, D.C. 20250, 202-447-7235.

SUPPLEMENTARY INFORMATION: Pursuant to the authority contained in the Tobacco Inspection Act (49 Stat. 731; 7 U.S.C. 511 et seq.), notice is hereby given that the Department is amending Subparts B and F of 7 CFR, Part 29, relating to fees and charges for permissive inspection of tobacco.

The Department is amending § 29.123 of Subpart B—Regulations, relating to fees and charges for services performed under an agreement and other than under an agreement. For previous amendments of Subparts B and F see 21 FR 3669, May 30, 1956; 25 FR 4948, June 4, 1960; 40 FR 44112, September 25, 1975; 41 FR 18425, May 4, 1976; and 41 FR 53649, December 8, 1976.

The Tobacco Inspection Act authorizes official inspection and grading of tobacco. Such inspection and grading service is either mandatory or permissive. Mandatory inspection as defined in 7 CFR 29.71, consists of inspecting and certifying tobacco, free of charge, on designated markets, as defined in 7 CFR 29.1(e), before it is offered for sale. Permissive inspection, as defined in 7 CFR 29.56, consists of inspecting, including sampling and weighing, and certificating, and is made available to interested parties on a fee basis. The Act requires such fees to be reasonable, and as nearly as possible, to cover the cost of performing the services.

Additionally, the Department is amending § 29.9252 of 7 CFR Part 29, appearing in Subpart F, which establishes the fees and charges for permissive inspection of nonquota Maryland tobacco, U.S. Type 32, produced and marketed in a quota area. The amended section provides that the fees charged for such inspection are the same as the fees provided for in 7 CFR 29.123, as amended herein.

This amendment updates the regulations under which permissive tobacco inspection and grading services are provided by increasing the hourly salary fees charged to users of this service.

Because salaries paid to Federal employees have been increased under the provisions of Pub. L. 95-66, and Executive Order 12010, it has been determined that in order to cover the costs of providing permissive tobacco inspection, the hourly salary fee must be increased as provided for herein.

The provisions of 7 CFR, Part 29, 29.123 and 29.9251, prescribing fees and charges in connection with the performance of permissive inspection are hereby amended by changing the phrases "$13.80 per hour," "$16.50 per hour," and "$20.65 per hour," to "$14.80 per hour," "$17.60 per hour," and "$21.75 per hour," respectively.

Therefore, the regulations are amended as follows:

§ 29.123 Fees and charges.

The fees and charges for inspection under an agreement or other than under an agreement are as follows:

(a) Fees and charges for inspection at redrying plants and receiving points shall comprise the cost of salaries, travel, per diem, and related expenses to cover the cost of performing the service. Fees shall be for actual time required to render the service calculated to the nearest 30-minute period. The base hourly salary rate shall be $14.80. The overtime rate for service performed outside the inspector's regularly scheduled tour of duty shall be $17.60. The rate of $21.75 shall be charged for work performed on Sundays or holidays.

(b) The fees or charges for hogshead, bale or case inspection shall comprise the same costs as provided in paragraph (a) of this section.

(c) The fees or charges for sample inspection shall comprise the same costs as provided in paragraph (a) of this section.

§ 29.9251 Fees and charges.

Fees and charges for inspection and certification services performed under an agreement or other than under an agreement are as follows:

Fees and charges for inspection and certification services at receiving points shall comprise the cost of salaries, travel, per diem, and related expenses to cover the cost of performing the service. Fees shall be for actual time required to render the service calculated to the nearest 30-minute period. The base hourly salary rate shall be $14.80. The overtime rate for service performed outside the inspector's regularly scheduled tour of duty shall be $17.60. The rate of $21.75 shall be charged for work performed on Sundays or holidays.

It is hereby found and determined that public procedures with respect to this amendment are impractical and unnecessary based on predetermined needs for amending these regulations to meet increased inspection costs. Good cause exists to waive the 30-day advance notice of the effective date of this amendment.

Effective date: March 7, 1978.

Dated: March 1, 1978.

WILLIAM T. MANLEY,
Deputy Administrator,
Marketing Program Operations.

[FR Doc. 78-6046 Filed 3-8-78; 8:45 am]

[3410-02]

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

[Navel Orange Reg. 434]

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

Limitation of Handling

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Final rule.

SUMMARY: This regulation establishes the quantity of fresh California-Arizona navel oranges that may be shipped to market during the period March 10-16, 1978. Such action is needed to provide for orderly marketing of fresh navel oranges for this period due to the marketing situation confronting the orange industry.

EFFECTIVE DATE: March 10, 1978.

FOR FURTHER INFORMATION CONTACT:

Charles R. Brader, 202-447-6393.

SUPPLEMENTARY INFORMATION: *Findings.* 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 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 this marketing order, and upon other information, it is found that the limitation of handling of navel oranges, as hereafter provided, will tend to effectuate the declared policy of the act by tending to establish and maintain such orderly marketing conditions for such oranges as will provide, in the interests of producers and consumers, an orderly flow of the supply thereof to market throughout the normal marketing season to avoid unreasonable fluctuations in supplies and prices, and is not for the purpose of maintaining prices to farmers above the level which it is declared to be the policy of Congress to establish under the act.

The committee met on March 7, 1978, to consider supply and market conditions and other factors affecting the need for regulation and recommended a quantity of navel oranges deemed advisable to be handled during the specified week. The committee reports the demand for navel oranges is exhibiting substantial weakness in order business.

It is further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rulemaking and postpone the effective date until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 553), because of insufficient time between the date when information became available upon which this regulation is based and the effective date necessary to effectuate the declared policy of the act. Interested persons were given an opportunity to submit information and views on the regulation at an open meeting. It is necessary to effectuate the declared purposes of the act to make these regulatory provisions effective as specified, and handlers have been apprised of such provisions and the effective time.

§ 907.734 Navel Orange Regulation 434.

Order. (a) The quantities of navel oranges grown in Arizona and California which may be handled during the period March 10, 1978, through March 16, 1978, are established as follows:

(1) District 1: 962,000 cartons;

(2) District 2: 288,000 cartons;

(3) District 3: Unlimited movement.

(b) As used in this section, "handled", "District 1", "District 2", "District 3", and "carton" mean the same as defined in the marketing order.

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

Dated: March 8, 1978.

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

[FR Doc. 78-6430 Filed 3-8-78; 11:16 am]

[3410-02]

[Valencia Orange Reg. 578]

PART 908—VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Final rule.

SUMMARY: This regulation establishes the quantity of fresh California-Arizona Valencia oranges that may be shipped to market during the period March 10-16, 1978. Such action is needed to provide for orderly marketing of fresh Valencia oranges for this period due to the marketing situation confronting the orange industry.

EFFECTIVE DATE: March 10, 1978.

FOR FURTHER INFORMATION CONTACT:

Charles R. Brader, 202-447-6393.

SUPPLEMENTARY INFORMATION: *Findings.* Pursuant to the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Valencia Orange Administrative Committee, established under this marketing order, and upon other information, it is found that the limitation of handling of Valencia oranges, as hereafter provided, will tend to effectuate the declared policy of the act.

The committee met on March 7, 1978, to consider supply and market conditions and other factors affecting the need for regulation and recommended a quantity of Valencia oranges deemed advisable to be handled during the specified week. The committee reports the market for Valencia oranges has not been fully established.

It is further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rulemaking, and postpone the effective date until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 553), because of insufficient time between the date when information became available upon which this regulation is based and the effective date necessary to effectuate the declared policy of the act. Interested persons were given an opportunity to submit information and views on the regulation at an open meeting. It is necessary to effectuate the declared purposes of the act to make these regulatory provisions effective as specified, and handlers have been apprised of such provisions and the effective time.

§ 908.878 Valencia Orange Regulation 578.

Order. (a) The quantities of Valencia oranges grown in Arizona and California which may be handled during the period March 10, 1978, through March 16, 1978, are established as follows:

(1) District 1: Unlimited movement;

(2) District 2: Unlimited movement;

(3) District 3: 140,000 cartons.

(b) As used in this section, "handled", "District 1", "District 2", "District 3", and "carton" mean the same as defined in the marketing order.

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

Dated: March 8, 1978.

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

[FR Doc. 78-6439 Filed 3-8-78; 11:15 am]

[4910-13]

Title 14—Aeronautics and Space

CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 77-WE-17-AD; Amdt. 39-3149]

PART 39—AIRWORTHINESS DIRECTIVES

McDonnell Douglas Model DC-9 and C-9 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) which provides for inspections, repair and replacement of fuselage frame lower left hand and right hand fittings on certain McDonnell Douglas DC-9 airplanes. The AD is necessary to prevent a reduction in the strength of the fuselage structure below safe limits.

DATES: Effective date April 8, 1978. Initial compliance required within the next 3,400 hours time in service for airplanes with 12,000 hours or more time in service as of the effective date of this AD. For airplanes with less than 12,000 hours time in service as of the effective date of this AD, compliance required prior to accumulation of 15,400 hours time in service.

FOR FURTHER INFORMATION CONTACT:

Jerry J. Presba, Executive Secretary, Airworthiness Directives Review Board, Federal Aviation Administration, Western Region, P.O. Box 92007, Worldway Postal Center, Los Angeles, Calif. 90009, telephone: 213-536-6351.

SUPPLEMENTARY INFORMATION: A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring initial and repetitive inspections and repair or replacement, as necessary, of the lower section of the fuselage over wheelwell frame fittings on McDonnell Douglas Model DC-9 airplanes, was published in the FEDERAL REGISTER at 42 FR 35657. The proposal was prompted by reports of cracks in the lower section of frame fitting manufactured from 7075-T6 aluminum alloy on certain McDonnell Douglas DC-9 Series airplanes which, if allowed to go undetected, could result in significant reduction in the structural integrity of the fuselage structure.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all comments received in response to this notice.

Several commenters questioned the applicability of Service Bulletin 53-100, stating that it is not applicable to the type of failures which are subject to the NPRM. The FAA agrees with this comment. Reference to Service Bulletin 53-100, in the NPRM Supplementary Information, was intended only to advise the operators that corrective action relative to the "tab" cracks had previously been published. Specific compliance with Service Bulletin 53-100 is not required for the purposes of this AD. Reference to this service bulletin has been deleted from the final rule.

Several commenters questioned the availability of replacement frame fittings made from 7075-T73 material. The FAA has determined that, based on the manufacturer's delivery schedule submitted to date, sufficient replacement parts would be available to accomplish the AD as adopted.

The commenters also indicated that only the DC-9-40 series airplanes have experienced frame cracks, and therefore, the AD should apply only to the series -40 airplanes. The FAA dos not agree with this comment. As stated in the NPRM summary, cracked frame fittings have been found on both the series -30 and -40 airplanes. Since the same type design and material fittings are installed in other DC-9 series airplanes, and since the predominant failure mode is attributed to stress corrosion, misalignment failures notwithstanding, the FAA has determined that these failures could exist or develop in DC-9 airplanes other than the -30 and -40 series. The effectivity schedule in the AD as adopted includes the DC-9, -10, -20, -30, -40, -50 and C-9 series airplanes.

Commenters requested that only a one-time inspection be required for airplanes with 12,000 or more hours, stating that the cracks are reportedly caused by residual stresses and manufacturing preload which should be detected early in the parts life. The FAA does not agree with this recommendation since cracks have been reported on airplanes having up to 21,500 hours time in service, airplanes that would have a one time inspection prior to accumulating a total of the higher number of hours to failure would still be susceptible to cracking of the fitting. The AD as adopted requires repetitive inspections.

Since issuance of the NPRM, the FAA has determined that repairs may be made to the frame(s) when approved by the Chief, Aircraft Engineering Division, FAA Western Region. The AD contains this provision.

From information provided by the McDonnell Douglas Co. the FAA was advised that certain DC-9 Serial numbered airplanes, in addition to the serial numbers listed in the NPRM, were manufactured with the fuselage frame lower fittings of 7075-T6 aluminum alloy. The AD as adopted is additionally applicable to these serial numbered airplanes.

Based upon information furnished in the comments by interested parties, the FAA has determined that the initial and repetitive inspection compliance times of 1,900 and 3,800 flights hours as proposed in the notice, may be extended while insuring a level of safety commensurate with the intent of the Federal Aviation Regulations. The rule as adopted, therefore, provides for initial inspections at 3,400 hours time in service and subsequent repetitive inspections at 8,000 hours time in service.

DRAFTING INFORMATION

The principal authors of this document are Harry J. Irwin, Aircraft Engineering Division, and Richard G. Wittry, Office of the Regional Counsel.

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new airworthiness directive:

MCDONNELL DOUGLAS. Applies to Model DC-9 and C-9 series airplanes, certificated in all categories, which correspond to the factory serial numbers as listed below:

45695 through 45749; 45770 through 45799; 45825 through 45847; 45863 through 45876; 47000 through 47386; 47389 through 47397; 47399 through 47482; 47484 through 47514; 47516 through 47557; 47559 through 47764; 47769; 47771.

Compliance required as indicated.

To prevent possible failure of the overwheelwell fuselage frame(s) lower fittings manufactured with 7075-T6 aluminum alloy material, accomplish the following:

(a) For airplanes with 12,000 or more hours time in service on the effective date of this AD, which have not had new frames installed, within the next 3,400 hours time in service or 12 calendar months, whichever occurs earlier, and thereafter at intervals not to exceed 8000 hours time in service or 27 calendar months, whichever occurs earlier unless already instituted, comply with the applicable program or inspections and/or corrective actions in accordance with paragraphs (c), (d) and (e) below.

(b) For airplanes with less than 12,000 hours time in service as of the effective date of this AD, compliance is required in accordance with paragraphs (c), (d) and (e) below prior to the accumulation of 15,400 hours time in service or 50 calendar months, whichever occurs earlier, and thereafter at intervals not to exceed 8000 hours time in service or 27 calendar months, whichever occurs earlier, unless already instituted.

(c) Visually inspect for evidence of cracking, using optical inspection aids with a minimum of 2X magnification, the fore and aft webs, flanges and radii, in the following areas of the frame lower fitting, as shown in

sketch AD-1: 1. Outboard pocket; 2. Inboard pocket; 3. Upper "U" shaped pocket.

(d) If no cracks are found: 1. Clean and spray the pocket and adjacent areas of the frame fitting with corrosion inhibiting compound, per DAC, SRM, Chapter 51-10-3, and perform repetitive inspections and corrosion inhibiting treatment at intervals not to exceed 8,000 hours time in service or 27 calendar months, whichever occurs earlier; or 2. Replace with new part(s) per paragraph e.2 or e.3 and comply with the applicable program of repetitive inspections and/or corrective actions per this AD.

(e) If cracks are found, before further flight: 1. Repair per a method approved by the Chief, Aircraft Engineering Division, FAA Western Region, and refer to sketch AD-1 for identification of crack location for submittal of proposed repair schemes; or 2. Replace with a new part(s) of the same design made from 7075-T6 aluminum alloy material; or 3. Replace with a new part(s) of the same design made from 7075-T73 aluminum alloy material.

(f) The requirements per this AD may be terminated for that frame(s) only, when both the right and left hand fittings, made from 7075-T73 heat treat material, have been installed.

If new parts have been installed per e.2, for the stations specified, the requirements of this AD may be discontinued for that part(s) only, until the new part(s) has accumulated 15,400 hours time in service or within 50 calendar months after the part(s) has been replaced, whichever occurs earlier, at which time reinstate the program of repetitive inspections and/or corrective action per this AD.

NOTE.— The following information is offered as an aid to those affected by this AD in identifying the frame material at time of airplane delivery.

FRAME STATION APPLICABILITY

Fuselage Frame Stations

DC-9 (Series)	(A)	(B)	(A)
-10, -20	Sta. 585	Sta. 604	Sta. 623
-30	Sta. 699	Sta. 718	Sta. 737
-40	Sta. 737	Sta. 756	Sta. 775
-50	Sta. 794	Sta. 813	Sta. 832

The following serial numbered airplanes have factory production installed 7075-T6 aluminum alloy material frame fittings at fuselage frame station locations indicated under columns (A), above: 45695 thru 45749, 45770 thru 45799, 45825 thru 45847, 45863 thru 45876, 47000 thru 47386, 47389 thru 47397, 47399 thru 47482, 47484 thru 47514, 47516 thru 47557, 47559 thru 47764, 47769, and 47771.

The following serial numbered airplanes have factory production installed 7075-T6 aluminum alloy material frame fittings at fuselage frame station locations indicated under column (B) above: 45695 thru 45749, 45770 thru 45799, 45825 thru 45847, 45863 thru 45876, 47000 thru 47386, 47389 thru 47396, 47399 thru 47427, 47429 thru 47451, 47453 thru 47457, 47459, 47462, 47464 thru 47466, 47468 thru 47470, 47472 thru 47474, 47476 thru 47482, 47487 thru 47494, 47497 thru 47503, 47514, 47517 thru 47519, 47522 and 47523, 47526 thru 47530, 47535, 47547, and 47550.

IDENTIFICATION OF T-6 FITTINGS

DC-9-(series)	Sta.	P/N	Sta.	P/N	Sta.	P/N
-10	585	9958206-1	604	9911538-503	623	9958208-501
-20	585	9919617-1	604	9919618-1	623	9919619-1
-30	699	9919617-1	718	9919618-1	737	9919619-1
-40	737	9923409-1	756	9923436-1	775	9919619-501
-50	794	9923409-1	813	9923436-1	832	9919619-501

This amendment becomes effective April 8, 1978.

[Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c)), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.89.]

NOTE—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Los Angeles, California on February 23, 1978.

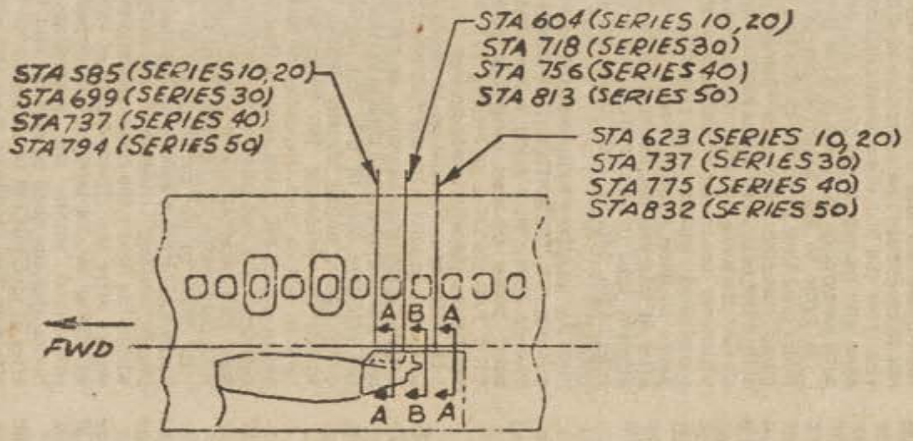
HERMAN C. BLISS,
Acting Director,
FAA Western Region.

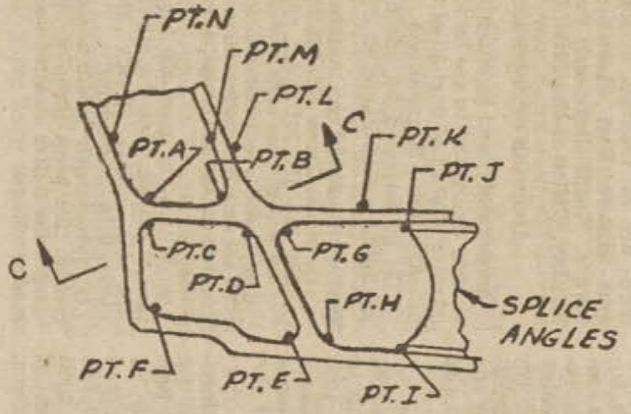
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DC-9

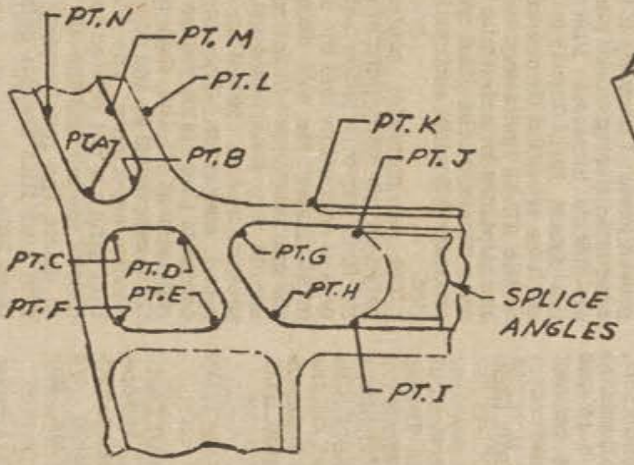
1. INSPECT AREAS NOTED BOTH FWD AND AFT SIDE OF FRAMES.

2. USE IDENTIFICATION POINTS WHEN REPORTING LOCATION OF CRACKS

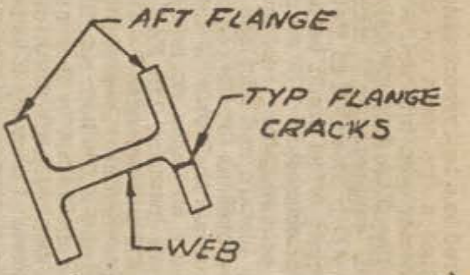




SECTION A-A



SECTION B-B



SECTION C-C

SKETCH AD-1
INSPECTION AREAS

[FR Doc. 78-5996 Filed 3-8-78; 8:45 am]

[4910-13]

[Docket No. 17065; Amdt. 39-3154]

PART 39—AIRWORTHINESS DIRECTIVES

British Aircraft Corp. BAC 1-11 200 and 400 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that would require the installation of placards, repetitive inspections of the fuel boost pump electrical connectors, and replacement of defective parts, as necessary, on certain BAC 1-11 200 and 400 series airplanes to prevent failures in the electrical connectors.

DATE: Effective March 23, 1978. Compliance required as indicated.

ADDRESS: The applicable service bulletin may be obtained from: British Aircraft Corp., Inc., 13850 McLearen Road, Herndon, Va. 22070, Telephone 703-435-9100. A copy of the applicable service bulletin is contained in the Rules Docket, room 916, 800 Independence Avenue SW., Washington, D.C. 20591.

FOR FURTHER INFORMATION CONTACT:

D. C. Jacobsen, Chief, Aircraft Certification Staff, AEU-100, Europe, Africa, and Middle East Region, Federal Aviation Administration, c/o American Embassy, Brussels, Belgium, telephone 513.38.30.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring the installation of placards, repetitive inspections of the fuel boost pump electrical connectors, and replacement of defective parts, as necessary, on certain BAC 1-11 200 and 400 series airplanes, was published in the FEDERAL REGISTER at 42 FR 39399.

The proposal was prompted by reports of arcing within the electrical connector of the fuel boost pump to its flooded housing within the fuel tank on certain British Aircraft Corp. BAC 1-11 200 and 400 series airplanes that could result in destruction of the connector.

Interested persons have been afforded an opportunity to participate in the making of the amendment. Two persons submitted comments, one of which concurred with the proposed AD. The other commentator did not object to the AD but disagreed with the statement that deterioration of the connector could lead to fuel fires. He referred to a test report which concluded that a fire could not start in the connector even with deliberate attempts. The FAA does not take issue with the commentator's statement, and the AD is amended to state that the ultimate effect could be destruction of the connector.

The commentator recommended that the placard and Airplane Flight Manual provisions for the center tank should contain the words "if installed" since many airplanes do not have a center tank installed. The FAA agrees and the AD is so amended.

The commentator contended that the 6,000 and 10,000 hour repetitive inspections should not be firm numbers since British Aircraft Corp. may approve increased intervals if inspections conducted during boost pump removals justify increases. The FAA does not agree. Firm inspection intervals must be specified throughout the life of the AD as limitations under which the airplanes may continue to be operated. However, the FAA will increase the intervals when such action is justified.

The commentator contended that based on his inspections of connectors he finds no correlation between failures of connectors and the use of thick or thin nuts. He also disagrees with the manufacturer's indication that the use of thin nuts could cause an improper mating condition with the pump connector. The commentator contends there is no reason to require replacement of the thin nut with a thick nut. Based on the commentator's service experience, the FAA agrees that safety is not related to the thickness of the nut and the AD is changed to delete the requirement to replace thin nuts that are not defective with thick nuts.

The principal authors of this document are M. Gaydos, Europe, Africa, and Middle East Region, E. Newberger, Flight Standards Service, and K. May, Office of the Chief Counsel.

ADOPTION OF AMENDMENT

Accordingly, and pursuant to the authority delegated to me by the Administrator, § 39.13 of part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new Airworthiness Directive.

BRITISH AIRCRAFT CORP. Applies to BAC 1-11, Model/Types 203/AE, 204/AF, 212/AR, 215/AU, 201/Z/AC, 401/AK, 410/AQ, 419/EP, and 412A/EB airplanes.

Compliance is required as indicated.

To prevent destruction of the fuel boost pump electrical connector accomplish the following:

(a) Within the next 300 hours airplane time in service after the effective date of this AD, unless already accomplished, comply with the following:

(1) Permanently install a placard at all cockpit fuel boost pump circuit breakers, using white letters on a red background, to read as follows:

DO NOT RESET IN FLIGHT

(2) Insert in the limitations section of the Airplane Flight Manual the statement: "Do not reset fuel boost pump circuit breakers until the affected boost pump electrical connector has been inspected in accordance with paragraph 2.3.7 of BAC Alert Service Bulletin 28-A-PM 5220, Issue 4, dated October 22, 1975, or an FAA-approved equivalent."

(3) On airplanes equipped with a center fuel tank, permanently, install a placard in the cockpit next to the center fuel tank transfer pumps, using white letters on a red background, to read as follows:

TURN TRANSFER PUMP OFF WHEN L.P. LIGHT ILLUMINATES

(4) For airplanes equipped with a center fuel tank, insert in the limitations section of the Airplane Flight Manual the statement: "Turn center tank fuel transfer pumps "off" when the L.P. light illuminates".

(b) For airplanes equipped with fuel boost pump and housing TRW P/N 249000-6 or Plessey P/N 570-8-21225 (which includes boost pump housing connector assembly TRW P/N 209237-1 or Plessey P/N 570-1-21227), comply with the following:

(1) Prior to accumulation of 6,000 hours total time in service on the fuel boost pump housing connector assembly, or within the next 100 hours airplane time in service after the effective date of this AD, whichever occurs later, unless already accomplished within the preceding 100 hours airplane time in service, and thereafter at intervals not to exceed 200 hours airplane time in service from the last inspection, until compliance with paragraph (g) of this AD, comply with paragraphs (d), (e), and (f) of this AD.

(2) Prior to the accumulation of 6,000 hours total time in service on the fuel boost pump housing connector assembly, or within the next 1,500 hours airplane time in service after the effective date of this AD, whichever occurs later, unless already accomplished within the preceding 1,500 hours airplane time in service, and thereafter at intervals not to exceed 6,000 hours airplane time in service from the previous compliance, comply with paragraph (g) of this AD.

(c) For airplanes equipped with fuel boost pump and housing, TRW P/N 249000-7 or Plessey P/N 570-8-23456 (which includes boost pump housing connector assembly TRW P/N 209237-1 or Plessey P/N 570-1-21227), comply with the following:

(1) Prior to accumulation of 10,000 hours total time in service on the fuel boost pump housing connector assembly, or within the next 100 hours airplane time in service after the effective date of this AD, whichever occurs later, unless already accomplished within the preceding 100 hours airplane time in service, and thereafter at intervals not to exceed 200 hours airplane time in service from the last inspection, until compliance with paragraph (g) of this AD, comply with paragraphs (d), (e), and (f) of this AD.

(2) Prior to the accumulation of 10,000 hours total time in service on the fuel boost pump housing connector assembly, or within the next 1,500 hours airplane time in service after the effective date of this AD, whichever occurs later, unless already accomplished within the preceding 1,500 hours airplane time in service, and thereafter at intervals not to exceed 10,000 hours airplane time in service from the previous compliance, comply with paragraph (g) of this AD.

(d) Visually inspect all fuel boost pumps on the airplane by operating them for 10 minutes and inspecting for signs of fuel leakage at the fuel pump conduit drains in accordance with paragraph 2.3.3 of BAC Alert Service Bulletin 28-A-PM 5220, Issue 4, dated October 22, 1975, (hereinafter referred to as BAC ASB), or an FAA-approved equivalent.

(e) If, during any inspection required by this AD, fuel leakage is detected, identify the pump causing the leak and visually inspect its housing connector assembly, TRW P/N 209237-1 or Plessey P/N 570-1-21227, within the boost pump housing, and its associated fuel boost pump electrical connector for evidence of arcing, overheating, or deterioration of the 'O' ring in accordance with paragraph 2.3.7 of BAC ASB, or an FAA-approved equivalent.

(f) Where evidence of arcing, overheating, or deterioration of the 'O' ring seal is found in either the boost pump housing or the electrical connector as a result of an inspection required by this AD, replace the affected parts with serviceable parts before further flight, except that the airplane may be flown in accordance with FAR §§ 21.197 and 21.199 to a base where the work can be performed, provided that the affected pumps are isolated by pulling and clipping the affected pump circuit breaker and placarding the affected pump On-Off switch in the cockpit third crewman's panel with the word, Inoperative.

(g) Disassemble the electrical connector assembly, perform the inspections, and replace the appropriate parts in accordance with paragraphs 2.3.10, 2.3.11, except for the replacement of "thin" nuts with "full" nuts, and 2.3.12 of BAC ASB, or an FAA-approved equivalent.

(h) Upon the request of an operator, the Chief, Aircraft Certification Staff, FAA, Europe, Africa, and Middle East Region, c/o American Embassy, APO New York 09667, may approve alternate repetitive inspection intervals and inspection procedures to facilitate continued operations by the operator, if data substantiating such action are submitted by the operator.

This amendment becomes effective March 23, 1978.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended, (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); 14 CFR 11.89.)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Washington, D.C., on February 24, 1978.

J. A. FERRARESE,
Acting Director,
Flight Standards Service.

[FR Doc. 78-5997 Filed 3-8-78; 8:45 am]

[4910-13]

[Docket No. 78-SO-04; Amdt. 39-3151]

PART 39—AIRWORTHINESS DIRECTIVES

Goodyear BTC-39 Flexible Fuel Cells (TSO C80)

AGENCY: Federal Aviation Administration (FAA)-DOT.

ACTION: Final rule.

SUMMARY: This amendment adds a new Airworthiness Directive (A.D.) applicable to certain aircraft listed herein which incorporate Goodyear BTC-39 series type construction flexible fuel cells. This A.D. requires identification of the type cells installed, and inspection and tests of BTC-39 series type cell which are susceptible to deterioration and leakage, and replacement as necessary. This action is necessary to preclude fuel leaks and flight safety hazards to these aircraft. Numerous reports of such leaks have been received.

DATES: Effective March 17, 1978. Compliance schedule—as prescribed in the body of the A.D.

ADDRESSES: The applicable service instructions may be obtained from the companies listed below. A copy of each of these instructions is contained in the A.D. Rules Docket and may be examined in Room 264, Federal Aviation Administration, Southern Region, 3400 Whipple Street, East Point, Ga. 30344.

Beech Aircraft Corp., P.O. Box 85, Wichita, Kans. 67201;
Cessna Aircraft Co., Marketing Division, Wichita, Kans. 67201;
Israel Aircraft Industries International, Inc., 2020 So. Nicklaus, Oklahoma City, Okla. 73128;
Piper Aircraft Corp., 820 East Bald Eagle Street, Lock Haven, Pa. 17745;
Rockwell International, General Aviation Division, 5001 North Rockwell Avenue, Bethany, Okla. 73008.

FOR FURTHER INFORMATION CONTACT:

W. S. Thomas, Engineering and Manufacturing Branch, Flight Standards Division, Federal Aviation Administration, 3400 Whipple Street, East Point, Ga. 30344, telephone 404-763-7435.

SUPPLEMENTARY INFORMATION: Goodyear Aerospace Corp. flexible fuel cells, construction type BTC-39, manufactured between 1961 and 1971 have been found to be susceptible to aging, deterioration and damage during handling, thus resulting in fuel seeping and leaking after some period following installation in aircraft. Also, certain stored cells of the BTC-39 series construction intended as replacements have been found to be in unsatisfactory condition for installation.

Since this condition is likely to exist or develop in other aircraft using these cells, a situation exists that requires immediate adoption of this regulation. It is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

DRAFTING INFORMATION

The principal authors of this amendment are W. S. Thomas, Flight Standards Division, and Keith May, Office of the Regional Counsel.

ADOPTION OF THE AMENDMENT

Accordingly, and pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new Airworthiness Directive:

GOODYEAR AEROSPACE CORP. Applies to Goodyear flexible fuel cells construction type BTC-39 series, installed on, but not necessarily limited to, the following aircraft models, all series:
Beech—18, 35-33, 35, 36, 45, 50, 95-55, 56TC, 58, 60, 65, 65-80, 65-88, 65-90, 70, 95, 99, 100 (except B100 and C100);
Cessna—180, 182, 185, 188 with wing tanks, 205, 206, 207, 210, 310, 320, 340, 401, 402, 411, 414, 421;
Israel Aircraft (including Aero Commander/Rockwell International) 1121 and 1123;
Piper—PA-25 and PA-31;
Rockwell International General Aviation Division—All models prefixed by 500, 560, 680, 681, 685, 690 and 720.

Compliance is required, as indicated, unless already accomplished.

To prevent a hazard to the airplane due to fuel cell leakage caused by deterioration of the cell or cell nipples, accomplish the following:

(a) Within the next 25 hours time in service after the effective date of this A. D., or within the next 30 calendar days after the effective date of this A. D., whichever occurs first, check aircraft records and manufacturer's instructions. If aircraft records or manufacturer's service data confirm that no Goodyear construction BTC-39 series cells are installed, no further action is required, except entry in the aircraft maintenance records that this check has been accomplished.

If any or all fuel cells installed are of the Goodyear BTC-39 construction series or are of unknown manufacturer or construction, conduct the checks, test and inspection specified in (b) and (c).

NOTE.—Information to assist in identifying BTC-39 fuel cells, and applicable aircraft serialization, may be found in the following service instructions, or later approved revisions:
Beech Service Instruction No. 0632-280, Rev. 1;
Cessna Single Engine Service Letter SE78-10;
Cessna Multi-Engine Service Letter ME78-7;
Israel Aircraft Service Bulletins CJ-17 for Model 1121, and WW-20 for Model 1123;

Piper Service Bulletin No. 591; and
Rockwell General Aviation Division Service Bulletin No. 165.

(b) Within the next 25 hours time in service after the effective date of this A. D., or within the next 30 calendar days after the effective date of this A. D., whichever occurs first, fill the fuel tanks and perform a visual check of the exterior of the aircraft wings and/or fuselage for signs of fuel leakage. Fuel wetness or color dye stains may be noted, especially in the vicinity of vents and compartment drains. Fuel stains due to overfill are not considered leakage. The visual check required by this paragraph may be performed by the pilot. Notation in the aircraft records is required by FAR 43.9.

(1) If signs of fuel leakage are observed, determine the leakage source.

(2) If leakage source is other than fuel cells or fuel cell nipples, correct in accordance with aircraft manufacturer's instructions prior to further flight.

(3) If leakage is from fuel cell or nipples, proceed with the inspection required in (c)(8) prior to further flight.

(c) Within the next 100 hours time in service after the effective date of this A. D. or within the next 180 calendar days after the effective date of this A. D., whichever occurs first, determine whether the vent nipples and fuel cell material, including the material end fittings, above the normal fuel level are intact and secure by accomplishing the fuel system integrity test and inspection as required in accordance with the applicable manufacturer's service information listed in (a) above, or as prescribed below:

(1) Position the airplane in an area of stable temperature, free from radiant heat and strong air currents, with the aircraft in approximately normal ground attitude, wings level. Install an adapter with a standpipe on the tank filler neck and another adapter and standpipe on the tank vent exit tube. The open ends of the two standpipes should terminate at approximately the same level, 12 to 14 inches above the highest part of the tank. The tank selector should be OFF.

NOTE.—Some aircraft incorporate a vent system that interconnects the vent outlets of two or more tanks. Since fuel or air may flow through the interconnects from one tank to another, this characteristic must be considered in conducting the integrity test for leakage. On such aircraft it will be acceptable to conduct the integrity pressure test simultaneously on the interconnected tanks instead of on each tank individually.

CAUTION.—Observe appropriate safety measures for handling fuel, fuel systems and fueled aircraft.

(2) Fill tank and standpipe and inspect for evidence of fuel leakage. Allow one or two minutes for the fuel level to stabilize.

CAUTION: Do not overpressurize tank as structural damage might occur. The 12-inch standpipe pressure specified will not exceed allowable limits for tank/fuel system pressure.

Maintain the standpipe fuel level for not less than 15 minutes after fuel level stabilization occurs, unless fuel leakage is observed sooner. Fuel tank or system leakage may also be revealed by a reduction in the height of fuel in the standpipe.

(3) If the standpipe fuel level remains stabilized for 15 minutes, and if there is no evidence of fuel leakage, the test may be discontinued for that tank.

(4) Repeat the test of (c)(1) and (c)(2) for each tank that incorporates a cell of BTC-39 or a tank cell of unknown type construction.

(5) If no leaks are observed, the test may be terminated. The fuel system should be returned to normal flight configuration, and the aircraft may be returned to service. Make notation in the aircraft records in accordance with FAR 91.

(6) If there is evidence of fuel leakage, determine the source of the leak.

(7) Repair fuel system leaks, other than fuel cell or nipple leaks, in accordance with the appropriate aircraft manufacturer's instructions.

(8) If evidence of fuel cell or nipple leakage is observed, conduct the following inspection of each cell and all nipples for the source of the leak.

(i) Drain fuel tanks and remove access covers or plates.

(ii) After thorough purging of the tank interiors to remove fuel vapors, use explosion-proof light and mirror and visually inspect the interior and exterior (where accessible) of each cell suspected of leakage for cracking, peeling or other signs of deterioration.

(iii) Inspect the tank retaining fasteners and determine that they are properly positioned and fastened.

(iv) Inspect vent, drain and all nipples. These may be inspected by the fingernail test to give an indication of the condition of the nipple. The fingernail test consists of using the fingernail to attempt to scrape the compound off the nipple fitting. If the compound has not degraded, the fingernail will glide across the surface without damage to the compound. If an unsatisfactory condition exists, the fingernail will tend to dig into the compound. The deteriorated compound will have a consistency of either art gum or chewing gum.

(v) Remove any fuel cell found leaking or with deteriorated nipples. BTC-39 series type cells which have been removed are not repairable, and must not be installed as a serviceable cell in an aircraft. Other type cell construction may be repaired in accordance with the applicable manufacturer's instructions by a person authorized in FAR Part 43.

(vi) Install serviceable fuel cells, reconnect fuel cell and fuel system, and access covers, and functionally pressure check fuel system in accordance with aircraft manufacturer's service data or item (c).

(d) Repeat the integrity pressure test and inspection required in (c) at intervals not to exceed 12 months until all BTC-39 type construction fuel cells or cells of unknown construction have been replaced.

(e) An equivalent means of compliance with this A. D. is to comply with the aircraft manufacturer's instructions listed in (a): *Provided*, That the visual check is accomplished at the compliance time required in (b) and that the inspection and tests are conducted at the intervals specified by (c) and (d). Any other method must be approved by the Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, Southern Region.

This amendment becomes effective March 17, 1978.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); 14 CFR 11.89.)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in East Point, Ga., February 24, 1978.

GEORGE R. LA CAILLE,
Acting Director,
Southern Region.

[FR Doc. 78-6111 Filed 3-8-78; 8:45 am]

[4910-13]

[Docket No. 77-NW-28-AD; Amdt. 39-3155]

PART 39—AIRWORTHINESS DIRECTIVES

Boeing Model 747 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new Airworthiness Directive (AD) to require inspections of the emergency escape slide cool gas generator system. The AD requires removal from service of cool gas generator propellant cartridges which may be defective and explode on actuation of the emergency escape slide system. One cartridge exploded during a test actuation, giving rise to investigation which led to this AD.

DATE: Effective date April 14, 1978. Compliance times: As prescribed in the body of the AD.

ADDRESS: Federal Aviation Administration, Northwest Region, Engineering and Manufacturing Branch, 9010 East Marginal Way South, Seattle, Wash. 98108.

Boeing service bulletin(s) specified in this directive may be obtained upon request to Boeing Commercial Airplane Co., P.O. Box 3707, Seattle, Wash. 98124. Rocket Research service bulletin(s) specified in this directive may be obtained upon request to Rocket Research Co., York Center, Redmond, Wash. 98052. These documents may also be examined at FAA, Northwest Region, 9010 East Marginal Way South, Seattle, Wash. 98108.

FOR FURTHER INFORMATION CONTACT:

Joseph M. Starkel, Airframe Section, ANW-212, Engineering and Manufacturing Branch, FAA, Northwest Region, 9010 East Marginal Way South, Seattle, Wash. 98108, telephone 206-767-2516.

SUPPLEMENTARY INFORMATION: A Notice of Proposed Rulemaking (NPRM) (42 FR 62398) was published on December 12, 1977, proposing that a new airworthiness directive be issued to require inspections of the emergency escape slide cool gas generator

system. An extention of time for comments was published in 43 FR 3918 on January 30, 1978. Propellant cartridges installed in cool gas generators may be swollen or otherwise defective and may explode on actuation of the emergency escape slide system.

Several comments were received indicating that due to the lack of available spare cartridges, a March 1, 1978, compliance date for the initial inspection is impractical. The FAA agrees and the compliance date is changed to May 1, 1978.

Several airlines stated that inspection of cartridges assembled in gas generators is unnecessary since generators are stored in a controlled environment. One commentator recommended inspection of the cartridge prior to installation in the generator only. Since swelling of the cartridge is due to chemical phase transitions at extreme temperatures, the FAA has added a requirement for proper storage of all cartridges and generators prior to installation on an airplane. In addition, the 180-day inspection requirement for the cartridge is changed to require inspection prior to installation in the generator rather than installation on an airplane.

Several commentators suggested that an annual inspection of the cartridges would be far more appropriate and easier to accommodate rather than a repetitive inspection based on flight hours. The FAA agrees and the AD so notes.

One commentator stated that because industry programs, designed to establish cool gas generator inspection periods and cartridge life limits, shall be completed by February 1, 1979, there is no need for a yearly inspection or a 3-year cartridge life limit at this time. Another commentator indicated that a one-time inspection of the cartridge within 18 months should be required rather than the proposed repetitive inspections. The appropriate repetitive interval could best be determined after the industry test program was completed. The FAA does not agree. The AD will be reviewed at the completion of the test program and any necessary revisions to this AD will be made at that time.

Drafting Information

The principal authors of this document are Joseph M. Starkel, Engineering and Manufacturing Branch, FAA Northwest Region, and Richard Salwen, Acting Regional Counsel, Northwest Region.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new Airworthiness Directive:

BOEING: Applies to all Boeing 747 airplanes which incorporate cool gas generators in their emergency escape slide systems. Accomplish the following:

A. Unless already accomplished, conduct an initial inspection of each cool gas generator propellant cartridge installed on an airplane in accordance with paragraph E prior to accumulation of 6,000 flight hours or 4 years time installed on an airplane, whichever is sooner. For those cartridges which have accumulated, or will have accumulated before May 1, 1978, more than 6,000 flight hours or 4 years time installed on an airplane, compliance may be delayed but must be accomplished by May 1, 1978.

B. After May 1, 1978, inspect all cool gas generator propellant cartridges installed on airplanes (regardless of flight hours or date installed) in accordance with paragraph E at intervals not to exceed 1 year.

C. After the effective date of this AD, all cartridges, prior to installation in a cool gas generator, must be inspected per paragraph E if 180 days have elapsed since the last inspection. Also, after the effective date of this AD, all cartridges, regardless of time elapsed since the last inspection, must be inspected per paragraph E prior to installation in a cool gas generator unless it can be shown that the cartridges have been stored within the termperature limits of +10° F. to +90° F.

D. After the effective date of this AD and prior to installation of a cool gas generator on an airplane, inspect each cartridge installed in the generator per paragraph E unless it can be shown that the generator has been stored within the temperature limits of +10° F. and +90° F.

E. Inspect in accordance with the inspection procedures of Section III of Boeing Service Bulletin 747-25-2373. Cartridges exceeding the limits of Rocket Research Co. (RRC) Service Bulletin 25-015 (RRC SB 0016) dated August 5, 1977, or later FAA approved revisions, are to be removed from service.

F. After May 1, 1979, remove from service all cartridges upon accumulation of 3 years time installed on an airplane.

The manufacturer's specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to U.S.C. 552(a)(1).

All persons affected by this directive who have not already received these documents from the manufacturer, may obtain copies upon request to Boeing Commercial Airplane Co., P.O. Box 3707, Seattle, Wash. 98124, and Rocket Research Co., York Center, Redmond, Wash. 98052. These documents may also be examined at FAA Northwest Region, 9010 East Marginal Way South, Seattle, Wash. 98108.

This amendment becomes effective April 14, 1978.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958, as amended U.S.C. 1354(a), 1421, 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c); and 14 CFR 11.89).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Seattle, Wash., on March 1, 1978.

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

C. B. WALK, Jr.,
Director, Northwest Region.

[FR Doc. 78-6112 Filed 3-8-78; 8:45 am]

[4910-13]

[Docket No. 72-CE-28-AD; Amdt. 39-3152]

PART 39—AIRWORTHINESS DIRECTIVES

Beech Models 65, A65, A65-8200, 70, 65-80, 65-A80, 65-A80-8000, 65-88 and 65-B80 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule (revision).

SUMMARY: This amendment revises Airworthiness Directive (AD) 72-18-8 by deleting paragraph E which requires repetitive inspections of the fuel and oil system components in the engine compartment on Beech Models 65, A65, A65-8200, 70, 65-80, 65-A80, 65-A80-8000, 65-88 and 65-B88 airplanes. This action is being taken because the inspections required by paragraph E have now been incorporated in the more encompassing AD 77-25-01 published in the FEDERAL REGISTER on December 8, 1977.

DATES: Effective date. March 13, 1978.

FOR FURTHER INFORMATION CONTACT:

Donald L. Page, Engineering and Manufacturing Branch, FAA, Central Region, 601 East 12th Street, Kansas City, Mo. 64106, telephone 816-374-3446.

SUPPLEMENTARY INFORMATION: When drafting AD 77-25-01 (42 FR 61993), it was determined that the inspections required by paragraph E of AD 72-18-8 (37 FR 18030, 18031) could be more conveniently accomplished concurrent with the other inspection required by AD 77-25-01. Accordingly, it was decided to incorporate these inspections in the new AD and to delete them from AD 72-18-8. This action is being taken to accomplish that deletion. Since this amendment is relieving in nature, and is in the public interest, notice and public procedure hereon are impractical and good cause exists for making the amendment effective in less than 30 days.

Drafting Information

The principal authors of this document are: Donald L. Page, Flight Standards Division, Central Region, and John L. Fitzgerald, Jr., Office of the Regional Counsel, Central Region.

ADOPTION OF THE AMENDMENT

Accordingly, and pursuant to the authority delegated to me by the Administrator, § 39.13 of the Federal Aviation Regulations (14 CFR 39.13) is amended, by amending AD 72-18-8 (Amendment 39-1513) as follows:

(1) Delete paragraph E including the note therein in its entirety.

(2) Delete reference to paragraph E in paragraph F.

This amendment becomes effective on March 13, 1978.

(Secs. 313(a), 601 and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and § 11.89 of the Federal Aviation Regulations (14 CFR 11.89).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an economic impact statement under Executive Order 11821 as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Kansas City, Mo., on February 24, 1978.

JOHN E. SHAW,
Acting Director, Central Region.

[FR Doc. 78-5995 Filed 3-8-78; 8:45 am]

[4910-13]

[Airspace Docket No. 78-NE-2]

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

Alteration of the Brunswick, Maine, Control Zone

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment changes the description of the Brunswick, Maine, Control Zone. This action is required because the TACAN at Brunswick Naval Air Station has been collocated with the VOR. There is no signifjcant change in the size of the control zone.

EFFECTIVE DATE: May 18, 1978.

FOR FURTHER INFORMATION CONTACT:

Richard G. Carlson, Operations Procedures and Airspace Branch, ANE-536, Air Traffic Division, Federal Avaiation Administration, 12 New England Executive Park, Burlington, Mass. 01803, telephone 617-273-7285.

SUPPLEMENTARY INFORMATION: The TACAN at the Brunswick Naval Air Station, Brunswick, Maine, was recently re-located to the VOR site at the Naval Air Station. Following restoration to service after flight check, this facility will be classified and referred to as the NAS Brunswick VORTAC Navigational Aid. The purpose of this amendment is to revise the description of the Brunswick Naval Control Zone in Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by deleting reference to the Brunswick TACAN and substituting the NAS Brunswick VORTAC. In addition, this change necessitates minor re-adjustments to the control zone. These changes, which are either editorial in nature or which will result in no significant change to the size of the control zone, will impose no additional burden on any person and thus notice or public procedure hereon are unnecessary.

DRAFTING INFORMATION

The principal authors of this document are Richard G. Carlson, Air Traffic Division, New England Region, and George L. Thompson, Associate Regional Counsel, New England Region.

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me by the Administrator, Subpart F of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) is amended, effective 0901 g.m.t., May 18, 1978, by revising the description of the Brunswick, Maine, Control Zone to read as follows:

SECTION 71.171—BRUNSWICK, MAINE CONTROL ZONE

"Within a 5-mile radius of NAS Brunswick (latitude 43°53'35" N., longitude 69°56'20") within 2 miles each side of the NAS Brunswick VORTAC 167° radial, extending from the five-mile radius zone to 8 miles south of the VORTAC within 2 miles each side of the NAS Brunswick VORTAC 025° radial, extending from the 5-mile radius zone to 8 miles north east of the VORTAC."

(Sec. 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348(a)) and of sec. 6 (c) of the Department of Transportation Act (49 U.S.C. 1655(c)).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Burlington, Mass., on February 27, 1978.

J. STIGLIN,
Acting Director,
New England Region.

[FR Doc. 78-5991 Filed 3-8-78; 8:45 am]

[4910-13]

[Airspace Docket No. 77-CE-27]

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

Alteration of Transition Area—Columbia, Mo.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The nature of this federal action is to alter the 700-foot transition area at Columbia, Mo., to provide additional controlled airspace for aircraft executing a new instrument procedure to the E. W. Cotton Woods Memorial Airport, Columbia, Mo., which is based on the Hallsville, Mo., VORTAC.

EFFECTIVE DATE: May 18, 1978.

FOR FURTHER INFORMATION CONTACT:

Dwaine E. Hiland, Airspace Specialist, Operations, Procedures and Airspace Branch, Air Traffic Division, ACE-537, FAA, Central Region, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106, telephone 816-374-3408.

SUPPLEMENTARY INFORMATION: A new instrument approach procedure to the E. W. Cotton Woods Memorial Airport, Columbia, Mo., has been established based on the Hallsville, Mo. VORTAC, a navigational aid. The establishment of a new instrument approach procedure based on the navigational aid entails the alteration of the transitional area at Columbia, Mo., at and above 700 feet above the ground (AGL) within which aircraft are provided air traffic control service. The intended effect of this action is to insure additional adequate controlled airspace for aircraft executing this new instrument approach procedure.

DRAFTING INFORMATION

The principal authors of this document are Dwaine E. Hiland, Operations, Procedures and Airspace Branch, Air Traffic Division and John L. Fitzgerald, Jr., Office of the Regional Counsel.

DISCUSSION OF COMMENTS

On page 63181 of the FEDERAL REGISTER dated December 15, 1977, the Federal Aviation Administration published a notice of proposed rulemaking which would amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the transition area at Columbia, Mo. Interested persons were invited to participate in this rulemaking proceeding by submitting written

comments on the proposal to the FAA. No objections were received as a result of the Notice of Proposed Rule Making.

Accordingly, Subpart G, §71.181, of the Federal Aviation Regulations (14 CFR 71.181) as republished on January 3, 1978 (43 FR 440), is amended, effective 0901 G.m.t. May 18, 1978, by altering the following transition area:

COLUMBIA, MO.

That airspace extending upward from 700 feet above the surface and within a 5 mile radius of the E. W. Cotton Woods Memorial Airport (latitude 39°17'15" N., longitude 092°17'45" W.); within 1½ miles each side of the Hallsville, Mo., VORTAC 224° radial extending from the 5 mile radius area to the Hallsville, Mo., VORTAC; and within an 8½ mile radius of columbia Regional Airport (latitude 38°48'49" N., longitude 092°13'12" W.); within 2½ miles each side of the Hallsville, Mo., VORTAC 193° radial extending from the 8½ mile radius area to 10 miles south of the VORTAC; excluding the portion which overlies the Jefferson City, Mo., 700 foot floor transition area.

(Sec. 307(a), Federal Aviation Act of 1958 as amended (49 U.S.C. 1348); sec. 6(c), Department of Transportation (49 U.S.C. 1655(c)); sec. 11.69 of the Federal Aviation Regulations (14 CFR 11.69).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Kansas City, Mo., on February 28, 1978.

C. R. MELUGIN, Jr.,
Director, Central Region.

[FR Doc. 78-5992 Filed 3-8-78; 8:45 am]

[4910-13]

[Airspace Docket No. 77-CE-17]

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

Alteration of Transition Area—Grandview, Mo.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Correction of final rule.

SUMMARY: This action corrects a rule issued on January 26, 1978, and appearing in FR Doc. 78-2116 on page 3551 in the issue of Thursday, January 26, 1978 (77-CE-17). The legal description of the Grandview, Mo. transition area included in the rule contains unnecessary language and therefore must be corrected.

EFFECTIVE DATE: March 23, 1978.

FOR FURTHER INFORMATION CONTACT:

Dwaine E. Hiland, Airspace Specialist, Operations, Procedures and Airspace Branch, Air Traffic Division, ACE-537, FAA Central Region, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106, telephone 816-374-3408.

SUPPLEMENTARY INFORMATION: The FAA issued the final rule with an effective date of March 23, 1978, containing a legal description of the Grandview, Mo. transition area. That description has unnecessary verbiage and refers to the Johnson County Executive Airport 700-foot transition area which does not exist. The legal description is therefore being corrected to make it accurate. Since the change is editorial in nature, notice and public procedure hereon are not considered necessary.

DRAFTING INFORMATION

The principal authors of this document are Dwaine E. Hiland, Operations, Procedures and Airspace Branch, Air Traffic Division and John L. Fitzgerald, Jr., Office of the Regional Counsel.

Accordingly, Docket No. 77-CE-17 altering the Grandview, Mo., Transition Area (43 FR 3551) is amended, effective 0901 G.m.t. March 23, 1978, by correcting the transition area description so that it now reads as follows:

GRANDVIEW, MO.

That airspace extending upward from 700' above the surface within an 8 mile radius of Richards-Gebaur AFB (latitude 38°50'50" N., longitude 94°33'20" W.); within a 6 mile radius of Johnson County Executive Airport (latitude 38°51'00" N., longitude 94°44'15" W.); within 3 miles each side of the 182° bearing from Johnson County Executive Airport extending from the 6 mile radius area to 8 miles south of the airport; and within an 8.5 mile radius of the Johnson County Industrial Airport (latitude 38°49'47" N., longitude 94°53'29" W.).

(Sec. 307(a), Federal Aviation Act of 1958 as amended (49 U.S.C. 1348); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); sec. 11.69 of the Federal Aviation Regulations (14 CFR 11.69).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Kansas City, Mo., on February 28, 1978.

C. R. MELUGIN, Jr.,
Director, Central Region.

[FR Doc. 78-5993 Filed 3-8-78; 8:45 am]

[4910-13]

[Airspace Docket No. 77-RM-14]

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

Designation of Transition Areas; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Correction to final rule.

SUMMARY: In a rule published in the FEDERAL REGISTER of February 6, 1978, Vol. 43, page 4848, the geographical coordinates latitude 40°03'58.4" N., longitude 109°41'25.5" W., were incorrectly stated in the fifteenth line of the third amendatory paragraph to section 71.181 on page 4848. This correction reflects the correct geographic coordinates as latitude 40°03'27.8" N., longitude 109°24'47.7" W.

EFFECTIVE DATE: March 9, 1978.

FOR FURTHER INFORMATION CONTACT:

Mr. David M. Laschinger, Operations, Procedures and Airspace Branch, Air Traffic Division, ARM-500, Federal Aviation Administration, Rocky Mountain Region, 10455 East 25th Avenue, Aurora, Colo. 80010; telephone 303-837-3937.

SUPPLEMENTARY INFORMATION: FR Doc. 78-3110 was published on February 6, 1978 (43 FR 4848), with an effective date of March 23, 1978, and designated a 700-foot and a 1,200-foot transition area at Roosevelt, Utah. Incorrect geographical coordinates for the 1,200-foot transition area were inadvertently published. The correct geographical coordinates should have been latitude 40°03'27.8" N., longitude 109°24'47.7" W.

DRAFTING INFORMATION

The principal authors of this document are Mr. David M. Laschinger, Operations, Procedures, and Airspace Branch, Air Traffic Division, and Mr. Daniel J. Peterson, Office of Regional Counsel.

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me by the Administrator, FR Doc. 78-3110, as published on February 6, 1978, on page 4848, is amended in the description of the 1,200-foot transition area by deleting the fifteenth line of the third amendatory paragraph to §71.181 on page 4848 and substituting latitude 40°03'27.8" N., longitude 109°24'47.7" W.

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

Transportation Act (49 U.S.C. 1655(c); and 14 CFR 11.69.)

Issued in Aurora, Colo., on February 28, 1978.

ISAAC H. HOOVER,
Acting Regional Director,
Rocky Mountain Region.

[FR Doc. 78-5994 Filed 3-8-78; 8:45 am]

[4910-13]

[Airspace Docket No. 77-RM-15]

PART 73—SPECIAL USE AIRSPACE

Designation of Special Use Airspace

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment designates a restricted area identified as R-2604 in the vicinity of Platteville, Colo., to encompass transmitters used for the conduct of radiation experiments. This action is intended to provide for the safe use of the navigable airspace by prohibiting unauthorized flight operations within the designated area. Without this action, flights close to the transmitters may experience adverse effects on airborne radio equipment.

EFFECTIVE DATE: May 18, 1978.

FOR FURTHER INFORMATION CONTACT:

Mr. Richard Huff, Airspace Regulations Branch (AAT-230), Airspace and Air Traffic Rules Division, Air Traffic Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, D.C. 20591, telephone 202-426-3715.

SUPPLEMENTARY INFORMATION:

HISTORY

On November 13, 1969, R-2604 was established at Platteville, Colo., to encompass transmitters used for the conduct of radiation experiments in the field of ionospheric research dealing with the composition of the ionosphere. In 1975 the project was cancelled and the restricted area revoked. On October 19, 1977, the Department of Commerce indicated their intentions of reactivating the experiments at Platteville and requested the reestablishment of R-2604. On December 29, 1977, the FAA proposed to amend Subpart B or Part 73 of the Federal Aviation Regulations (14 CFR Part 73) to redesignate Restricted Area R-2604 in the vicinity of Platteville, Colo. (42 FR 64905). The purpose of the restricted area as stated in the notice of proposed rule making is to encompass transmitters for the conduct of radiation experiments to study its effect on radio propagation. The radiation generated by this experiment may be hazardous to nonparticipating aircraft. Interested persons were invited to participate in this rule making proceeding by submitting written comments on the proposal to the FAA. We received two responses to the NPRM in which the commenters posed no objection to the proposal. Section 73.26 was republished in the FEDERAL REGISTER on January 3, 1978 (43 FR 672).

THE RULE

This amendment to Subpart B of Part 73 of the Federal Aviation Regulations (14 CFR Part 73) adopts the airspace action proposed in the NPRM (42 FR 64905). In accordance with established FAA policies the using agency has provided the FAA with a statement that the requirements of NEPA have been met.

DRAFTING INFORMATION

The principal authors of this document are Mr. Richard Huff, Air Traffic Service, and Mr. Richard W. Danforth, Office of the Chief Counsel.

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me by the Administrator, Subpart B of Part 73 of the Federal Aviation Regulations (14 CFR Part 73) as republished (43 FR 672) is amended, effective 0901 G.m.t., May 18, 1978, as follows:

In § 73.26 "R-2604 Platteville, Colo.:

Boundaries. A circular area with a 3,000-foot radius centered at latitude 40°10'48" N., longitude 104°43'30" W.
Designated altitude. Surface to 6,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Denver Approach Control.
Using agency. Office of Telecommunications, Boulder, Colo." is added.

(Secs. 307(a), 313(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a) and 1354(a)); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.69.)

NOTE.—The FAA has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Washington, D.C., on March 2, 1978.

B. KEITH POTTS,
Acting Chief, Airspace and
Air Traffic Rules Division.

[FR Doc. 78-6113 Filed 3-8-78; 8:45 am]

[4910-13]

[Docket No. 17678, Amdt. No. 1106]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPS) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATE: An effective date for each SIAP is specified in the amendatory provisions.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

FOR EXAMINATION

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue SW., Washington, D.C. 20591;
2. The FAA Regional Office of the region in which the affected airport is located; or
3. The Flight Inspection Field Office which originated the SIAP.

FOR PURCHASE

Individual SIAP copies may be obtained from:

1. FAA Public Information Center (APA-430), FAA Headquarters Building, 800 Independence Avenue SW., Washington, D.C. 20591; or
2. The FAA Regional Office of the region in which the affected airport is located.

BY SUBSCRIPTION

Copies of all SIAP's, mailed once every 2 weeks, may be ordered from Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The annual subscription price is $135.

FOR FURTHER INFORMATION CONTACT:

William L. Bersch, Flight Procedures and Airspace Branch (AFS-730), Aircraft Programs Division,

Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, D.C. 20591, telephone 202-426-8277.

SUPPLEMENTARY INFORMATION: This amendment to Part 97 of the Federal Aviation Regulations (14 CFR Part 97) prescribes new, amended, suspended, or revoked Standard Instrument Approach Procedures (SIAP's). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR Part 51, and § 97.20 of the Federal Aviation Regulations (FAR's). The applicable FAA forms are identified as FAA Forms 8260-3, 8260-4 and 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAP's, their complex nature, and the need for a special format make their verbatim publication in the FEDERAL REGISTER expensive and impractical. Further, airmen do not use the regulatory text of the SIAP's but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form document is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAP's. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

This amendment to Part 97 is effective on the date of publication and contains separate SIAP's which have compliance dates stated as effective dates based on related changes in the National Airspace System or the application of new or revised criteria. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAP's, an effective date at least 30 days after publication is provided.

Further, the SIAP's contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERP's). In developing these SIAP's, the TERP's criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAP's and safety in air commerce, I find that notice and public procedure before adopting these SIAP's is unnecessary, impracticable, or contrary to the public interest and, where applicable, that good cause exists for making some SIAP's effective in less than 30 days.

The principal authors of this document are Rudolph L. Fioretti, Flight Standards Service, and Richard W. Danforth, Office of the Chief Counsel.

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me, Part 97 of the Federal Aviation Regulations (14 CFR Part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective on the dates specified, as follows:

1. By amending § 97.23 VOR-VOR/DME SIAPs identified as follows:

* * * Effective May 18, 1978:

Bunnell, FL—Flagler County, VOR/DME Rwy 33, Original
Napoleon, OH—Henry County, VOR Rwy 28, Original

* * * Effective May 4, 1978:

Kingman AZ—Mohave County, VOR Rwy 21, Amdt. 4
Savannah, GA—Savannah Muni., VOR Rwy 28, Amdt. 11
Allegan, MI—Padgham Field, VOR Rwy 28, Amdt. 5
Westland, MI—National, VOR-A, Amdt. 3
Kinston, NC—Stallings Field, VOR Rwy 22, Amdt. 10 Kingston, NC—Stallings Field, VOR/DME Rwy 4, Amdt. 10
New Bern, NC—Simmons-Nott, VOR Rwy 4, Amdt. 1
Charleston, SC—Charleston AFB/Muni., VOR Rwy 15 (TAC), Amdt. 9
Charleston, SC—Charleston, AFB/Muni., VOR Rwy 33 (TAC), Amdt. 8
Charleston, SC—Charleston, AFB/Muni., VORTAC Rwy 33, Original, cancelled
Charleston, SC—Johns Island, VOR-A, Amdt. 2
Killeen, TX—Killeen Municipal, VOR-A, Amdt. 8
Port Lavaca, TX—Calhoun County, VOR/DME Rwy 23, Amdt. 2

* * * effective April 20, 1978:

Hot Springs, AR—Memorial Field, VOR Rwy 5, Amdt. 11
Palmdale, CA—Palmdale Production Flt/Test Instln AF Plant NR 42, VOR-A, Amdt. 2, cancelled
Tifton, GA—Henry Tift Myers, VOR Rwy 27, Amdt. 3
Tifton, GA—Henry Tift Myers, VOR Rwy 33, Amdt. 4
Monroe, LA—Monroe Municipal, VOR Rwy 4, Amdt. 16
Monroe, LA—Monroe Municipal, VOR Rwy 22, Amdt. 1
Monroe, LA—Monroe Municipal, VOR/DME Rwy 22, Amdt. 6
Vineland, NJ—Kroelinger, VOR Rwy 28, Amdt. 6
Tipton, OK—Tipton Municipal, VOR/DME Rwy 17, Orig.
Roseburg, OR—Roseburg Muni., VOR-A, Amdt. 2
Roosevelt, UT—Roosevelt, Muni., VOR-B, Original
West Bend, WI—West Bend Municipal, VOR Rwy 24, Amdt. 2, cancelled

* * * effective April 6, 1978:

Visalia, CA—Visalia Muncipal, VOR Rwy 30, Amdt. 1
Georgetown, DE—Sussex County, VOR Rwy 4, Amdt. 1

* * * effective March 23, 1978:

New Iberia, LA—Acadiana Regional, VOR/DME Rwy 34, Amdt. 2
Aberdeen-Amory, MS—Monroe County, VOR Rwy 18, Amdt. 5

* * * effective February 17, 1978:

Topeka, KS—Forbes Field, VOR/DME Rwy 3 (TAC) Amdt. 1

2. By amending § 97.25 SDF-LOC-LDA SIAPs identified as follows:

* * * effective May 18, 1978:

Fayetteville, AR—Drake Field, LOC Rwy 16, Amdt. 5

* * * effective May 4, 1978:

Anniston, AL—Anniston-Calhoun County, LOC Rwy 5, Amdt. 7

* * * effective March 23, 1978:

New Iberia, LA—Acadiana Regional, LOC Rwy 34, Amdt. 2

3. By amending § 97.27 NDB/ADF SIAP's identified as follows:

* * * effective May 18, 1978:

Rochester, IN—Fulton County, NDB Rwy 29, Amdt. 6
Caledonia, MN—Houston County, NDB Rwy 31, Original
Bridgewater, VA—Bridgewater Airpark, NDB-A, Amdt. 1

* * * effective May 4, 1978:

Anniston, AL—Anniston-Calhoun County, NDB Rwy 5, Amdt. 13
Savannah, GA—Savannah Muni., NDB Rwy 9, Amdt. 15
Ludington, MI—Mason County, NDB Rwy 25, Amdt. 3
Port Huron, MI—St. Clair County Int'l, NDB Rwy 4, Amdt. 5
Port Huron, MI—St. Clair County Int'l, NDB-A, Amdt. 5
Duluth, MN—Duluth International, NDB Rwy 9, Amdt. 17
Kinston, NC—Stallings Field, NDB Rwy 4, Amdt. 7
Kingstree, SC—Williamsburg County, NDB Rwy 14, Amdt. 1
Houston, TX—Hull Field, NDB Rwy 17, Amdt. 4
Houston, TX—Hull Field, NDB Rwy 35, Original
Killeen, TX—Killeen Municipal, NDB-B, Amdt. 3

* * * effective April 20, 1978:

Hot Springs, AR—Memorial Field, NDB Rwy 5, Amdt. 4
Tifton, GA—Henry Tift Myers, NDB Rwy 33, Amdt. 7
Monroe, LA—Monroe Municipal, NDB Rwy 4, Amdt. 11
Fryeburg, ME—Eastern Slopes Regional, NDB-A, Amdt. 2
Pendleton, OR—Pendleton Muni., NDB-A, Amdt. 2
Olney, TX—Olney Municipal, NDB Rwy 17, Original

* * * effective March 23, 1978:

New Iberia, LA—Acadiana Regional, NDB Rwy 34, Amdt. 2
McMinnville, TN—Warren County Memorial, NDB Rwy 5, Amdt. 3
McMinnville, TN—Warren County Memorial, NDB Rwy 23, Amdt. 3

4. By amending § 97.29 ILS/MLS SIAP's identified as follows:* * * effective May 18, 1978:

Casper, WY—Natrona County Int'l, ILS Rwy 3, Amdt. 2

* * * effective May 4, 1978:

Savannah, GA—Savannah Muni., ILS Rwy 9, Amdt. 18
Duluth, MN—Duluth International, ILS Rwy 9, Amdt. 12
Kinston, NC—Stallings Field, ILS Rwy 4, Amdt. 6

* * * effective April 20, 1978:

Hot Springs, AR—Memorial Field, ILS Rwy 5, Amdt. 5
Monroe, LA—Monroe Municipal, ILS Rwy 4, Amdt. 15
Pendleton, OR—Pendleton Muni., ILS Rwy 25R, Amdt. 17
Memphis, TN—Memphis International, ILS Rwy 35L, Amdt. 5
Memphis, TN—Memphis International, ILS Rwy 35R, Amdt. 4
Richmond, VA—Richard Evelyn Byrd Int'l, ILS Rwy 6, Amdt. 19

* * * effective April 6, 1978:

Visalia, CA—Visalia Municipal, ILS Rwy 30, Amdt. 1

* * * effective March 9, 1978:

St. Louis, MO—Spirit of St. Louis, ILS Rwy 7, Amdt. 4

* * * effective February 22, 1978:

Tulsa, OK—Tulsa International, ILS Rwy 35R, Amdt. 25

* * * effective February 15, 1978:

Houston, TX—Houston Intercontinental, ILS Rwy 8, Amdt. 7

5. By amending § 97.31 RADAR SIAP's identified as follows:

* * * effective May 18, 1978:

Bunnell, FL—Flagler County, RADAR-1, Original

* * * effective May 4, 1978:

Savannah, GA—Savannah Muni., RADAR-1, Amdt. 2
Beaufort, NC—Beaufort-Morehead City, RADAR-1, Amdt. 1

* * * effective April 20, 1978:

Chicago, IL—Chicago O'Hare International, RADAR-1, Amdt. 34
Monroe, LA—Monroe Municipal, RADAR-1, Amdt. 1

6. By amending § 97.33 RNAV SIAP's identified as follows:

* * * effective May 4, 1978:

Savannah, GA—Savannah Muni., RNAV Rwy 18, Amdt. 3
Savannah, GA—Savannah Muni., RNAV Rwy 27, Amdt. 1
Port Huron, MI—St. Clair County Int'l, RNAV Rwy 4, Amdt. 1
Port Huron, MI—St. Clair County Int'l, RNAV Rwy 22, Amdt. 2

* * * effective April 20, 1978:

Roosevelt, UT—Roosevelt Muni., RNAV Rwy 25, Original

(Secs. 307, 313(a), 601, 1110, Federal Aviation Act of 1958 (49 U.S.C. 1348, 1354(a), 1421, and 1510); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); Delegation: 25 FR 6489 and Paragraph 802 of Order FS P 1100.1, as amended March 9, 1973.)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Washington, D.C., on March 3, 1978.

JAMES M. VINES,
Chief,
Aircraft Programs Division.

NOTE.—The incorporation by reference in the preceding document was approved by the Director of the Federal Register on May 12, 1969.

[FR Doc. 78-6110 Filed 3-8-78; 8:45 am]

[4910-13]

[Docket No. 17565; Amdt. No. 121-140]

PART 121—CERTIFICATION AND OPERATIONS: DOMESTIC, FLAG, AND SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

Crewmember Qualifications: Operating Experience

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule amends the requirement that if a certificate holder's approved training program includes a course of training in an airplane simulator, a pilot in command must be observed in an airplane by an FAA inspector during at least one flight leg which includes a takeoff and landing. The FAA believes that operating experience shows that the current requirement for an FAA observer is not necessary on initial operating experience flights for qualifying pilots in command completing transition training. Accordingly, that requirement is deleted by this amendment.

EFFECTIVE DATE: March 9, 1978.

FOR FURTHER INFORMATION CONTACT:

Mr. Raymond E. Ramakis, Regulatory Projects Branch, Safety Regulations Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, D.C. 20591, telephone 202-755-8716.

SUPPLEMENTARY INFORMATION: This amendment is based on a Notice of Proposed Rule Making, Notice No. 78-2, published in the FEDERAL REGISTER on February 2, 1978 (43 FR 4438). That notice invited comments by all persons interested in the making of the proposed rule. All interested persons have been afforded an opportunity to participate in the making of this amendment. Only one comment was received by the closing date of March 1, 1978. The one commenter stated that it was in full agreement with the intent of the proposal, but included a recommended change. The recommendation, however, is subject to two interpretations. One interpretation is that the requirement for observation by an FAA inspector of a transitioning pilot in command apply if that pilot has not made at least two takeoffs and landings in the type airplane used. If this is the substance of the suggestion made by the commenter, if would impose a requirement more restrictive than the present rule, and is beyond the scope of Notice 78-2. Accordingly, it has not been implemented. The other interpretation is that the commenter recommended inclusion of a statement expressly excluding a transitioning pilot in command from FAA inspector observation of performance of prescribed duties. The FAA does not agree that this change is necessary. The proposal expressly stated that the requirement for FAA inspector observation would apply only to a qualifying pilot in command who is completing initial or upgrade training specified in § 121.424. Therefore, the FAA believes it is clear that the requirement does not apply to a transitioning pilot in command. One comment was received after the closing date and it concurred in the proposal.

Accordingly, except for minor editorial revisions, and as specficially discussed hereinafter, this amendment and the reasons therefore are the same as those in Notice No. 78-2.

Section 121.434(c)(1)(ii) currently requires that a pilot in command be observed by an FAA inspector during at least one flight leg, which includes a takeoff and landing, while acquiring operating experience if the certificate holder uses a course of training in an airplane simulator, as provided in § 121.409(c), prior to serving as the pilot in command in Part 121 operations. The purpose of the rule is to provide the FAA an opportunity to observe a pilot in the performance of his duties prior to his assuming pilot in command duties in Part 121 operations.

The current rule specifies that during the time that a qualifying pilot in command is acquiring operating experience, a check pilot serving as the pilot in command must occupy a pilot station. In the case of a transitioning

pilot in command, the check pilot serving as the pilot in command may occupy the observer's seat, if the transitioning pilot has made at least two takeoffs and landings in the type airplane used, and has satisfactorily demonstrated to the check pilot qualifications to perform the duties of a pilot in command of that type of airplane.

The requirements in § 121.434(c)(1) for initial operating experience (IOE) flights for a pilot in command, observed by an FAA inspector, resulted from Amendment 121-55, published on January 3, 1970 (35 FR 84), and Amendment 121-91, published on May 27, 1972 (37 FR 10727). The purpose of these amendments was to update procedures for the approval and revision of training programs; to provide for more extensive use of airplane simulators in training; and to allow improvements in the operation of training programs and the quality of training. The FAA considered it necessary to require pilots in command to be observed by an FAA inspector during at least one flight leg of initial operating experience, which includes a takeoff and landing, if the certificate holder uses a course of training in an airplane simulator as provided in § 121.409(c). That requirement was set forth in Amendment 121-91, and has continued in effect until the present.

Based on FAA experience observing IOE flights since May 27, 1972, the agency believes that a combination of simulator/airplane training results in a pilot who is better trained than one trained only in the airplane. Simulators permit more concentrated training without waste of energy, time, and effort, and the trainees can be allowed to see and correct their mistakes without any detrimental effect on safety of flight. Therefore, the FAA believes that utilization of ground training devices, particularly aircraft simulators, adequately prepares a qualifying pilot in command for assumption of duties since initial operating experience is gained with a check pilot.

The FAA further believes that due to the experience level of pilots in command who have gained line experience with the certificate holder in airplanes of the same group, as defined in § 121.400, it is unnecessary for the FAA to continue to observe all IOE flights for qualifying pilots in command who are completing transition training. The FAA will, however, continue to observe a sufficient number of IOE flights by transitioning pilots in command to enable it to determine the effectiveness of the certificate holder's training program.

Therefore, the requirement for an FAA inspector to observe at lease one IOE flight with a takeoff and landing for a transitioning pilot in command gaining line operating experience, who has previously served in the same capacity in another airplane of the same group of airplanes is deleted by this amendment.

Notice 78-2 also contained a clarifying change to the two sentences in § 121.434(c)(1)(ii) reading "During the time that * * * a pilot station. * * *" in order to conform it to the intent of Amendment 121-74, published in the FEDERAL REGISTER on June 30, 1971 (36 FR 12284). In that amendment, it was the FAA's intention that those sentences constitute a flush paragraph applying to § 121.434(c)(1) (i) and (ii). Due to errors in printing in the FEDERAL REGISTER and the Code of Federal Regulations discovered during preparation of Notice 78-2, the FAA is concerned that its intention may not have been made clear. Accordingly, an explicit reference reading "(c)(1) (i) and (ii)" has been added to clarify the applicability of the two sentences specified above.

Since this amendment relieves a restriction, and accomplishes an editorial change, I find that it may be made effective on less than 30 days notice.

DRAFTING INFORMATION

The prinicpal authors of this document are Mr. Joe N. Cate, Fr., Flight Standards Service, and Mr. Richard C. Beitel, Office of the Chief Counsel.

THE AMENDMENT

Accordingly, Part 121 of the Federal Aviation Regulations is amended, effective March 9, 1978, by revising the first two sentences of § 121.434(c)(1)(ii) to read as follows:

§ 121.434 Operating experience.

* * * * *

(c) * * *
(1) * * *

(ii) In addition, if the certificate holder's approved training program includes a course of training in an airplane simulator under § 121.409(c) and a qualifying pilot in command is completing initial or upgrade training specified in § 121.424, be observed in the performance of prescribed duties by an FAA inspector during at least one flight leg which includes a takeoff and landing. During the time that a qualifying pilot in command is acquiring the operating experience in paragraph (c)(1) (i) and (ii) of this section, a check pilot who is also serving as the pilot in command must occupy a pilot station. * * *

* * * * *

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

NOTE.—The FAA has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Washington, D.C., on March 7, 1978.

LANGHORNE BOND,
Administrator.

[FR Doc. 78-6428 Filed 3-8-78; 10:35 am]

[8010-01]

Title 17—Commodity and Securities Exchanges

CHAPTER II—SECURITIES AND EXCHANGE COMMISSION

[Release Nos. 33-5910, 34-14523, 35-20429, IC-10148, AS-244]

PART 211—INTERPRETATIVE RELEASES RELATING TO ACCOUNTING MATTERS

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

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

Industry Segment Determination

AGENCY: Securities and Exchange Commission.

ACTION: Interpretation.

SUMMARY: This release contains current information on interpretations, guidelines, and administrative determinations of the Commission's staff regarding the classification by registrants of their business into industry segments. The staff has discussed with some registrants the appropriate segmentation of their businesses as a result of both the issuance by the Financial Accounting Standards Board of Statement of Financial Accounting Standards No. 14, "Financial Reporting for Segments of a Business Enterprise", and the adoption by the Commission in December 1977 of industry segment reporting requirements. This release is intended to assist registrants with the implementation of the segment reporting requirements.

DATE: March 3, 1978.

FOR FURTHER INFORMATION CONTACT:

Registrants with specific questions should contact the staff members directly responsible for reviewing the documents they file with the Com-

mission. General questions may be directed to Howard P. Hodges, Jr., 202-755-1744, Linda L. Griggs, 202-755-1750, Division of Corporation Finance, or Edward R. Cheramy, 202-376-8020, Office of the Chief Accountant, Securities and Exchange Commission, 500 North Capitol Street, Washington, D.C. 20549.

The Commission hereby issues (Release Nos. 33-5910, 34-14523, 35-20429, IC-10148, AS-244), parts 211, 231, and 241 of title 17, chapter II of the Code of Federal Regulations as given below.

INDUSTRY SEGMENT DETERMINATION

The Commission announced the adoption of industry segment reporting requirements for registered corporations in Securities Act Release No. 5893/Accounting Series Release No. 236 (December 23, 1977), 42 FR 65554 (December 30, 1977). The requirements were designed to coordinate the textual and financial information included by a corporation in the description of its business set forth in Commission documents with the segment data required in financial statements under generally accepted accounting principles. Although companies have been required since July 1969 to include information about their lines of business in the business descriptions, no such information was required in the financial statements until the Financial Accounting Standards Board ("FASB") issued its Statement of Financial Accounting Standards No. 14. "Financial Reporting for Segments of a Business Enterprise" ("Statement No. 14") in December 1976.

Statement No. 14 requires corporations to present certain financial data about their industry segments, foreign operations, and major customers in their financial statements. Among other requirements, the Commission's new provisions require corporations to present in the business description financial and narrative information regarding their industry segments for which financial data is required to be included in the financial statements by Statement No. 14.

The Commission has instructed its staff to carefully review the industry segments for which registrants report financial information to determine whether their segmentation is consistent with Statement No. 14 and thus achieves the goals of industry segment reporting. That is, the industry segments for which financial data is set forth by registrants should be those which will most usefully assist investors in analyzing and understanding a particular registrant's business and will permit users of the information to better assess the past performance and future prospects of a company.[1] Companies which are determined not to have made acceptable industry segment disclosures generally will be required to amend their filings with the Commission and to communicate this additional information to share holders in some appropriate manner.

The staff is, of course, always available to discuss with registrants their proposed segmentation on a pre-filing basis. Registrants interested in the staff's views are urged to communicate with the staff members who are responsible for reviewing their filings because such persons will be most familiar with the corporation's business operations.

This release is being published for the purposes of discussing the implementation of both Statement No. 14 and the Commission's industry segment reporting requirements and advising registrants of the determinations which have been made with regard to certain corporations with which the staff has discussed proposed segment classifications.

A. DETERMINATION OF INDUSTRY SEGMENTS

The classification by a corporation of its business into industry segments pursuant to the Commission requirements and generally accepted accounting principles is a subjective task and, thus, to a considerably extent, segment determination depends on the judgment of management.[2] In exercising this judgment, however, management should go through the industry segment identification steps outlined in paragraph 11 of Statement No. 14, keeping in mind that information on a less-than-total-enterprise basis is necessary for an evaluation of the risks and return on an investment.[3]

The provisions of Statement No. 14 present a logical procedure for the classification of a business into industry segments. The term "industry segment" is defined in paragraph 10(a) of the FASB's statement as "a component of an enterprise engaged in providing a product or service or a group of related products and services primarily to unaffiliated customers (i.e., customers outside the enterprise) for a profit." Statement No. 14 lists the three steps that company should take in determining its industry segments. Paragraph 11 states:[4]

> The reportable segments of an enterprise shall be determined by: (a) identifying the individual products and services from which the enterprise derives its revenue, (b) grouping those products and services by industry lines into industry segments * * *, and (c) selecting those industry segments that are significant with respect to the enterprise as a whole * * *.[5]

A reasonable starting point for the determination of industry segments according to paragraph 13 of the statement is an analysis of the profit centers or "the smallest units of activity for which revenue and expense information is accumulated by a company for internal planning and control purposes." If a particular company's profit centers cross industry lines, however, a company would be required to disaggregate the profit center into smaller groups of related products and services.

The phrases "industry line" and "industry" are not defined in Statement No. 14. As a result of the absence of a definition of these terms, some persons have stated that the term should be interpreted broadly. The "Standard Industrial Classification Manual" (SIC) prepared by the Statistical Policy Division of the U.S. Office of Management and Budget, however, defines industries by kinds of business and enables classification of enterprises on a one-digit, two-digit, three-digit, and four-digit industry code basis according to the level of industrial detail considered most appropriate. This increasingly disaggregated classification of industries suggests that the word "industry" may be used to include narrow as well as broad based groupings of products and services.[6]

Statement No. 14 does not state how narrowly the term "industry" should be interpreted. The only comment on

[1] See Securities Act Release No. 5893 (ASR 236) and Pars. 5 and 54 through 60 of Statement No. 14.

[2] See par. 12, Statement No. 14.

[3] See par. 57, Statement No. 14.

[4] Par. 14, Statement No. 14 provides that "[i]ndustry segmentation on a worldwide basis is a desirable objective but it may be impracticable for some enterprises."

[5] An industry segment is significant and therefore should be identified as reportable if its revenue, operating profit or loss or identifiable assets is 10 percent or more of the related combined enterprise amounts. See par. 15, Statement No. 14.

[6] The SIC treatment of one type of business is illustrative of these levels of disaggregation. Manufacturing is one of the 12 divisions of business activities at the one-digit level of the SIC code. The manufacturing division is subdivided into 20 two-digit major groups, such as food and kindred products, tobacco manufacturers, textile mill products, apparel and other finished products, lumber and wood products, furnitures and fixtures, and paper and allied products. The two-digit SIC major groups are subdivided into three-digit industry groups. The lumber and wood products two-digit group is subdivided into nine industry groups which include: (1) sawmill and planning mills, (2) millwood, veneer, plywood, and structural wood members, and (3) wood buildings and mobile homes. Paper and allied products is divided into six industry groups including: (1) pulp mills, (2) paper mills, except building paper mills, and (3) paperboard. The three-digit SIC industry groups are further divided by product lines into four-digit industry groups.

this point is that "[b]road categories such as manufacturing, wholesaling, retailing, and consumer products are not per se indicative of the industries which a registrant should report, and those terms should not be used without identification of a product or service to describe the industry segments."[7]

An examination by registrants of various criteria is far more useful to a registrant identifying industry segments than the philosophical meaning of the word "industry." Although the FASB states in paragraph 12 of its statement that "no single set of characteristics is universally applicable in determining the industry segments of all enterprises, nor is any single characteristic determinative in all cases," Appendix D of Statement No. 14 ("Appendix D") sets forth several factors that may be relevant in identifying industry segments and therefore should be considered in determining whether products and services are related.

The following criteria are included in Appendix D as among those factors which should be considered in grouping products and services by industry lines into industry segments:

(a) *The nature of the product.* Related products or services have similar purposes or end uses. Thus, they may be expected to have similar rates of profitability, similar degrees of risk, and similar opportunities for growth.

(b) *The nature of the production process.* Sharing of common or interchangeable production or sales facilities, equipment, labor force, or service group or use of the same or similar basic raw materials may suggest that products or services are related. Likewise, similar degrees of labor intensiveness or similar degrees of capital intensiveness may indicate a relationship among products or services.

(c) *Markets and marketing methods.* Similarity of geographic marketing areas, types of customers, or marketing methods may indicate a relationship among products or services. For instance, the use of a common or interchangeable sales force may suggest a relationship among products or services. The sensitivity of the market to price changes and to changes in general economic conditions may also indicate whether products or services are related or unrelated.

The factors listed above may have different degrees of importance depending upon the circumstances. The sole fact that a company has essentially one raw material which is used to produce various products, or that its operations share common production facilities or that all of its products are based on one type of technology is not alone determinative of a one industry segment business. In short, appropriate segmentation will result only if a registrant examines each of the factors noted in Appendix D.

Some persons have argued that industry segments should be separate and distinct from each other and should be identified as such only if they can be sold without having an impact on the earnings of the corporation's other industry segments. The staff believes that the "with-or-without" or "severability test," as it is known, is not an appropriate test for the determination of segments. This test is not set forth in Statement No. 14 although it was recommended to the FASB in response to the Board's request for comments on the issue of segment reporting.[8]

Statement No. 14 states that the segment information may be of limited usefulness for comparing an industry segment of one enterprise with a similar industry segment of another enterprise.[9] For example, the segments of a conglomerate may include products and services which are related more broadly than the products and services in an industry segment of a smaller corporation.

B. DISCUSSION OF ACCEPTABLE SEGMENTATION

The following discussion is intended to assist registrants in complying with the segment reporting requirements. The staff does not expect that all corporations engaged in the same type of business will necessarily have identical industry segments. Nevertheless, companies engaged in the businesses discussed herein should consider the segments which were determined to be appropriate in those cases. If individual companies in the same basic business are structured differently, identical segmentation will not be required provided the reported industry segments are reasonable.

1. Electrical and Electronic Products

A few companies engaged in the business of producing electrical and electronic products discussed their proposed segmentation with the staff. Some of these companies stated that electrical and electronic products were grouped into one line of business and should also be considered one industry segment. In partial justification for this view, they noted that one of the two-digit industry groups in the SIC code is electrical and electronic products.

In the staff's view, an industry segment identified as "electrical and electronic products" may be too imprecise or may include too many disparate products to be considered one industry segment. The various types of electrical and electronic products should be grouped together into more disaggregated industry segments despite the dependence of all of the products on the semiconductor and circuitry technology.

One company determined that its electrical business should be grouped into three industry segments: components, digital products, and government electronic products. Another agreed that components should be in a separate industry segment, consumer products or digital electronic watches and clocks and programmable electronic video entertainment systems in another segment, and commercial and industrial equipment in a third.

Companies in the electrical and electronic products business are likely to be in more than one industry segment because the various products have different markets and are produced in different manufacturing facilities. In addition, the organizational structure of the companies with which the staff met suggested that top management recognized differences, significant for business purposes, between the products in each group with respect to markets served, marketing methods utilized, and the nature of production methods and facilities required. The companies' argument that the electrical products should be grouped into one industry segment because of the high integration between the various types of products did not outweigh those considerations.

2. Forest Products

Various corporations in the forest products business argued that they were in one industry segment for a number of reasons. Forestry business products are all produced from a common raw material, timber. One log may be used to produce various products such as fuel, plywood, pulp, lumber, sawdust, shavings, and chips. The raw material costs related to the production of the products may not be easily determinable and the production of an individual product may be dependent upon the production of others. Despite cost allocation problems and the production interdependence, the staff believes that companies in the forestry products business may be in at least three industry segments: paper and paper products; building materials (e.g., lumber and plywood); and container and packaging products. As to particular companies, the staff understands that allocation to the industry segments of the investments in timberland may not be practicable. Of course, allocation difficulties may be described in a document in order to assure that investors are not misled into thinking that each segment is totally independent.

[7] Par. 101, Appendix D, Statement No. 14.

[8] "Response to Discussion Memorandum on Analysis of Issues Related to Financial Reporting for Segments of a Business Enterprise," comments of Arthur Andersen & Co. to the Finanical Accounting Standards Board, July 18, 1974, p. 5.

[9] See para. 76, Statement No. 14.

3. Chemicals

A large chemical company determined that its industry segments were the same as its lines of business: (1) chemicals/metals: (2) plastics/packaging; and (3) bioproducts/consumer products. The staff concurred with the company's segmentation.

The chemicals/metals segment includes inorganic chemicals, organic chemicals, metals and functional products, and miscellaneous products and services. All of these products and the products used to provide the various services are largely industrial chemicals derived from generally common raw materials and produced in highly integrated production processes.

The plastics/packaging segment includes molding products, coatings and monomers and plastic products. These products are substantially similar to the products included in the chemicals segment although they are more complex chemical products. Despite the similarities between the chemicals and plastics, they are presented as separate segments because of differences in the following features: physical characteristics; the manner in which the products are used; the application technology; and, frequently, market characteristics.

The third segment, the bioproducts/consumer products, includes health care products and services, agricultural chemicals, and consumer products. These products were grouped together by the company on the basis of similar research and testing practices, comparable anticipated results from their use, and their proximity to the ultimate customer.

4. Drugs.

Conversations with a company in the pharamaceutical industry have resulted in a determination that the company's pharmaceutical, agricultural, and chemical operations should be reported as three separate industry segments. The company argued that the operations involved one industry segment because the production of the three types of products is in common facilities, involves the transfer of material amounts of products from one part of the business to another, and is by means of a fermentation or organic synthesis process. The company also argued that possible arbitrary cost and asset allocations would be necessary if the pharmaceutical, agricultural, and chemical line of business was further broken down. The staff noted that the company's three types of products have different uses and are marketed through different means.

5. Property/Casualty Insurance

The staff is aware that the question of reportable industry segments for insurance companies is being considered by such companies and by the accounting profession. Some have suggested that property/casualty insurance companies have only one reportable industry segment. The staff believes that an analysis of the requirements of paragraph 11 together with the factors set forth in Appendix D of Statement No. 14 should lead to the reporting by diversified property/casualty insurance companies of more than one industry segment.

For example, the identification of industry segments by a casualty insurance company would require the following analysis: (1) listing the various products and services sold, such as workmen's compensation, automobile, homeowner's, commercial fire, other commercial liability, and professional malpractice coverage; and (2) grouping related "products" on the basis of relevant factors including the nature of the product (e.g., profitability, risk, and growth) and their markets and marketing methods. Although the staff does not believe that each of the above lines of insurance necessarily constitutes a separate industry segment, it does believe that all such insurance "products" are not sufficiently related to be grouped together as one industry segment. Many of these "products" do not have sufficiently similar rates of profitability, degrees of risk and opportunities for growth, are generally offered to different types of customers, and involve different marketing methods.

By the Commission.

GEORGE A. FITZSIMMONS,
Secretary.

MARCH 3, 1978.

[FR Doc. 78-6260 Filed 3-8-78; 8:45 am]

[8010-01]

[Release Nos. 33-5911, 34-14524, 35-20430; IC-10149; AS-245]

PART 229—STANDARD INSTRUCTIONS FOR FILING FORMS UNDER SECURITIES ACT OF 1933 AND SECURITIES EXCHANGE ACT OF 1934—REGULATIONS S-K

Adoption of Technical Amendment to Industry Segment Reporting Requirements

AGENCY: Securities and Exchange Commission.

ACTION: Final rules.

SUMMARY: The Commission is adopting a technical amendment to its recently adopted integrated disclosure regulation, Regulation S-K, to clarify that registrants may present line of business data for fiscal years beginning before December 16, 1976, in lieu of industry segment information for those years provided such data was included in a document previously filed with the Commission.

EFFECTIVE DATE: Effective for fiscal years ending after March 15, 1978.

FOR FURTHER INFORMATION CONTACT:

Linda L. Griggs, Office of Disclosure Policy and Proceedings, Division of Corporation Finance, 202-755-1750, or Edward R. Cheramy, Office of the Chief Accountant, 202-376-8020, Securities and Exchange Commission, 500 North Capitol Street, Washington, D.C. 20549.

SUPPLEMENTARY INFORMATION: On December 23, 1977, the Commission announced the adoption of industry segment reporting requirements applicable to registration statements, annual reports, and certain proxy and information statements filed or prepared under the Securities Act of 1933 (15 U.S.C. 77a et seq., as amended by Pub. L. No. 94-29 (June 4, 1975)) and the Securities Exchange Act of 1934 ("Exchange Act") (15 U.S.C. 78a et seq., as amended by Pub. L. 94-29 (June 4, 1975).)[1] In view of the difficulties attendant to the retroactive applicability of disclosure requirements, the amendments generally only required information to be presented for fiscal years beginning after December 15, 1976.

Item 1(b)(2) of Regulation S-K, as adopted in December 1977, provides that registrants may report the revenue, income, and any necessary explanatory information relating to lines of business which they included in documents filed with the Commission prior to December 16, 1977, in lieu of the industry segment information required by paragraph (b)(1) for fiscal years beginning before December 16, 1976. This provision can be interpreted to permit the use of line of business data for fiscal years beginning before December 16, 1976, in lieu of segment information only if the line of business information was presented in a document which was filed with the Commission prior to December 16, 1977. For example, generally, companies whose fiscal years ended September 30, 1977, would be unable to present line of business data for their September 30, 1977 fiscal year in their 1978 annual report because the 1977 report was not required to be filed with the Commission until December 30, 1977. The explanation of Item 1(b)(2) in the release states, however, that the industry segment reporting requirements are intended to be pro-

[1] Securities Act Release No. 5893/Accounting Series Release No. 236 (December 23, 1977) (42 FR 65554).

spective except with respect to corporations filing under the securities acts for the first time.

The amendment adopted today clarifies the inconsistency between the provision in the item and the explanation of this provision. Amended Item 1(b)(2) provides that line of business data for fiscal years beginning before December 16, 1976, may be presented in lieu of segment information provided the line of business data had been included in a document filed with the Commission.

That is, the industry segment reporting requirements are prospective with respect to all corporations which are required to file reports under the Exchange Act. Nevertheless, the Commission believes that information about the performance of the various business activities of a corporation during a 5-year period is useful to investors. Therefore, such corporations are required to present line of business data for the balance of the 5-year period for those fiscal years beginning before December 16, 1976, for which segment data is not furnished.

In addition, the title to Part 229 of the Code of Federal Regulations is amended to add the words "Regulation S-K."

AMENDMENTS

The text of the amendments is set forth below:

1. The title of Part 229 of 17 CFR Chapter II is amended to add the words "Regulation S-K."

2. Item 1(b)(2) of Regulation S-K is amended as follows:

§ 229.20 Information required in document.

* * * * *

(b) * * *

(2) *Information as to lines of business.* For fiscal years beginning before December 16, 1976, the revenue, income, and any necessary explanatory information relating to lines of business included by the registrant in a document filed with the Commission may be furnished in lieu of the industry segment information for such years. The lack of comparability of the historical line of business information with the industry segment information shall be explained.

(Secs. 6, 7, 8, 10, 19(a), 48 Stat. 78, 79, 81, 85; secs. 12, 13, 14, 15(d), 23(a), 48 Stat. 892, 894, 901; secs. 205, 209, 48 Stat. 906, 908; sec. 203(a), 49 Stat. 704; secs. 1, 3, 8, 49 Stat. 1375, 1377, 1379; sec. 301, 54 Stat. 857; secs. 8, 202, 68 Stat. 685, 686; secs. 3, 4, 5, 6, 78 Stat. 565-568, 569, 570-574; sec. 1, 79 Stat. 1051; secs. 1, 2, 3, 82 Stat. 454, 455; secs. 1, 2, 3-5, 28(c), 84 Stat. 1435, 1497; sec. 105(b), 88 Stat. 1503; secs. 8, 9, 10, 11, 18, 89 Stat. 117, 118, 119, 121, 155 (15 U.S.C. 77f, 77g, 77h, 77j, 77s(a), 78*l*, 78m, 78n, 78*l*(d), 78w(a)).)

STATUTORY AUTHORITY FOR AMENDMENTS

The foregoing amendments to Regulation S-K are adopted pursuant to sections 6, 7, 8, 10, and 19(a) of the Securities Act and sections 12, 13, 14, 15(d), and 23(a) of the Exchange Act, sections 12(e) and 20(a) of the Public Utility Holding Company Act of 1935, and sections 20(a) and 38(a) of the Investment Company Act of 1940.

Pursuant to section 23(a)(2) of the Exchange Act, the Commission has concluded that the amendment will have no impact on competition.

Inasmuch as these amendments are essentially technical in nature and are intended to relieve a restriction in a narrow area, the Commission, as authorized by 5 U.S.C. 553 (b) and (d) of the Administrative Procedure Act, for good cause finds that notice and public comment thereon is unnecessary.

By the Commission.

GEORGE A. FITZSIMMONS,
Secretary.

MARCH 3, 1978.

[FR Doc. 78-6261 Filed 3-8-78; 8:45 am]

[6560-01]

Title 40—Protection of Environment

CHAPTER I—ENVIRONMENTAL PROTECTION AGENCY

SUBCHAPTER C—AIR PROGRAMS

[FRL 859-4]

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

Approval of Revisions of the Virginia State Implementation Plan

AGENCY: Environmental Protection Agency.

ACTION: Notice of final rulemaking.

SUMMARY: This final rulemaking amends the Emergency Episode Plan portion of the Commonwealth of Virginia's Regulations for the Control and Abatement of Air Pollution by revising the concentration levels for photochemical oxidants at which the Alert and Emergency Stages are declared. These regulations are also amended by providing an additional Health Advisory Stage for State Region 7 (the Virginia portion of the National Capital Interstate Air Quality Control Region).

EFFECTIVE DATE: April 10, 1978.

ADDRESSES: Copies of the revision and accompanying support material are available for public inspection during normal business hours at the following locations:

U.S. Environmental Protection Agency, Region III, Curtis Building, Tenth Floor, Sixth & Walnut Streets, Philadelphia, Pa. 19106, ATTN: Mr. Harold Frankford.

Virginia State Air Pollution Control Board, Room 1106, Ninth Street State Office Building, Richmond, Va. 23219, ATTN: Mr. John Daniel, Jr.

Public Information Reference Unit, Room 2922-EPA Library, U.S. Environmental Protection Agency, 401 M Street SW., Washington, D.C. 20460.

FOR FURTHER INFORMATION CONTACT:

Harold Frankford, 215-597-8392.

SUPPLEMENTARY INFORMATION: On January 29, 1976 and March 11, 1977, the Commonwealth of Virginia submitted to the Administrator of the Environmental Protection Agency amendments to the Emergency Episode Plan portion of the Virginia Regulations for the Control and Abatement of Air Pollution. The Commonwealth requested that these amendments be reviewed and processed as revisions of the Virginia State Implementation Plan for the attainment and maintenance of National Ambient Air Quality Standards. The nature of the changes to Part VII of the Virginia Regulations is summarized as follows:

(a) Section 7.02(b)(2)—A Health Advisory Stage becomes effective only in State Region 7 [the Virginia Portion of the National Capital Interstate Air Quality Control Region (AQCR)]. The Health Advisory Stage in State Region 7 can be declared when the one hour photochemical oxidant level at any monitor in the region reaches 200 micrograms per cubic meter ($\mu g/m^3$), or the equivalent measure in volume of 0.100 parts per million (ppm).

(b) Section 7.02(b)(3)(ii) [Effective Statewide]—An Alert Stage for photochemical oxidants will be declared in any State air quality control region when the one hour average photochemical oxidant level at any monitor in the region reaches 400 $\mu g/m^3$ or the equivalent measure of 0.200 ppm. The prior SIP requirement was 0.200 $\mu g/m^3$, equivalent to 0.100 ppm.

(c) Section 7.02(b)(5)(ii)—An Emergency Stage will be declared when any monitor in a State air quality control region reaches or exceeds a one hour average photochemical oxidant level of 1000 $\mu g/m^3$, equivalent to 0.500 ppm. The former requirement was 1200 $\mu g/m^3$ equivalent to 0.600 ppm.

The reasons for the changes are summarized as follows:

1. Changes of the photochemical oxidant levels for the Alert and Emergency Stages were amended to conform with similar changes instituted by EPA in Appendix L of 40 CFR Part 51 (40 FR 36333, August 20, 1975).

2. The addition of a Health Advisory Stage in State Region 7 conforms with actions taken by other jurisdictions comprising the National Capital Interstate AQCR during periods when oxidant levels reach 200 $\mu g/m^3$, equivalent to 0.100 ppm.

The Commonwealth submitted proof that hearings regarding the statewide changes to the Alert and Emergency Stages of the episode plan were held simultaneously on July 22, 1976 in Abingdon, Radford, Lynchburg, Fredericksburg, Richmond, Virginia Beach and Falls Church. On January 17. 1977, hearings regarding the changes to the Alert Stage and Advisory Stage levels in State Region 7 were held in Fairfax. These hearings were held in accordance with the requirements of 40 CFR section 51.4.

On May 4, 1976 (41 FR 18431) and August 1, 1977 (42 FR 38920), the Regional Administrator announced receipt of these amendments, proposed them as revisions of the Virginia SIP, and provided for 30 day public comments following publication in the FEDERAL REGISTER. During these public comment periods, no comments were received.

The Administrator's decision to approve the amendments to the Virginia Air Pollution Episode Plan is based on the logic of having uniform Alert Stage and Emergency Stage photochemical oxidant levels throughout the Commonwealth of Virginia, while still maintaining a Health Advisory Stage in State Region 7 that is consistent with the oxidant levels of other jurisdictions in the National Capital Interstate AQCR. Additionally, these changes of the Virginia Episode Plan meet the administrative requirements of section 110(a)(2) of the Clean Air Act and 40 CFR Part 51, Requirements for Preparation, Adoption and Submittal of Implementation Plans.

In view of the above evaluation, the Administrator approves the amendments to Part VII, sections 7.01(b), 7.02(b)(2), 7.02(b)(3)(ii), 7.02(b)(5)(ii) and 7.02(d) of the Virginia Regulations for the Control and Abatement of Air Pollution as revisions of the Virginia State Implementation Plan, effective April 10, 1978. Concurrently, 40 CFR section 52.2420 (Identification of Plan) is amended to incorporate these amendments into the federally-approved Virginia SIP.

At the present time, the Administrator is currently reviewing other substantive and administrative changes to Part VII of Virginia's air pollution control regulations. The SIP revisions being approved by EPA in this notice of final rulemaking only involve the photochemical oxidant levels (revised statewide) at which the Alert and Emergency Stages are declared, the addition of the Health Advisory Stage in State Region 7 and other administrative changes to sections 7.01 and 7.02 that directly refer to these amendments. The Administrator will make a final determination on the other changes to Part VII in a subsequent notice of final rulemaking.

(Authority: 42 U.S.C. 7401 et seq.)

Dated: March 1, 1978.

DOUGLAS M. COSTLE,
Administrator.

Part 52 of Title 40 of the Code of Federal Regulations is amended as follows:

Subpart VV—Virginia

1. In § 52.2420, paragraphs (c)(17) and (c)(18) are added to read as follows:

§ 52.2420 Identification of plan.

* * * * *

(c) The plan revisions listed below were submitted on the dates specified

* * *

(17) Amendment to section 7.02 (Episode Determination) [former §§ 6.01(b), 6.701(b)] of the Commonwealth of Virginia Regulations for the Control and Abatement of Air Pollution submitted on January 29, 1976, by the Secretary of Commerce and Resources.

(18) Amendment to sections 7.01 (General) [former § 6.700] and 7.02 (Episode Determination) [former § 6.701(b)] of the Commonwealth of Virginia Regulations for the Control and Abatement of Air Pollution submitted on March 11, 1977, by the Secretary of Commerce and Resources.

[FR Doc. 78-6213 Filed 3-8-78; 8:45 am]

[4910-59]

Title 49—Transportation

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

[Docket No. 75-28; Notice 5]

PART 567—CERTIFICATION

PART 568—VEHICLES MANUFACTURED IN TWO OR MORE STAGES

Certification of Multistage Vehicles

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment specifies the manner in which intermediate stage manufacturers of trucks must certify compliance with Federal motor vehicle safety standards. Some vehicles are constructed in three or more separate stages. Current regulations require only that the first and final manufacturers certify compliance to the degree that their work affects the vehicle. This amendment includes the "intermediate stage" manufacturer in the certification scheme and completes revisions of the regulations required by *Rex Chainbelt* v. *Brinegar*, 511 F. 2d 1215 (7th Cir. 1975).

EFFECTIVE DATE: July 2, 1978.

FOR FURTHER INFORMATION CONTACT:

David Fay, Engineering Systems Staff, National Highway Traffic Safety Administration, Washington, D.C. 20590, 202-426-2817.

SUPPLEMENTARY INFORMATION: This notice amends 49 CFR Part 567, *Certification*, to add a labeling requirement for intermediate manufacturers who perform work on chassis-cabs. Conforming amendments to 49 CFR Part 568, "Vehicles Manufactured in Two or More Stages," are also made.

On July 25, 1977, the NHTSA published in the FEDERAL REGISTER (42 FR 37831) a notice proposing to amend the agency's certification regulations by adding certification responsibilities for intermediate manufacturers. That action was responsive to the decision in *Rex Chainbelt*. Currently, intermediate manufacturers are the only major manufacturers in the chain of multistage manufacturing without certification responsibilities. To complete the certification scheme, the agency proposed to require certification by intermediate manufcturers which would indicate that such manufacturer had complied with all of the safety standards applicable to his manufacturing operation. A complete explanation of the intermediate manufacturer's certification responsibilities was printed in the notice proposing the amendment and will not be reprinted here.

No comments were received in response to the notice of proposed rulemaking. Accordingly, the agency adopts, as final, the proposal as it was issued. The agency has reviewed the costs of this regulation and concludes that they are the minimum necessary for compliance with the *Rex Chainbelt* decision.

The principal authors of this notice are David Fay of the Engineering Systems Staff and Roger Tilton of the Office of Chief Counsel.

In consideration of the foregoing, Chapter V of Title 49, Code of Federal Regulations, is amended as follows:

1. In Part 567, *Certification*, § 567.5 is revised by adding a new paragraph (b) and amending paragraphs (c)(7)(i) and (c)(7)(ii) to read:

§ 567.5 Requirements for manufacturers of vehicles manufactured in two or more stages.

* * * * *

(b) Except as provided in paragraphs (e) and (f) of this section, each intermediate manufacturer of a vehicle manufactured in two or more stages shall affix a label, in the location and form specified in § 567.4, to each chassis-cab respecting which he is required by § 568.5 to furnish an addendum to the incomplete vehicle document described in § 568.4. However, this paragraph applies only to chassis-cabs that have been certified by a chassis-cab manufacturer in accordance with paragraph (a) of this section.

(1) (i) "With respect to Standard Nos. ———, the instructions of prior manufacturers have been followed so that the chassis-cab now conforms to these standards." The statement shall be completed by inserting the numbers of all or less than all of the standards, and only those standards, respecting which the latest prior certification statement was in the form prescribed in paragraphs (a)(2) or (b)(2) of this section.

(ii) "This chassis-cab conforms to Federal Motor Vehicle Safety Standard Nos. ———." The statement shall be completed by inserting the numbers of the other standards to which the chassis-cab conforms, excluding those standards respecting which the latest prior certification statement was in the form prescribed in paragraphs (a)(1), (b)(1)(A), or this section.

(2) "This vehicle will conform to Standard Nos. ——— if it is completed in accordance with the instructions contained in the amended incomplete vehicle document furnished pursuant to 49 CFR Part 568." The statement shall be completed by inserting the numbers of the standards conformity to which is substantially affected by both the design of the chassis-cab (as modified by the intermediate manufacturer) and the manner in which the vehicle is completed.

(3) "Conformity to Standard Nos. ——— is no longer substantially affected by the design of this chassis-cab." The statement shall be completed by inserting the numbers of all or less than all of the standards, and only those standards, respecting which the latest prior certification statement was in the form prescribed in paragraphs (a)(1), (a)(2), (b)(1)(i), (b)(1)(B), or (b)(2) of this section.

(4) Name of intermediate manufacturer, preceded by the words "INTERMEDIATE MANUFACTURE BY" or "INTERMEDIATE MFR BY".

(5) Month and year in which the intermediate manufacturer performed his last manufacturing operation on the chassis-cab. This may be spelled out, as "JUNE 1970", or expressed as numerals, as "6/70". No preface is required.

(c) * * *

(7) The following statements, as appropriate. Statements (i) and (ii) shall be made only for vehicles that were originally delivered by an incomplete vehicle manufacturer or an intermediate manufacturer as a chassis-cab.

(i) "Conformity of the chassis-cab to Federal Motor Vehicle Safety Standard Nos. ——— has not been affected by final-stage manufacture." The statement shall be completed by inserting the numbers of all or less than all of the standards, and only those standards, respecting which the latest prior certification statement was made by a chassis-cab manufacturer pursuant to paragraph (a)(1) of this section or by an intermediate manufacturer pursuant to paragraphs (b)(1)(i) or (b)(1)(ii) of this section. This statement may be omitted at the discretion of the final-state manufacturer.

(ii) "With respect to Standard Nos. ———, the vehicle has been completed in accordance with the prior manufacturers' instructions." The statement shall be completed by inserting the numbers of all or less than all of the standards, and only those standards, respecting which the latest prior certification statement was a chassis-cab manufacturer's conditional statement under paragraph (a)(2) of this section or an intermediate manufacturer's conditional statement under paragraph (b)(2) of this section. This statement may be omitted at the discretion of the final stage manufacturer.

* * * * *

2. In Part 568, *Vehicles Manufactured in Two or More States*, § 568.5 is amended to read:

§ 568.5 Requirements for intermediate manufacturers.

(a) Each intermediate manufacturer of an incomplete vehicle shall furnish the document required by § 568.4 in the manner specified in that section. If any of the changes in the vehicle made by the intermediate manufacturer affect the validity of the statements in the document as provided to him he shall furnish an addendum to the document that contains his name and mailing address and an indication of all changes that should be made in the document to reflect changes that he made in the vehicle.

(b) Each intermediate manufacturer shall, in accordance with § 567.5 of this chapter, affix a label to each chassis-cab respecting which he is required by paragraph (a) above to furnish an addendum to the document required by § 568.4.

(Secs. 103, 108, 112, 114, 119, Pub. L. 89-563, 80 Stat. 718 (15 U.S.C. 1392, 1397, 1401, 1403, 1407); delegation of authority at 49 CFR 1.50.)

Issued on March 1, 1978.

JOAN CLAYBROOK,
Administrator.

[FR Doc. 78-5914 Filed 3-8-78; 8:45 am]

[4910-59]

[Docket No. 78-02; Notice 1]

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Definitions

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Final rule.

SUMMARY STATEMENT: This notice is an interpretative amendment of the agency's definition of "unloaded vehicle weight." It grants petitions from several manufacturers asking the agency to amend the definition of this term to reflect an existing agency interpretation concerning the definition.

EFFECTIVE DATE: March 9, 1978.

FOR FURTHER INFORMATION CONTACT:

Mr. William Smith, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, D.C., 202-426-2242.

SUPPLEMENTARY INFORMATION: This notice amends Title 49, Code of Federal Regulations, Part 571.3 by clarifying the meaning of "unloaded vehicle weight." "Unloaded vehicle weight" is currently defined as "the weight of a vehicle with maximum capacity of all fluids necessary for operation of the vehicle, but without cargo or occupants."

In July 1976, the NHTSA issued a letter of interpretation in response to a request from the Jeep Corp. concerning the definition of "unloaded vehicle weight." In that interpretation, the agency stated that the unloaded weight of a vehicle does not include the weight of those accessories that are ordinarily removed from a vehicle when they are not in use.

The Chrysler Corp. and the Truck Body and Equipment Association (TBEA) subsequently petitioned the NHTSA to amend the definition of "unloaded vehicle weight" to reflect the existing agency interpretation. Further, TBEA and Chrysler requested an even broader classification of the accessories whose weight would not be included in the computation of "unloaded vehicle weight." Chrysler and TBEA asked that the weight of accessories which are not normally removed from a vehicle when they are not in use also be excluded from the computation of "unloaded vehicle weight." The agency granted the petitions to amend the definition to re-

flect the existing agency interpretation but denied the portions of both petitions requesting an extension of that interpretation.

The agency has interpreted "unloaded vehicle weight" as excluding the weight of accessories ordinarily removed from a vehicle when they are not in use in order to approximate more closely the actual unloaded weight of a vehicle. The type of equipment or accessories not to be included in computing "unloaded vehicle weight" includes: Snow plows, spreaders, and tow bars, among others.

§ 571.3 [Amended]

To codify the existing agency interpretation, the definition of "unloaded vehicle weight" in 49 CFR 571.3, *Definitions* is hereby amended to read as follows:

* * * * *

"Unloaded vehicle weight" means the weight of a vehicle with maximum capacity of all fluids necessary for operation of the vehicle, but without cargo, occupants, or accessories that are ordinarily removed from the vehicle when they are not in use.

Since this amendment is interpretative in nature, and reflects current understanding and practice, it is found for good cause that notice and public procedures thereon are unnecessary, and that an immediate effective date is in the public interest.

The principal author of this notice is Roger Tilton of the Office of Chief Counsel.

(Secs. 103, 109, Pub. L. 89-563, 80 Stat. 718 (15 U.S.C. 1392, 1407); delegation of authority at 49 CFR 1.50.)

Issued on March 1, 1978.

JOAN CLAYBROOK,
Administrator.

[FR Doc. 78-5912 Filed 3-8-78; 8:45 am]

[4910-59]

[Docket No. 78-06; Notice 1]

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Definitions

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Final rule.

SUMMARY: This notice amends the general definitions section of Part 571 (49 CFR Part 571.3) by adding the definitions of "speed attainable in 1 mile" and "speed attainable in 2 miles." These definitions are currently contained in several motor vehicle safety standards. Since the terms are used in the requirements of more than one standard, it is appropriate to define them in the general definitional section which applies to all safety standards in Part 571.

EFFECTIVE DATE: March 9, 1978.

FOR FURTHER INFORMATION CONTACT:

Kathleen DeMeter, Office of Chief Counsel, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, D.C. 20590, 202-426-1834.

SUPPLEMENTARY INFORMATION: Part 571.3 of Title 49, Code of Federal Regulations, contains definitions of terms used in the various motor vehicle safety standards. Many safety standards also contain their own definitional section which defines terms used only in the particular standard. When a term is used in more than a single standard, it is appropriate that its definition be relocated in the generally applicable Part 571.3 definitions section. This eliminates the need to republish the definition of a particular term in each standard in which the term is used.

The terms "speed attainable in 1 mile" and "speed attainable in 2 miles" are each defined in more than one safety standard. For the aforementioned reasons, this notice deletes the definitions of the terms from the standards in which they appear and adds them to § 571.3. Accordingly, 49 CFR Part 571 is amended as follows:

§ 571.3 [Amended]

1. Section 571.3 is amended by adding, after the definition of "service brake," the following two definitions:

"Speed attainable in 1 mile" means the speed attainable by accelerating at maximum rate from a standing start for 1 mile, on a level surface.

"Speed attainable in 2 miles" means the speed attainable by accelerating at a maximum rate from a standing start for 2 miles, on a level surface.

§ 571.105 [Amended]

2. Standard No. 105, Hydraulic brake systems (49 CFR 571.105), is amended by deleting from paragraph S4 the definition of "Speed attainable in 2 miles".

§ 571.108 [Amended]

3. Standard No. 108, Lamps, reflective devices, and associated equipment (49 CFR 571.108), is amended by deleting from paragraph S3 the definition of "Speed attainable in 2 miles."

§ 571.121 [Amended]

4. Standard No. 121, Air brake systems (49 CFR 571.121), is amended by deleting from paragraph S4 the definition of "Speed attainable in 2 miles."

5. Standard No. 122, Motorcycle brake systems (49 CFR 571.121), is amended by deleting from paragraph S4 the definition of "Speed attainable in 1 mile."

(Secs. 102, 103, 119, Pub. L. 89-563, 80 Stat. 718 (15 U.S.C. 1391, 1392, 1407); delegation of authority at 49 CFR 1.50.)

Issued on February 28, 1978.

JOAN CLAYBROOK,
Administrator.

[FR Doc. 78-5913 Filed 3-8-78; 8:45 am]

[7035-01]

CHAPTER X—INTERSTATE COMMERCE COMMISSION

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. No. 1305]

PART 1033—CAR SERVICE

Distribution of Freight Cars

AGENCY: Interstate Commerce Commission.

ACTION: Emergency Order Service Order No. 1305.

SUMMARY: The Union Pacific has serious shortages or boxcars suitable for transporting shipments of lumber. It owns a group of mechanical refrigerator cars with inoperative refrigeration devices which are otherwise suitable for use. Certain shippers of lumber have agreed to use these cars for transporting their shipments provided sufficient cars are furnished to enable the minimum-weight requirements of the tariff can be secured. Service Order No. 1305 authorizes the Union Pacific to substitute two of these refrigerator cars for each boxcar ordered, subject to the minimum weight applicable to the car ordered.

DATES: Effective 12:01 a.m., March 7, 1978. Expires 11:59 p.m., April 15, 1978.

FOR FURTHER INFORMATION CONTACT:

C. C. Robinson, Chief, Utilization and Distribution Branch, Interstate Commerce Commission, Washington, D.C. 20423, telephone 202-275-7840, Telex 89-2742.

SUPPLEMENTARY INFORMATION: The Order is printed in full below.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 6th day of March 1978.

There is an acute shortage of plain boxcars for loading shipments of lumber and lumber products on the lines of the Union Pacific Railroad Co. (UP). The UP has a surplus of mechanical refrigerator cars with inoperative refrigerating devices which are

suitable for transporting lumber and lumber products if the use of two such cars for each boxcar ordered is permitted.

The economic loss suffered by shippers dependent on the UP for their car supplies can be alleviated by the substitution of sufficient smaller cars for the larger cars ordered to transport the shipments offered.

In the opinion of the Commission, present regulations and practices with respect to the use and supply of boxcars are ineffective to overcome these shortages of boxcars and an emergency exists requiring immediate action. Accordingly, the Commission finds that notice and public procedure are impracticable and contrary to the public interest, and that good cause exists for making this order effective upon less than thirty days' notice.

It is ordered, That:

§ 1033.1305 Service Order No. 1305.

(a) *Distribution of freight cars.* Subject to the concurrence of the shipper the Union Pacific Railroad Co. (UP) may substitute two mechanical refrigerator cars bearing reporting marks UPRX for each boxcar ordered for shipments of lumber or lumber products.

(b) *Exception.* This order shall not apply to shipments subject to tariff provisions which require that cars be furnished by the shipper.

(c) *Rates and Minimum Weights Applicable.* The rates to be applied and the minimum weights applicable to shipments for which cars smaller than those ordered have been furnished and loaded as authorized by paragraph (a) of this section shall be the rates and minimum weights applicable to the larger cars ordered.

(d) *Billing to be Endorsed.* The carrier substituting smaller cars for larger cars as authorized by paragraph (a) of this section shall place the following endorsement on the bill of lading and on the waybills authorizing movement of the car:

"Boxcar Ordered, UPRX (——) and UPRX (——) furnished authority ICC Service Order No. 1305."

(e) *Concurrence of Shipper Required.* Smaller cars shall not be furnished in lieu of cars of greater capacity without the consent of the shipper.

(f) *Exceptions.* Exceptions to this order may be authorized to railroads by the Railroad Service Board, Washington, D.C., 20423. Requests for such exception must be submitted in writing, or confirmed in writing, and must clearly state the points at which such exceptions are requested and the reason therefor.

(g) *Rules and Regulations Suspended.* The operation of all rules, regulations, or tariff provisions is suspended insofar as they conflict with the provisions of this order.

(h) *Application.* The provisions of this order shall apply to intrastate, interstate, and foreign commerce.

(i) *Effective date.* This order shall become effective at 12:01 a.m., March 7, 1978.

(j) *Expiration date.* This order shall expire at 11:59 p.m., April 15, 1978, unless otherwise modified, changed, or suspended by order of this Commission.

(49 U.S.C. 1(10-17).)

It is further ordered, That copies of this order shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board, members Joel E. Burns, Robert S. Turkington and John R. Michael.

H. G. Homme, Jr.,
Acting Secretary.

[FR Doc. 78-6259 Filed 3-8-78; 8:45 am]

[4310-55]

Title 50—Wildlife and Fisheries

CHAPTER I—UNITED STATES FISH AND WILDLIFE SERVICE, DEPARTMENT OF THE INTERIOR

PART 17—ENDANGERED AND THREATENED WILDLIFE AND PLANTS

Reclassification of the Gray Wolf in the United States and Mexico, with Determination of Critical Habitat in Michigan and Minnesota

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Final rule.

SUMMARY: The Service issues a final rulemaking which provides for the reclassification of the gray wolf in the United States and Mexico, and for the determination of critical habitat for species of gray wolf in Michigan and Minnesota. The reclassification is considered to accurately express the current status of the gray wolf, based solely on an evaluation of the best available biological data. The special regulations being established in Minnesota are deemed necessary and advisable to provide for the future well-being of the species. Although an increased legal take of wolves committing depredations on domestic animals will be authorized, this take is intended to ameliorate present conflict between the wolf and human interests. Such conflict would hinder conservation efforts and thus work against the long-term welfare of the wolf. A legal take is considered the only practical means by which depredations can be handled and the current problems relieved.

DATE: This rule becomes effective on April 10, 1978.

FOR FURTHER INFORMATION CONTACT:

Mr. Keith M. Schreiner, Associate Director for Federal Assistance, Fish and Wildlife Service, U.S. Department of the Interior, Washington, D.C. 20240, 202-343-4646.

SUPPLEMENTARY INFORMATION: Background: The gray wolf formerly occurred in most of the conterminous United States and Mexico. Because of widespread habitat destruction and human persecution, the species now occupies only a small part of its original range in these regions. Four subspecies of the gray wolf have been listed as Endangered pursuant to the Endangered Species Act of 1973, 16 U.S.C. § 1531 et seq.: the Mexican wolf (*Canis lupus baileyi*), of Mexico and the southwestern United States; the northern Rocky Mountain wolf (*C. l. irremotus*), possibly still found in parts of Wyoming, Montana, and Idaho; the eastern timber wolf (*C. l. lycaon*), now restricted to the northern Great Lakes region; and the Texas gray wolf (*C. l. monstrabilis*) formerly of Texas and Mexico and now probably extinct. This listing arrangement has not been satisfactory because the taxonomy of wolves is out of date, wolves may wander outside of recognized subspecific boundaries, and some wolves from unlisted subspecies may occur in certain parts of the lower 48 States. In any case, the Service wishes to recognize that the entire species *Canis lupus* is Endangered or Threatened to the south of Canada, and considers that this matter can be handled most conveniently by listing only the species name.

This rulemaking also will clarify the status of wolves within the designated range of *C. l. irremotus* and *C. l. lycaon* in Canada. These two subspecies were originally listed as Endangered at a time when there were two separate lists of Endangered species, one for foreign wildlife and one for native wildlife. Both subspecies were added only to the latter list, as published in the Federal Register of January 4, 1974 (39 FR 1171-1176), and thus for legal purposes were considered to be Endangered only within the United States. Subsequently, the two lists were combined into one List of Endangered and Threatened Wildlife,

covering both native and foreign species, as published on July 14, 1977 (42 FR 36420-36431). Examination of this list may give the impression that *C. l. irremotus* and *C. l. lycaon* are considered Endangered over their entire ranges, including Canadian areas. This rulemaking clearly indicates that the gray wolf is listed everywhere to the south of the Canadian border, but nowhere to the north.

Most current interest in the gray wolf centers on the eastern timber wolf, especially in Minnesota. As delineated by recent systematic sources, the original range of the subspecies *C. l. lycaon* included most of the region from Georgia to Maine, and between the Atlantic and the Great Plains. At present, however, the only substantial gray wolf population remaining in this region is in northern Minnesota. There also is a group on Isle Royale in Lake Superior, and possibly a few scattered individuals in northern Michigan and Wisconsin.

The eastern timber wolf was listed as Endangered in 1967, at a time when no Threatened category had been established by Federal legislation. Over the last decade the wolf continued to survive in northern Minnesota, and it became apparent that the species was not in immediate danger of being extirpated in the State. Numbers have fluctuated, but seem to have increased in some areas, and there has been an overall increase in range. Some wolves have entered areas with relatively extensive human settlement and made depredations on domestic animals. Many people have expressed concern about such depredations, and about the possibility that wolves could be detrimental to some deer herds in Minnesota, which have been undergoing a general decline because of several factors including habitat deterioration.

In a letter dated October 4, 1974, the Minnesota Department of Natural Resources petitioned the Service to exclude Minnesota from the range over which the eastern timber wolf is considered Endangered. In response, the Service issued a notice of review in the FEDERAL REGISTER of November 21, 1974 (39 FR 40877). Extensive public comment was received on this notice, mainly opposition from persons who were concerned that removal of the wolf from Endangered status would subject the species to excessive killing by man. Some support for delisting the wolf came from persons who felt that the continued total protection of the Endangered classification would result in serious depredations by the wolf on livestock and game.

Further measures by the Service were withheld pending formulation of recommendations by the Eastern Timber Wolf Recovery Team. This team is one of many appointed by the Service to develop Recovery Plans for Endangered and Threatened species. On June 9, 1977 (42 FR 29527-29533), the Service issued a proposed rulemaking on the gray wolf; this final rulemaking does not differ substantially from the proposal.

SUMMARY OF COMMENTS

In response to the proposed rulemaking of June 9, 1977, the Governments of the following States sent letters expressing support or no opposition: Arkansas, Georgia, Illinois, Louisiana, Maryland, Maine, Michigan, Montana, New Mexico, New York, Oklahoma, South Dakota, Tennessee, Texas, Washington, West Virginia, Wisconsin, and Wyoming. In addition, responses, but no comments, were received from the Governments of Alabama, California, Connecticut, Delaware, Florida, Missouri, and North Carolina.

The Governor of Minnesota stated that the wolf in Minnesota should be classified neither as Endangered nor Threatened. He indicated that the proposal did not give sufficient reason for maintaining the species as Threatened, and that the regulations would not allow for adequate control of depredating wolves. The Service recognizes that there is disagreement regarding the application of the Threatened category, but now considers that the rationale given in the proposal, and repeated below, does justify this classification. The Service also considers that the proposed control provisions are all that can be supported on the basis of currently available data. The situation, however, will be closely monitored, and any modifications that seem warranted will be proposed.

The Governor also made the following recommendations (assuming that the wolf was classified as Threatened in Minnesota): Critical Habitat should be restricted to the northeastern part of the State; zone 3 "should not be designated as a sanctuary", because much of it is peat bog and thus poor deer habitat, and because it is surrounded by livestock country; no taking of wolves should be allowed in zone 2; the boundaries of zones 1 and 2 should be expressed in simpler language so that citizens would know the location of the "sanctuary"; zones 4 and 5 should be combined into one zone; and reporting of the taking of depredating wolves should be done quarterly, rather than within 5 days. In response, the Service first wants to make it clear that neither the proposed nor final regulations use the term "sanctuary". The regulations actually will reduce the area of total protection for the wolf in Minnesota from the entire State to only zone 1 in the northeastern corner. In all other parts of the State, depredating wolves may be taken under the conditions set forth in the regulations. The Critical Habitat zones being established are not the same as a "sanctuary", and apply only to actions of Federal agencies affecting habitat conditions. Except for zone 1, depredating wolves may be taken within Critical Habitat. The Service considers that both zones 2 and 3, as well as the area surrounding zone 3, should be open to such taking. The Critical Habitat boundaries were recommended by authorities who have many years of field experience with wolves in this region, and the Service thinks these boundaries, except for the slight modifications indicated, should be the same as proposed. The boundaries will apply only to evaluation of Federal actions, and have nothing to do with any restriction of the movement or activity of private citizens of State agencies. Although all the same regulations will apply to zones 4 and 5, at least for a while, the Service prefers to maintain them as separate zones for informational purposes. The Service also prefers to keep the reporting period to 5 days, because of the importance of closely monitoring the rate, location, and circumstances of the taking of wolves.

The Secretary of State of Minnesota sent a copy of a resolution passed by the State Legislature and approved by the Governor. The resolution called for complete declassification of the wolf in Minnesota, and cited the following reasons: the wolf population had reached carrying capacity in many areas and was expanding into areas "not heretofore inhabited"; hardship was resulting from wolf depredations; the State had adequate resources and authority to effectively manage the wolf; and the Legislature believed it best for the State to have exclusive control of its resident wolf population. Only the first of these reasons is relevant to the factors that may legally be considered in determing the classification of a species under the Endangered Species Act. And, while it is recognized that the wolf may recently have increased its range in Minnesota, it is not entirely correct to say that the involved areas were "not heretofore inhabited", because at one time the wolf occupied the entire State. It is also probable that the wolf population has reached carrying capcacity in some parts of Minnesota, but these areas represent a comparatively small portion of the original range of the species, and population density alone will not assure long-term welfare. The depredation problem is being dealth with under this rulemaking.

Expressions of objection to the proposal also were received from a number of other parties in Minnesota including the Beltrami County Board of Commissioners, the Itasca County

Board of Commissioners, the City of Littlefork, the City of International Falls, the Sheriff of Roseau County, and State Senator Bob Lessard. In addition, State Representative Irv Anderson sent a detailed statement commenting negatively on the proposal. Much of this statement is devoted to the background of the situation, and to comparison with other Federal activities. Mr. Anderson indicated even a Threatened classification was unjustifiable for the wolf in Minnesota, although he went on to mention a potential conflict between the species and economic development in one area, and to suggest the possibility of the wolf becoming Endangered because of human attitudes. In any event, the Service stands by its original reasoning, as repeated below, for considering the wolf to be a Threatened species in Minnesota. Mr. Anderson also stated that the proposed special regulations were inadequate, because taking of wolves would not be allowed until after depredations had occurred, and then only by government agents. In practice, however, most taking of problem wolves has always been done by trappers who respond to complaints. Under the rulemaking, both State and Federal agents would be available for such action. It might be added here, for the information of all parties who recommended total declassification or more liberal taking regulations in Minnesota, that the Service could not take such measures, even if it wanted to, without first making an entirely new proposal and allowing a new period of public comment.

The U.S. Forest Service supported the reclassification and Critical Habitat designation, but requested assurance that biological subspecies would continue to be maintained and dealt with as separate entities. The Fish and Wildlife Service can give this assurance. The Forest Service also made a number of management recommendations, which will be considered at appropriate times.

The National Park Service also favored continued recognition of the different wolf subspecies, and in general supported the proposal. The Park Service, however, recommended enlargement of the Critical Habitat designation in Minnesota to include all of Voyageurs National Park and some adjacent lands. Recent studies have indicated that several packs of wolves in the Park depend partly on habitat not included in the proposal. The Fish and Wildlife Service has decided to follow this recommendation, and the delineation of zones given below reflects the changes called for by the Park Service. Approximately 13 square miles in Voyageurs National Park, and about 13 square miles outside of the Park have been added to zone 1. A reduction of about eight square miles in the size of zone 2 also has been made, based on new information provided by the Region 3 Office of the Fish and Wildlife Service, in Twin Cities, Minn.

Representative Abner J. Mikva of Illinois opposed the proposal, stating that the wolf should continue to be listed as Endangered in Minnesota, and that the Service should not give in to pressure for reclassification from a small interest group. The Service, however, does not consider that it is giving in, but rather that an accurate classification and proper regulations are being established.

The Defenders of Wildlife sent a detailed statement on the proposal, which it said was endorsed by three other conservation organizations: Fund for Animals, The Humane Society of the United States, and Let Live. Most of the statement consisted of various recommendations, which the Service will consider, but which are not directly related to preparation of this rulemaking. In addition, the statement expressed opposition to the separation of the wolf in Minnesota as a species for legal purposes, and warned that such a measure might set a precedent for pressure to make exceptions for other species in particular political areas. The Service understands this point, but, in the case of the wolf, considers that there is adequate legal basis for the rulemaking in section 3(11) of the Endangered Species Act; and sufficient biological basis in the long-established and striking difference between the status of the wolf in Minnesota and all other areas south of the Canadian border.

The Environmental Defense Fund "cautiously" supported the proposal, but issued a number of warnings of possible problems, which the Service will consider. The Service does strongly disagree with the contention that the reclassification proposal was based primarily on pressure from agricultural and political interests, rather than biological factors. The Service considers that the status of the wolf in Minnesota is accurately expressed by a Threatened classification, and that had this category been available in 1967 the eastern timber wolf probably would have been so listed. Also, the special regulations allowing some take of depredating wolves should not be viewed as a vindication of past illegal killing. These regulations express recognition of the need to deal with an active current problem. The Service will enforce these regulations to the limit of its ability, and will not tolerate any taking of wolves beyond that authorized.

The Fur and Trapping Ethics organization indicated opposition to reclassification in Minnesota, and suggested that instead of allowing the take of depredating wolves by special regulation, the Service should permit such take under the provisions of section 10(a) of the Endangered Species Act. That section authorizes the issuance of permits to do anything otherwise prohibited by the Act, in order to enhance the survival of an Endangered species. Since the take of a few depredating wolves might moderate antagonism toward the entire species, it could be argued that such measures would enhance the survival of the species. The Service, however, considers a Threatened classification to be biologically justifiable in Minnesota, and under this classification a special regulation can be applied.

The Help Our Wolves Live organization made a number of recommendations, some of which were already expressed in the proposal. This group suggested that only Federal trappers be allowed to take depredating wolves in Minnesota, but at present the Service sees no justification for prohibiting participation by personnel of the Minnesota Department of Natural Resources.

The following organizations within the Monitor Consortium expressed opposition to reclassification in Minnesota: The International Primate Protection League; Fund for Animals, Inc.; Let Live; Audubon Naturalist Society of the Central Atlantic States; Committee for the Preservation of the Tule Elk; International Fund for Animal Welfare—U.S.A.; American Littoral Society; American Littoral Society, Chesapeake Chapter; Environmental Policy Center; Society for Animal Protective Legislation; Washington Humane Society; and Friends of the Earth. These organizations thought that the Minnesota wolf population should not be separated from that of the rest of the lower United States, but should be viewed as a tiny and Endangered remnant of a former wide-ranging species. The Service can understand this position, but considers that no matter how the Minnesota population is viewed, it, by itself, is more properly classified as Threatened. These respondents also suggested that by allowing take of depredating wolves, the Service would be giving in to poachers who are killing wolves illegally. Such is not the case; the take is being authorized because it is the most practical means of dealing with a current problem, and will not be detrimental to the overall Minnesota wolf population. Another comment was that the Critical Habitat designation should be larger, but the Service considers that the proposed zones, as based on the recommendations of experienced field personnel, are all that can be justified by presently available data.

The National Audubon Society and the National Wildlife Federation supported the proposed rulemaking, but

both suggested that wording of proposed § 17.40(d)(2)(B)(4) be revised to make it clear that wolves would be taken only in response to specific, documented or confirmed cases of depredation. The Service considers that present language, authorizing take only by Government agents, and requiring that all taking be reported, is sufficient to provide all legal assurances that are necessary.

The National Parks and Conservation Association recommended that taking of depredating wolves be allowed only in zones 4 and 5 of Minnesota, and not in zones 2 and 3. Any take in the latter two zones, however, would be very limited, since little domestic stock is present, and the Service considers that such taking would have a negligible effect on wolf populations. This Association also indicated that the reclassification was based mainly on social factors, and could not be justified by biological data. The Service disagrees; the reclassification will reflect the actual biological status of the wolf in Minnesota.

The New York Zoological Society and the Zoological Society of San Diego expressed concern that the Endangered classification of all wolves in the lower 48 States (except Minnesota) would apply to any individual of the species *Canis lupus*, even to those in zoos. This rulemaking, however, like most rulemakings of this kind, will apply only to wild animals and to captives originating in the wild population that is being listed. Captive wolves would not be affected, unless their origin was within the wild population found to the south of the Canadian border.

The North American Wolf Society supported the reclassification of the wolf in Minnesota and the designation of Critical Habitat, but questioned the elimination of subspecific differentiation in listings, suggesting that such elimination could jeopardize efforts to locate and maintain stocks of the various subspecies. The Service, however, can offer the firmest assurance that it will continue to recognize valid biological subspecies for purposes of its research and conservation programs.

The Safari Club International supported the Endangered classification for all wolves south of Canada, except in Minnesota, but opposed any listing, regulations, or Critical Habitat designation in Minnesota. It was stated that the Service rejected the recommendations of the Eastern Timber Wolf Recovery Team, but actually most recommendations were accepted, and the Team's advice will continue to be carefully considered in the future. The Safari Club suggested that any wolf which wandered into the United States from Canada, and which was not from a currently listed subspecies, should not be considered Endangered. It is the intention of the Service, however, to list any naturally present wolf to the south of Canada (except Minnesota) as Endangered.

The Sierra Club indicated opposition to reclassification in Minnesota, and made a number of comments along the same lines as some of those already covered above. The Sierra Club also recommended revision of proposed § 17.40(d)(2)(i)(a) to prevent abuse of the provision, but the proposed wording actually is identical to that covering Endangered species in existing 50 CFR § 17.21(c)(2). In addition, the statement was made that control programs in zone 4 could break pack structure, allow hybridization with coyotes, and thus jeopardize the overall wolf population. Actually, however, the wolf in Minnesota was taken intensively for many years prior to protection, and no specimen was ever collected that suggested the occurrence of hybridization.

The Wilderness Society also opposed the reclassification, again mostly on the basis of the same points discussed above. The Society suggested a number of management alternatives to taking of depredating wolves, which the Service will consider, but which can not be used as immediate solutions to the problem at hand. In answer to questions asked, it is likely that taking will include the use of steel traps and may be done by agents specially hired for the purpose, but the live-capture and transfer of wolves certainly will remain a viable option.

In addition to the above, the following organizations supported the proposed rulemaking: Minnesota Conservation Federation, North American Wildlife Park Foundation, Tahoma Audubon Society, and Wildlife Management Institute. The following other organizations opposed the proposal: Interior Wildlife Association of Alaska, Littlefork Gun Club, Minnesota Chapter of the Safari Club International, National Association for Humane Legislation, Texas Committee on Natural Resources, United Animal Defender, and Wildlife Unlimited.

In addition to the above, there was a heavy response to the proposal from private citizens. A breakdown of the responses shows the following approximate figures: 637 persons sent individual comments, and 380 signed petitions in support of maintaining the Endangered classification of the wolf in Minnesota; 84 persons sent individual comments, 28 signed petitions, and 214 signed form letters supporting total declassification in Minnesota; 99 persons sent individual comments, and 214 signed form letters expressing opposition to what they termed a "sanctuary" in Minnesota; 129 persons signed a form letter suggesting that the proposed depredation control measures were inadequate; 7 persons sent comments supporting the proposal; and 9 persons sent information without actually expressing a viewpoint. Practically all of the views expressed in these comments by citizens have been covered above in the discussion of comments by organizations and governmental bodies.

Summary of Factors Affecting the Species

As defined in section 3 of the Act, the term "species" includes any subspecies of fish or wildlife or plants and any other group of fish or wildlife of the same species or smaller taxa in common spatial arrangement that interbreed when mature. For purposes of this rulemaking, the gray wolf (*Canis lupus*) group in Mexico and the 48 conterminous States of the United States, other than Minnesota, is being considered as one "species", and the gray wolf group in Minnesota is being considered as another "species".

Section 4(a) of the Act states that the Secretary of the Interior may determine a "species" to be Endangered or Threatened because of any of five factors. These factors, and their application to the gray wolf in Minnesota, and to the gray wolf in the other 48 conterminous States of the United States and in Mexico, are listed below.

1. *The present or threatened destruction, modification, or curtailment of its habitat or range.*—The gray wolf once had a range that included most of Mexico and the 48 conterminous States of the United States. The species now occurs in only a small fraction of this range, and is very rare in most places where it does exist. Perhaps fewer than 200 wolves survive in Mexico, and these are widely scattered and subject to intensive human pressure. In the southwestern United States the wolf probably is present only as an occasional wanderer near the Mexican border. In the northwestern United States the wolf is restricted mainly to remote parts of the Rocky Mountains, though some individuals may wander from this region, or from Canada, into other areas. In the eastern half of the United States the gray wolf has been totally eliminated by man, except in the upper Great Lakes region. Here, there is a group on Isle Royale, and possibly a few in northern Michigan and Wisconsin. The only major population of the gray wolf remaining anywhere in the 48 conterminous States is in northern Minnesota. This population, while small compared to the original numbers and range of the gray wolf in the lower 48 States, has not itself undergone a significant decline since about 1900. Indeed, within the last decade there appears to have been a numerical increase in some areas, and an overall range increase. The relatively remote primary habitat of the population,

which is composed in large part of protected public lands, along with the continuity of the population with other populations in Canada, has contributed to the survival of the wolf in Minnesota. There appear to be no serious problems that could result in the immediate extirpation of the species in this area, and thus the population would not seem to be Endangered as defined by the Act. On the other hand, the Minnesota population does represent the last significant element of a species that once occupied a vastly larger range in the lower 48 States, and long-term trends may be working against the wolf. To quote the Recovery Plan, "Future circumstances are unpredictable and those that now exist could change drastically. For example, widespread industrialization, mineral exploitation, and general development could threaten much of the wolf's remaining range, making regulation increasingly significant to the populations left. Additional roads, railroads, power lines, mines and tourist facilities could further carve up much of northern Minnesota. This would disrupt the natural repopulation of depleted areas by wolves and promote higher human densities which would compete with wolves for their wild prey." Moreover, in recent years there has been a decline in deer, the main prey species, in parts of the primary range of the wolf. This decline has resulted primarily from forest maturation and severe winter weather. Wolf numbers have declined accordingly in some of these areas. In contrast, wolves have increased in their peripheral range where they are more likely to come into conflict with human interests and thus stimulate action against them. These various problems would seem to warrant the maintenance of a Threatened classification for the wolf in Minnesota.

2. *Overutilization for commercial, sporting, scientific, or educational purposes.*—Direct killing by man, including large-scale commercial and sport taking, has been the major direct factor in the decline of wolves in the conterminous United States and Mexico. Wolves still are regularly shot, especially when they appear in settled areas that are not part of their regular range. Illegal killing is a problem in Minnesota and other areas where the wolf still occurs.

3. *Disease or predation.*—Not applicable.

4. *The inadequacy of existing regulatory mechanisms.*—There still are some places in the lower 48 States, such as Washington and North Dakota, where wolves may occur and where they are not under Federal protection. Moreover, because of the confusing taxonomy of wolf subspecies, and because wolves may wander across recognized subspecific boundaries, difficult law enforcement problems may arise. In Minnesota, wolves are totally protected under the Act, but this total protection may actually be working against the species. By prohibiting the killing of wolves, even those that may be attacking livestock and pets, current regulations may be creating an adverse public attitude toward the whole species.

5. *Other natural or manmade factors affecting its continued existence.*—None in addition to those discussed above.

Interagency Cooperation

Section 7 of the Endangered Species Act of 1973 requires Federal agencies, and only Federal agencies, to insure that actions authorized, funded, or carried out by them do not jeopardize the continued existence of Endangered or Threatened species, or adversely affect the Critical Habitat of such species. The Recovery Team has described zones 1, 2, and 3 in Minnesota, and Isle Royale National Park, Michigan, as "critical areas" of the wolf. These areas provide the space for normal growth and movement of established pack units and would supply sufficient food and cover for the assured survival of the species. The Service considers that these areas qualify as Critical Habitat, pursuant to Section 7, and that Federal agencies should evaluate their actions affecting these areas relative to the welfare of the wolf.

Effects of the Rulemaking

With respect to the gray wolf in the 48 conterminous States of the United States, except Minnesota, and in Mexico, all prohibitions of section 9(a)(1) of the Act, as implemented by 50 CFR 17.21 will apply. These prohibitions, in part, will make it illegal for any person subject to the jurisdiction of the United States to take, import or export, ship in interstate commerce in the course of a commercial activity, or sell or offer for sale in interstate or foreign commerce this species. It also will be illegal to possess, sell, deliver, carry, transport, or ship any such wildlife which was illegally taken. Certain exceptions apply to agents of the Service and State conservation agencies. Permits for scientific purposes or for the enhancement of propagation or survival are available in accordance with 50 CFR 17.22. Economic hardship permits are available under 50 CFR 17.23. For practical purposes these measures already are in effect since nearly all wolves that regularly occur in the region in question are currently listed as Endangered. The rulemaking will extend Endangered status to those few wolves that may be in the region that are not already listed, and would simplify law enforcement and conservation measures.

With respect to the gray wolf in Minnesota, which is listed as Threatened, a special rule is promulgated which applies provisions similar to those of 50 CFR 17.31, and an additional provision for depredation control. The prohibitions of 50 CFR 17.31 are essentially the same as those for Endangered species, except that "any employee or agent of the Service, of the National Marine Fisheries Service, or of a State conservation agency which is operating under a Cooperative Agreement with the Service or with the National Marine Fisheries Service, in accordance with Section 6(c) of the Act, who is designated by his agency for such purposes, may, when acting in the course of his official duties, take any threatened wildlife to carry out scientific research or conservation programs." In accordance with 50 CFR 17.32, permits for Threatened wildlife are available for scientific purposes, enhancement of propagation or survival, economic hardship, zoological exhibitions, educational purposes, or special purposes consistent with the purposes of the Act.

The provisions for predator control state that wolves may be taken by authorized Federal or State employees in zones 2, 3, 4, and 5, if such wolves commit significant depredations on lawfully present domestic animals. Few, if any, of these wolves will be taken in zones 2 and 3 which have practically no livestock, and nearly all will be taken in zone 4. Essentially then, the wolf population in zones 1, 2, and 3 will not be affected by the depredation control activity. The population in zone 4 might be held below biological potential, but would continue to exist in reasonable numbers. The control of depredating wolves in zone 4 will reduce conflicts with human interests and should create a more favorable public attitude that would be of overall benefit to the wolf.

The effects of Critical Habitat determination involve Federal agencies. In accordance with section 7 of the Act, such agencies, and only such agencies, are required to insure that actions authorized, funded, or carried out by them do not adversely affect the Critical Habitat of Endangered or Threatened species. The designation of Critical habitat for the gray wolf in Minnesota, as delineated below, points out areas where this responsibility will apply. This will not automatically prohibit any particular actions, and it is likely that many kinds of Federal actions involving the areas in question would not be expected to be detrimental to the wolf. For more information, please consult the "Guidelines to Assist Federal Agencies in Complying with Section 7 of the Endangered Species Act of 1973," as prepared by the Fish and Wildlife Service and National Marine Fisheries Service.

NATIONAL ENVIRONMENTAL POLICY ACT

An environmental assessment has been prepared in conjunction with this rulemaking. It is on file in the Service's Office of Endangered Species, 1612 K Street NW., Washington, D.C. 20240, and may be examined during regular business hours. The assessment is the basis for a decision that the determinations of this rulemaking are not major Federal actions which would significantly affect the quality of the human environment within the meaning of section 102(2)(C) of the National Environmental Policy Act of 1969.

The primary author of this rulemaking is Ronald M. Nowak, Office of Endangered Species, U.S. Fish and Wildlife Service (202/343-7814).

REGULATIONS PROMULGATION

Accordingly, Part 17, Subparts B, D, and I, Title 50 of the Code of Federal Regulations, are amended as set forth below.

1. Section 17.11 is amended by deleting the Mexican wolf (*Canis lupus baileyi*), northern Rocky Mountain wolf (*Canis lupus irremotus*), eastern timber wolf (*Canis lupus lycaon*), and Texas gray wolf (*Canis lupus monstrabilis*) from the List of Endangered and Threatened Wildlife and Plants, and by adding the gray wolf (*Canis lupus*) to the List as indicated below:

§ 17.11 Endangered and threatened wildlife.

Species		Range					
Common name	Scientific name	Population	Known distribution	Portion of range where threatened or endangered	Status	When listed	Special rules
Mammals:							
Wolf, gray	*Canis lupus*	United States (48 conterminous States, other than Minnesota), Mexico.	Arizona, Idaho, Michigan, Montana, New Mexico, North Dakota, Oregon, Texas, Washington, Wisconsin, Wyoming, Mexico.	Entire	E	1, 6, 13, 15, 35	N/A.
Do	do	Minnesota	Northern Minnesota	Entire	T	35	17.40(d).

2. Section 17.40 is amended by adding the following paragraph (d):

§ 17.40 Special rules—mammals.

* * * * *

(d) Gray wolf (*Canis lupus*) in Minnesota.—(1) *Zones.* For purposes of these regulations, the State of Minnesota is divided into the following five zones.

ZONE 1—4,488 SQUARE MILES

Beginning at the point of intersection of United States and Canadian boundaries in Section 22, Township 71 North, Range 22 West, in Rainy Lake, then proceeding along the west side of Sections 22, 27, and 34 in said Township and Sections 3, 10, 15, 22, 27 and 34 in Township 70 North, Range 22 West and Sections 3 and 10 in Township 69 North, Range 22 West; then east along the south boundaries of Sections 10, 11, and 12 in said Township; then south along the Koochiching and St. Louis counties line to Highway 53; thence southeasterly along State Highway 53 to the junction with County Route 765; thence easterly along County Route 765 to the junction with Kabetogama Lake in Ash River Bay; thence along the south boundary of Section 33 in Township 69 North, Range 19 West, to the junction with the Moose River; thence southeasterly along the Moose River to Moose Lake; thence along the western shore of Moose Lake to the river between Moose Lake and Long Lake; thence along the said river to Long Lake; thence along the east shore of Long Lake to the drainage on the southeast side of Long Lake in NE¼, Section 18, Township 67 North, Range 18 West; thence along the said drainage southeasterly and subsequently northeasterly to Marion Lake, the drainage being in Section 17 and 18, Township 67 North, Range 18 West; thence along the west shoreline of Marion Lake proceeding southeasterly to the Moose Creek; thence along Moose Creek to Flap Creek; thence southeasterly along Flap Creek to the Vermilion River; thence southerly along the Vermilion River to Vermilion Lake; thence along the Superior National Forest boundary in a southeasterly direction through Vermilion Lake passing these points: Oak Narrows, Muskrat Channel, South of Pine Island, to Hoodo Point and the junction with County Route 697; thence southeasterly on County Route 697 to the junction with State Highway 169; thence easterly along State Highway 169 to the junction with State Highway 1; thence easterly along State Highway 1 to the junction with the Erie Railroad tracks at Murphy City; thence easterly along the Erie Railroad tracks to the junction with Lake Superior at Taconite Harbor; thence northeasterly along the North Shore of Lake Superior to the Canadian Border; thence westerly along the Canadian Border to the point of beginning in Rainy Lake.

ZONE 2—1,856 SQUARE MILES

Beginning at the intersection of the Erie Mining Co. Railroad and State Highway 1 (Murphy City); thence southeasterly on State Highway 1 to the junction with County Road 4; thence southwesterly on County Road 4 to the State Snowmobile Trail (formerly the Alger-Smith Railroad); thence southwesterly to the intersection of the Old Railroad Grade and Reserve Mining Co. Railroad in Section 33 of Township 56 North, Range 9 West; thence northwesterly along the Railroad to Forest Road 107; thence westerly along Forest Road 107 to Forest Road 203; thence westerly along Forest Road 203 to the junction with County Route 2; thence in a northerly direction on County Route 2 to the junction with Forest Road 122; thence in a westerly direction along Forest Road 122 to the junction with the Duluth, Missabe and Iron Range Railroad; thence in a southwesterly direction along the said railroad tracks to the junction with County Route 14; thence in a northwesterly direction along County Route 14 to the junction with County Route 55; thence in a westerly direction along County Route 55 to the junction with County Route 44; thence in a southerly direction along County Route 44 to the junction with County Route 266; thence in a southeasterly direction along County Route 266 and subsequently in a westerly direction to the junction with County Road 44; thence in a northerly direction on County Road 44 to the junction with Township Road 2815; thence westerly along Township Road 2815 to Alden Lake; thence northwesterly across Alden Lake to the inlet of the Cloquet River; thence northerly along the Cloquet River to the junction with Carrol Trail-State Forestry Road; thence west along the Carrol Trail to the junction with County Route 4 and County Route 49; thence west along County Route 49 to the junction with the Duluth, Winnipeg and Pacific Railroad; thence in a northerly direction along said Railroad to the junction with the Whiteface River; thence in a northeasterly direction along the Whiteface River to the Whiteface Reservoir; thence along the western shore of the Whiteface Reservoir to the junction with County Route 340; thence north along County Route 340 to the junction with County Route 16; thence east along County Route 16 to the junction with County Route 346; thence in a northerly direction along County Route 346 to the junction with County Route 569; thence along County Route 569 to the junction with County Route 565; thence in a westerly direction along County Route 565 to the junction with County Route 110; thence in a westerly direction along County Route 110 to the junction with County Route 100; thence in a north and subsequent west direction along County Route 100 to the junction with State Highway 135; thence in a northerly di-

rection along State Highway 135 to the junction with State Highway 169 at Tower; thence in an easterly direction along the southern boundary of Zone 1 to the point of beginning of Zone 2 at the junction of the Erie Railroad Tracks and State Highway 1.

ZONE 3—3,501 SQUARE MILES

Beginning at the junction of State Highway 11 and State Highway 65; thence southeasterly along State Highway 65 to the junction with State Highway 1; thence westerly along State Highway 1 to the junction with State Highway 72; thence north along State Highway 72 to the junction with an un-numbered township road beginning in the northeast corner of Section 25, Township 155 North, Range 31 West; thence westerly along the said road for approximately seven (7) miles to the junction with SFR 95; thence westerly along SFR 95 and continuing west through the southern boundary of Sections 36 through 31, Township 155 North, Range 33 West, through Sections 36 through 31, Township 155 North, Range 34 West, through Sections 36 through 31, Township 155 North, Range 35 West, through Sections 36 and 35, Township 155 North, Range 36 West to the junction with State Highway 89, thence northwesterly along State Highway 89 to the junction with County Route 44; thence northerly along County Route 44 to the junction with County Route 704; thence northerly along County 704 to the junction with SFR 49; thence northerly along SFR 49 to the junction with SFR 57; thence easterly along SFR 57 to the junction with SFR 63; thence south along SFR 63 to the junction with SFR 70; thence easterly along SFR 70 to the junction with County Route 87; thence easterly along County Route 87 to the junction with County Route 1; thence south along County Route 1 to the junction with County Route 16; thence easterly along County Route 16 to the junction with State Highway 72; thence south on State Highway 72 to the junction with a gravel road (unnumbered County District Road) on the north side of Section 31, Township 158 North, Range 30 West; thence east on said District Road to the junction with SFR 62; thence easterly on SFR 62 to the junction with SFR 175; thence south on SFR 175 to the junction with County Route 101; thence easterly on County Route 101 to the junction with County Route 11; thence easterly on County Route 11 to the junction with State Highway 11; thence easterly on State Highway 11 to the junction with State Highway 65, the point of beginning.

ZONE 4—20,883 SQUARE MILES

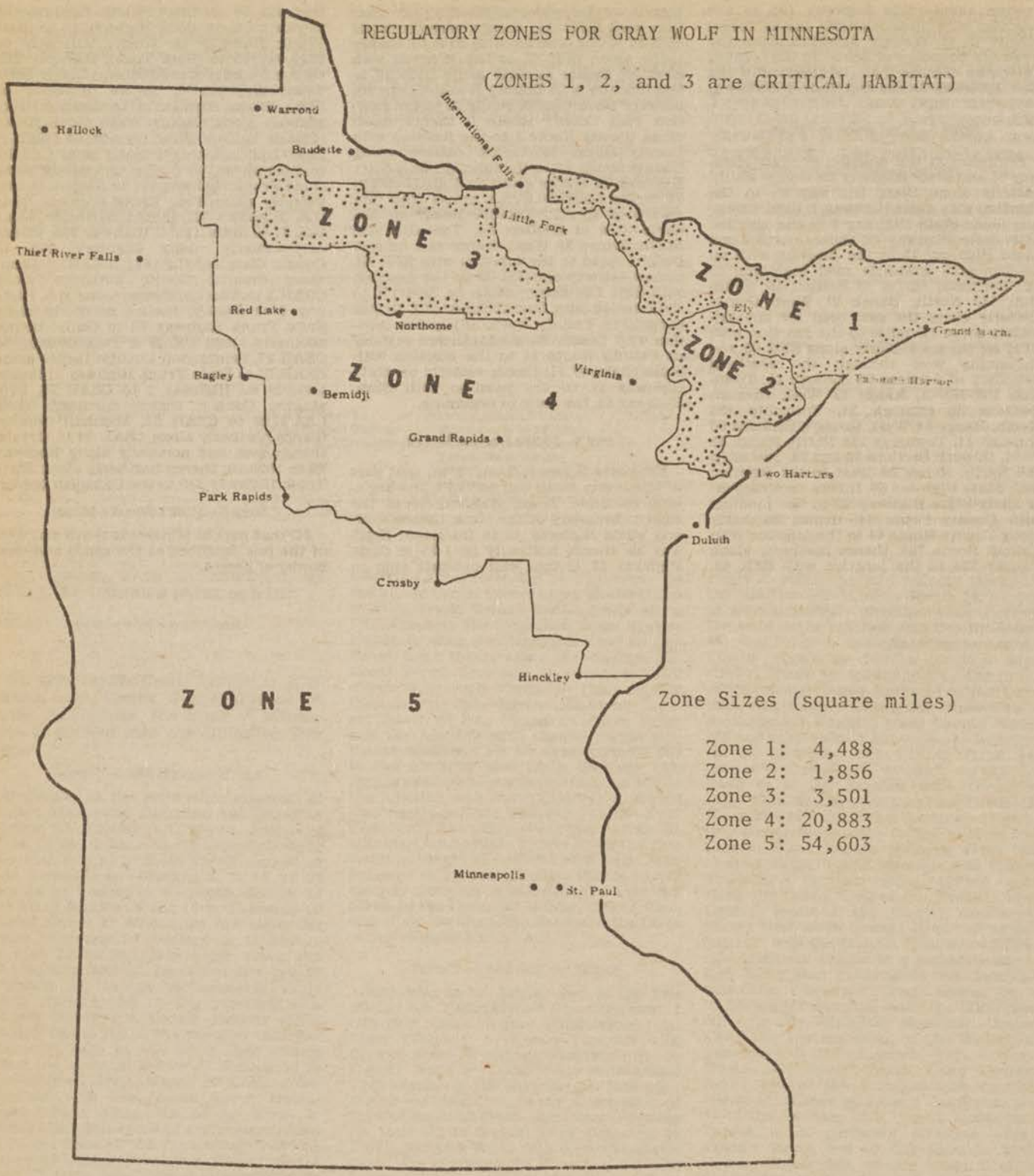
Excluding Zones 1, 2 and 3, all that part of Minnesota north and east of a line beginning on State Trunk Highway 48 at the eastern boundary of the state; thence westerly along Highway 48 to Interstate Highway 35; thence northerly on I-35 to State Highway 23, thence west one-half mile on Highway 23 to State Trunk Highway 18; thence westerly along Highway 18 to State Trunk Highway 65, thence northerly on Highway 65 to State Trunk Highway 210; thence westerly along Highway 210 to State Trunk Highway 6; thence northerly on State Trunk Highway 6 to Emily; thence westerly along County State Aid Highway (CSAH) 1, Crow Wing County, to CSAH 2, Cass County; thence westerly along CSAH 2 to Pine River; thence northwesterly along State Trunk Highway 371 to Backus; thence westerly along State Trunk Highway 87 to U.S. Highway 71; thence northerly along U.S. 71 to State Trunk Highway 200; thence northwesterly along Highway 200, to County State Aid Highway (CSAH) 2, Clearwater County; thence northerly along CSAH 2 to Shevlin; thence along U.S. Highway 2 to Bagley; thence northerly along State Trunk Highway 92 to Gully; thence northerly along CSAH 2, Polk County, to CSAH 27, Pennington County; thence along CSAH 27 to State Trunk Highway 1; thence easterly on Highway 1 to CSAH 28, Pennington County; thence northerly along CSAH 28 to CSAH 54, Marshall County, thence northerly along CSAH 54 to Grygla; thence west and northerly along Highway 89 to Roseau; thence northerly along State Truck Highway 310 to the Canadian border.

ZONE 5—54,603 SQUARE MILES

All that part of Minnesota south and west of the line described as the south and west border of Zone 4.

REGULATORY ZONES FOR GRAY WOLF IN MINNESOTA

(ZONES 1, 2, and 3 are CRITICAL HABITAT)



Zone Sizes (square miles)

Zone 1:	4,488
Zone 2:	1,856
Zone 3:	3,501
Zone 4:	20,883
Zone 5:	54,603

(2) *Prohibitions.* The following prohibitions apply to the gray wolf in Minnesota.

(i) *Taking.* Except as provided in this paragraph (d)(2)(i) of this section, no person may take a gray wolf in Minnesota.

(A) Any person may take a gray wolf in Minnesota in defense of his own life or the lives of others.

(B) Any employee or agent of the Service, any other Federal land management agency, or the Minnesota Department of Natural Resources, who is designated by his agency for such purposes, may, when acting in the course of his official duties, take a gray wolf in Minnesota without a permit if such action is necessary to:

(*1*) Aid a sick, injured, or orphaned specimen; or

(*2*) Dispose of a dead specimen; or

(*3*) Salvage a dead specimen which may be useful for scientific study.

(*4*) Furthermore, such designated employees or agents of the Service or the Minnesota Department of Natural Resources may take a gray wolf without a permit in Minnesota if such action is necessary to remove from zone 2, 3, 4, or 5, as delineated in paragraph (d)(3)(1) of this section, a gray wolf committing significant depredations on lawfully present domestic animals, but only if the taking is done in a humane manner.

(C) Any taking pursuant to paragraph (d)(2)(i) (A) and (B) of this section must be reported in writing to the United States Fish and Wildlife Service, Division of Law Enforcement, P.O. Box 19183, Washington, D.C. 20036, within 5 days. The specimen may only be retained, disposed of, or salvaged in accordance with directions from the Service.

(D) Any employee or agent of the Service or the Minnesota Department of Natural Resources when operating under a Cooperative Agreement with the Service in accordance with section 6(c) of the Act, who is designated by his agency for such purposes, may, when acting in the course of his official duties, take a gray wolf in Minnesota to carry out scientific research or conservation programs.

(ii) *Unlawfully taken wolves.* No person may possess, sell, deliver, carry, transport, or ship, by any means whatsoever, a gray wolf taken unlawfully in Minnesota.

(iii) *Import or export.* Except as may be authorized by a permit issued under authority of § 17.32, no person may import or export any Minnesota gray wolf.

(iv) *Commercial transactions.* Except as may be authorized by a permit issued under § 17.32, no person may deliver, receive, carry, transport, ship, sell, or offer to sell in interstate or foreign commerce, by any means whatsoever, and in the course of a commercial activity, any Minnesota gray wolf.

(3) *Permits.* All permits available under § 17.32 (General Permits—Threatened wildlife) are available with regard to the gray wolf in Minnesota. All the terms and provisions of § 17.32 apply to such permits issued under the authority of this paragraph (d)(3).

3. Section 17.95 is amended by adding the following Critical Habitat description after the Critical Habitat description for the Morro Bay kangaroo rat.

§ 17.95 Critical habitat—fish and wildlife.

(a) Mammals.

* * * * *

Gray Wolf

(*Canis lupus*)

Michigan. Isle Royale National Park.

Minnesota. Areas of land, water, and airspace in Beltrami, Cook, Itasca, Koochiching, Lake, Lake of the Woods, Roseau, and St. Louis Counties, with boundaries (4th and 5th Principal meridians) identical to those of zones 1, 2, and 3, as delineated in 50 CFR 17.40(d)(1).

NOTE.—The Service has determined that this document does not contain a major action requiring preparation of an Economic Impact Statement under Executive Order 11949 and OMB Circular A-107.

Dated: March 3, 1978.

LYNN A. GREENWALT,
Director, Fish and Wildlife Service.

[FR Doc. 78-6192 Filed 3-8-78; 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.

[3410-08]

DEPARTMENT OF AGRICULTURE

Federal Crop Insurance Corporation

[7 CFR Part 410]

[Amdt. No. 1]

CITRUS CROP INSURANCE POLICY

Regulations for the 1977 and Succeeding Crop Years

AGENCY: Federal Crop Insurance Corporation.

ACTION: Proposed rule.

SUMMARY: This proposed rule amends the Florida citrus crop insurance regulations effective with the 1978 crop year to provide for insuring white grapefruit on a fresh fruit and on a juice basis, and changes the method of juice loss determination on those types of citrus on which the amount of loss is determined by the amount of juice lost. These amendments are being made because many producers of white grapefruit as fresh fruit have asked for insurance protection.

DATE: Written comments must be received by March 29, 1978, in order to be sure of consideration.

ADDRESS: Send comments to James D. Deal, manager, Federal Crop Insurance Corp., Room 4096, South Building, U.S. Department of Agriculture, Washington, D.C. 20250.

FOR FURTHER INFORMATION CONTACT:

Peter F. Cole, Secretary, Federal Crop Insurance Corp., U.S. Department of Agriculture, Washington, D.C. 20250, 202-447-3325.

SUPPLEMENTARY INFORMATION: Under the authority contained in the Federal Crop Insurance Act, as amended (7 U.S.C. 1501 et seq.), the Federal Crop Insurance Corp. proposes to amend the Florida citrus regulations for the 1977 and succeeding crop years (42 FR 24712, May 16, 1977) effective with the 1978 crop year in order to make provisions for insuring white grapefruit on a fresh fruit basis. Currently, white grapefruit protection is provided only on a juice basis. Many growers producing white grapefruit as fresh fruit have asked the Corporation to provide insurance protection on white grapefruit grown as fresh fruit.

Another provision of this proposed amendment would change the method of juice loss determination for those types of citrus on which the amount of loss is deternmined by the amount of juice loss. The Corporation currently has the adjuster collect a sample of fruit and make a visual juice loss determination using a cut method. This method will be replaced by relating the juice marketing records of damaged fruit to the previous production history of the individual crop, or if such records are not available, to an established juice content provided on the actuarial table on file in the Corporation's office for the county. This method of juice loss determination has been determined as more accuarate than the field sample cutting method previously used by the Corporation in tests conducted by the Florida Department of Citrus. The research findings were published in the Florida Horticulture Society proceedings for 1977.

Each policyholder will be notified of the proposed changes and conversion letters explanining the proposed changes will also be sent. Notification of any changes in the Florida citrus crop insurance policy must be given to policyholders prior to April 15, 1978.

This proposed rule is published in the FEDERAL REGISTER as a notice of intended rulemaking in accordance with the procedure for notice and public participation allowing 20 days for the submission of written comments, views, or arguments on such proposed amendment. While the Corporation is aware that normally 30 days are allowed for such comment, there is insufficient time to follow this procedure fully and still permit the Corporation to make the necessary adjustments in its procedures prior to April 15, 1978, thus it is dertermined that such comments on the proposed rule will be accepted by the Corporation for a period of 20 days.

In accordance with the provisions of the Administrative Procedure Act (5 U.S.C. 553(b) and (c)), regarding the procedure for notice and public participation, the Federal Crop Insurance Corp. invites the public to submit written data, comments, or views for consideration in connection with the proposed amendment to James D. Deal, manager, Federal Crop Insurance Corp., Room 4096, South Building, U.S. Department of Agriculture, Washington, D.C. 20250. All written submissions must be delivered or postmarked not later than March 29, 1978, to be sure of consideration. All written submissions made pursuant to this notice will be available for public inspection at the Office of the Manager during regular business hours, 8:15 a.m. to 4:45 p.m., Monday through Friday (7 CFR 1.27(b)).

PROPOSED RULE

Accordingly, the Federal Crop Insurance Corporation proposes to amend the Florida citrus crop insurance regulations effective with the 1978 crop year by amending 7 CFR 410.6 in three instances to read as follows:

§ 410.6 The Policy.

* * * * *

1. *Meaning of terms.* * * *.

(p) "Types of citrus" means any of the following seven types of fruit: Type I—early and midseason oranges; type II—late oranges; type III—grapefruit, under which freeze damage will be adjusted on a juice basis for white grapefruit and on a fresh fruit basis for pink and red grapefruit; type IV—navel oranges, tangelos and tangerines; type V—murcott honey oranges (also known as honey tangerines) and temple oranges; type VI—lemons; and type VII—grapefruit, under which freeze damage will be adjusted on a fresh fruit basis for all grapefruit. Oranges commonly known as "sour oranges" and "Clementines" shall not be included in any of the insurable types of citrus.

(q) "Unit" means all insurable acreage in the county of any of the seven citrus types referred to in subsection (p) of this section located on contiguous land, on the date insurance attaches for the crop year, (1) in which the insured has a 100 percent share; (2) which is owned by one person and operated by the insured as a tenant; or (3) which is owned by the insured and rented to one tenant. Land rented for cash, a fixed commodity payment, or any consideration other than a share in the crop on such land shall be considered as owned by the lessee. The Corporation shall determine units as herein defined when adjusting a loss, notwithstanding what is shown on the acreage report, and has the right to consider any acreage and share reported by the insured's spouse or child or any member of the insured's household to be the bona fide share of the insured or any other person having the bona fide share.

* * * * *

3. *Citrus insured.* (a) The citrus insured shall be any of the type(s) of citrus as defined in section 1(p) elected by the insured which is located on insurable acreage as shown on the actuarial map and in which the insured has a share on the date insurance attaches: *Provided*, That (1) if grapefruit is to be insured, only one type (III or VII) can be elected, (2) the citrus fruit can

be expected to mature each crop year in the normal maturity period for the variety, and (3) the trees have reached at least the tenth growing season after being set out, unless otherwise provided on the actuarial table.

. . . . .

9. * * *.

(f) Pink and red grapefruit of citrus type III and citrus of types IV, V, and VII which are seriously damaged by freeze as determined by a fresh fruit cut of a representative sample of fruit in the unit in accordance with the applicable provisions of the Florida Citrus Code and could not be marketed as fresh fruit within the prescribed tolerance for freeze damage (including adulteration) shall be considered unmarketable as fresh fruit and the amount of damage shall be as follows: (1) If 15 percent or less of the fruit in a sample shows serious freeze damage, the fruit shall be considered undamaged, or (2) If 16 percent or more of the fruit in a sample shows serious freeze damage, the fruit shall be considered 50 percent damaged, except that: (i) For tangerines of citrus type IV, damage in excess of 50 percent shall be the actual percent of damaged fruit. (ii) For other applicable varieties, if the Corporation determines that the juice loss in the fruit exceeds 50 percent, the amount so determined shall be considered the percent of damage.

(g) Any citrus of types I, II, VI, and white grapefruit of type III which is damaged by freeze, but may be processed by the canning or processing plants, shall be considered as marketable for juice. The percent of damage shall be determined by the Corporation by relating the juice content of the damaged fruit as determined by test house analysis to (1) the average juice content established by the Corporation based on acceptable records furnished by the insured showing the juice content of fruit produced on the unit for the 3 previous crop years, or (2) the juice content for that type fruit established on the actuarial table (if acceptable records are not furnished).

(j) Pink and red grapefruit of citrus type III and citrus of types IV, V, and VII which are unmarketable as fresh fruit due to serious damage from hail as defined in U.S. Standards for grades of Florida fruit shall be considered totally lost.

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; (7 U.S.C. 1506, 1516).)

NOTE.—The reporting requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

NOTE.—The Federal Crop Insurance Corporation has determined that this document does not contain a major proposal requiring preparation of an inflation impact statement under Executive Order 11821 and OMB circular A-107.

PETER F. COLE,
Secretary, Federal Crop Insurance Corporation.

[FR Doc. 78-6161 Filed 3-8-78; 8:45 am]

[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 39]

[Docket No. 77-CE-18-AD]

BEECH 55, 56, 58 and 95 SERIES AIRPLANES

Withdrawal of Notice of Proposed Rulemaking

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Withdrawal of notice of proposed rulemaking.

SUMMARY: This Notice withdraws Docket No. 77-CE-18-AD published in the FEDERAL REGISTER on Thursday, September 8, 1977 (42 FR 45007, 45008). The Notice proposed to amend Federal Aviation Regulation Part 39 by adding a new Airworthiness Directive requiring repetitive inspection of trim tab systems on all Beech 55, 56, 58 and 95 series airplanes for excessive free play and correction if limits are exceeded. Comments received in response to the Notice and additional action taken by the manufacturer to make acceptable tab free play limits available to maintenance personnel in the field have resulted in the FAA concluding that the proposed rulemaking action is no longer required.

DATES: Not applicable.

FOR FURTHER INFORMATION CONTACT:

William L. Schroeder, Engineering and Manufacturing Branch, FAA, Central Region, 601 East 12th Street, Kansas City, MO. 64106, telephone 816-374-3446.

SUPPLEMENTARY INFORMATION: Until 1976, the only trim tab free play information available to maintenance personnel in the field for the above noted Beech Series Airplanes was a general statement in FAA Advisory Circular 43.13-1A which recommends limiting trim tab free play to 2.5 percent of the tab chord length aft of its hinge line. This information is advisory only and is not as useful to field personnel as specific free play limits published by the manufacturer.

In approximately September, 1976 the manufacturer issued Beechcraft Service Instructions No. 0846-152, applicable to Beech 55, 56, 58, and 95 series airplanes, setting forth free play limits for trim tabs, along with procedures for measuring free play and the elimination of any excessive free play that is detected. The purpose of the NPRM was to make compliance with the procedures in the service instructions mandatory.

Comments submitted by the manufacturer in response to the NPRM show that acceptable trim tab free play limits have now been added to the maintenance manuals of affected airplanes and that it feels this is sufficient corrective action. This action makes these limits available to maintenance personnel in the field.

Two additional comments received in response to the NPRM support the manufacturer's position.

In light of the NPRM comments received and action taken by the manufacturer to add acceptable tab free play limits the the maintenance manuals of affected airplanes, we believe that satisfactory corrective action has been taken and issuance of an AD is no longer warranted.

The withdrawal of this Notice does not preclude the FAA from issuing similar notices in the future or commit the FAA to any course of action.

DRAFTING INFORMATION

The principal authors of this document are: William L. Schroeder, Flight Standards Division, Central Region, and John L. Fitzgerald, Jr., Office of the Regional Counsel, Central Region.

THE WITHDRAWAL

For the reasons stated above, Notice of Proposed Rule Making, Docket No. 77-CE-18-AD published in the FEDERAL REGISTER on September 8, 1977 (42 FR 45007, 45008) is hereby withdrawn.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.85.)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an economic impact statement under Executive Order 11821 as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Kansas City, Mo., on February 24, 1978.

JOHN E. SHAW,
Acting Director, Central Region.

[FR Doc. 78-5999 Filed 3-8-78; 8:45 am]

[4910-13]

[14 CFR Part 71]

[Airspace Docket No. 78-AEA-9]

Proposed Designation of Transition Area: Chambersburg, Pa.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to designate a Chambersburg, Pa., Transition Area. This designation will provide protection to aircraft executing a new instrument approach which has been developed for the Chambersburg Municipal Airport. An instrument approach procedure requires the designation of controlled airspace to protect instrument aircraft utilizing the instrument approach.

DATE: Comments must be received on or before March 30, 1978.

ADDRESSES: Send comments on the proposal in triplicate to: Chief, Airspace and Procedures Branch, AEA-530, Eastern Region, Federal Aviation Administration, Federal Building, Jamaica, N.Y. 11430.

The docket may be examined at the following location: FAA, Office of the Regional Counsel, AEA-7, Federal Building, J.F.K. International Airport, Jamaica, N.Y. 11430

FOR FURTHER INFORMATION CONTACT:

Frank Trent, Airspace and Procedures Branch, AEA-530, Air Traffic Division, Federal Aviation Administration, Federal Building, J.F.K. International Airport, Jamaica, N.Y. 11430, telephone 212-995-3391.

COMMENTS INVITED

Interested parties may participate in the proposed rulemaking by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Federal Building, J.F.K. International Airport, Jamaica, N.Y. 11430. All communications received on or before March 30, 1978, will be considered before action is taken on the proposed amendment. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

AVAILABILITY OF NPRM

Any person may obtain a copy of this notice of proposed rulemaking (NPRM) by submitting a request to the Chief, Airspace and Procedures Branch, AEA-530, Eastern Region, Federal Aviation Administration, Federal Building, Jamaica, N.Y. 11430, or by calling 212-995-3391.

Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2 which describes the application procedures.

THE PROPOSAL

The FAA is considering an amendment to Subpart G of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to designate a transition area over Chambersburg Municipal Airport, Chambersburg, Pa. The designation will control an area of approximately 6.5 miles from the center of the airport from southeast through northeast of the airport and an area of approximately 15 miles in depth from northeast through southeast of the airport.

DRAFTING INFORMATION

The principal authors of this document are Frank Trent, Air Traffic Division, and Thomas C. Halloran, Office of the Regional Counsel.

THE PROPOSED AMENDMENT

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend § 71.181 of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) as follows:

1. Amend § 71.181 of Part 71 of the Federal Aviation Regulations by designating a Chambersburg, Pa. 700 foot floor transition area as follows:

CHAMBERSBURG, PA.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 39°58'23" N., 77°38'3" W. of Chambersburg Municipal Airport, Chambersburg, Pa.; within an 8-mile radius of the center of the airport, extending clockwise from a 039° bearing from the airport to a 061° bearing from the airport; within a 15-mile radius of the center of the airport, extending clockwise from a 061° bearing from the airport to a 135° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 135° bearing from the airport to a 174° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 174° bearing from the airport to a 241° bearing from the airport; within 4 miles each side of the St. Thomas VORTAC 080° radial, extending from the 6.5-mile radius area to 29 miles east of the VORTAC.

Sec. 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348(a)) and of sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.65.)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821 as amended by Executive Order 11949 and OMB Circular A-107.

Issued in Jamaica, N.Y., on February 21, 1978.

PAUL K. BOHR
Acting Director, Eastern Region.

[FR Doc. 78-5897 Filed 3-8-78; 8:45]

[4910-13]

[14 CFR Part 71]

[Airspace Docket No. 78-CE-3]

TRANSITION AREA, HARLAN, IOWA

Proposed Alteration

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rule making (NPRM).

SUMMARY: This Notice proposes to alter the 700-foot transition area at Harlan, Iowa, to provide additional controlled airspace for aircraft executing a new instrument approach procedure to the Harlan, Iowa, Airport, which is based on a non-directional radio beacon (NDB) navigational aid being installed on the airport.

DATE: Comments must be received on or before April 13, 1978.

ADDRESSES: Send comments on the proposal to: Federal Aviation Administration, Chief, Operations, Procedures and Airspace Branch, Air Traffic Division, ACE-530, 601 East 12th Street, Kansas City, Mo. 64106, telephone 816-374-3408. The official docket may be examined at the Office of the Regional Counsel, Central Region, Federal Aviation Administration, Room 1558, 601 East 12th Street, Kansas City, Mo. An informal docket may be examined at the Office of the Chief, Operations, Procedures and Airspace Branch, Air Traffic Division.

FOR FURTHER INFORMATION CONTACT:

Dwaine E. Hiland, Airspace Specialist, Operations, Procedures and Airspace Branch, Air Traffic Division, ACE-537, FAA, Central Region, 601 East 12th Street, Kansas City, Mo. 64106, telephone 816-374-3408.

SUPPLEMENTARY INFORMATION:

COMMENTS INVITED

Interested persons may participate in the proposed rule making by submitting such written data, views or arguments as they desire. Communications should identify the airspace docket number, and be submitted in duplicate to the Operations, Procedures and Airspace Branch, Air Traffic Division, Federal Aviation Administration, 601 East 12th Street, Kansas City, Mo. 64106. All communications received on or before April 13, 1978, will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in light of the comments received. All comments received will be available both before and after the closing date for comments in the Rules Docket for examination by interested persons.

AVAILABILITY OF NPRM

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Operations, Procedures and Airspace Branch, 601 East 12th Street, Kansas City, Mo. 64106, or by calling 816-374-3408. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for further NPRMs should also request a copy of Advisory Circular No. 11-2 which describes the application procedure.

THE PROPOSAL

The FAA is considering an amendment to Subpart G, § 71.181 of the Federal Aviation Regulations (14 CFR Sec. 71.181) by altering the 700-foot transition area at Harlan, Iowa. To enhance airport usage by providing additional instrument approach capability to the Harlan, Iowa Airport, the City of Harlan, Iowa, is installing an NDB on the airport. This radio facility provides new navigational guidance for aircraft utilizing the airport. The establishment of an instrument approach procedure based on this navigational aid entails alteration of the transition area at Harlan, Iowa, at and above 700-feet Above Ground Level (AGL) within which aircraft are provided additional air traffic control service. The intended effect of this action is to ensure segregation of aircraft using the new approach procedure under Instrument Flight Rules (IFR) and other aircraft operating under Visual Flight Rules (VFR).

Accordingly, the Federal Aviation Administration proposes to amend Subpart G, § 71.181, of the Federal Aviation Regulations (14 CFR 71.181) as republished on January 3, 1978 (43 FR 440), by altering the following transition area:

HARLAN, IOWA

That airspace extending upward from 700 feet above the surface within a seven mile radius of Harlan Municipal Airport (latitude 41°35'15" N., longitude 95°20'15" W.) and within five miles each side of the Neola, Iowa, VORTAC 064° radial extending from the seven mile radius to eight miles northeast of the VORTAC and three miles each side of the 136° bearing from the Harlan NDB to eight and one-half miles southeast excluding that portion which overlies the Atlantic, Iowa, 700 foot transition area.

Sec. 307(a), Federal Aviation Act of 1958 as amended (49 U.S.C. 1348); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); Sec. 11.61 of the Federal Aviation Regulations (14 CFR 11.61).

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Kansas City, Mo., on February 28, 1978.

C. R. MELUGIN, Jr.,
Director, Central Region.

[FR Doc. 78-6000 Filed 3-8-78; 8:45 am]

[4910-13]

[14 CFR Part 71]

[Airspace Docket No. 78-CE-2]

TRANSITION AREA, MILFORD, IOWA

Proposed Designation

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This notice proposes to designate the 700-foot transition area at Milford, Iowa, to provide additional controlled airspace for aircraft executing a new instrument approach procedure to the Fuller Municipal Airport, Milford, Iowa, utilizing the Spirit Lake, Iowa, nondirectional radio beacon (NDB), a navigational aid.

DATES: Comments must be received on or before April 13, 1978.

ADDRESSES: Send comments on the proposal to: Federal Aviation Administration, Chief, Operations, Procedures and Airspace Branch, Air Traffic Division, ACE-530, 601 East 12th Street, Kansas City, Mo. 64106, telephone 816-374-3408. The official docket may be examined at the Office of the Regional Counsel, Central Region, Federal Aviation Administration, Room 1558, 601 East 12th Street, Kansas City, Mo. An informal docket may be examined at the Office of the Chief, Operations, Procedures and Airspace Branch, Air Traffic Division.

FOR FURTHER INFORMATION CONTACT:

Dwaine E. Hiland, Airspace Specialist, Operations, Procedures and Airspace Branch, Air Traffic Division, ACE-537, FAA, Central Region, 601 East 12th Street, Kansas City, Mo. 64106, telephone 816-374-3408.

SUPPLEMENTARY INFORMATION:

COMMENTS INVITED

Interested persons may participate in the proposed rulemaking by submitting such written data, views, or arguments as they desire. Communication should identify the airspace docket number, and be submitted in duplicate to the Operations, Procedures, and Airspace Branch, Air Traffic Division, Federal Aviation Administration, 601 East 12th Street, Kansas City, Mo. 64106. All communications received on or before April 13, 1978, will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in light of the comments received. All comments received will be available both before and after the closing date for comments in the rules docket for examination by interested persons.

AVAILABILITY OF NPRM

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Operations, Procedures, and Airspace Branch, 601 East 12th Street, Kansas City, Mo. 64106, or by calling 816-374-3408. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for further NPRMs should also request a copy of Advisory Circular No. 11-2 which describes the application procedure.

THE PROPOSAL

The FAA is considering an amendment to Subpart G, § 71.181 of the Federal Aviation regulations (14 CFR sec. 71.181) by designating a 700-foot transition area at Milford, Iowa. To enhance airport usage at Fuller Municipal Airport, Milford, Iowa, the city has requested an instrument approach procedure to the airport utilizing the Spirit Lake, Iowa, NDB, a navigational aid. The FAA agrees with this request. The establishment of an instrument approach procedure based on this navigational aid entails designation of a transition area at Milford, Iowa, at and above 700-feet above ground level (AGL) within which aircraft are provided air traffic control service. The intended effect of this action is to ensure segregation of aircraft using the approach procedure under instrument flight rules (IFR) and other aircraft operating under visual flight rules (VFR).

Accordingly, the Federal Aviation Administration proposes to amend Subpart G, § 71.181, of the Federal Aviation regulations (14 CFR 71.181) as republished on January 3, 1978 (43 FR 440), by adding the following new transition area:

MILFORD, IOWA

That airspace extending upward from 700 feet above the surface within a 5 mile radius of the Fuller Municipal Airport (latitude 43°19'57" N., longitude 95°09'29" W.) and within 3 miles each side of the 019° bearing from the Fuller Municipal Airport extending from the 5 mile radius to 11.5 miles north of the airport excluding that portion which lies in the Spirit Lake, Iowa, transition area.

(Sec. 307(a), Federal Aviation Act of 1958 as amended (49 U.S.C. 1348); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); sec. 11.61 of the Federal Aviation regulations (14 CFR 11.61).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an economic impact state-

ment under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A—107.

Issued in Kansas City, Mo, on February 28, 1978.

C. R. MELUGIN, Jr.,
Director, Central Region.

[FR Doc. 78-6001 Filed 3-8-78; 8:45 am]

[4910-13]

[14 CFR Part 71]

[Airspace Docket No. 78-CE-1]

TRANSITION AREA, HUMBOLDT, NEBR.

Proposed Alteration

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This notice proposes to alter the 700-foot transition area at Humboldt, Nebr., to provide additional controlled airspace for aircraft executing a new instrument approach procedure to the Humboldt, Nebr., Municipal Airport, Humboldt, Nebr., utilizing the Pawnee City, Nebr., VORTAC.

DATES: Comments must be received on or before April 13, 1978.

ADDRESSES: Send comments on the proposal to: Federal Aviation Administration, Chief, Operations, Procedures and Airspace Branch, Air Traffic Division, ACE-530, 601 East 12th Street, Kansas City, Mo. 64106, telephone 816-374-3408. The official docket may be examined at the Office of the Regional Counsel, Central Region, Federal Aviation Administration, Room 1558, 601 East 12th Street, Kansas City, Mo. An informal docket may be examined at the Office of the Chief, Operations, Procedures and Airspace Branch, Air Traffic Division.

FOR FURTHER INFORMATION CONTACT:

Gary W. Tucker, Airspace Specialist, Operations, Procedures and Airspace Branch, Air Traffic Division, ACE-538, FAA, Central Region, 601 East 12th Street, Kansas City, Mo. 64106, telephone 816-374-3408.

SUPPLEMENTARY INFORMATION:

COMMENTS INVITED

Interested persons may participate in the proposed rulemaking by submitting such written data, views, or arguments as they desire. Communications should identify the airspace docket number, and be submitted in duplicate to the Operations, Procedures, and Airspace Branch, Air Traffic Division, Federal Aviation Administration, 601 East 12th Street, Kansas City, Mo. 64106. All communications received on or before April 13, 1978, will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in light of the comments received. All comments received will be available both before and after the closing date for comments in the rules docket for examination by interested persons.

AVAILABILITY OF NPRM

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Operations, Procedures, and Airspace Branch, 601 East 12th Street, Kansas City, Mo. 64106, or by calling 816-374-3408. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for further NPRM's should also request a copy of Advisory Circular No. 11-2 which describes the application procedure.

THE PROPOSAL

The FAA is considering an amendment to Subpart G, § 71.181 of the Federal Aviation regulations (14 CFR sec. 71.181) by altering the 700-foot transition area at Humboldt, Nebr. To enhance airport usage, a new instrument approach procedure to the Humboldt, Nebr., Municipal Airport, is being established utilizing Pawnee City, Nebr., VORTAC, a navigational aid. The establishment of an instrument approach procedure based on this navigational aid entails alteration of the transition area at Humboldt, Nebr., at and above 700-foot above ground level (AGL) within which aircraft will be provided additional controlled airspace protection. The intended effect of this action is to ensure segregation of aircraft using the new approach procedure under instrument flight rules (IFR) and other aircraft operating under visual flight rules (VFR).

Accordingly, the Federal Aviation Administration proposes to amend Subpart G, § 71.181, of the Federal Aviation regulations (14 CFR 71.181) as republished on January 3, 1978 (43 FR 440), by altering the following transition area:

HUMBOLDT, NEBR.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Humboldt Municipal Airport (latitude 40°09'50" N., longitude 95°55'54" W.) and within 1.75 miles each side of the 099° radial of the Pawnee City VORTAC extending from the 5-mile radius to 7 miles west of the airport and within 4.75 miles each side of the 137° bearing from Humboldt Municipal Airport extending from the 5-mile radius to 9.5 miles southeast of the airport.

(Sec. 307(a), Federal Aviation Act of 1958 as amended (49 U.S.C. 1348); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); sec. 11.61 of the Federal Aviation regulations (14 CFR 11.61).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an economic impact statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Kansas City, Mo., of February 28, 1978.

C. R. MELUGIN, Jr.,
Director, Central Region.

[FR Doc. 78-6002 Filed 3-8-78; 8:45]

[4910-13]

[14 CFR Part 71]

[Airspace Docket No. 77-CE-29]

TRANSITION AREA, KAISER, MO.

Proposed Alteration

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This notice proposes to alter the 700-foot transistion area at Kaiser, Mo., to provide additional controlled airspace for aircraft executing new instrument approach procedures to the Lee C. Fine Memorial Airport, Kaiser, Mo., and to the Linn Creek-Grand Glaize Memorial Airport, Osage Beach, Mo., which are based on the Sunshine, Mo., VOR.

DATE: Comments must be received on or before April 13, 1978.

ADDRESSES: Send comments on the proposal to: Federal Aviation Administration, Chief, Operations, Procedures and Airspace Branch, Air Traffic Division, ACE-530, 601 East 12th Street, Kansas City, Mo. 64106, telephone 816-374-3408. The official docket may be examined at the Office of the Regional Counsel, Central Region, Federal Aviation Administration, Room 1558, 601 East 12th Street, Kansas City, Mo. An informal docket may be examined at the Office of the Chief, Operations, Procedures and Airspace Branch, Air Traffic Division.

FOR FURTHER INFORMATION CONTACT:

Dwaine E. Hiland, Airspace Specialist, Operations, Procedures and Airspace Branch, Air Traffic Division, ACE-537, FAA, Central Region, 601 East 12th Street, Kansas City, Mo. 64106, telephone 816-374-3408.

SUPPLEMENTARY INFORMATION:

COMMENTS INVITED

Interested persons may participate in the proposed rulemaking by submitting such written data, views, or arguments as they desire. Communications should identify the airspace docket number, and be submitted in duplicate

to the Operation, Procedures, and Airspace Branch, Air Traffic Division, Federal Aviation Administration, 601 East 12th Street, Kansas City, Mo. 64106. All communications received on or before April 13, 1978, will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in light of the comments received. All comments received will be available both before and after the closing date for comments in the rules docket for examination by interested persons.

AVAILABILITY OF NPRM

Any person may obtain a copy If this NPRM by submitting a request to the Federal Aviation Administration, Operations, Procedures, and Airspace Branch, 601 East 12th Street, Kansas City, Mo. 64106, or by calling 816-374-3408. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for further NPRM's should also request a copy of Advisory Circular No. 11-2 which describes the application procedure.

THE PROPOSAL

The FAA is considering an amendment to Subpart G, § 71.181 of the Federal Aviation regulations (14 CFR sec. 71.181) by altering the 700-foot transition area at Kaiser, Mo. To enhance airport usage VOR instrument procedures to the Lee C. Fine Memorial Airport, Kaiser, Mo., and to the Linn Creek-Grand Glaize Memorial Airport, Osage Beach, Mo., are being established, based on an existing navigational aid, the Sunshine, Mo., VOR. The establishment of instrument approach procedures based on this navigational aid entails alteration of the transition area at Kaiser, Mo., at and above 700-feet above ground level (AGL) within which aircraft will be provided additional controlled airspace protection. The intended effect of this action is to ensure segregation of aircraft using the new approach procedures under instrument flight rules (IFR) and other aircraft operating under visual flight rules (VFR).

Accordingly, the Federal Aviation Administration proposes to amend Subpart G, § 71.181, of the Federal Aviation regulations (14 CFR 71.181) as republished on January 3, 1978 (43 FR 440), by altering the following transition area:

KAISER, MO.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Linn Creek-Grand Glaize Memorial Airport (latitude 38°06'38" N., longitude 92°40'50" W.); within a 9-mile radius of the Lee C. Fine Memorial Airport (latitude 38°05'44" N., longitude 92°32'56" W.), within 3 miles each side of the 213° radial of the Sunshine VOR extending from the 9-mile radius area to 8 miles southwest of the VOR, and within 4.5 miles each side of the 133° radial of the Sunshine VOR extending from the 7-mile radius area to 9 miles southeast of the VOR.

(Sec. 307(a), Federal Aviation Act of 1958 as amended (49 U.S.C. 1348); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); sec. 11.61 of the Federal Aviation Regualtions (14 CFR 11.61).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an economic impact statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Kansas City, Mo., on February 28, 1978.

C. R. MELUGIN, Jr.,
Director, Central Region.

[FR Doc. 78-6003 Filed 3-8-78; 8:45 am]

[4910-13]

[14 CFR Part 71]

[Airspace Docket No. 78-GL-2]

ROGERS CITY, MICH.

Proposed Designation of Transition Area

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Proposed Rulemaking.

SUMMARY: The nature of this Federal action is to designate additional controlled airspace near Rogers City, Mich. to accommodate a new (NDB Runway 27) instrument approach procedure into the Presque Isle County Airport established pursuant to a request from Presque Isle County Airport officials. The intended effect of this action is to insure segregation of the aircraft using this approach procedure in instrument weather conditions, and other aircraft operating under visual conditions.

DATE: Comments must be received on or before May 18, 1978.

ADDRESSES: Send comments on the proposal to FAA Office of Regional Counsel, AGL-7, Attention: Rules Docket Clerk, Docket No. 78-GL-2, 2300 East Devon Avenue, Des Plaines, Ill. 60018. A public docket will be available for examination by interested persons in the Office of the Regional Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Ill. 60018.

FOR FURTHER INFORMATION CONTACT:

Doyle Hegland, Airspace and Procedures Branch, Air Traffic Division, AGL-530, FAA, Great Lakes Region, 2300 East Devon Avenue, Des Plaines, Ill. 60018, telephone 312-694-4500, extension 456.

SUPPLEMENTARY INFORMATION: The floor of the controlled airspace in this area will be lowered from 1,200 feet above ground to 700 feet above ground. The development of the proposed instrument procedures necessitates the FAA to lower the floor of the controlled airspace to insure that the procedure will be contained within controlled airspace. The minimum descent altitude for this procedure may be established below the floor of the 700 foot controlled airspace. In addition, aeronautical maps and charts will reflect the area of the instrument procedure which will enable other aircraft to circumnavigate the area in order to comply with applicable visual flight rule requirements.

COMMENTS INVITED

Interested persons may participate in the proposed rulemaking by submitting such written data, views or arguments as they may desire. Communications should be submitted in triplicate to Regional Counsel, AGL-7, Great Lakes Region, Rules Docket No. 78-GL-2, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Ill. 60018. All communications received on or before May 18, 1978, will be considered before action is taken on the proposed amendment. 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.

AVAILABILITY OF NPRM

Any person may obtain a copy of this notice of proposed rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Information Center, APA-430, 800 Independence Avenue SW., Washington, D.C. 20591, or by calling 202-426-8058. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2 which describes the application procedures.

THE PROPOSAL

The FAA is considering an amendment to Subpart G of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to extend the 700 feet controlled airspace transition area near Presque Isle County Airport, Rogers City, Mich. Subpart G of Part 71 was republished in the FEDERAL REGISTER on January 3, 1978 (43 FR 440).

DRAFTING INFORMATION

The principal authors of this document are Doyle W. Hegland, Airspace

and Procedures Branch, Air Traffic Division, and Joseph T. Brennan, Office of the Regional Counsel.

THE PROPOSED AMENDMENT

Accordingly, the FAA proposes to amend Subsection 71.181 of Part 71 of the Federal Aviation Regulations as follows:

In § 71.181 (43 FR 440), the following transition area is added:

ROGERS CITY, MICH.

That airspace extending upward from 700 feet above the surface within a 5 (statute) mile radius of the Presque Isle County Airport (latitude 45°24'27" N., longitude 83°48'46" W.) and within 2.75 miles (statute) each side of the proposed NDB 261° (true) bearing, extending from the 5-mile radius area to 7.5 miles (statute) east of the NDB, excluding the portion that coincides with the Alpena, Mich. transition area.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a)); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); Sec. 11.61 of the Federal Aviation Regulations (14 CFR 11.61).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Des Plaines, Ill., on February 16, 1978.

JOHN M. CYROCKI,
Director,
Great Lakes Region.

[FR Doc. 78-6004 Filed 3-8-78; 8:45 am]

[4910-13]

[14 CFR Part 71]

[Airspace Docket No. 78-GL-1]

OWATONNA, MINN.

Proposed Designation of Transition Area

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Proposed Rulemaking.

SUMMARY: The nature of this federal action is to designate additional controlled airspace near Owatonna, Minn., to accommodate a new instrument approach procedure into the Owatonna Municipal Airport established pursuant to a request from the Owatonna Municipal Airport officials. The intended effect of this action is to insure segregation of the aircraft using this approach procedure in instrument weather conditions, and other aircraft operating under visual conditions.

DATES: Comments must be received on or before May 18, 1978.

ADDRESS: Send comments on the proposal to FAA Office of Regional Counsel, AGL-7, Attention: Rules Docket Clerk, Docket No. 78-GL-1, 2300 East Devon Avenue, Des Plaines, Ill. 60018. A public docket will be available for examination by interested persons in the Office of the Regional Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Ill. 60018.

FOR FURTHER INFORMATION CONTACT:

Doyle Hegland, Airspace and Procedures Branch, Air Traffic Division, AGL-530, FAA, Great Lakes Region, 2300 East Devon Avenue, Des Plaines, Ill. 60018, telephone 312-694-4500, extension 456.

SUPPLEMENTARY INFORMATION:

The floor of the controlled airspace in this area will be lowered from 1,200 feet above ground to 700 feet above ground. The development of the proposed instrument procedures necessitates the FAA to lower the floor of the controlled airspace to insure that the procedure will be contained within controlled airspace. The minimum descent altitude for this procedure may be established below the floor of the 700 foot controlled airspace. In addition, aeronautical maps and charts will reflect the area of the instrument procedure which will enable other aircraft to circumnavigate the area in order to comply with applicable visual flight rule requirements.

COMMENTS INVITED

Interested persons may participate in the proposed rulemaking by submitting such written data, views or arguments as they may desire. Communications should be submitted in triplicate to Regional Counsel, AGL—7, Great Lakes Region, Rules Docket No. 78-GL-1, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Ill. 60018. All communications received on or before May 18, 1978, will be considered before action is taken on the proposed amendment. 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.

AVAILABILITY OF NPRM

Any person may obtain a copy of this notice of proposed rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Information Center, APA-430, 800 Independence Avenue, SW., Washington, D.C. 20591, or by calling 202-426-8058. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2 which describes the application procedures.

THE PROPOSAL

The FAA is considering an amendment to Subpart G of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to extend the 700 feet controlled airspace transition area near Owatonna Municipal Airport, Owatonna, Minn. Subpart G of Part 71 was republished in the FEDERAL REGISTER on January 3, 1978 (43 FR 440).

DRAFTING INFORMATION

The principal authors of this document are Doyle W. Hegland, Airspace and Procedures Branch, Air Traffic Division, and Joseph T. Brennan, Office of the Regional Counsel.

THE PROPOSED AMENDMENT

Accordingly, the FAA proposes to amend § 71.181 of Part 71 of the Federal Aviation Regulations as follows:

In § 71.181 (43 FR 440), the following transition area is added:

OWATONNA, MINN.

That airspace extending upward from 700 feet above the surface within a 5.5 mile radius of Owatonna Municipal Airport (latitude 44°07'15" N., longitude 93°15'16" W.), within 1.25 miles each side of the 315° bearing from Owatonna Municipal Airport, extending from the Owatonna 5.5 mile radius area to 9 miles northwest of the airport; and within 2 miles each side of the 134° bearing from Owatonna Municipal Airport, extending from the Owatonna 5.5 mile radius area to 6 miles southwest of the airport, excluding the portion within the Faribault, Minn. transition area.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348 (a)); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); Sec. 11.61 of the Federal Aviation Regulations (14 CFR 11.61).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11921, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Des Plaines, Ill., on February 16, 1978.

JOHN M. CYROCKI,
Director,
Great Lakes Region.

[FR Doc. 78-6005 Filed 3-8-78; 8:45 am]

[3510-12]

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

[15 CFR Part 904]

FINANCIAL COMPENSATION OF PARTICIPANTS IN ADMINISTRATIVE PROCEEDINGS

Availability of Record of Proposed Rulemaking for Public Inspection on a Permanent Basis; Establishment of Final Comment Period

AGENCY: National Oceanic and Atmospheric Administration, Department of Commerce.

ACTION: Proposed rulemaking: availability of record for public inspection on a permanent basis; establishment of final comment period.

SUMMARY: This document makes the record of NOAA's proposed rulemaking on financial compensation of participants in administrative proceedings available for public inspection on a permanent basis. It also establishes a final period for comment on the proposed rules.

DATE: Comments must be received on or before March 25, 1978. No comments received after that date will be accepted or considered by NOAA in making its final decision.

ADDRESS: Send comments to: Office of General Counsel, National Oceanic and Atmospheric Administration, Room 310, Page Building No. 1, 2001 Wisconsin Avenue NW., Washington, D.C. 20235.

FOR FURTHER INFORMATION CONTACT:

Patrick J. Travers, 202-634-4245.

SUPPLEMENTARY INFORMATION: On August 11, 1977, the National Oceanic and Atmospheric Administration (NOAA) published a notice of proposed rulemaking on Financial Compensation of Participants in Administrative Proceedings. 42 FR 40711. Interested persons were invited to comment on the proposed rules on or before November 9, 1977. This period was subsequently extended to December 9, 1977. 42 FR 58958.

Since the close of the comment period, NOAA has withheld action on the proposed rules pending formulation of a Department of Justice position on *Greene County Planning Board* v. *Federal Power Commission* (2d Cir., June 30, 1977), currently before the Supreme Court on a petition for certiorari. In addition, NOAA accepted several late comments on the merits of the proposed rules, in the interest of wide public participation in the rulemaking.

The Justice Department has now asked the Supreme Court to vacate the *Greene County* decision, in which the Government was the prevailing party. NOAA intends, therefore, to reach a final decision in the instant rulemaking by the end of March 1978. Because of the period of time that has elapsed since the close of the comment period, and in order to assure interested persons of the opportunity to answer points raised in the late comments, NOAA hereby

(a) Makes the administrative record of this rulemaking available for public inspection between the hours of 8:30 a.m. and 5 p.m., Monday through Friday (Federal holidays excepted) on a permanent basis; and

(b) Invites interested persons to submit comments on the proposed rulemaking by 5 p.m., March 25, 1978.

The administrative record will be located at Room 310, Page Building No. 1, 2001 Wisconsin Avenue NW., Washington, D.C. 20235. Comments should be sent to the same address. Absolutely no comments will be accepted after 5 p.m., Friday, March 25, 1978. The final decision in this rulemaking will be made shortly after the close of the comment period.

Dated: March 1, 1978.

R. L. CARNAHAN,
Acting Assistant Administrator for Administration.

[FR Doc. 78-6167 Filed 3-8-78; 8:45 am]

[1505-01]

FEDERAL TRADE COMMISSION

[16 CFR Part 13]

[File No. 742 3130]

INSILCO CORP. ET AL.

Consent Agreement With Analysis To Aid Public Comment

Correction

In FR. Doc. 78-3760 appearing at page 5846 in the issue for Friday, February 10, 1978, make the following corrections:

1. On page 5849, in the third column, in the paragraph numbered "10.", at the end of the third line, the word "of" should be "as".

2. On page 5850, in the middle column, under the centered heading "IX", immediately above the second paragraph, insert the following centered heading: "X".

3. Also on page 5850, in the third column, in the "Analysis of Proposed Consent Order To Aid Public Comment", in the third paragraph, in the next to last line, the word "the" should be "they".

[6750-01]

[16 CFR Part 13]

[File No. 782 3011]

MEGO INTERNATIONAL, INC., ET AL.

Consent Agreement with Analysis to Aid Public Comment

AGENCY: Federal Trade Commission.

ACTION: Provisional consent agreement.

SUMMARY: In settlement of alleged violations of Federal law prohibiting unfair acts and practices and unfair methods of competition, this provisionally accepted consent agreement, among other things, would require a New York City manufacturer of a "Cher" mannequin doll and other toy products to cease employing any representation that depicts children using electrical toys or appliances near water or other fluids, without adult supervision, or which may induce children to engage in behavior that creates risk of injury.

DATE: Comments must be received on or before May 8, 1978.

ADDRESS: Comments should be directed to: Office of the Secretary, Federal Trade Commission, 6th Street and Pennsylvania Avenue NW., Washington, D.C. 20580.

FOR FURTHER INFORMATION CONTACT:

Eric M. Rubin, Asst. Director for Compliance, Bureau of Consumer Protection, Federal Trade Commission, 6th Street and Pennsylvania Avenue NW., Washington, D.C. 20580, 212-254-6915.

SUPPLEMENTARY INFORMATION: Pursuant to section 6(f) of the Federal Trade Commission Act, 38 Stat. 721, 15 U.S.C. 46 and § 2.34 of the Commission's rules of practice (16 CFR 2.34), notice is hereby given that the following consent agreement containing a consent order to cease and desist and an explanation thereof, having been filed with and provisionally accepted by the Commission, has been placed on the public record, together with material submitted to the Commission that is not exempt from public disclosure under the Freedom of Information Act, for a period of sixty (60) days. Public comment is invited. Such comments or views will be considered by the Commission and will be available for inspection and copying at its principal office in accordance with § 4.9(b)(14) of the Commission's rules of practice (16 CFR 4.9(b)(14)).

MEGO INTERNATIONAL, INC., MEGO CORP.

[File No. 782 3011]

AGREEMENT CONTAINING CONSENT ORDER TO CEASE AND DESIST

The Federal Trade Commission having initiated an investigation of certain acts and practices of Mego International, Inc., a corporation, and Mego Corp., a corporation, and it now appearing that Mego International, Inc., a corporation, and Mego Corp., a corporation, hereinafter sometimes referred to as proposed respondents, are willing to enter into an agreement containing an order to cease and desist from the use of the acts and practices being investigated:

It is hereby agreed by and between Mego International, Inc., by its duly authorized officer and its attorney, Mego Corp., by its duly authorized officer and its attorney, and counsel for the Federal Trade Commission that:

1. Respondent Mego International, Inc., is a corporation, organized, existing, and doing business under and by virtue of the laws of the State of Delaware, with its office and principal place of business located at 1 Madison Square Plaza, New York, N.Y.

2. Respondent Mego Corp., is a corporation organized, existing, and doing business under and by virtue of the laws of the State of New York, with its office and principal place of business located at 1 Madison Square Plaza, New York, N.Y.

3. Proposed respondents admit all the jurisdictional facts set forth in the draft of complaint here attached.

4. Proposed respondents waive: (a) Any further procedural steps; (b) the requirement that the Commission's decision contain a statement of findings of fact and conclusions of law; and (c) all rights to seek judicial review or otherwise to challenge or contest the validity of the order entered pursuant to this agreement.

5. This agreement shall not become a part of the official record of the proceeding unless and until it is accepted by the Commission. If this agreement is accepted by the Commission it, together with the draft of complaint contemplated thereby, will be placed on the public record for a period of sixty (60) days and information in respect thereto publicly released; and such acceptance may be withdrawn by the Commission if comments or views submitted to the Commission disclose facts or considerations which indicate that the order contained in the agreement is inappropriate, improper, or inadequate.

6. This agreement is for settlement purposes only and does not constitute an admission by proposed respondents that the law has been violated as alleged in the draft of complaint here attached.

7. This agreement contemplates that, if it is accepted by the Commission, and if such acceptance is not subsequently withdrawn by the Commission pursuant to the provisions of § 2.34 of the Commission's rules, the Commission may, without further notice to proposed respondents: (1) issue its complaint here attached and its decision containing the following order to cease and desist in disposition of the proceeding, and (2) make information public in respect thereto. When so entered, the order to cease and desist shall have the same force and effect and shall become final and may be altered, modified, or set aside in the same manner and within the same time provided by statute for other orders. The complaint may be used in construing the terms of the order, and no agreement, understanding, representation, or interpretation not contained in the order or the agreement may be used to vary or contradict the terms of the order.

8. Proposed respondents have read the proposed complaint and order contemplated hereby, and they understand that once the order has been issued, they will be required to file one or more compliance reports showing that they have fully complied with the order, and that they may be liable for a civil penalty in the amount provided by law for each violation of the order after it becomes final.

ORDER

1. The term "children" shall mean persons who appear to be or who are in fact twelve (12) years of age or younger.

2. The term "electrical appliance" shall mean all devices and machines which are run on electricity, but shall not include electrical toys. The term "small electrical appliance" shall mean those electrical appliances which are portable. The term "electrical toys" shall mean all toys and games which are run on electricity. These terms do not include devices, machines, toys, or games which are operated only by batteries.

3. For the purposes of this Order, terms in the singular shall include the plural and terms in the plural shall include the singular.

I.

It is ordered, That respondents Mego International, Inc., a corporation, and Mego Corp., a corporation, their successors and assigns, and their officers, agents, representatives, and employees, directly or through any corporation, subsidiary, division, or other device, in connection with the advertising, offering for sale, sale or distribution in or affecting commerce of any product, forthwith cease and desist from directly or indirectly:

A. Representing, through depictions, descriptions, or in any other manner, children using, participating in the use of, or present at the time of the use of any electrical hairdryer or other electrical personal grooming apppliance, including but not limited to, combs, curlers, brushes, and shavers, without the close and watchful supervision of an adult.

B. Representing, through depictions, descriptions, or in any other manner, children using, participating in the use of, or present at the time of the use of any electrical toy or small electrical appliance or toy facsimile thereof in close proximity to any pool or body of water or any other fluid.

C. Representing, through depictions, descriptions, or in any other manner, children using, participating in the use of, or present at the time of use of, any electrical toy or electrical appliance when such representation has the tendency or capacity to influence children to engage in behavior which creates an unreasonable risk of injury to person or property.

It is further ordered, That respondents shall forthwith distribute a copy of this Order to each of their operating divisions which engage or shall engage in the preparation or dissemination of advertising.

It is further ordered, That resopondents notify the Commission at least thirty (30) days prior to any proposed change such as dissolution, assignment or sale resulting in the emergence of a successor corporation, the creation or dissolution of subsidiaries or any other change in the corportation which may effect compliance obligations arising out of the Order.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this Order, file with the Commission a report, in writing, setting forth in detail the manner and form in which they have complied with this Order.

MEGO INTERNATIONAL, INC. AND MEGO CORP.

[Docket No. —]

ANALYSIS OF PROPOSED ORDER TO AID PUBLIC COMMENT

The Federal Trade Commission has accepted an agreement to a proposed consent order from Mego International, Inc. and Mego Corp.

The proposed consent order has been placed on the public record for a period of sixty (60) days for reception of comments by interested parties and the public. Comments received during this period will become part of the public record. After sixty (60) days, the Commission will again review the agreement and the comments received and will decide whether it should withdraw from the agreement or make final the agreement's proposed order.

I. *Introduction.* This matter concerns an advertisement for the "Cher" doll. In the second half of the adver-

tisement, a young girl, about six or seven years old, is shown washing the doll's long black hair. The girl's mother comes into the picture and gives the girl a hand-held electrical pistol type hairdryer. The mother then leaves the girl alone to dry the doll's hair with the hairdryer. Throughout these scenes, the girl is sitting next to a sink filled with water.

II. *The proposed complaint.* The proposed complaint contains two charges of unfair or deceptive acts or practices. Paragraph Eight of the complaint alleges that the challenged advertisement has the tendency or capacity to influence children to use electrical personal grooming appliances without the close and watchful supervision of an adult and to use small electrical appliances near a pool or body of water or other fluid. Paragraph Eight further alleges that such behavior is harmful or involves an unreasonable risk of harm and was and is an unfair or deceptive act or practice.

III. *The proposed consent order.* The proposed consent order contains the following paragraphs which prohibit Mego International, Inc. and Mego Corp. from depicting certain types of behavior in its advertisements.

PARAGRAPH (A)

Paragraph (A) prohibits representing, in any manner, children using, participating in the use of or present at the time of the use of any electrical toy or small electrical appliance or toy facsimile thereof near a pool or body of water or other fluid.

PARAGRAPH (B)

Paragraph (B) prohibits representing, in any manner, children using, participating in the use of or present at the time of the use of any electrical toy or small electrical appliance or toy facsimile thereof near a pool or body of water or other fluid.

PARAGRAPH (C)

Paragraph (C) prohibits representing, in any manner, children using, participating in the use of or present at the time of the use of any electrical toy or electrical appliance when such representation has the tendency or capacity to influence children to engage in behavior which creates an unreasonable risk of harm to person or property.

REMAINING PARAGRAPHS OF THE PROPOSED ORDER

The remaining paragraphs of the proposed order contain fairly standard language required in all Commission orders. These provisions enable the Commission to determine whether the order is being complied with.

IV. *Conclusion.* The purpose of this analysis is to facilitate public comment on the proposed order and is not intended to constitute an official interpretation of the agreement and proposed order or to modify in any way their terms.

CAROL M. THOMAS,
Secretary.

[FR Doc. 78-6109 Filed 3-8-78; 8:45 am]

[4910-14]

DEPARTMENT OF TRANSPORTATION
Coast Guard
[33 CFR Part 117]
[CGD 77-215]
DRAWBRIDGE OPERATION REGULATIONS
Malden River, Dorchester Bay Basin and Broad Canal, Mass.

AGENCY: Coast Guard, DOT.

ACTION: Proposed rule.

SUMMARY: At the request of the Massachusetts Metropolitan District Commission, the Coast Guard is considering revising the regulations for the Woods Memorial Bridge across the Malden River, the Morrissey Bridge across the Dorchester Bay Basin, and the First Street Bridge across Broad Canal (a tributary of the Charles River) to further restrict their openings. This action is being considered because of reduced navigation through these bridges.

DATE: Comments must be received on or before April 10, 1978.

ADDRESS: Comments should be submitted to and are available for examination at the office of the Commander (obr), First Coast Guard District, 150 Causeway Street, Boston, Mass. 02114.

FOR FURTHER INFORMATION CONTACT:

Frank L. Teuton, Jr., Chief, Drawbridge Regulations Branch (G-WBR/73), Room 7300, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590, 202-426-0942.

SUPPLEMENTARY INFORMATION: Interested persons are invited to participate in this proposed rule making by submitting written views, comments, data or arguments. Persons submitting comments should include their name and address, identify the bridge, and give reasons for concurrence with or any recommended change in the proposal.

The Commander, First Coast Guard District, will forward any comments received with his recommendations to the Chief, Office of Marine Environment and Systems, U.S. Coast Guard Headquarters, Washington, D.C., who will evaluate all communications received and recommend a course of final action to the Commandant on this proposal. The proposed regulations may be changed in the light of comments received.

DRAFTING INFORMATION: The principal persons involved in drafting this proposal are: Frank L. Teuton, Jr., Project Manager, Office of Marine Environment and Systems, and Lieutenant Edward J. Gill, Jr., Project Attorney, Office of the Chief Counsel.

In consideration of the foregoing, it is proposed that § 117.75 of Part 117 of Title 33 of the Code of Federal Regulations be amended by adding a new paragraph (h)(5), revising paragraph (k), and adding a new paragraph (m) to read as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

§ 117.75 Boston Harbor, Mass., and adjacent waters; bridges.

* * * * *

(h) * * *

(5) Broad Canal, Cambridge, First Street Bridge. From October 1 through May 31, the draw shall open on signal except that the draw need not open for the passage of vessels from 7:30 a.m. to 9 a.m., and from 4:30 p.m. to 6 p.m. except on Saturdays, Sundays or legal holidays observed in the locality. From June 1 through September 30 the draw shall open on signal if at least 12 hours notice is given.

* * * * *

(k) Dorchester Bay (William T. Morrissey Boulevard). From April 16 through October 14, the draw shall open on signal except that the draw need not open for the passage of vessels from 7:30 a.m. to 9 a.m., and from 4:30 p.m. to 6 p.m. except on Saturdays, Sundays or legal holidays observed in the locality. From October 15 through April 15, the draw shall open on signal if at least 24 hours notice is given.

* * * * *

(m) Malden River (Woods Memorial, Revere Beach Parkway). The draw need not be opened for the passage of vessels.

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

NOTE.—The Coast Guard has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended, and OMB Circular A-107.

Dated: March 3, 1978.

O. W. SILER,
ADMIRAL, U.S. COAST GUARD
Commandant.

[FR Doc. 78-6262 Filed 3-8-78; 8:45 am]

[4910-22]

Federal Highway Administration

[49 CFR Part 393]

[BMCS Docket No. MC-83; Notice No. 78-7]

FEDERAL MOTOR CARRIER SAFETY REGULATIONS

Air Brake System on Commercial Motor Vehicles—NHTSA Standard No. 121

AGENCY: Federal Highway Administration, Department of Transportation.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Federal Highway Administration issues this notice to solicit comments and information on its intent to revise the Federal Motor Carrier Safety Regulations to require that any antilock system installed on the drive axle of truck tractors to comply with Federal Motor Vehicle Safety Standard 121 be kept operative by motor carriers engaged in interstate or foreign commerce, in order to enhance highway safety.

DATE: Comments must be received by June 7, 1978.

ADDRESS: All comments should refer to the docket number and notice number that appear at the top of this document and should be submitted in three copies to Room 3402, Bureau of Motor Carrier Safety, 400 Seventh Street SW., Washington, D.C. 20590. To eliminate duplication of comments by interested parties on the antilock system, copies of all comments received will be provided to the National Highway Traffic Safety Administration (NHTSA), Docket No. 75-16, Notice 17, published elsewhere in today's FEDERAL REGISTER.

FOR FURTHER INFORMATION CONTACT:

Mr. William R. Fiste, Jr., Chief, Regulations Division, Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, Washington, D.C. 20590, 202-426-0033, or Mr. James J. Stapleton, Assistant Chief Counsel, Federal Highway Administration, Department of Transportation, Washington, D.C. 20590, 202-426-0346.

SUPPLEMENTARY INFORMATION: The Director of the Bureau of Motor Carrier Safety (BMCS) is proposing to amend the Federal Motor Carrier Safety Regulations to require that any antilock system installed on the drive axle of truck tractors to comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 121, 49 CFR 571.121, be maintained in operable condition by motor carriers engaged in interstate or foreign commerce.

NHTSA has issued air brake standards for manufacturers of new vehicles at 49 CFR 571.121 which include a requirement that commercial vehicles meet a stopping distance test, without lane deviation and without the lockup of any wheel at speeds above 10 m.p.h.

Standard No. 121 (49 CFR 571.121) became effective on January 1, 1975, for air-braked trailers and March 1, 1975, for air-braked trucks and buses. The standard establishes performance requirements for the service, emergency, and parking brake systems of these vehicles. A major requirement is that these vehicles be capable of stopping under specified conditions without uncontrolled lockup of wheels (the "no lockup" requirement). The "no lockup" provision ensures that vehicle directional stability and controllability remain unimpaired during brake application. This requirement has resulted in the installation of antilock systems on most production vehicles.

Numerous questions have arisen on the reliability, effectiveness and durability of antilock systems to meet the requirement. Two predominant issues are whether the addition of the antilock system somehow renders the brakes less reliable or effective and whether the system is failsafe. (On failure, does it affect braking?). Other issues concern maintenance, training of mechanics, and parts distribution for the systems, as well as the period that some drivers feel is needed to adjust to the systems. Comments on issues are requested.

The Secretary of Transportation has emphasized that the government has to be responsible not only for setting regulations, but also for actively monitoring experience with them to ensure that they achieve their intended purposes. In this case there have been extremely important questions about antilock raised in NHTSA rulemaking and other public meetings, and in other forums. To address these concerns, the Department intends to undertake three major actions.

The first action is to obtain the standard's full safety benefits by requiring 100-percent operational status of antilock systems on truck tractors regulated by BMCS. Not only will this action regain the "no lockup" safety brake benefits presently lost due to inoperative antilock systems, but it will also test the validity of NHTSA findings about the reasonableness of necessary antilock maintenance levels.

Second, the Secretary has instructed NHTSA to request comment on the desirability of scaling down the ambit of the "no lockup" requirement as a possible means to minimize any potential hazards due to nonfail-safe antilock malfunctions. That proposal, published elsewhere in today's FEDERAL REGISTER, is that the "no lockup" provision be indefinitely suspended in the case of trailers.

Third, the Department will put in place a demonstration program that would monitor the number of times antilock operates in service and the level of maintenance effort and expense necessary to keep antilock systems operational.

Accordingly, it is proposed that 49 CFR Chapter III be amended as follows:

§ 393.40 Require Brake Systems.

* * * * *

(d) *Drive axle on certain vehicles.* Any antilock system installed on the drive axle of truck tractors to comply with Federal Motor Vehicle Safety Standard 121, 49 CFR 571.121, shall be maintained in operable condition.

Interested persons are invited to submit written data, views, or arguments pertaining to adpotion of the amendment proposed above. Specific comments are also requested on what date of manufacture, if any, should be used to determine applicability of the requirement for antilock devices to be operable. Should the covered vehicles be those manufactured since 1975, or some intermediate date?

NHTSA will hold a one-day public hearing on the issues involved with antilock systems. FHWA will be represented at that hearing. Those wishing to make presentations should contact NHTSA.

(Sec. 204, 49 Stat. 546, as amended (49 U.S.C. 304), sec. 6, Pub. L. 89-670, 80 Stat. 937 (49 Stat. 1655), 49 CFR 1.48 and 49 CFR 301.60.)

Issued on: March 8, 1978.

KARL S. BOWERS,
Deputy Administrator.

[FR Doc. 78-6393 Filed 3-8-78; 9:16 am]

[4910-59]

National Highway Traffic Safety Administration

[49 CFR Part 571]

[Docket No. 75-16; Notice 17]

AIR BRAKE SYSTEMS

"No Lockup" Requirements for Trailers

AGENCY: National Highway Traffic Safety Administration (NHTSA).

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes a suspension of the "no lockup" safety braking performance requirement for

trailers contained in Standard No. 121, Air Brake Systems. The action is proposed because numerous complaints from truck users about the safety and reliability of the antilock systems used to meet the "no lockup" requirement may best be resolved by ensuring the operation of systems on the drive axles of trucks regulated by the Bureau of Motor Carrier Safety, and suspending of the requirement on trailers. This notice solicits comment on the wisdom of suspending the "no lockup" performance requirement for trailers, and the concurrent institution of a demonstration program to quantify maintenance and other difficulties with trailer systems. A public meeting will be held to supplement written comments.

DATES: Comments must be received on or before June 7, 1978. Proposed effective date: 30 days following date of publication of the final rule in the FEDERAL REGISTER. Hearing: April 24 and 25, 1978.

ADDRESS: Comments should refer to the docket number and be submitted to Room 5108, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT:

Mr. Duane Perrin, Crash Avoidance Division, National Highway Traffic Safety Administration, Washington, D.C. 20590, 202-426-2153.

SUPPLEMENTARY INFORMATION:

BACKGROUND

Standard No. 121 (49 CFR 571.121) became effective on January 1, 1975, for air-braked trailers and March 1, 1975, for air-braked trucks and buses. The standard establishes performance requirements for the service, emergency, and parking brake systems of these vehicles. A major requirement is that these vehicles be capable of stopping under specified conditions without uncontrolled lockup of wheels (the "no lockup" requirement). The "no lockup" safety brake provision ensures that vehicle directional stability and controllability remain unimpaired during brake application. The analytical and experimental data that underlie this requirement are cited in earlier NHTSA rulemaking (e.g. 41 FR 8783; March 1, 1976). This requirement has resulted in the installation of antilock systems on most production vehicles.

The NHTSA studies and analysis to date indicate that antilock systems fail-safe and that maintenance effort and expense are not unreasonable. The agency has investigated every serious accident within its knowledge in which malfunction of brakes on a 121-equipped truck is alleged and has not concluded that the new brake systems caused the accidents. Also, while early antilock systems displayed less durability than anticipated, agency studies and vehicle manufacturer testimony indicate that maintenance costs of antilock systems are at a reasonable level. Since implementation of the standard, the agency has made a number of important amendments to accommodate petitioners where justified.

Numerous questions have arisen on the reliability, effectiveness, and durability of antilock systems installed by manufacturers to satisfy the "no lockup" requirement. The predominant outstanding concerns which have been raised with the Department are whether antilock systems do not safely revert to normal braking as they are designed to in the event of malfunction, and whether antilock systems lack necessary durability, making maintenance difficult and increasing repair costs.

DEPARTMENT ACTION

The Secretary of Transportation has emphasized that the government has to be responsible not only for setting regulations, but also for actively monitoring experience with them to ensure that they achieve their intended purposes. In this case there have been extremely important questions about antilock raised in NHTSA rulemaking and public meetings, and in other forums. To address these concerns, the Department intends to undertake three major actions.

The first action is to obtain the standard's full safety benefits by requiring 100-percent operational status of antilock systems on truck tractors regulated by the Federal Highway Administration's Bureau of Motor Carrier Safety (BMCS). Not only will this action regain the "no lockup" safety brake benefits presently lost due to inoperative antilock systems, but it will also test the validity of NHTSA findings about the reasonableness of necessary antilock maintenance levels. This action is proposed simultaneously in this issue of the FEDERAL REGISTER.

Second, the Secretary has instructed the NHTSA to request comment on the desirability of scaling down the ambit of the "no lockup" requirement as a possible means to minimize any potential hazards due to non-fail-safe antilock malfunctions. For this reason, the Department is proposing that the "no lockup" provision be indefinitely suspended in the case of trailers.

Third, the Department will put in place a demonstration program to monitor the number of times antilock operates in service and the level of maintenance effort and expense necessary to keep antilock systems operational. The National Highway Traffic Safety Administration could enter agreements with a geographically representative selection of truck fleets to record in detail the frequency and cost of maintenance, and to place on-board recording equipment in the demonstration trailers to keep track of brake system status at all times. This on-board monitoring would serve to record the number of times antilock actuates to preserve lateral stability and would verify whether brake losses are actually occurring when such claims are made.

Member fleets of the American Trucking Associations (ATA) have, in the past, informally indicated their willingness to cooperate in such a demonstration program. It is, of course, necessary that truck operators' cooperation be forthcoming to permit a successful resolution of both the trailer "no lockup" issue and the improvement in truck tractor antilock status addressed by the BMCS proposed regulation. It is evident that the Department and truck operators share a common goal in this instance of advancing highway safety by all reasonable means.

It is noted that the ATA has been a consistent critic of antilock durability and safety. This notice is responsive to their concern and to their request for action to suspend the "no lockup" safety brake requirement on all vehicles or, in the alternative, on trailers. However, the grounds on which the ATA petitioned for relief were narrow technical aspects of antilock logic that can delay reapplication of brakes under strictly limited circumstances (time-out time), and the agency denies the ATA petition on those grounds. A full explanation of the agency's reasoning will appear in a letter to the ATA in the near future.

ECONOMIC EVALUATION

In accordance with Departmental procedures, the economic effects of this proposal have been considered. Antilock manufacturers that specialized in trailer antilock systems, Berg Manufacturing Co., Wagner Electric, and B. F. Goodrich, will be most adversely affected by this proposal. From financial and employment data submitted by the antilock manufacturers, it is estimated that this industry could lose $20 million in sales revenue annually. This estimate is based on 1977 sales revenue and the proportion of antilock production which is used on trailers. Over 60 percent of this annual loss would be borne by only two manufacturers. Furthermore, manufacturers could have additional losses due to previously made capital investments and research and development expenditures which would not provide a return.

The impact on employment of this proposal is difficult to estimate because one cannot anticipate a particular manufacturer's reaction. However, there are an estimated 740 jobs related

to trailer antilock systems production. Two antilock manufacturers specializing in trailer equipment account for over 60 percent of this employment and would be affected proportionately.

The proposal would be anticipated to have a slight impact on trailer sales. Since the price of trailers manufactured without antilock would be slightly lower, sales should increase, everything else being equal.

Specific Issues for Comment

Comments are solicited on the wisdom, scope, and timing of the demonstration program. Interested persons are advised that preparations and negotiations for the demonstration program will be undertaken during the comment period, but will not affect the rulemaking process.

Commenters are requested to specifically address at the least the following considerations regarding this proposed amendment and the demonstration program:

(1) Performance of present trailer antilock systems;

(2)Fleet practices for the inspection of trailer antilock systems;

(3)Fleet trailer maintenance practices, particularly the amount and frequency of scheduled preventive maintenance;

(4) Detailed costs for trailer antilock maintenance on a per-mile basis or per-month basis;

(5) Whether the trailer antilock status indicator offered on an optional basis should be mandatory at a future date, and required to be within the driver's rearward field-of-view—also the experience to date with this type of indicator by fleets that use them;

(6) The status of driver and maintenance training, and its perceived impact on operational status of trailer antilock in various regions of the country.

Public Hearing

To supplement the written comments on this proposal, the NHTSA will hold a public meeting on the issues involved in the proposal. The meeting will be conducted on April 24 and 25, 1978, at the Commerce Auditorium, 14th Street between Constitution Avenue and E Street NW., Washington, D.C., beginning at 9 a.m. Those wishing to make presentations should contact Mr. Scott Shadle (Office of Vehicle Safety Programs, National Highway Traffic Safety Administration, Washington, D.C. 20590, 202-426-2153) not later than April 10, 1978. Presentations may be limited by available time. Equipment for the presentation of slides, motion pictures, or other visual aids will be available, and a transcript of the meeting will be made for incorporation in the air brake docket.

In consideration of the foregoing, it is proposed that § 5.3.2 of Standard No. 121, Air Brake Systems (49 CFR 571.121) be amended by the addition of ", with the exception of trailers manufactured on or after , 1978," preceding the words "without lockup of any wheel."

Interested persons are invited to submit comments on the proposal. Comments containing specific data are particularyly important to permit development of an adequate record upon which to base any decision. It is requested but not required that 10 copies be submitted. To avoid filing of duplicate comments made on the related BMCS proposal, comments filed on that proposal in BMCS Docket No. MC-83 are hereby incorporated by reference in this record of this action and will be fully considered in reaching a decision.

All comments must be limited not to exceed 15 pages in length. Necessary attachments may be appended to these submissions without regard to the 15 page limit. This limitation is intended to encourage commenters to detail their primary arguments in a succinct and concise fashion.

In the case of comments that contain materials for which confidential treatment is requested, those materials should be deleted from the copies submitted to the docket. A copy of the complete comments should be submitted to the Office of Chief Counsel at the above address, with an indication of which portions of the comments are the subject of the request for confidentiality.

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

(Sec. 103, 119, Pub. L. 89-563, 80 Stat. 718 (15 U.S.C. 1392, 1407); delegations of authority at 49 CFR 1.50 and 501.8.)

Issued on March 8, 1978.

Howard Dugoff,
Acting Administrator.

[FR Doc. 78-6394 Filed 3-8-78; 9:16 am]

[4310-55]

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[50 CFR Part 23]

APPENDIX III TO THE ENDANGERED SPECIES CONVENTION

Addition of Aardwolf, African Civet and Honey Badger

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Advance notice of proposed rulemaking.

SUMMARY: On January 31, 1978, the Fish and Wildlife Service received a notification from the Secretariat for the Convention to the effect that the Republic of Botswana had submitted a list of species for inclusion in Appendix III. In accordance with the provisions of the Convention, this list will take effect as part of Appendix III 90 days after the date of the Secretariat's notification, i.e. on April 24, 1978. The Service invites public comment on these species in order to determine if the United States should enter a reservation and thereby be treated as a non-Party with respect to trade in any of these species.

DATE: The Service will consider all comments received by April 10, 1978, in determining whether or not to enter a reservation.

ADDRESS: Please send comments to the Director, U.S. Fish and Wildlife Service, Federal Wildlife Permit Office, Washington, D.C. 20240.

FOR FURTHER INFORMATION CONTACT:

Dr. Richard L. Jachowski, Federal Wildlife Permit Office, U.S. Fish and Wildlife Service, Washington, D.C. 20240, phone 202-254-8100.

SUPPLEMENTARY INFORMATION: Appendix III to the Convention on International Trade in Endangered Species of Wild Fauna and Flora is a list of species which any Party country identifies as being subject to regulation within its jurisdiction for the purpose of preventing or restricting exploitation and as needing the cooperation of other Parties in the control of trade. Trade in this context means any import, export or re-export. Amendments to the list of species in Appendix III can be submitted to the Secretariat for the Convention by any Party. Such amendments become effective 90 days after the date the Secretariat communicates the addition of a species to the Parties, or 30 days after the Secretariat communicates to the Parties the withdrawal of a species by the Party concerned.

During the 90 day period immediately preceding the effective date of an amendment (other than deletion of a species from Appendix III), a Party may, by notification in writing to the Depository Government, make a reservation with respect to the amendment. Until a reservation is withdrawn, the Party will be treated as a non-Party with respect to trade in that species.

The notification from the Secretariat dated January 25, 1978, lists the following species submitted by the Government of the Republic of Botswana for inclusion in Appendix III.

1. Honey badger or ratel, *Mellivora capensis.*
2. African civet, *Viverra civetta.*
3. Aardwolf, *Proteles cristatus.*

These three species are mammals in the Order Carnivora. The notification stated that any animal of one of these species, whether live or dead, and any readily recognizable part or derivatives thereof, will be covered by the provisions of the Convention.

The Service invites public comment on these species in order to determine if the United States should enter a reservation with respect to the inclusion of any one of them in Appendix III. All comments received will be available for public inspection during normal business hours at the Federal Wildlife Permit Office, Room 536, 1717 H Street NW., Washington, D.C.

This document was prepared by Dr. Richard L. Jachowski, Federal Wildlife Permit Office.

NOTE.—The Department of the Interior has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11949 and OMB Circular A-107.

Dated: March 1, 1978.

LYNN A. GREENWALT,
Director, U.S. Fish and Wildlife Service.

[FR Doc. 78-6193 Filed 3-8-78; 8:45 am]

[4310-55]

[50 CFR Part 32]

HUNTING

Susquehanna National Wildlife Refuge, Md.

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Proposed rule.

SUMMARY: Notice is hereby given that it is proposed that the Susquehanna Migratory Waterfowl Closed Areas in the upper Chesapeake Bay be opened to the hunting of migratory waterfowl in accordance with annual hunting regulations. It has been determined that the waterfowl food source has deteriorated and the attendant waterfowl use has declined so that a closure is not necessary. The effect of this proposed rulemaking would be to rescind the regulations closing the area to hunting that were promulgated by Presidential Proclamations Nos. 2383 and 2529.

DATES: Comments must be received on or before March 31, 1978.

ADDRESS: Comments may be addressed to the Director, U.S. Fish and Wildlife Service, Department of the Interior, Washington, D.C. 20240.

FOR FURTHER INFORMATION CONTACT:

Donald G. Young, Division of National Wildlife Refuges, U.S. Fish and Wildlife Service, Washington, D.C. 20240, 202-343-4307.

SUPPLEMENTARY INFORMATION:

Donald G. Young is also the primary author of this proposal. The Susquehanna Migratory Waterfowl Closed Area in upper Chesapeake Bay, Md., was established to provide a sanctuary for diving ducks during the waterfowl hunting season in the heavily hunted area of Susquehanna Flats at the mouth of the Susquehanna River.

Approximately 13,363 acres of water in Chesapeake Bay, including part of Susquehanna Flats, were closed to hunting by Presidential Proclamation No. 2383, January 24, 1940, and Presidential Proclamation No. 2529, December 6, 1941; the area was designated as the Susquehanna Migratory Waterfowl Closed Area. The proclamations prohibited "pursuing, hunting, taking, capturing, killing, or attempting to take, capture, or kill migratory birds." At the time the area was closed, there was an abundance of wild celery and other waterfowl foods that attracted large numbers of diving ducks. It was a well-known migration and wintering area for canvasback ducks. The closure was established to provide a resting and feeding sanctuary for the great concentrations of waterfowl, particularly diving ducks, that occurred there during the waterfowl hunting season.

In the last 37 years significant ecological changes have taken place in this area. The extent of aquatic vegetation declined through the 1960's and early 1970's, and the remaining vegetation was drastically reduced by Hurricane Agnes in 1972. Bottom substrates of Susquehanna Flats also were changed by siltation and wave action. Consequently, the waterfowl food supply has declined to the point where few waterfowl are attracted to the area.

According to surveys undertaken by the U.S. Fish and Wildlife Service and the Maryland Department of Natural Resources, vast acreages within the closed area are denuded of all aquatic growth. Surveys by the same agencies, plus the Department of Defense's Aberdeen Proving Grounds, documented the simultaneous reduction of waterfowl, including the diving duck species for whose welfare the sanctuary was originally established.

Since the waterfowl food source has deteriorated and the waterfowl use has declined on Susquehanna Flats, the protection afforded by closure proclamation is no longer necessary. Annual hunting regulations will provide adequate protection for migratory bird management purposes.

Within the Susquehanna Migratory Waterfowl Closed Area is Battery Island (Shad Battery-Edmondson's Island) which was designated as the Susquehanna National Wildlife Refuge by Executive Order 9185 on June 23, 1942. This proposed regulation, which would open areas adjacent to the refuge to hunting, does not apply to Susquehanna National Wildlife Refuge.

Accordingly, Presidential Proclamation No. 2383, January 24, 1940, and Proclamation No. 2529, December 6, 1941, are rescinded and 50 CFR 32.4 is amended by deleting the above proclamations.

Dated: February 24, 1978.

LYNN A. GREENWALT,
Director, Fish and Wildlife Service.

[FR Doc. 78-6114 Filed 3-8-78; 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.

[6320-01]

CIVIL AERONAUTICS BOARD

[Docket No. 31564; Order 78-3-18]

COMPAGNIE NATIONALE AIR FRANCE

Order Vacating Suspension

Adopted by the civil Aeronautics Board at its office in Washington, D.C. on the 21st day of February, 1978.

By Order 77-10-139, October 25, 1977, the board suspended, pending investigation, super-APEX fares proposed by Compagnie Nationale Air France (Air France) for use between the United States and France. The Board stated that it was suspending the fares because the United States had been unable to secure an ad hoc agreement with France which would permit us to suspend the fares after they became effective and, in those circumstances, failure to suspend the fares before they became effective might foreclose any such action by this government.

On February 3, 1978, the government of France signed and ad hoc agreement confirming the right of the United States to take action against the super-APEX fares after they became effective. Thus there is no reason for Air France's fares to France and other countries whose Governments have signed appropriate ad hoc agreements to remain under suspension, and this order will vacate our previous action.[1]

Accordingly, pursuant to sections 102, 204(a), 403, 801, and 1002(j) of the Federal Aviation Act of 1958,

It is ordered that: 1. Order 77-10-139 is vacated insofar as it suspends and investigates Advance Purchase Excursion Fares as follows:

A. PASSENGER FARES TARIFF NO. PF-4, C.A.B. NO. 44, ISSUED BY AIR TARIFFS CORPORATION, AGENT

Fares and provisions in Tables 23, 104, 143 to/from points in Finland, France, Germany, Greece, Morocco, Netherlands, Poland, Portugal, Spain, Switzerland, and U.S.S.R. applicable to Air France;

Fares and provisions in tables 23, 104 and 143 to/from points in France applicable to aeronaves de Mexico, Iran Air, K.L.M., and Pan American.

B. INTERNATIONAL PASSENGER FARES TARIFF NO. 4, C.A.B. NO. 22, ISSUED BY JOHN M. SAMPSON, AGENT

Fares and provisions in Section 40 to/from points in France applicable to Air India, British Airways, and Pakistan International.

2. This order shall be submitted to the President[2] and shall be effective on March 6, 1978; and

3. Copies of this order shall be filed in the above tariffs and served upon Compagnie Nationale Air France; Aeronaves de Mexico, S.A.; Air-India; British Airways Board carrying on business under the firm name and style of British Airways; Iran National Airlines Corp. (IRAN AIR); K.L.M. Royal Dutch Airlines; Pakistan International Airlines Corp., Pan American World Airways, Inc., and the National Air Carrier Association.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board:

PHYLLIS T. KAYLOR,
Secretary.

All Members concurred.

[FR Doc. 78-6212 Filed 3-8-78; 8:45 am]

[1] We will also vacate the suspension of matching tariffs to France filed by British Airways, Pan American World Airways, K.L.M. Royal Dutch Airlines, Iran Air, Air India, Pakistan International, and aeronaves de Mexico.

[2] This order was submitted to the President on February 23, 1978.

[3510-25]

DEPARTMENT OF COMMERCE

Industry and Trade Administration

COMPUTER PERIPHERALS, COMPONENTS AND RELATED TEST EQUIPMENT TECHNICAL ADVISORY COMMITTEE

Partially Closed Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act, 5 U.S.C. App. I (1976 ed.), notice is hereby given that a meeting of the Computer Peripherals, Components and Related Test Equipment Technical Advisory Committee will be held on Wednesday, March 29, 1978, at 9:30 a.m., in room 5230, Main Commerce Building, 14th and Constitution Avenue NW., Washington, D.C. The meeting will continue March 30 in Room 3817, Main Commerce Building to its conclusion.

The Computer Peripherals, Components and Related Test Equipment Technical Advisory Committee was initially established on January 3, 1973. On December 20, 1974, and January 13, 1977, the Assistant Secretary for Administration approved the recharter and extension of the committee, pursuant to section 5(c)(1) of the Export Administation Act of 1969, as amended, 50 U.S.C. App. Sec. 2404(c)(1) and the Federal Advisory Committee Act.

The Committee advises the Office of Export Administration with respect to questions involving (A) technical matters, (B) worldwide availability and actual utilization of production technology, (C) licensing procedures which affect the level of export controls applicable to computer peripherals, components and related test equipment, including technical data or other information related thereto, and (D) exports of the aforementioned commodities and technical data subject to multilateral controls in which the United States participated including proposed revisions of any such multilateral controls.

The Committee meeting agenda has six parts:

GENERAL SESSION

1. Opening remarks by the Chairman.
2. Presentation of papers or comments by the public.
3. Review of membership status and suggestions for new members.
4. Discussion of the list of critical technologies developed by the Department of Defense which are applicable to the Committee's scope of interest.
5. New business.

EXECUTIVE SESSION

6. Discussion of matters properly classified under Executive Order 11652, dealing with the United States and COCOM control program and strategic criteria related thereto.

The general session of the meeting is open to the public, at which a limited number of seats will be available. To the extent time permits members of the public may present oral statements to the Committee. Written statements may be presented at any time before or after the meeting.

With respect to agenda item (6), the Acting Assistant Secretary of Commerce for Administration, with the concurrence of the delegate of the General Counsel, formally determined on January 27, 1977, pursuant to section 10(d) of the Federal Advisory Committee Act, as amended by section 5(c) of the Government In The Sunshine Act, Pub. L. 94-409. that the matters to be discussed in the executive session should be exempt from the provisions of the Federal Advisory committee Act relating to open meetings and public participation therein, because the executive session will be concerned with matters listed in 5 U.S.C. 552b(c)(1). Such matters are specifically authorized under criteria established by an Executive order to

be kept secret in the interests of the national defense or foreign policy. All materials to be reviewed and discussed by the Committee during the executive session of the meeting have been properly classified under Executive Order 11652. All Committee members have appropriate security clearances.

Copies of the minutes of the open portion of the meeting will be available upon written request addressed to the Freedom of Information Officer, Room 3012, Industry and Trade Administration, U.S. Department of Commerce, Washington, D.C. 20230.

For further information, contact Mr. Charles C. Swanson, Director, Operations Division, Office of Export Administration, Industry and Trade Administration, Room 1617M, U.S. Department of Commerce, Washington, D.C. 20230, telephone 202-377-4196.

The complete notice of determination to close meetings or portions thereof of the series of meetings of the Computer Peripherals, Components and Related Test Equipment Technical Advisory Committee and of any subcommittees thereof, was published in the FEDERAL REGISTER on February 8, 1977 (42 FR 7978).

Dated: March 6, 1978.

RAUER H. MEYER,
Director, Office of Export Administration, Bureau of Trade Regulation, U.S. Department of Commerce.

[FR Doc. 78-6169 Filed 3-8-78; 8:45 am]

[3510-25]

MICROCIRCUIT SUBCOMMITTEE OF THE SEMICONDUCTOR TECHNICAL ADVISORY COMMITTEE

Closed Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act, 5 U.S.C. App. I (1976 ed.), notice is hereby given that a meeting of the Microcircuit Subcommittee of the Semiconductor Technical Advisory Committee will be held on Thursday, March 30, 1978, at 9 a.m., in Room 5611, Main Commerce Building, 14th and Constitution Avenue NW., Washington, D.C.

The Semiconductor Technical Advisory Committee was initially established on January 3, 1973. On December 20, 1974, and January 13, 1977, the Assistant Secretary for Administration approved the recharter and extension of the Committee, pursuant to section 5(c)(1) of the Export Administration Act of 1969, as amended, 50 U.S.C. App. Sec. 2404(c)(1) and the Federal Advisory Committee Act. The Microcircuit Subcommittee was established on December 28, 1977, with the approval of the Assistant Secretary for Industry and Trade, pursuant to the charter of the Committee.

The Committee advises the Office of Export Administration with respect to questions involving (A) technical matters, (B) worldwide availability and actual utilization of production technology, (C) licensing procedures which affect the level of export controls applicable to semiconductor products, including technical data or other information related thereto, and (D) exports of the aforementioned commodities and technical data subject to multilateral controls in which the United States participates including proposed revisions of any such multilateral controls. The Microcircuit Subcommittee was formed to study microcircuit devices with the goal of making recommendations to the Department of Commerce relating to the appropriate parameters for controlling exports for reasons of national security.

The Subcommittee will meet only in executive session to discuss matters properly classified under Executive Order 11652, dealing with the United States and COCOM control program and strategic criteria related thereto.

Written statements may be submitted at any time before or after the meeting.

The Acting Assistant Secretary of Commerce for Administration, with the concurrence of the delegate of the General Counsel, formally determined on January 27, 1977, pursuant to section 10(d) of the Federal Advisory Committee Act, as amended by section 5(c) of the Government In The Sunshine Act, Pub. L. 94-409, that the matters to be discussed in the executive session should be exempt from the provisions of the Federal Advisory Committee Act relating to open meetings and public participation therein, because the executive session will be concerned with matters listed in 5 U.S.C. 552b(c)(1). Such matters are specifically authorized under criteria established by an Executive order to be kept secret in the interests of the national defense or foreign policy. All materials to be reviewed and discussed by the Subcommittee during the meeting have been properly classified under Executive Order 11652. All Subcommittee members have appropriate security clearances.

For further information, contact Mr. Charles C. Swanson, Director, Operations Division, Office of Export Administration, Industry and Trade Administration, Room 1617M, U.S. Department of Commerce, Washington, D.C. 20230, telephone 202-377-4196.

The complete notice of determination to close meetings or portions thereof of the series of meetings of the Semiconductor Technical Advisory Committee and of any subcommittees thereof was published in the FEDERAL REGISTER on March 2, 1977 (42 FR 12078).

Dated: March 6, 1978.

RAUER H. MEYER,
Director, Office of Export Administration, Bureau of Trade Regulation, U.S. Department of Commerce.

[FR Doc. 78-6168 Filed 3-8-78; 8:45 am]

[3510-25]

Industry and Trade Administration

ADVISORY COMMITTEE ON EAST-WEST TRADE

Open Meeting

Pursuant to section 10(a) (2) of the Federal Advisory Committee Act, 5 U.S.C. App. I (1976 ed.), notice is hereby given that a meeting of the Advisory Committee on East-West Trade will be held on Wednesday, March 29, 1978, at 9:30 a.m. in Room 6802, U.S. Department of Commerce, 14th Street and Constitution Avenue NW., Washington, D.C. 20230.

The Committee was established to advise the Department, through the Deputy Assistant Secretary for East-West Trade, on ways to further its mission to promote and encourage the orderly expansion of commercial and economic relations between the United States and the communist countries.

Agenda items are as follows:

Morning Session, Room 6802, 9:30 a.m.-12:30 p.m.

(1) Summary of recent developments in East-West trade by Alan A. Reich, Deputy Assistant Secretary for East-West Trade.

(2) BEWT 1978 publications program.

(3) Trade promotion strategy and market research in the U.S.S.R. and Eastern Europe.

(4) Observations on recent visits to Cuba by ACEWT members.

Afternoon Session, Room 6802, 1:30-4 p.m.

(5) Implications of the Comptroller of the Currency's recent ruling on loans to foreign nations.

(6) Recent developments in East-West finance.

(7) Public perceptions and misperceptions about East-West trade.

(8) Review of items submitted by Committee members.

(9) Review of items submitted by the public.

The meeting will be open to public observation and a period will be set aside for oral comments or questions by the public which do not exceed ten minutes each. More extensive questions or comments should be submitted in writing before March 22, 1978. Other public statements regarding committee affairs may be submitted at any time before or after the meeting.

Approximately 50 seats will be available for the public (including 5 seats

reserved for media representatives) on a first-come first-served basis.

Inquiries about committee matters and/or proceedings should be addressed to Gary R. Teske, Committee Control Officer, Office of East-West Policy and Planning, Bureau of East-West Trade, Room 4814-B, U.S. Department of Commerce, Washington, D.C. 20230, telephone 202-377-4691.

Copies of the minutes will be available 30 days after the meeting upon written request addressed to the Industry and Trade Administration, Freedom of Information Officer, Freedom of Information Control Desk, Room 3012, U.S. Department of Commerce, Washington, D.C. 20230.

ALAN A. REICH,
Deputy Assistant Secretary for East-West Trade.

MARCH 6, 1978.

[FR Doc. 78-6087 Filed 3-8-78; 8:45 am]

[3510-22]

National Oceanic and Atmospheric Administration

MARINE MAMMALS

Receipt of Application

Notice is hereby given that the following application has been received to take marine mammals incidental to the course of commercial fishing operations as authorized by the Marine Mammal Protection Act of 1972 (16 U.S.C. 1361-1407) and the regulations thereunder.

S.E.E. Okeansky Ribolov, Bourgas, Peoples Republic of Bulgaria, has applied for a general permit, Category 1: "Towed or Dragged Gear."

Copies of the application are available for review in the Office of the Assistant Administrator for Fisheries, National Marine Fisheries Service, 3300 Whitehaven Street NW., Washington, D.C.

Interested parties may submit written views on this application on or before April 3, 1978, to the Assistant Administrator for Fisheries, National Marine Fisheries Service, Department of Commerce, Washington, D.C. 20235.

Dated: March 2, 1978.

ROLAND FINCH,
Acting Deputy Assistant Director for Fisheries Management, National Marine Fisheries Service.

[FR Doc. 78-6204 Filed 3-8-78; 8:45 am]

[3510-22]

ROUGH-TOOTHED DOLPHIN

Prohibition of Take Incidental to Commercial Fishing Operations

AGENCY: National Marine Fisheries Service, National Oceanic and Atmospheric Administration, Commerce.

ACTION: Notice of prohibition of take of rough-toothed dolphin incidental to commercial fishing operations.

SUMMARY: A prohibition on taking rough-toothed dolphin is being implemented due to the fact that the quota established in 1978 for rough-toothed dolphin has been exceeded.

DATE: Effective March 15, 1978, rough-toothed dolphin may not be taken incidental to fishing operations pursuant to the general permit issued to the American Tunaboat Association, Category 2: Encircling Gear, Purse Seining Involving the Intentional Taking of Marine Mammals.

ADDRESS: Observer records may be reviewed at the Southwest Regional Office, Office of the Director, 300 South Ferry Street, Terminal Island, Calif.

FOR FURTHER INFORMATION CONTACT:

William P. Jensen, Marine Mammal and Endangered Species Division, 3300 Whitehaven Street NW., Washington, D.C. 20235, telephone: 202-634-7461.

SUPPLEMENTARY INFORMATION: In the permit issued to the American Tunaboat Association for 1978, a limit of five (5) rough-toothed dolphin mortalities was stipulated. That limit has been exceeded based on reports of National Marine Fisheries Service observers. In accordance with 50 CFR 216.24(d)(2)(i)(B) notice is hereby published of the date when a prohibition on further taking of rough-toothed dolphin, except as allowed in 50 CFR 216.24(d)(2)(i)(C), becomes effective.

Dated: March 2, 1978.

WINFRED H. MEIBOHM,
Associate Director, National Marine Fisheries Service.

[FR Doc. 78-6205 Filed 3-8-78; 8:45 am]

[3510-22]

STATE FISH AND WILDLIFE DIRECTORS

Public Meeting

Notice is hereby given of a meeting with State Fish and Wildlife Directors from coastal and Great Lakes States on Thursday and Friday, April 6 and 7, 1978. The meeting will commence at 8:30 a.m. on April 6 and on April 7, in the Woodward Room of the National Wildlife Federation Building, 1412 16th Street NW., Washington, D.C.

Selected panels during the meeting will discuss topics related to management of recreational fisheries; management of territorial sea fisheries with particular focus on the State-Federal Fisheries Management Program, the Coastal Zone Management Program, the fisheries enforcement program, and the data collection and statistics program; management of fishing effort; fisheries management and Indian treaty rights; and aquaculture.

The meeting will be open to the public. Seating will be available for approximately 25 persons in addition to those participating in the meeting, on a first-come, first-served basis. Questions from the public will be permitted during specific periods announced by the Moderator.

Additional information concerning this meeting may be obtained by contacting Richard H. Schaefer, Chief, Fisheries Management Operations Division, 202-634-7454; or Robert J. Williams, Fisheries Management Support Specialist, Fisheries Management Operations Division, 202-634-7436, National Marine Fisheries Service, Washington, D.C. 20235.

Issued March 1, 1978.

WINFRED H. MEIBOHM,
Associate Director, National Marine Fisheries Service.

[FR Doc. 78-6203 Filed 3-8-78; 8:45 am]

[6355-01]

CONSUMER PRODUCT SAFETY COMMISSION

[Petition No. CP 73-3]

ELECTRICAL EXTENSION CORDS

Denial of Petition

AGENCY: Consumer Product Safety Commission.

ACTION: Denial of petition.

SUMMARY: In this document the Commission denies a petition that would commence a proceeding to issue a mandatory safety standard for electrical extension cords because currently available information indicates that a mandatory standard is not necessary at this time to reduce any risk of injury associated with extension cords. The Commission had earlier granted the petition but because of the recent upgrading of voluntary standards for extension cords, the Commission has decided to reverse its earlier determination.

FOR FURTHER INFORMATION CONTACT.

Carl Blechschmidt, Office of Program Management, Consumer Product Safety Commission, Washington, D.C. 20207, 301-492-6557.

SUPPLEMENTARY INFORMATION: Section 10 of the Consumer Product Safety Act (15 U.S.C. 2059) provides that any interested person may petition the Commission to commence a proceeding for the issuance, amendment or revocation of a consumer product safety rule. Section 10 also provides that if the Commission denies

such a petition, it shall publish its reasons for denial in the FEDERAL REGISTER.

By letter dated May 18, 1973, the National Electrical Manufacturers Association (NEMA) petitioned the Commission (CP-73-3) to commence a proceeding that would lead to the issuance of a consumer product safety standard for electrical extension cords. NEMA suggested that the standard be directed primarily toward reducing mouth burn injuries to children and increasing the general safety of such cords. The petition discussed Underwriters Laboratories (UL) revisions (UL 817A) to its voluntary standard on Cord Sets and Power Supply Cords (UL 817). NEMA further suggested that this voluntary standard be used as the basis for a mandatory standard.

The Commission subsequently granted the petition on October 9, 1973, and directed the staff to take the steps necessary to begin development of a consumer product safety standard for extension cords to address mouth burn and electric shock hazards, which, according to Commission data, are the primary hazards associated with extension cords.

In the process of laying the groundwork for commencement of a mandatory standard development proceeding, Commission staff reviewed and critiqued UL 817 and its appendix UL 817A, which specifically addresses mouth burn injuries. As a result of that critique, UL revised 817A; and NEMA, in a letter to Commission staff dated June 23, 1977, requested consideration of the newly revised voluntary standard as an acceptable alternative to the development of a mandatory consumer product safety standard.

After careful consideration of all available information, including a review of UL 817, the newly revised 817A, and other UL voluntary standards which address the risks of injury associated with extension cords such as UL 62, the Standard for Flexible Cord and Fixture Wire and UL 497, the Standard for Attachment Plug and Receptacles, the Commission concludes that a mandatory standard is not necessary at this time to reduce any risk of injury associated with extension cords. The Commission has, therefore, decided to reverse its earlier determination and deny CP 73-3.

The Commission is taking this action because it believes that voluntary requirements, which at a minimum provide the level of safety contained in UL standards for extension cords, are adequate to address mouth burn and electric shock hazards. The Commission notes that approximately 80 percent of the current production of extension cords conforms to UL standards. The Commission believes that increased industry conformance to voluntary requirements no less stringent than those of UL will reduce the number and severity of extension cord injuries.

The Commission notes in this regard that as a result of Commission staff discussions with UL representatives, UL in September of 1977 proposed additional revisions to 817 which would require heavier insulation on extension cords as well as require a permanent label attached to the cord which would warn consumers of potential hazards of extension cords and provide instructions for their safe use. Commission staff will monitor implementation of these two revisions.

The Commission emphasizes, however, that should it become apparent that sufficient progress toward reduction of injury has not been accomplished by voluntary standards for extension cords, the present action does not preclude a future Commission decision to develop a mandatory standard.

Copies of the petition and the staff's briefing materials to the Commission may be seen in or obtained from the Office of the Secretary, Consumer Product Safety Commission, 1111 18th Street NW., Washington, D.C. 20207.

Dated: March 2, 1978.

SADYE E. DUNN,
Acting Secretary, Consumer Product Safety Commission.

[FR Doc. 78-6173 Filed 3-8-78; 8:45 am]

[6355-01]

HARRY S. KOBRIN

Provisional Acceptance of Consent Agreement

AGENCY: Consumer Product Safety Commission.

ACTION: Provisional Acceptance of Consent Agreement.

SUMMARY: The Commission has provisionally accepted a consent agreement containing a cease and desist order offered by Harry S. Kobrin, formerly doing business as Consolidated Rug Mills, Inc., in which he agrees to properly label all carpet treated with fire-retardant chemicals and to attach warning labels to noncomplying small carpets and rugs as required by the Flammable Fabrics Act and regulations. If finally accepted, this consent agreement will settle allegations of the Commission staff that Kobrin has violated the provisions of the Flammable Fabrics Act.

DATE: Written comments on the provisionally accepted consent agreement must be received by the Commission by March 24, 1978.

ADDRESSES: Written comments should be submitted to the Office of the Secretary, Consumer Product Safety Commission, Washington, D.C. 20207. Copies of the agreement may be viewed or obtained from the Office of the Secretary, Consumer Product Safety Commission, 3d Floor, 1111 18th Street NW., Washington, D.C. 20207.

FOR FURTHER INFORMATION CONTACT:

George A. Miller, Directorate for Compliance and Enforcement, Consumer Product Safety Commission, Washington, D.C. Phone 301-492-6629.

Dated: March 2, 1978.

SADYE E. DUNN,
Acting Secretary, Consumer Product Safety Commission.

[FR Doc. 78-6171 Filed 3-8-78; 8:45 am]

[6355-01]

THER-A-PEDIC OF CHICAGO, INC.

Provisional Acceptance of Consent Agreement

AGENCY: Consumer Product Safety Commission.

ACTION: Provisional Acceptance of Consent Agreement.

SUMMARY: The Commission has provisionally accepted a consent agreement containing a cease and desist order offered by Ther-A-Pedic of Chicago, Inc., in which that firm agrees to properly conduct prototype and production flammability testing to maintain production unit size limitations, and to maintain complete records. If finally accepted, this consent agreement will settle allegations of the Commission staff that Ther-A-Pedic of Chicago, Inc., has violated the provisions of the Flammable Fabrics Act.

DATE: Written comments on the provisionally accepted consent agreement must be received by the Commission by March 24, 1978.

ADDRESSES: Written comments should be submitted to the Office of the Secretary, Consumer Product Safety Commission, Washington, D.C. 20207. Copies of the agreement may be viewed or obtained from the Office of the Secretary, Consumer Product Safety Commission, 3d Floor, 1111 18th Street NW., Washington, D.C.

FOR FURTHER INFORMATION CONTACT:

Gerald T. McDonough, Directorate for Compliance and Enforcement, Consumer Product Safety Commission, Washington, D.C. Phone 301-492-6621.

Dated: March 2, 1978.

SADYE E. DUNN,
Acting Secretary Consumer Product Safety Commission.

[FR Doc. 78-6172 Filed 3-8-78; 8:45 am]

[3710-08]

DEPARTMENT OF DEFENSE

Department of the Army

CHIEF OF ENGINEERS ENVIRONMENTAL ADVISORY BOARD

Open Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), notice is hereby given that the next meeting of the Environmental Advisory Board (EAB) of the Chief of Engineers will be held on March 28-29, 1978 at Airlie House, Airlie, Va. 22186. All sessions of the meeting are open to the public. Time and subjects of each session follow:

MARCH 28, AM SESSION

0900 hours—Welcome and opening remarks.
0915 hours—Civil works update.
1030 hours—Report of the EAB: "NEPA plus 8," review and discussion of significant events, decisions, actions and policies since 1 Jan. 1970.

PM SESSION

1300 hours—Continue discussion.
1530 hours—Wrap up.
1600 hours—Adjourn.

MARCH 29, AM SESSION

0845 hours—Briefing on Army environmental program.
1100 hours—Discussion.
1200 hours—Closing remarks.

Seating in the meeting room is limited to approximately 20 persons. Written statements, to be made a part of the minutes, may be submitted prior to, or up to 10 days following the meeting but oral participation by the public is limited because of the time schedule. Persons planning to attend or desiring further information should contact Lt. Col. John R. Hill, Jr., Assistant Director of Civil Works, Environmental Programs, Office of the Chief of Engineers, telephone 202-693-7093.

The EAB will conduct a workshop session on March 27, at Airlie House to prepare for their report to be delivered during the plenary session on March 28. There will be no formal discussions or presentations during this workshop session. Interested members of the public will, however, be permitted to observe this workshop session on a limited basis due to seating limitations. Interested persons should contact Lt. Col. Hill.

Dated: March 3, 1978.

By authority of the Secretary of the Army.

JOSEPH F. GORECKI,
Major, U.S. Army, Acting Director, Administrative Management, TAGCEN.

[FR Doc. 78-6164 Filed 3-8-78; 8:45 am]

[3810-70]

Office of the Secretary

DEPARTMENT OF DEFENSE WAGE COMMITTEE

Closed Meetings

Pursuant to the provisions of section 10 of Pub. L. 92-463, the Federal Advisory Committee Act, effective January 5, 1973, notice is hereby given that a meeting of the Department of Defense Wage Committee will be held on Tuesday, May 2, 1978; Tuesday, May 9, 1978; Tuesday, May 16, 1978; Tuesday, May 23, 1978; and Tuesday, May 30, 1978, at 9:45 a.m. in Room 1E801, The Pentagon, Washington, D.C.

The Committee's primary responsibility is to consider and submit recommendations to the Assistant Secretary of Defense (Manpower, Reserve Affairs, and Logistics) concerning all matters involved in the development and authorization of wage schedules for Federal prevailing rate employees pursuant to Pub. L. 92-393. At this meeting, the Committee will consider wage survey specifications, wage survey data, local wage survey committee reports and recommendations, and wage schedules derived therefrom.

Under the provisions of section 10(d) of Pub. L. 92-463, the Federal Advisory Committee Act, meetings may be closed to the public when they are "concerned with matters listed in section 552b of title 5, United States Code." Two of the matter so listed are those "related solely to the internal personnel rules and practices of an agency," (5 U.S.C. 552b.(c)(2)), and those involving "trade secrets and commercial or financial information obtained from a person and privileged or confidential" (5 U.S.C. 552b.(c)(4)).

Accordingly, the Deputy Assistant Secretary of Defense (Civilian Personnel Policy) hereby determines that all portions of the meeting will be closed to the public because the matters considered are related to the internal rules and practices of the Department of Defense (5 U.S.C. 552b.(c)(2)), and the detailed wage data considered by the Committee during its meetings have been obtained from officials of private establishments with a guarantee that the data will be held in confidence (5 U.S.C. 552b.(4)).

However, members of the public who may wish to do so are invited to submit material in writing to the Chairman concerning matters believed to be deserving of the Committee's attention. Additional information concerning this meeting may be obtained by contacting the Chairman, Department of Defense Wage Committee, Room 3D281, The Pentagon, Washington, D.C.

MARCH 6, 1978.

MAURICE W. ROCHE,
Director, Correspondence and Directives Washington Headquarters Services, Department of Defense.

[FR Doc. 78-6202 Filed 3-8-78; 8:45 am]

[6740-02]

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket Nos. G-8739, et al.]

PHILLIPS PETROLEUM CO., ET AL.

Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates[1]

MARCH 1, 1978.

Take notice that each of the Applicants listed herein has filed an application or petition pursuant to section 7 of the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service as described herein, all as more fully described in the respective applications and amendments which are on file with the Commission and open to public inspection.

Any person desiring to be heard or to make any protest with reference to said applications should on or before March 22, 1978, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, petitions to intervene or protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Energy Regulatory Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure a hearing will be held without further notice before the Commission on all applications in which no petition to intervene is filed within the time required herein if the Commission on its own review of the matter believes that a grant of the certificates or the authorization for the proposed abandon-

[1] This notice does not provide for consolidation for hearing of the several matters covered herein.

ment is required by the public convenience and necessity. Where a petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or to be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

Docket No. and Date filed	Applicant	Purchaser and location	Price per 1,000 ft³	Pressure base
G-8739, D, Feb. 6, 1978	Phillips Petroleum Co., 5 C4 Phillips Bldg., Bartlesville, Okla. 74004.	Northern Natural Gas Co., Ivy A No. 1, sec. 48, block 5-T, T&NO survey, Hutchinson County, Tex.	Release of gas for irrigation fuel.	
G-9885, D, Feb. 16, 1978	Gulf Oil Corp., P.O. Box 2100, Houston, Tex. 77001.	Texas Eastern Transmission Corp., North Arneckeville and Southwest Helen Gohlke fields, Dewitt and Victoria Counties, Tex.	Leases expired, plugged, and abandoned.	
CI72-495, E, Feb. 15, 1978	Shell Oil Co. (successor in interest to Atlantic Richfield Co., Gulf Oil Co., and Tenneco Oil Co.), Two Shell Plaza, P.O. Box 2099, Houston, Tex. 77001.	Tennessee Gas Pipeline Co., Vermilion block 191 field (South Marsh Island, block 29 area), offshore Louisiana.	(1)	15.025
CI75-38, C, Feb. 13, 1978	Gulf Oil Corp	El Paso Natural Gas Co., Drinkard formation gas-well gas from the CDU No. 423 well located in unit K, sec. 28, T21S, R37E, Lea County, N. Mex.	(1)	14.73
CI77-327, C, Feb. 9, 1978	Cities Service Co., P.O. Box 300, Tulsa, Okla. 74102.	El Paso Natural Gas Co., upper Penn formation of sec. 10-21S-36E, Eddy County, N. Mex.	(1)	14.65
CI77-709, C, Feb. 13, 1978	MRT Exploration Co., 9900 Clayton Rd., St. Louis, Mo. 63124.	Mississippi River Transmission Corp., D. B. Means No. 1 unit, Holly field, DeSota Parish, La.	(1)	15.025
CI78-39, C, Feb. 13, 1978	Amoco Production Co., Security Life Bldg., Denver, Colo. 80202.	Cities Service Gas Co., Champlin No. 3 Higgins unit 23-15 well, sec. 15-18N-98W (1) and Champlin No. 5 Higgins unit 23-22 well, sec. 22-18N-98W (1), Nugget formation, Sweetwater County, Wyo.	(2)	15.025
CI78-420, A, Feb. 10, 1978	Napeco Inc., 122 South Michigan Ave., Chicago, Ill. 60603.	Natural Gas Pipeline Co. of America, Maud Graham No. A-2 well, Young County, Tex.	(1)	14.65
CI78-421, A, Feb. 13, 1978	Napeco Inc	Natural Gas Pipeline Co. of America, Hall No. 1 well, Young County, Tex.	(1)	14.65
CI78-422, A, Feb. 14, 1978	do	Natural Gas Pipeline Co. of America, Hall No. 3 well, Young County, Tex.	(1)	14.65
CI78-423 (CI61-973), B, Jan. 12, 1978.	Perry R. Bass, 3100 Fort Worth National Bank Bldg., Fort Worth, Tex. 76102.	Columbia Gas Transmission Corp., West Gueydan field, Vermilion Parish, La.	Ceased production, leases released, plugged, and abandoned.	
CI78-424, B, Feb. 14, 1978	Zoller & Danneberg, Inc., suite 2100, First of Denver Plaza, 633 17th St., Denver, Colo. 80202.	Northern Natural Gas Co., sec. 34-T2N-R24E, Beaver County, Okla.	Uneconomical.	
CI78-425, A, Feb. 10, 1978	Continental Oil Co., P.O. Box 2197, Houston, Tex. 77001.	El Paso Natural Gas Co., Brinninstool No. 2 well, Lea County, N. Mex.	(1)	14.65
CI78-426, A, Feb. 10, 1978	Continental Oil Co	Northwest Pipeline Corp., East San Juan field, Rio Arriba County, N. Mex.	(1)	14.65
CI78-428, A, Feb. 8, 1978	Odessa Natural Corp. (operator), P.O. Box 3908, Odessa, Tex. 79760.	El Paso Natural Gas Co., Jicarilla joint venture KD Nos. 2 and 3 wells, W/2 secs. 3 and 10, T23N, R3W, Rio Arriba County, N. Mex.	(1)	14.65
CI78-429, A, Feb. 9, 1978	Mesa Petroleum Co., P.O. Box 2009, Amarillo, Tex. 79105.	El Paso Natural Gas Co., Basin Dakota field, Rio Arriba County, N. Mex.	(1)	14.73
CI78-430, A, Feb. 13, 1978	J. M. Huber Corp., 2000 West Loop South, Houston, Tex. 77027.	Transwestern Pipeline Co., Delaware formation only, in the Yarrow field, Eddy County, N. Mex.	(2)	14.65
CI78-431, A, Feb. 13, 1978	Transco Exploration Co., P.O. Box 1396, Houston, Tex. 77001.	Transcontinental Gas Pile Line Corp., South Timbalier area, blocks 148 (E½) and 149 (SW¼), offshore Louisiana.	(1)	14.73
CI78-432 (CI62-395), B, Feb. 13, 1978.	Phillips Petroleum Co., 5 C4 Phillips Bldg., Bartlesville, Okla. 74004.	Southern Natural Gas Co., Bayou Long field, St. Martin Parish, La.	Depleted, lease terminated, plugged, and abandoned.	
CI78-433, A, Feb. 13, 1978	Exxon Corp., P.O. Box 2180, Houston, Tex. 77001.	Northern Natural Gas Co., Townsend field, Lea County, N. Mex.	(4)	14.65
CI78-434, A, Feb. 13, 1978	Helmerich & Payne, Inc., 1579 East 21st St., Tulsa, Okla. 74114.	Michigan Wisconsin Pipe Line Co., East Hinton field, Canadian County, Okla.	(1)	14.65
CI78-435, A, Feb. 13, 1978	do	Michigan Wisconsin Pipe Line Co., West Cheyenne field, Roger Mills, County, Okla.	(1)	14.65
CI78-436 (G-18903), B, Feb. 13, 1978.	Monsanto Co., 1300 Post Oak Tower, 5051 Westheimer, Houston, Tex. 77056.	Transcontinental Gas Pipe Line Corp., Cowpen Creek field, Beauregard Parish, La.	Depleted, leases expired and released, plugged, and abandoned.	
CI78-437, A, Feb. 14, 1978	Marathon Oil Co., 539 South Main St., Findlay, Ohio 45840.	El Paso Natural Gas Co., Cheyenne field, Roger Mills County, Okla.	(1)	14.65
CI78-438, A, Feb. 14, 1978	Ocean Production Co., et al. P.O. Box 61780, New Orleans, La. 70161.	Michigan Wisconsin Pipe Line Co., High Island area blocks A-369 and A-370, in the Gulf of Mexico, offshore Texas.	(1)	14.65
CI78-439 (CI63-217), B, Feb. 14, 1978.	Monsanto Co	Kansas-Nebraska Natural Gas Co., Inc., Reid No. 1 well, Morgan County, Colo.	Depleted, leases expired, plugged, and abandoned.	
CI78-440, A, Feb. 15, 1978	Napeco Inc., 122 South Michigan Ave., Chicago, Ill. 60603.	Natural Gas Pipeline Co. of America, Morton No. A-1 well, Palo Pinto County, Tex.	(1)	14.65
CI78-441, A, Feb. 14, 1978	Phillips Petroleum Co., 5 C4 Phillips Bldg., Bartleville, Okla. 74004.	El Paso Natural Gas Co., Hugoton-Anadarko area, Moore County, Tex.	(1)	14.73
CI78-442, A, Feb. 14, 1978	Mesa Petroleum Co., P.O. Box 2009, Amarillo, Tex. 79105.	Natural Gas Pipeline Co. of America, White City Penn field, Eddy County, N. Mex.	(1)	14.65
CI78-443 (G-9544) (G-17363), B, Feb. 7, 1978.	Terra Resources, Inc., 5416 South Yale Ave., Tulsa, Okla. 74135.	Tennessee Gas Pipeline Co., North Tidenhaven field, Matagorda County, Tex.	Ceased production, lease expired and well being sold for salvage.	
CI78-444, A, Feb. 14, 1978	Terra Resources, Inc	El Paso Natural Gas Co., Langlie-Mattix field, Lea County, N. Mex.	(1)	14.73

Docket No. and Date filed	Applicant	Purchaser and location	Price per 1,000 ft³	Pressure base
CI78-445, A, Feb. 14, 1978.....	Amoco Production Co., P.O. Box 3092, Houston, Tex. 77001.	Natural Gas Pipeline Co of America, White City Penn field, Eddy County, N. Mex.	(5)	14.65
CI78-446, A, Feb. 15, 1978.....	Amoco Production Co., (successor in interest to Westland Oil Development Corp.), Security Life Bldg., Denver, Colo. 80202.	Colorado Interstate Gas Co., certain acreage in Harper County, Okla.	(5)	14.65
CI78-447 (CI64-1050), B, Feb. 14, 1978.	Tenneco Oil Co., P.O. Box 2511, Houston, Tex. 77001.	Texas Eastern Transmission Corp., Hostetter field, McMullen County, Tex.	Depleted, plugged, and abandoned.	
CI78-448, A, Feb. 16, 1978.....	CNG Producing Co., 445 West Main St., Clarksburg, W. Va. 26301.	Consolidated Gas Supply Corp., F platform block 267, south half, Vermilion area, south addition, offshore Louisiana.	(1)	14.73
CI78-450, A, Feb. 17, 1978.....	Continental Oil Co., P.O. Box 2197, Houston, Tex. 77001.	El Paso Natural Gas Co., San Juan field, San Juan 29-7 Dakota unit, Rio Arriba County, N. Mex.	(3)	14.65
CI78-451, A, Feb. 16, 1978.....	Gulf Oil Corp., P.O. Box 2100, Houston, Tex. 77001.	Panhandle Eastern Pipe Line Co., certain acreage located in the Fairvalley-Mississippi field, Woods County, Okla.	(5)	14.65
CI78-452, A, Feb. 16, 1978.....	Pacific-Simpco Partnership, 720 West 8th St., Los Angeles, Calif. 90051.	Pacific Alaska LNG Associates, Tyonek field, Cook Inlet area, State of Alaska.	(7)	14.73
CI78-453, A, Feb. 16, 1978.....	Pacific Lighting Gas Development Co., 720 West 8th St., Los Angeles, Calif. 90017.	Pacific Alaska LNG Associates Ivan River field, Cook Inlet area, State of Alaska and in the Lewis River field, Cook Inlet area, State of Alaska.	(10)	14.73
CI78-455, B, Feb. 15, 1978.....	O. C. Holt, Route No. 1, Box 57, Spearman, Tex. 79081.	Northern Natural Gas, North Hutchinson field N½ sec. 81, block 5-T, Hutchinson County, Tex.	Last production January 1971. Plugged and abandoned.	
CI78-456, A, Feb. 16, 1978.....	Southland Royalty Co., 1000 Fort Worth Club Tower, Fort Worth, Tex. 76102.	El Paso Natural Gas Co., Casinghead gas produced from the Gallup formation from the Hillside No. 1 well, located in the NW/4 SE/4 of sec. 9, T27N, R11W, San Juan County, N. Mex.	(1)	14.73
CI78-457, A, Feb. 17, 1978.....	Farmland International Energy Co., 5416 South Yale, Tulsa, Okla. 74135.	Northwest Pipeline Corp., Stateline, Carbon County, Colo., and Sweetwater County, Wyo.	(10)	14.73

[1] Applicant is willing to accept the applicable national rate pursuant to opinion No. 770, as amended.
[2] Applicant is filing under gas sales contract, dated Aug. 1, 1977, amended by amendment dated Dec. 12, 1977.
[3] Applicant is filing under gas purchase contract, dated Jan. 23, 1978.
[4] Applicant agrees to accept a permanent certificate of public convenience and necessity covering the subject sale conditioned in accordance with the Commission's opinion No. 749.
[5] Applicant is filing under gas purchase contracted dated Jan. 1, 1978.
[6] Applicant is filing under gas sales contract, dated Oct. 31, 1957.
[7] Applicant is filing under gas sale and purchase agreement dated Aug. 17, 1977.
[8] Applicant is filing under gas sale and purchase agreements dated Aug. 30, and Nov. 25, 1977.
[9] Applicant and purchaser are affiliated.
[10] Applicant is filing under gas purchase contract, dated Aug. 28, 1977.

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

[FR Doc. 78-6007 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. CP78-198]

COLORADO INTERSTATE GAS CO.

Notice of Application

MARCH 2, 1978.

Take notice that on February 22, 1978, Colorado Interstate Gas Co. (applicant), P.O. Box 1087, Colorado Springs, Colo. 80944, filed in Docket No. CP78-198 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale to, and exchange of natural gas with, Montana-Dakota Utilities Co. (MDU), all as more fully set forth in the application on file with the Commission and open to public inspection.

It is indicated that applicant and MDU have entered into a gas purchase and exchange agreement dated January 6, 1978, for an initial term ending September 30, 1979, and continuing thereafter until terminated by either party. It is further indicated that pursuant to the subject agreement, applicant would deliver certain volumes of gas in the Fuller Reservoir area of central Wyoming to MDU at mutually agreeable points on MDU's pipelines in or near the Fuller Reservoir area. It is stated that the initial delivery point would be in or near Fremont County, Wyo., and that initial deliveries by applicant to MDU are expected to average approximately 1,800 Mcf per day.

The application states that MDU would have an option to purchase up to 100 percent of the volumes delivered by applicant to MDU through September 30, 1979, and that thereafter, MDU may elect to purchase up to 25 percent of the volumes received. It is indicated that thermally equivalent volumes would be redelivered to applicant at the following locations:

A. A point to be established by the parties in or near the Madden field in Fremont County, Wyo., where MDU would deliver or cause to be delivered to applicant all or portions of the quantities of gas owing to applicant.

B. A point to be established on MDU's pipeline within a processing

plantsite operated by Amoco Production Co., Inc., located in the Elk basin field, Park County, Wyo., where MDU would deliver or cause to be delivered to applicant all or portions of the quantities of gas owning to Applicant.

C. If and when necessary in order for MDU to return to applicant any remaining volumes after utilizing to the extent feasible the delivery points set forth in (A), (B) above, MDU and applicant would mutually agree upon and activate one or more additional delivery points.

Applicant indicates that in order to effect the exchange, it would install certain minor gathering facilities to connect its gas supply in the Fuller Reservoir area to MDU's line. These facilities would be installed under applicant's current gas purchase budget authority issued in Docket No. CP77-615 or a subsequent budget authorization, it is said. Applicant states that it would provide a tap and side valve on its pipeline in order to receive the gas delivered by applicant. It is indicated that MDU would install any facilities required pursuant to gas purchase budget authority.

It is stated that MDU would reimburse applicant at the same average price paid by applicant for the Fuller Reservoir gas plus a reimbursement for any gathering, compression, dehydration, and necessary treating occuring upstream from the point of delivery to MDU. Applicant indicates that gathering is the only cost element that is applicable at this time since compression, dehydration, or gas treatment is not currently required. It is indicated that this gathering charge would initially be 10 cents per Mcf, and that in addition, MDU would reimburse applicant for the carrying cost attributable to its portion of the advance payments in the amount of $2 million made by applicant to the producers of the gas in the Fuller Reservoir area. It is agreed by the parties that the initial reimbursements for the carrying costs of the advance payments would be 49 cents per Mcf, it is said. Applicant indicates that it would initially pay MDU 2 cents per Mcf as a transportation charge for all gas redelivered by MDU to applicant.

Any person desiring to be heard or to make any protest with reference to said application should on or before March 27, 1978, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Energy Regulatory Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for applicant to appear or be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6120 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. CP78-58]

COLUMBIA GULF TRANSMISSION CO.

Notice of Proposed Changes in FERC Gas Tariff

MARCH 2, 1978.

Take notice that on February 6, 1978, Columbia Gulf Transmission Co. (Columbia Gulf) tendered for filing the following proposed changes in its FERC gas tariffs, to be effective January 27, 1978:

ORIGINAL VOLUME NO. 1

First Revised Sheet No. 4C Superseding Original Sheet No. 4C.

ORIGINAL VOLUME NO. 2

First revised sheet No. 4E superseding original sheet No. 1E.

Second revised sheet Nos. 80, 81, and 89 superseding first revised sheet Nos. 80, 81, and 89.

Original sheet Nos. 563 through 580.

These sheets reflect rate schedule X-46, a transportation agreement between Columbia Gulf and Consolidated Gas Supply Corp. and revisions to existing rate schedule X-10. This transportation agreement and revisions were authorized by Commission order issued January 26, 1978, in Docket No. CP78-58.

A copy of this filing was served on Consolidated Gas Supply Corp.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE, Washington, D.C. 20426, in accordance with sections 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 March 22, 1978. 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. 78-6121 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. ER78-226]

CONSUMERS POWER CO.

Notice of Filing

MARCH 2, 1978.

Take notice that on February 23, 1978, Consumers Power Co. tendered for filing a data acquisition system facilities agreement between Consumers Power Co. and the Northern Michigan Electric Cooperative, Inc., and Wolverine Electric Cooperative, Inc. Consumers Power states that the two cooperatives, and others, are members of the Michigan Municipals and Cooperatives Power Pool ("MMCPP").

Consumers Power states that the agreement provides for sharing ownership and the costs of purchasing, installing, operating, and maintaining certain data acquisition facilities to be acquired by the parties. Consumers Power states that the agreement does not otherwise affect the rates, charges, or other conditions of service relating to the interchange of electric energy between Consumers Power and the MMCPP.

Consumers Power requests waiver of the Commission's notice requirements to allow for an effective date of November 2, 1977. Consumers Power states that copies of the filing were served on Northern Michigan Electric Cooperative, Inc., Wolverine Electric Cooperative, Inc., and the Michigan Public Service Commission.

Any person desiring to be heard or to protest said data acquisition system facilities agreement should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street, Washington, D.C. 20426, in accordance with sections 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.10). All such petitions or protests should be filed by or

before March 13, 1978. 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 said agreement are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6122 Filed 3-8-78; 8:45 am]

[6740-02]

[Project No. 2818]

CITY AND BOROUGH OF SITKA, ALASKA

Application for Major License for Unconstructed Project

MARCH 1, 1978.

Public notice is hereby given that an application was filed on September 19, 1977, under the Federal Power Act, 16 U.S.C. §§ 791a-825r, by the city and borough of Sitka, Alaska (correspondence to: Mr. Fermin Gutierrez, Administrator, City and Borough of Sitka, P.O. Box 79, Sitka, Alaska 99835) for a major license for the unconstructed Green Lake project No. 2818, to be located on the Vodopad River in the borough of Sitka, Alaska. The project would affect lands of the United States within the Tongass National Forest.

As Proposed, the Geen Lake project would have an installed capacity of 16,500 kW and would consist of: (1) A double-curvature, concrete arch dam, 230 feet high and 460 feet long at its crest, located 80 feet downstream from the mouth of the existing Green Lake, and having a centrally located, 100-foot wide, uncontrolled ogee spillway; (2) Green Lake Reservoir, with a surface area of 1,000 acres and usable storage of 74,000 acre-feet at normal reservoir elevation of 390 feet (local datum); (3) a 1,900-foot long power tunnel, varying in diameter from 8 to 10.6 feet, leading from the dam to the powerhouse where it would bifurcate into a manifold of two 5.6-foot diameter steel-lined sections; (4) an indoor-type concrete powerhouse containing two generating units of 8,250 kW each and located on Silver Bay, approximately 350 feet north of the mouth of the Vodopad River; (5) a substation over the powerhouse tailrace; (6) a 9-mile long 69-kV wood pole transmission line connecting the project substation to the Blue Lake substation; and (7) appurtenant facilities.

The estimated total cost of the Green Lake project is $41,895,000. The power generated at the project would be distributed throughout applicant's system to meet its load requirements.

The use of project lands and waters for recreational purposes would be limited to trout fishing in the reservoir and hiking. Recreational facilities planned for the proposed project include the installation of a mooring buoy to provide anchorage for up to two moderate-sized pleasure craft and rehabilitation of an existing hiking trail leading from a point near the mooring buoy on Silver Bay to Green Lake.

Any person desiring to be heard or to make protests with reference to said application should, on or before May 12, 1978, file with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR § 1.8 or § 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken, but will not serve to make the protestants parties to a proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules.

The application is on file with the Commission and is available for public inspection.

The public should take further notice that on October 1, 1977, pursuant to the provisions of the Department of Energy Organization (DOE Act), Pub. L. 95-91, 91 Stat. 565 (August 4, 1977), and Executive Order No. 12009, 42 FR 46267 (September 15, 1977), the Federal Power Commission ceased to exist and its functions and regulatory responsibilities were transferred to the Secretary of Energy and the Federal Energy Regulatory Commission (FERC) which, as an independent commission within the Department of Energy, was activated on October 1, 1977.

The "savings provisions" of section 705(b) of the DOE Act provide that proceedings pending before the Federal Power Commission on the date the DOE Act takes effect shall not be affected, and the orders shall be issued in such proceedings as if the DOE Act had not been enacted. All such proceedings shall be continued, and further actions shall be taken by the appropriate component of DOE now responsible for the functions under the DOE Act and regulations promulgated thereunder. The functions which are the subject of these proceedings were specifically transferred to the FERC by section 402(a)(1) of the DOE Act.

The joint regulation adopted on October 1, 1977, by the Secretary of energy and the FERC entitled "Transfer of Proceedings to the Secretary of Energy and the FERC," 10 CFR ——, provided that this proceeding would be continued before the FERC. The FERC takes action in this proceeding in accordance with the above-mentioned authorities.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6123 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. EL 78-10]

DELMARVA POWER & LIGHT CO., ET AL.

Notice of Application

MARCH 2, 1978.

Take notice that on February 23, 1978, Delmarva Power & Light Co. (Delmarva-Delaware) and its two wholly owned utility subsidiaries, Delmarva Power & Light Co. of Maryland (Delmarva-Maryland) and Delmarva Power & Light Co. of Virginia (Delmarva-Virginia), filed a joint application for an order of the Federal Energy Regulatory Commission under section 203 of the Federal Power Act authorizing the merger of all of Delmarva-Maryland's and Delmarva-Virginia's facilities subject to the jurisdiction of the Commission with all of the facilities of Delmarva-Delaware subject to the jurisdiction of the Commission.

Delmarva-Delaware is a public utility incorporated under the laws of the State of Delaware engaged in the generation, transmission, and distribution of electricity in the State of Delaware.

Delmarva-Maryland is a public utility incorporated under the laws of the State of Maryland and is engaged in the transmission and distribution of electricity in the nine counties comprising the "Eastern Shore" of Maryland.

Delmarva-Virginia is a public utility incorporated under the laws of the Commonwealth of Virginia and is engaged in the transmission and distribution of electricity in the two counties comprising the "Eastern Shore" of Virginia. The three applicants presently operate their electric properties as an integrated system in contiguous service territories.

Applicants allege that it is in the public interest that the three companies be merged in order to simplify the existing corporate structure. Applicants state that ownership of the facilities by one company is a logical step, that it will decrease the number of separate directors' meetings, reports, securities issuances, and rate proceedings, and that it will eliminate intrasystem inventory transactions. The application states that consumers served by applicants will benefit from applicants' resulting increased capacity to minimize the effects of increasing operating costs.

Any person desiring to be heard or to make any protest with reference to

said application should file on or before March 24, 1978, with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426, a petition to intervene or a protest in accordance with the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in the hearing therein must file a petition to intervene in accordance with the Commission's rules. Copies of the application are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6124 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. ER78-229]

INDIANA AND MICHIGAN ELECTRIC CO.

Order Conditionally Accepting for Filing and Suspending Proposed Rate Schedule and Waiving Regulations

MARCH 1, 1978.

On February 24, 1978, American Electric Power Service Corp. (AEP) tendered for filing, on behalf of its affiliate, Indiana and Michigan Electric Co. (I&M), an amendment to an existing Interconnection Agreement between I&M and Illinois Power Co. (Illinois).[1] The proposed amendment includes a new Schedule H "Conservation Energy" which provides for the transfer of energy between I&M and Illinois in the event of an energy emergency and further provides for certain third party transactions involving systems interconnected with I&M or Illinois.

According to AEP, the protracted coal miners' work stoppage has adversely affected the supply of coal to the parties and thus necessitated the instant filing. AEP indicates that it may be necessary to resort to conservation transactions in the near future and therefore requests waiver of the Commission's notice requirements pursuant to section 35.11 of the Regulations, so as to permit the filing to become effective as of February 22, 1978.

The proposed service schedule provides for the delivery of conservation energy for periods of one or more weeks for the purpose of meeting any energy shortage which may result from fuel unavailibility, governmental actions, or widespread disasters making it necessary for the deficient system to conserve energy resources over an extended period of time. The agreement enables the parties to determine the number of megawatts per hour to be supplied, the period of supply, the estimated cost, and the source of supply if the supplying party is, in turn, obtaining it from another system, or the ultimate destination if a party is arranging for supply for another system. Unless extended by mutual agreement, the service schedule is to remain in effect until February 22, 1979.

The proposed rates for conservation energy consist of 110 percent of out-of-pocket replacement cost plus 5.0 mills per kWh. In the case of third party transactions, the rate constitutes the cost to the supplying party and any out-of-pocket costs of transmission losses plus 1.7 mills per kWh.

AEP asserts that various uncertainties concerning potential transfers under the proposed service schedule prevented the submittal of estimates of the transactions or resulting revenues as required by section 35.13(b) of the Commission's Regulations. As a result, AEP requests waiver of the provisions of that Section. AEP submitted certain cost support for I&M, but none was included for Illinois. Under the circumstances, good cause has been shown to grant the requested waiver of the Commission's filing requirements in order to allow the proposed amendment to be accepted for filing. However, we shall condition our acceptance of the filing upon the requirement that AEP submit complete cost support for Illinois as well as additional cost support for I&M, in accordance with the Regulations, within thirty (30) days from the date of issuance of this order.

A review of AEP's submittal indicates that the filing has not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory or preferential or otherwise unlawful.

The Commission finds: (1) Good cause exists to conditionally accept for filing the amended service agreement tendered by AEP on February 24, 1978, and to suspend the proposed rates contained therein, and defer the use thereof, as hereinafter ordered.

(2) Good cause exists to waive the notice and filing provisions of the Commission's Regulations.

The Commission orders: (A) The proposed amended service agreement filed by AEP on February 24, 1978, and identified above, is hereby conditionally accepted for filing as of February 22, 1978, suspended, and the use thereof deferred until February 23, 1978, when it shall become effective subject to refund; provided that AEP shall file, within thirty (30) days of the issuance of this order, the cost support required under the Commission's Regulations.

(B) Upon the filing of the cost support data described above, the Commission shall further evaluate the filing and shall set a date for a public hearing, should such procedure be appropriate.

(C) the requirement for notice contained in Section 35.3 of the Commission's Rules and Regulations is hereby waived. The filing requirements not yet complied with are hereby conditionally waived, as described in Paragraph (A) above.

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

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6125 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. ER78-227]

IOWA-ILLINOIS GAS AND ELECTRIC CO.

Filing of Facilities Operating Agreement

MARCH 2, 1978.

Take notice that Iowa-Illinois Gas and Electric Co. (Company) on February 23, 1978, tendered for filing an Operating Agreement, Neal 3 Transmission (Agreement), between Company, Iowa Power and Light Co. (Iowa Power), Iowa Public Service Co. (Public Service), and Iowa Southern Utilities Co. (Iowa Southern), dated January 2, 1978.

Company requests waiver of the notice requirements so as to permit an effective date of April 1, 1978, rather than a date related to completion of facilities. The other parties concur in this request in their respective Certificates of Concurrence included in the filing. While the Agreement provides for the operation between the parties of the facilities, now being constructed such that their respective shares of Neal Unit 3 capacity will be transmitted to their respective load centers, the Agreement also provides the mechanics for potential assignment of capacity schedules in the Neal 3 Transmission facilities. Company states the proposed effective date will expedite consummation of completed facilities arrangements between the parties and others, as well as the transmission of power and energy over such other facilities, and these facilities, involving a variety of generation sources and destinations necessary to service load centers. It is stated that certain of these contemplated arrangements depend upon early assurances of transmission capacity paths, the mechanism for which is established in this Agreement.

[1] This Modification No. 10, dated February 22, 1978, would amend the November 27, 1971, Interconnection Agreement designated as I&M Rate Schedule FPC No. 23.

Company states copies of the filing have been mailed to each of the other parties to the Agreement and to the Iowa State Commerce Commission.

Company states the parties, by separate agreements, have provided for the construction of Neal Unit 3 of the George Neal Generating Station near Sioux City, Iowa, and for the construction of certain 345-kV facilities (Neal 3 Transmission) extending from Raun Substation near Neal Unit 3 easterly to near Lehigh, Webster County, Iowa, and southerly to Sycamore Substation near Des Moines, Iowa.

Relating to the interconnected and coordinated operation of Neal 3 Transmission, Company states the Agreement provides for the facilities each is to provide; for the points of interconnection between the systems of the parties; for the determination and establishment of Capacity Schedules in a line Section, and for assignment of such Capacity Schedules by a party to another party or non-party including the associated rights, obligations, and charges; for the operations, objectives, and priorities of scheduling; for the establishment of an Operating Committee; and for matters of removals, outages, maintenance and repair, metering, losses, and records.

Any person desiring to be heard or to protest said application should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426, in accordance with sections 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 March 20, 1978. Protests will be considered by the Commission in determining the appropriate action to be taken but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this application are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6126 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. RP77-58]

MID LOUISIANA GAS CO.

Certification of Proposed Settlement Agreement

MARCH 2, 1978.

Take notice that on January 25, 1978, Presiding Administrative Law Judge Raymond M. Zimmet certified to the Commission for consideration and disposition a proposed Stipulation and Agreement and a motion for approval thereof. Mid Louisiana Gas Co. states that the proposed stipulation and agreement, if approved, would resolve all issues in this rate proceeding.

Any person desiring to be heard or to protest said settlement agreement should file comments with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426, on or before March 20, 1978. Comments will be considered by the Commission in determining the appropriate action to be taken. Copies of this agreement are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6127 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. CP78-201]

NORTHERN NATURAL GAS CO.

Notice of Application

MARCH 2, 1978.

Take notice that on February 24, 1978, Northern Natural Gas Co. (Applicant), 2223 Dodge Street, Omaha Nebr. 68102, filed in Docket No. CP78-201 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing Applicant to continue the sale of natural gas to Northern State Power Co. (NSP) for resale to National Can Co. (National Can) all as more fully set forth in the application on file with the Commission and open to public inspection.

It is indicated that pursuant to the Federal Power Commission's order of May 30, 1973, in Docket No. RP71-107, Applicant was authorized to list in the directory of communities served those large volumes customers who were receiving firm service as on October 2, 1972. It is stated that MSP has informed Applicant that the firm gas meter serving National Can located in St. Paul, Minn., has not been registering accurately during the wintertime since at least the summer of 1972. It is further stated that National Can has been provided service according to NSP's General Service Rate, receiving firm service from the contract demand assigned to St. Paul. However, had the meter been registering accurately, NSP would have listed this customer as a large volume customer receiving firm service at that time, it is said. Applicant indicates that it is now filing this application to correct this error.

Applicant states that upon Commission approval to add this large volume firm service customer to the directory of communities served, NSP's contract demand assigned to St. Paul would be reduced by 199 Mcf and such volumes would be assigned to National Can. Thus, NSP would supply National Can up to 199 Mcf of natural gas per day on a firm basis and 250 Mcf of natural gas per day on an interruptible basis, it is said.

Any person desiring to be heard or to make any protest with reference to said application should on or before March 27, 1978, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Energy Regulatory Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6128 filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. ER78-228]

PUBLIC SERVICE CO. OF INDIANA, INC.

Notice of Proposed Tariff Change

MARCH 2, 1978.

Take notice that Public Service Co. of Indiana, Inc. (Company), on February 24, 1978, tendered for filing an interconnection agreement between Public Service Co. of Indiana, Inc., and the City of Crawfordsville, Ind., proposed to become effective May 1, 1978.

Company indicates that said interconnection agreement cancels and replaces the interconnection agreement dated March 6, 1968, between the City

of Crawfordsville, Ind., and Public Service Co. of Indiana, Inc., which has been designated as Rate Schedule FERC No. 211.

According to Company, copies of the filing were served upon the City of Crawfordsville, Ind., and the Public Service Co. of Indiana.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426, in accordance with sections 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8, 1.10). All such petitions should be filed on or before March 24, 1978. 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 the filing are available for public inspection at the Federal Energy Regulatory Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6129 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. CP72-118]

SEA ROBIN PIPELINE CO.

Filing of Revised Tariff Sheets

MARCH 2, 1978.

Take notice that on February 6, 1978, Sea Robin Pipeline Co. (Sea Robin) tendered for filing with the Federal Energy Regulatory Commission (Commission) First Revised Sheet Nos. 59 and 62 and Second Revised Sheet No. 63 to its FERC Gas Tariff, Original Volume No. 2. Sea Robin states that the purpose of these tariff sheets is to revise its Rate Schedule X-4, being a transportation agreement with Tennessee Gas Pipeline Co. to reduce the contract demand from 35,000 Mcf per day to 15,000 Mcf per day as authorized by Commission's order issued January 9, 1978. Sea Robin requests that these sheets be made effective on January 9, 1978.

Sea Robin states that copies of these tariff sheets have been mailed to Tennessee Gas Pipeline Co.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426, in accordance with sections 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 March 22, 1978. 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. 78-6130 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. CP70-7 (Phase II)]

SOUTHERN NATURAL GAS CO.

Notice of Petition To Amend

MARCH 1, 1978.

On October 1, 1977, pursuant to the provisions of the Department of Energy Organization Act (DOE Act), Pub. L. 95-91, 91 Stat. 565 (August 4, 1977) and Executive Order No. 12009, 42 FR 46267 (September 15, 1977), the Federal Power Commission ceased to exist and its functions and regulatory responsibilities were transferred to the Secretary and the Federal Energy Regulatory Commission (FERC) which, as an independent commission within the Department of Energy, was activated on October 1, 1977.

The "savings provisions" of section 705(b) of the DOE Act provide that proceedings pending before the FPC on the date the DOE Act takes effect shall not be affected and that orders shall be issued in such proceedings as if the DOE Act had not been enacted. All such proceedings shall be continued and further actions shall be taken by the appropriate component of DOE now responsible for the function under the DOE Act and regulations promulgated thereunder. The functions which are the subject of these proceedings were specifically transferred to the FERC by section 402(a)(1) of the DOE Act.

The joint regulation adopted on October 1, 1977, by the Secretary and the FERC entitled "Transfer of Proceedings to the Secretary of Energy and the FERC," 10 CFR ——, provided that this proceeding would be continued before the FERC. The FERC takes action in this proceeding in accordance with the above-mentioned authorities.

Take notice that on February 21, 1978, Southern Natural Gas Co. (Petitioner), P.O. Box 2563, Birmingham, Ala. 35202, filed in Docket No. CP70-7 a petition to amend the order of October 29, 1969 (42 FPC 944) issued by the Federal Power Commission (FPC) in the instant docket pursuant to section 7(c) of the Natural Gas Act so as to permit Petitioner to change the applicable rate schedule under which it sells gas to The Utilities Board of the Town of Livingston, Ala. (Livingston), from Rate Schedule OCD-2 to Rate Schedule G-2, all as more fully set forth in the petition on file with the Commission and open to public inspection.

It is indicated that pursuant to the FPC order of October 29, 1969, Petitioner was authorized, inter alia, to sell and deliver to Livingston, a contract demand of 4,440 Mcf per day, and that Petitioner is currently rendering this service to Livingston under its OCD-2 Rate Schedule. It is stated that service pursuant to this rate schedule is provided for by the First Revised Exhibit A to the service agreement between Petitioner and Livingston dated September 8, 1969, which was approved by the FPC on November 4, 1969.

It is indicated that pursuant to section 14.2 of the general terms and conditions of Petitioner's FPC gas tariff, Livingston has requested that Petitioner amend said Exhibit A to its service agreement to change the applicable rate schedule from OCD-2 to G-2. Such modification would not change the maximum amount of gas Petitioner would be obligated to deliver to Livingston, it is said. The petition states that approval of the proposed Second Revised Exhibit A would allow Livingston to purchase gas under Petitioner's G-2 Rate Schedule which would result in a reduction of its purchased gas cost.

Any person desiring to be heard or to make any protest with reference to said petition to amend should on or before March 24, 1978, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6131 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. CP78-197]

TENNESSEE GAS PIPELINE CO., A DIVISION OF TENNECO INC.

Notice of Pipeline Application

MARCH 2, 1978.

Take notice that on February 22, 1978, Tennessee Gas Pipeline Co., a

Division of Tenneco Inc. (Tennessee), P.O. Box 2511, Houston, Tex. 77001, filed an application pursuant to section 7(c) of the Natural Gas Act, as amended, and the Rules and Regulations of the Federal Energy Regulatory Commission thereunder, for a certificate of public convenience and necessity authorizing the rendition of a natural gas transportation service for Columbia Gas Transmission Corp. (Columbia), Natural Gas Pipeline Co. of America (Natural), Norther Natural Gas Co. (Northern), and Southern Natural Gas Co. (Southern).

Tennessee requests authorization to receive from Columbia Gulf Transmission Co. (Columbia Gulf), Natural, Northern, and Southern daily volumes of natural gas produced from East Cameron Block 34, offshore Louisiana (EC 34), up to 11,250 Mcf, 39,900 Mcf, 5,250 Mcf, and 3,600 Mcf, respectively, and to transport and deliver such volumes to Columbia Gulf new Chalkley, La., for the accounts of Columbia and Natural, and to Northern and Southern near Kinder, La. Tennessee proposes to charge Columbia and Natural 1¢ per Mcf, Southern 2.04¢ per Mcf, and Northern 2.14¢ per Mcf, and to retail 0.41 percent, 0.31 percent, and 0.33 percent, respectively, of the volumes received for Tennessee's fuel and use requirements.

Any person desiring to be heard or to make any protest with reference to said application, on or before March 17, 1978, should file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedures (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken, but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding, or to participate as a party in any hearing therein, must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Energy Regulatory Commission by sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6132 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. CP77-651]

TRUNKLINE GAS CO.

Notice of Change in Tariff

MARCH 2, 1978.

Take notice that Trunkline Gas Co. (Trunkline) on February 8, 1978, tendered for filing Tenth Revised Sheet No. 1-D and Original Sheet Nos. 1504 through 1528 to its FERC Gas Tariff, Original Volume No. 2.

Trunkline states that such changes are made to provide a Rate Schedule T-39 for the transportation of natural gas on behalf of Amoco Production Co. (Amoco). Trunkline proposes that these sheets become effective on January 9, 1978.

A copy of this filing has been served on Amoco.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NW., Washington, D.C. 20426, in accordance with section 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 March 22, 1978. 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. 78-6133 Filed 3-8-78; 8:45 am]

[6720-02]

[Docket No. ER76-829]

WESTERN MASSACHUSETTS ELECTRIC CO.

Certification of Proposed Settlement Agreement

MARCH 2, 1978.

Take notice that on February 14, 1978, Presiding Administrative Law Judge William L. Ellis certified to the Commission a propose Settlement Agreement in Docket No. ER76-829, which purports to settle all contested issues therein. The proposed agreement includes a 10 percent reduction in the proposed rates as originally filed by Western Massachusetts Electric Co. on July 30, 1976.

Any person desiring to be heard with respect to the proposed agreement should file comments with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426. All such comments should be filed on or before March 13, 1978. Comments will be considered by the Commission in determining the appropriate action to be taken. Copies of the filing are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6134 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. RP72-122 (PGA78-2)]

COLORADO INTERSTATE GAS CO.

Proposed Change in Rates Under Purchased Gas Adjustment Clause Provision

MARCH 3, 1978.

Take notice that Colorado Interstate Gas Co. (CIG), on February 24, 1978, tendered for filing proposed changes in its FERC Gas Tariff, Second Revised Volume No. 1. The proposed changes would increase the commodity rate under each of CIG's jurisdictional rate schedules by 1.30 cents per Mcf.

The filing was made to enable CIG to reflect in its rates, pursuant to section 21 of CIG's FERC Gas Tariff, Second Revised Volume No. 1, net increased purchased gas costs it will experience as the result of rate filings made by Northwest Pipeline Corp., Mountain Fuel Supply Co., McCulloch Interstate Gas Corp., and Western Transmission Corp., which are four of CIG's pipeline suppliers.

CIG respectfully requests that the instant filing be made effective on April 1, 1978.

Copies of the filing have been served upon the Company's jurisdictional customers and other interested persons, including public bodies.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426, in accordance with sections 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 March 15, 1978. 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. 78-6135 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. RP78-20]

COLUMBIA GAS TRANSMISSION CORP.

Proposed Changes in FERC Gas Tariff

MARCH 3, 1978.

Take notice that Columbia Gas Transmission Corp. (Columbia), on February 23, 1978, tendered for filing the following sheet to its FERC Gas Tariff, Original Volume No. 1, to become effective on the initial date of delivery by Columbia LNG Corp. (Columbia LNG):

Forty-first Revised Sheet No. 16

Columbia states that Forty-first Revised Sheet No. 16 is being filed pursuant to the Commission's order issued December 30, 1977, at Docket No. RP78-20, to provide for the recovery in its rates until June 1, 1978, subject to refund, a revenue deficiency attributable only to the purchase of revaporized LNG from Columbia LNG. Columbia will advise the Commission, its jurisdictional customers, and other interested parties the date of initial deliveries by Columbia LNG within 3 days after such deliveries. The initial deliveries of revaporized LNG are anticipated to commence in late March 1978.

Copies of this filing were served upon the Company's jurisdictional customers, interested state commissions, and to each of the parties set forth on the official service list in this proceeding.

Any person desiring to be heard or to protest said filing, should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426, in accordance with sections 1.8 and 1.10 of the Commission's Rules of Practice and Procedure (18 CFR 1.8 and 1.10). All such petitions or protests should be filed on or before March 15, 1978. 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. 78-6136 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket Nos. RP77-140 and RP72-157]

CONSOLIDATED GAS SUPPLY CORP.

Proposed Changes in FERC Gas Tariff

MARCH 3, 1978.

Take notice that Consolidated Gas Supply Corp. (Consolidated) on February 22, 1978, tendered for filing Substitute Original Sheet No. 16 to its FERC Gas Tariff, Third Revised Volume No. 1. The tariff sheet is proposed to become effective, subject to refund, upon initial delivery of regasified liquefied natural gas (LNG) to Consolidated by Consolidated System LNG Co. and further subject to the Commission's agreement to approve the rates shown on Substitute Original Sheet No. 16 to coincide with the delivery of the LNG to Consolidated. Consolidated proposed that the rates shown on Substitute Original Sheet No. 16 be approved in lieu of the rates filed September 30, 1977, which were suspended until April 1, 1978.

Consolidated states that Substitute Original Sheet No. 16 was filed: (1) To reflect all changes in Consolidated's pipeline purchased gas costs that will be in effect in March 1978; (2) to comply with the Commission's order of October 31, 1977, as amended February 1, 1978, specifically ordering paragraph (C); and (3) to reflect an updated estimate of supply and requirement data.

The proposed revised rate shown on Substitute Original Sheet No. 16 reflect an annual increase of $28.5 million in revenues from the revenues that would have been generated on Original Sheet No. 16 for Sales and Storage Service.

Consolidated also tendered for filing Alternate Substitute Original Sheet No. 16 for the same effective date. The alternate sheet reflects base rates in accordance with the terms of the Stipulation and Agreement filed November 28, 1977, and now pending before the Commission.

Consolidated alternately proposed that in the event the Commission does not approve a shortened suspension period, and the LNG is delivered prior to the end of the suspension period, that it be allowed to recoup the costs of the LNG in excess of the average cost of pipeline gas included in its sales rates, by special surcharge over a 12-month period commencing June 1, 1978. Tariff sheets reflecting the special surcharge would be filed on or about May 1, 1978.

Consolidated requests a waiver of any other of the Commission's Rules and Regulations as may be required.

Copies of this filing were served upon Consolidated's jurisdictional customers, as well as interested State Commissions.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426, in accordance with sections 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.10). All such petitions or protests should be filed on or before March 14, 1978. 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. 78-6137 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket Nos. CP74-149, CP78-161]

CONSOLIDATED GAS SUPPLY CORP.

Order Rejecting Settlement Agreement, Terminating Proceedings, and Instituting New Show Cause Proceedings

FEBRUARY 27, 1978.

On October 1, 1977, pursuant to the provisions of the Department of Energy Organization Act (DOE Act), Pub. L. 95-91, 91 Stat. 565 (August 4, 1977), and Executive Order No. 12009, 42 FR 46267 (September 15, 1977), the Federal Power Commission ceased to exist and its functions and regulatory responsibilities were transferred to the Secretary of Energy and the Federal Energy Regulatory Commission (FERC) which, as an independent commission within the Deaprtment of Energy, was activated on October 1, 1977.

The "savings provisions" of section 705(b) of the DOE Act provide that proceedings pending before the FPC on the date the DOE Act takes effect shall not be affected and that orders shall be issued in such proceedings as if the DOE Act had not been enacted. All such proceedings shall be continued and further actions shall be taken by the appropriate component of DOE now responsible for the function under the DOE Act and regulations promulgated thereunder. The functions which are the subject of this proceeding were specifically transferred to the FERC by section 402(a)(1) or 402(a)(2) of the DOE Act.

The Joint regulation adopted on October 1, 1977, by the Secretary and the FERC entitled "Transfer of Proceedings to the Secretary of Energy and the FERC," 10 CFR —, provided that this proceeding would be continued before the FERC. The FERC takes action in this proceeding in accordance with the above mentioned authorities.

On May 7,1974, Consolidated Gas Supply Corp. (Consolidated) filed with the Federal Power Commission (FPC)[1] a Motion by Certain Parties for Approval of Settlement.[2] The FPC issued a public notice of the filing of this motion on May 16, 1974, allowing interested parties to comment on the settlement agreement on or before June 10, 1974. The FPC Staff filed timely comments opposing the inclusion of one provision of the settlement agreement. In response to Staff's comments, several parties[3] filed comments urging the FPC to accept and approve the agreement as it was filed. Inadvertently, the settlement was not reviewed by the Federal Power Commission. By this order the Federal Energy Regulatory Commission will terminate these proceedings for the reasons set forth and institute a new show cause proceeding.

I. Procedural History

On September 18, 1970, the FPC approved a settlement agreement providing for volumetric limitations on the maximum quantities of gas which Consolidated could sell to its jurisdictional customers.[4] There was no compliance with this provision. As a result, on November 28, 1973, the FPC issued an order in Docket No. CP74-149[5] directing Consolidated to show cause why maximum annual and daily volumetric limitations should not be established for each customer on the Consolidated system for deliveries based on 1971-72 requirements. Hearings commenced on March 19, 1974 on this issue. The parties requested a recess to engage in settlement negotiations, and subsequently submitted a settlement agreement designed to resolve this issue on May 7, 1974.

II. Settlement Agreement

The settlement agreement provides that Consolidated will file a tariff sheet stating maximum daily and annual volumetric limitations for each customer, along with a provision for a penalty of $10 per Mcf in the event that a customer exceeds its specified annual limitations, as set forth in Appednix A, attached to the agreement. The maximum annual volumetric limitations were derived from calculations of each customer's requirements, based on normal weather for the number of customers estimated to be receiving natural gas on December 31, 1974. To these normal weather requirements was added an adjustment for worst weather temperatures as computed by each customer using a uniform formula developed at the settlement conferences. The resultant total represents the sum of normal and worst weather requirements.[6]

Staff filed comments in which it noted that the settlement agreement employs calendar year 1974 as the base period, in contravention of the FPC order to use 1971-72 data.[7] The data employed was comprised of projected volumes for calendar year 1974. Staff states that the use of 1974 data conflicts with "the Commission's belief that a prospective base period should not be employed." The Staff does not contend that the use of 1974 data is unadvisable, and, in conclusion, does not take issue with this portion of the settlement agreement. Staff does, however, protest the inclusion of the following language in the agreement:

> This Settlement Proposal represents a negotiated settlement, and no party hereto shall be deemed to have accepted, agreed, or consented to any theory or principal underlying, or which may be asserted to underlie, this Settlement Proposal.

Staff believes that this provision negates the entire settlement, since it has the effect of permitting the parties "to attempt to reserve * * * the right to * * * attack the imposition of volumetric limitations by the Commission in spite of the fact that such limitations may be imposed pursuant to a settlement which the parties have negotiated and signed." Staff contends that "such a result is clearly contrary to public interest." (Staff Comments, at 3.) NYSE&G, RG&E, and Consolodated opposed Staff's comments, stating that the reservation clause is not atypical of those found in most settlement agreements approved by the Commission. RG&E cites instances in which the Commission issued an order approving a settlement agreement, whereby the Commission has determined that the order is without prejudice to any claims made by the Commission, its Staff, or any parties affected by the orders in future or currently pending proceedings instituted by or against any parties to the proceedings. RG&E, NYSE&G, and Consolidated urge the Commission to allow the inclusion of this provision in the agreement, since the Commission has accepted contested settlement agreements in other proceedings subject to the same or a similar provision.

III. Commission Findings

Since the filing of this settlement agreement, when Consolodated was not experiencing curtailments on its system, Consolidated began to curtail its deliveries to certain jurisdictional customers.[8] On June 1, 1977, Consolidated ceased curtailments on its system. This unfortunately cannot serve as an indication that Consolidated may not curtail its natural gas service in the future. Since the 1976-77 winter heating season, Consolidated's market has also undergone certain changes.[9] As a result, the data before us, which is projected calendar year 1974 data, may be outdated.

We find that the settlement agreement in these proceedings is based upon data which have become unreliable by the passage of time since May 7, 1974. The Commission will reject the agreement and will also terminate Docket No. CP74-149, since the record

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[1] The "Commission" when used in the context of an action taken prior to Oct. 1, 1977, refers to the FPC; when used other wise, the reference is to the FERC.

[2] The parties seeking acceptance of the settlement agreement are the following: The East Ohio Gas Co., The Peoples Natural Gas Co., The River Gas Co., Consolidated, the Pavilion Natural Gas Co., New York State Electric & Gas Corp., Niagara Mohawk Power Corp., Woodhull Municipal Gas Co., Fillmore Gas Co., Southern Tier Gas Corp., North Penn Gas Co., New York Public Service Commission, United Natural Gas Co., Corning Natural Gas Co., Iroquois Gas Corp., and Pennsylvania, Gas Co.

[3] Parties filing comment in favor of the agreement include the Public Service Commission of West Virginia, Borg Warner Chemicals (Borg Warner Corp.), New York State Electric & Gas Corp. (NYSE&G), Rochester Gas & Electric Corp. (RG&E), and Consolidated.

[4] 44 FPC 997 (1970).

[5] 50 FPC 1960 (1973). This proceeding was consolidated with Docket No. RP73-115 by a commission order issued on Jan. 22, 1974.

[6] See Appendix B of the Settlement for the calculations submitted by the customers and the formula to be used to determine the adjustment for worst weather temperatures.

[7] 50 FPC at 1960-61.

[8] On Mar. 16, 1976, the Federal Power Commission approved a permanent curtailment plan for the Consolidated system, establishing a priority schedule similar to that contained in section 2.78 of the Commission's General Policy and Interpretations. That plan was implemented upon a data base composed of industrial requirements for the 12-month period ending Sept. 30, 1974, and residential and commercial requirements adjusted through Feb. 1, 1975. No maximum annual or daily volumetric limitations or restrictions were established by that order. (*Consolidated Gas Supply Corp.*, Docket No. RP73-115 (Curtailment Plan), Order Approving Settlement Proposal and Receiving in Evidence Late Filed Exhibit, issued on Mar. 16, 1976.) Curtailments actually began on Feb. 1, 1975, on the Consolidated system.

[9] Consolidated's Form 16, filed on June 9, 1977, at page 10, indicates that the estimated projected requirements for the 1977-78 season are less than the 1974 base period (actual) volumes.

in that proceeding is comprised of data no longer useful to this Commission in reaching a decision in the show cause proceeding.

The Federal Energy Regulatory Commission finds that it is in the public interest and in keeping with section 2.70(b)(4) of the Commission's regulations to order Consolidated to show cause why maximum daily and annual volumetric limitations should not be established for each customer on the Consolidated system, in a new proceeding to be identified as Docket No. CP78-161. If Consolidated fails to show such cause, Consolidated is hereby ordered to show what the appropriate levels for those volumetric limitations should be. In that proceeding, the parties [10] should consider the reasonableness of establishing the most recent 12-month period, as adjusted to reflect current conditions on the Consolidated system, as the base period, in lieu of calendar year 1974, for purposes of establishing maximum annual and daily volumetric limitations.

The Commission finds: (1) Docket No. CP74-149 should be terminated.

(2) It is appropriate in the administration of the Natural Gas Act that the Commission enter upon a hearing at which Consolidated Gas Supply Corp. should show cause why maximum annual and daily volumetric limitations should not be established for each customer on its system. If Consoloidate fails to show such cause, Consolidated should be required to show the appropriate level of such limitations.

The Commission orders: (A) Docket No. CP74-149 is hereby terminated.

(B) Consolidated Gas Supply Corp. is hereby ordered to show cause why maximum daily and annual volumetric limitations should not be established for each customer on the Consolidated system.

(C) An initial conference in this proceeding will be held at 9:30 a.m., March 23, 1978, at the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426. A Presiding Administrative Law Judge to be designated by the Chief Administrative Law Judge for that purpose (see, Delegation of Authority, 18 CFR 3.5(d)) shall preside at the hearing in this proceeding, with authority to establish and change all procedural dates, and to rule on all motions (with the sole exception of petitions to intervene, motions to consolidate and sever, and motions to dismiss, as provided for in the rules of practice and procedure).

[10] Parties intervening in Docket No. CP74-149 are hereby automatically granted intervention in Docket No. CP78-161.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6138 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. RP72-134]

EASTERN SHORE NATURAL GAS CO.

Purchased Gas Cost Adjustments to Rates and Charges

MARCH 3, 1978.

Take notice that on February 24, 1978, Eastern Shore Natural Gas Co. (Eastern Shore) tendered for filing revised tariff sheets to its FERC Gas Tariff, Original Volume No. 1, to be effective March 1, 1978. Eastern Shore states that these revised tariff sheets are intended to track increases in rates filed on January 27, 1978, in Docket No. RP73-3 by Transcontinental Gas Pipe Line Corp. (Transco).

Eastern Shore states that the tariff sheets contained in this filing reflect a net increase of 16.8 cents per Mcf in the community or delivery charge of Eastern Shore's CD-1, CD-E, E-1, I-1, and PS-1 rate schedules. Eastern Shore further states that this increase tracks an increase by Transco of 16.5 cents per dekatherm, consisting of an increase in the current gas cost of 8.2 cents per dekatherm and a net increase in the deferred adjustment of 8.3 cents per dekatherm to recover the balance in Transco's Unrecovered Purchased Gas Cost Account as of December 31, 1977.

Copies of this filing have been mailed to each of Eastern Shore's jurisdictional customers and to interested State Commissions.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street, NE., Washington, D.C., 20426, in accordance with sections 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 March 10, 1978. 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 available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6139 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. CP77-567]

MICHIGAN WISCONSIN PIPE LINE CO.

Notice of Amended Pipeline Application

MARCH 3, 1978.

Take notice that on February 17, 1978, Michigan Wisconsin Pipe Line Co. (Applicant), One Woodward Avenue, Detroit, Mich. 48226, filed in Docket No. CP77-567 an Amended Application pursuant to section 7(c) of the Natural Gas Act, as amended, for a certificate of public convenience and necessity authorizing (1) the construction and operation of facilities necessary to connect to its existing offshore gathering system, gas reserves underlying South Marsh Island Area Blocks 136 and 137, offshore Louisiana (the Block 137 field), (2) the construction and operation of facilities necessary to connect to the aforementioned proposed facilities, gas reserves underlying South Marsh Island Area Block 146, offshore Louisiana, (3) the construction and operation of pipeline facilities necessary to reinforce said gathering system, and (4) the construction and operation of an interconnection between the existing pipeline systems of Michigan Wisconsin and United Gas Pipe Line Co. (United) in St. Mary Parish, La., all as more fully set forth in the application on file with the Commission and open to public inspection.

The amended application indicates that by its prior application at the instant docket filed August 15, 1977, Applicant requested authorization, among other things, to construct and operate approximately 13.5 miles of 16" O.D. pipeline which would be utilized to connect to its existing offshore gathering system, gas reserves underlying the Block 137 field. Applicant states that at the time of filing its application, four (4) development wells and two (2) exploratory wells had been drilled in the Block 137 field which demonstrated the presence of 143 Bcf of proven gas reserves in addition to 61 Bcf of potential gas reserves. Subsequent drilling activity in the Block 137 field, however, has revealed the presence of substantially more gas reserves than originally projected, and in view of these additional reserves, the operator of the field has now committed to the construction of a second platform (the "B" production platform) which will be set be set by late 1978. Moreover, since the time of the filing of the original application, Applicant states that substantial development has occurred in adjacently located South Marsh Island Block 146 which will require connecting pipeline facilities to facilitate gas production therefrom. Accordingly, the amended application indicates that its purpose is to substitute a larger diameter pipeline for the

16" O.D. pipeline previously proposed and in addition, to request authorization to construct and operate additional (1) facilities necessary to connect to the aforementioned larger diameter pipeline, gas reserves which will be developed from the "B" production platform proposed to be set in the Block 137 field and (2) facilities necessary to connect the gas reserves which will be developed in Block 146.

The application indicates that as a result of active drilling and development programs in offshore Louisiana, proven reserves of approximately 185 Bcf in addition to potential reserves of 61 Bcf have been developed in the Block 137 field, and that of such proven and potential reserves, Continental Oil Co. (Conoco has agreed to sell to applicant all of the gas attributable to Conoco's one-half (½) and one-third (⅓) interest in the reserves underlying Block 136 and Block 137 respectively, pursuant to a contract which is currently being finalized. The remaining one-half (½) interest in Block 136 is committed to Texas Eastern Transmission Corp. (Texas Eastern), and the remaining two-thirds (⅔) interest in Block 137 is committed in equal portions to Texas Eastern and United. Applicant further states that proven reserves of approximately 26 Bcf in addition to 10 Bcf of potential reserves have been developed in South Marsh Island Area Block 146 of which Applicant has acquired a preferential right to purchase 38%.

Applicant states that a westerly leg of its existing offshore gathering system presently terminates in South Marsh Island Area Block 108. To connect the reserves underlying the Block 137 field, Applicant states that it proposes to construct approximately 13.5 miles of 24" O.D. pipeline interconnecting the "A" production platform for the Block 137 field and the Westerly terminus of said existing offshore gathering system in Block 108. Applicant also proposes to construct and operate approximately 1.1 miles of 12" crossover line connecting the proposed "B" production platform with the "A" production platform, to install and operate on the "A" production platform gas measurement facilities, and cause to have installed 1000 horsepower of compression. The application indicates that in accordance with a Construction and Operating Agreement between Applicant and Conoco dated July 26, 1977, the 1000 horsepower of compression, including associated appurtenances will be wholly owned by Applicant but designed, installed, and operated by Conoco on Applicant's behalf. The agreement provides that the compression is subject to Applicant's approval as to design, construction specifications, construction drawings, and equipment selections. The cost associated with the aforementioned pipeline and associated appurtenances is estimated by Applicant to be $22,867,440.

The application indicates that to connect the reserves underlying South Marsh Island Area Block 146, that Applicant is proposing to construct and operate approximately 9.2 miles of 10" pipeline which will connect the production platform in Block 146 to the aforementioned proposed 24" line connecting the Block 137 field, and install and operate on the Block 146 production platform gas measurement facilities comprising s single 4" meter run. Applicant estimates the cost attributable to the pipeline and measurement facilities to be $4,524,620.

Applicant states that there presently are no existing interconnections between the pipeline systems of United and Applicant in which to make redeliveries of United's gas reserves from the Block 137 field. Accordingly, to effectuate redelivery of the gas transported from the Block 137 field by Applicant for United, Applicant proposes to construct a new interconnection which will be located downstream of Applicant's Patterson Compressor Station in St. Mary Parish, La., which will comprise two (2) 10" meter runs, including associated appurtenances. Applicant estimates that the cost of the interconnection will be $345,810.

The application further indicates that to effectuate onshore deliveries from the Block 137 field and other offshore area blocks, provide additional transportation service for others, and to provide flexibility in the operation of its offshore system, that it further proposes to construct and operate 29.9 miles of 30" diameter pipeline paralleling and looping an existing section of 30" pipeline, the loop to be constructed between its existing Block 188 offshore compressor station and Eugene Island Area Block 77. Incident to the construction of the loop. Applicant states that it also will construct and operate a new manifold platform in Block 77 which will facilitate making the necessary tie-in of the proposed loop with its existing offshore pipeline system. The cost attributable to the proposed loop and plaform is estimated by Applicant to be $32,111,820.

The application indicates that the facilities for which authorization is requested are estimated in total to cost $59,966,450. Applicant contemplates that the construction will be financed with treasury funds, retained earnings, and other funds generated internally, together with borrowings from banks under short-term lines of credit as may be required. Applicant further anticipates that any bank borrowings will subsequently be permanently financed as market conditions permit.

Any person desiring to be heard or to make any protest with reference to said application, on or before March 27, 1978, should file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken, but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding, or to participate as a party in any hearing therein, must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Energy Regulatory Commission by sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petiton for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6140 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. RP76-64 PGA No. 78-1]

MOUNTAIN FUEL SUPPLY CO.

Tariff Sheet Filing Effective April 1, 1978

MARCH 3, 1978.

Take notice that on February 15, 1978, Mountain Fuel Supply Co., pursuant to section 154.62 of the Commission's Regulations under the Natural Gas Act, filed Fifth Revised Sheet No. 3-A to its FPC Gas Tariff Original Volume No. 1. Mountain Fuel states that the filed tariff sheet relates to the Unrecovered Purchased Gas Cost Account of the Purchased Gas Adjustment provision authorized by the Commission's order issued February 27, 1976, in Docket No. RP76-64. More specifically the tariff sheet reflects a net rate increase over that currently being collected of 9.14¢/MCF (X-4) and 7.974¢/MCF (X-5) and are to be effective April 1, 1978.

Any person desiring to be heard and to make any protest with reference to

said filing should on or before March 20, 1978, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, petitions to intervene or protests in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 of 1.10). All protests filed with the Commission will be considered by it but will not serve to make the protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing must file petitions to intervene in accordance with the Commission's Rules. Mountain Fuel Supply Co.'s tariff filing is on file with the Commission and available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6141 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. CP77-193]

NORTHERN NATURAL GAS CO.

Notice of Certification of Proposed Settlement

MARCH 3, 1978.

Take notice that on February 17, 1978, Presiding Administrative Law Judge Michel Levant certified to the Commission a proposed Stipulation and Agreement in this matter, together with the record developed at hearing, pursuant to section 1.18(e) of the Commission's Rules of Practice and Procedure.

The agreement proposed by Northern Natural Gas Co. pursuant to section 1.18(c) and agreed to by all parties and Staff, would dispose of all issues in the proceeding. Said agreement, if approved, would permit the development by Northern Natural Gas Co. of the Cunningham Storage Field in Pratt and Kingman Counties, Kans., as more fully set forth in the record on file with the Commission and available for public inspection.

Any person desiring to be heard or to protest said Stipulation and Agreement should file comments with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426, on or before April 3, 1978. Comments will be considered by the Commission in determining appropriate action to be taken.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6142 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. OR78-5 (formerly ICC Docket No. NOR 35794, *et al.*)]

NORTHVILLE DOCK PIPE LINE CORP. AND CONSOLIDATED PETROLEUM TERMINAL, INC., ET AL.

Notice of Further Extension of Time

MARCH 1, 1978.

On February 24, 1978, Northville Dock Pipe Line Corp., Consolidated Petroleum Terminal, Inc., and Total Resources, Inc. (Respondents), filed with the Federal Energy Regulatory Commission (FERC) a motion to further extend the time for filing an administrative appeal from two orders issued by the Interstate Commerce Commission (ICC) on September 30, 1977. By Notices issued October 28, 1977, and December 29, 1977, extensions of time were previously granted within which to file an administrative appeal from the ICC's September 30, 1977 orders.

The instant motion states that Staff Counsel joins in the request for a further extension of time.

Upon consideration, notice is hereby given that a further extension of time is granted to and including March 29, 1978, within which to file an administrative appeal from the orders issued in the above referenced proceeding by the ICC on September 30, 1977.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6143 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. CP77-533]

PANHANDLE EASTERN PIPE LINE CO

Notice of Change in Tariff

MARCH 3, 1978.

Take notice that Panhandle Eastern Pipe Line Co. (Panhandle) on February 6, 1978, tendered for filing First Revised Sheet Nos. 811 and 812 to its FERC Gas Tariff, Original Volume No. 2.

Panhandle states that such changes are made to revise Rate Schedule T-18 for the transportation of natural gas for Northern Natural Gas Co. (Northern). Panhandle proposes that these sheets become effective on December 1, 1977.

A copy of this filing has been served to Northern.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426, in accordance with Section 1.9 or 1.10 of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10). All such petitions or protests should be filed on or before March 22, 1978. Protest 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. 78-6144 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. CP76-72]

PANHANDLE EASTERN PIPE LINE CO.

Motion for Approval of Stipulation and Agreement

MARCH 3, 1978.

Take notice that on February 23, 1978, Panhandle Eastern Pipe Line Co. filed a "Motion ( ) for approval of a Stipulation and Agreement" and a Stipulation and Agreement dated February 23, 1978, and jointly signed by counsel for Panhandle and Commission Staff Counsel. Presiding Administrative Law Judge Thomas L. Howe adjourned the hearings in this matter on January 10, 1978, pending Commission action on a proposed settlement agreement now herein filed.

The agreement proposed by Panhandle would dispose of all issues in this proceeding and resolve the dispute as to treatment of advance payments by interstate customers for natural gas reserves as more fully described in the record on file with the Commission and available for public inspection.

Any person desiring to be heard or to protest said settlement agreement should file comments with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C., 20426, on or before April 10, 1978. Comments will be considered by the Commission in determining the appropriate action to be taken.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6145 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. CI78-449]

SAMSON RESOURCES COMPANY, ET AL.

Notice of Limited-Term Certificate Application

MARCH 3, 1978.

Take notice that on February 16, 1978, Samson Resources Co. (Applicant), 2700 First Place, Tulsa, Okla. 74103, for itself and on behalf on ENI Oil & Gas Drilling Program 1976B (ENI), filed in Docket No. CI78-449, an application pursuant to section 2.70 of

the Commission's Statements of General Policy and Interpretations (18 CFR § 2.70) for a limited-term certificate of public convenience and necessity with pre-granted abandonment. Such a certificate, if granted, would authorize the sale of natural gas from Applicant's and ENI's interests in the Basal Morrow (Primrose) zone of the Vance No. 1 Well, South Cogar Field, Caddo County, Okla., and from Applicant's interest in the Upper Morrow (Puryear) zone of the Wright No. 1 Well, Northwest Reydon Field, Roger Mills County, Okla. to Michigan Wisconsin Pipeline Co. (Michigan Wisconsin) for a term of two years, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

The application states the Michigan Wisconsin has agreed to purchase such gas from Applicant and ENI for a period of two years. The application further states that Michigan Wisconsin would pay Applicant and ENI a base price of $2.00 per Mcf for the first 60 days, $1.74 per Mcf thereafter until January 1, 1979, $1.77 per Mcf thereafter until January 1, 1980, and $1.80 thereafter until conclusion of the two year term, subject to adjustment for Btu content and production taxes. The application states that no gas will be sold to Michigan Wisconsin unless and until the Commission issues a limited-term certificate as requested, and the application therefore requests waiver of the thirty-day notice requirement contained in section 154.92(b) of the Commission's Regulations and expedited consideration.

Any person desiring to be heard or to make any protest with reference to said application, on or before March 20, 1978, should file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken, but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding, or to participate as a party in any hearing therein, must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Energy Regulatory Commission by Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6146 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. RI78-28]

BRIGHT & SCHIFF

Petition for Special Relief

MARCH 3, 1978.

Take notice that on February 6, 1978, Bright & Schiff, 2355 Stemmons Building, Dallas, Tex. 75207, filed a petition for special relief in Docket No. RI78-28 pursuant to § 2.76 of the Commission's General Policy and Interpretations (18 CFR 2.76).

Petitioner seeks authorization to charge 78 cents per Mcf for the sale of gas from the N.E. Thompsonville Field, Jim Hogg and Webb Counties, Tex., to South Texas Natural Gas Gathering Co. in consideration for the installation of compression facilities. The subject gas is currently being sold at the rate of 37.13 cents per Mcf.

Any person desiring to be heard or to make any protest with reference to said petition should on or before March 27, 1978, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any party wishing to become a party to a proceeding, or to participate as a party in any hearing therein, must file a petition to intervene in accordance with the Commissions Rules.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6180 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. CP78-199]

COLORADO INTERSTATE GAS CO. AND NORTHERN NATURAL GAS CO.

Application

MARCH 3, 1978.

Take notice that on February 22, 1978, Colorado Interstate Gas Co. (CIG), P.O. Box 1087, Colorado Springs, Colo. 80944 and Northern Natural Gas Co. (Northern), 2223 Dodge Street, Omaha, Nebr. 68102, (Applicants), filed in Docket No. CP78-199 a joint application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the exchange of natural gas on a volumetric basis in the Hugoton Field in the State of Kansas, all as more fully set forth in the application on file with the Commission and open to public inspection.

It is indicated that on November 10, 1977, CIG Exploration, Inc. (CIGE), and Gas Producing Enterprises, Inc. (GPE), filed applications in Docket Nos. CI78-144 and CI78-148, respectively, for authorization to sell natural gas production from the Hugoton Field in Kearny and Finney Counties, Kans. It is further indicated that CIGE proposed to sell gas to CIG at the national area rate under a gas sales contract dated November 1, 1976, and that GPE proposed to sell gas to CIG at national rate based on a gas sales contract dated July 1, 1976. It is stated that CIG would connect the well to the existing gathering facility of Northern in the Hugoton Field and would recover the gas through an existing exchange agreement.

It was contemplated by all parties that gas purchased by CIG pursuant to authority requested by the producers in Docket Nos. CI78-144 and CI78-148 would be attached to Northern's gathering facilities for redelivery to CIG, it is said. Applicant indicates that this exchange would have been accomplished pursuant to the terms of an exchange agreement between CIG and Northern dated October 8, 1956 as amended, and that operations under this agreement have been undertaken continuously since that date. Applicant further indicates that there are currently two wells connected to CIG's gathering system. It is stated that the total annual exchange volume is currently approximately 66,500 Mcf, and that the expected production from the five wells proposed in Docket Nos. CI78-144 and CI78-148 is 209,000 Mcf in the first year and declining thereafter.

The application states that the addition of new gas supplies by both companies, and in some cases declining production from existing supply sources, has periodically shifted the

resultant exchange balance from a credit to a debit for both companies. The application further states that because the exchange balance has been somewhat self-correcting, Applicants have not considered it necessary to achieve an exact arithmetic balance. If the imbalance were considered significant by either company, or if the agreement were to be terminated, Applicants would make necessary arrangements to correct the imbalance, it is asserted.

Applicants indicate that the Commission Staff notified Applicants that action on the CIGE and GPE filings would be withheld until the filing and approval of applications requesting certificate authorization of an appropriate gas exchange agreement.

Accordingly, CIG and Northern jointly request authorization herein to continue the gas exchange provided for by the October 8, 1956, agreement between the Applicants. Applicants propose to connect five additional wells contracted by CIG to Northern's gathering system, which are the five wells covered by the applications in Docket Nos. CI78-144 and CI78-148. Applicants state that facilities necessary to connect these wells would be constructed under gas purchase budget-type authorization.

Applicants anticipate there would be additional production developed in this area in the future, and, therefore, Applicants proposes herein to connect future wells, as provided in the agreement, confined to eleven counties. Applicant also proposes to remove wells from the agreement as they are abandoned by the respective producers pursuant to authority issued by the Commission.

Any person desiring to be heard or to make any protest with reference to said application should on or before March 27, 1978, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to the proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Energy Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6181 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket Nos. CP77-40 and RP77-97]

EL PASO NATURAL GAS CO.

Filing of Stipulation and Agreement in Settlement of Transportation Rate Design Issue

MARCH 3, 1978.

Take notice that on November 7, 1977, El Paso Natural Gas Co. ("El Paso") filed with the Commission for its consideration a Stipulation and Agreement in settlement of a transportation rate design issue in the above captioned proceedings. The settlement, if approved, would resolve all issues concerning the rate design and rate differentials applicable to certain transportation services performed by El Paso. Such issues were reserved for separate resolution by the Commission's order issued June 16, 1977 at Docket No. RP77-97.

Any person desiring to be heard or to protest said settlement agreement should file comments with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426, on or before March 20, 1978. Comments will be considered by the Commission in determining the appropriate action to be taken. Copies of this agreement are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6182 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. ER78-230]

ILLINOIS POWER CO.

Filing Modification No. 1

MARCH 3, 1978.

Take notice that on February 27, 1978, Illinois Power Co. (Illinois Power) tendered for filing proposed Modification No. 1, dated August 31, 1977, to the Interconnection Agreement dated July 25, 1975, between Western Illinois Power Cooperative and Illinois Power Co. Illinois Power indicates that this filing is made for an increase for Emergency Energy charges, Short-Term Capacity, Maintenance Power and Short-Term, Non-Firm Power reservation charges.

Illinois Power states that a copy of the filing was served upon Western Illinois Power Cooperative, Inc. and the Illinois Commerce Commission.

Any person desiring to be heard or to protest said filing should file comments or protests with the Federal Energy Regulatory 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 comments or protests should be filed on or before March 20, 1978. 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. Copies of this filing are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6183 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. ER76-211]

MOUNT CARMEL PUBLIC UTILITY CO.[1]

Presiding Judge's Certification of Settlement Agreement to the Commission; Correction

MARCH 3, 1978.

Take notice that the Docket Number in the above-captioned proceeding should read ER77-211. (Issued February 3, 1978).

KENNETH F. PLUMB,
SECRETARY.

[6740-02]

[Docket No. CP78-202]

NORTHWEST PIPELINE CORP.

Application

MARCH 3, 1978.

Take notice that on February 24, 1978, Northwest Pipeline Corp. (applicant), 315 East Second South, Salt Lake City, Utah 84111, filed in Docket No. CP78-202 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the transportion of up to 5,000 Mcf of natural

[1] This proceeding was first published on March 1, 1978, 43 FR 8288.

gas per day for Colorado Interstate Gas Co. (CIG), all as more fully set forth in the application on file with the Commission and open to public inspection.

The application states that CIG has under contract or otherwise owns or controls certain natural gas reserves in the Shute Creek area of Lincoln County, Wyo., which is a distance from its existing transmission system, and that in order to make such gas reserves available to CIG, CIG, and applicant have entered into an agreement dated December 28, 1977, which contemplates that applicant would perform certain gathering and transportation services for the benefit of CIG. It is indicated that pursuant to the December 28, 1977, agreement, applicant would construct the necessary facilities to connect two wells, the Shute Creek 31-23-112 and the Shute Creek 30-23-112 to applicant's 30-inch Opal plant lateral. Applicant proposes to gather and transport the volumes of gas so delivered by CIG from the wells and would redeliver equivalent volumes subject to applicant's option to purchase 25 percent of the gas so gathered for delivery, to an existing point of interconnection between the facilities of applicant and CIG in Sweetwater County, Wyo. Applicant indicates that it would construct the necessary facilities to connect the two wells pursuant to the budget-type certificate authorization issued it in Docket No. CP77-507.

Applicant states that it would provide a wellhead gathering service for CIG of up to 5,000 Mcf per day, which may be available from the subject acreage. The volumes of natural gas to be gathered by applicant for CIG would be transported through 7.20 miles of 8⅝-inch pipeline to be constructed by applicant to applicant's 30-inch Opal plant lateral, processed at applicant's Opal gasoline plant, transported to applicant's mainline system and then redelivered to CIG at an existing point of interconnection located in Sweetwater County, Wyo., it is stated. Applicant states that the volumes of natural gas redelivered to CIG at the existing point of interconnection would be equivalent to 75 percent of the volumes received by applicant at the wellhead less CIG's proportional share of fuel, shrinkage, and loss of heat value due to processing the volumes of gas through applicant's Opal gasoline plant.

Applicant states that it would reimburse CIG 100 percent of the net revenues attributable to the liquid products extracted by applicant's Opal gasoline plant less applicant's actual cost-of-service incurred in the extraction process. The volumes of gas to be gathered and transported would be balanced on a Btu basis and such balancing would, to the extent possible, be achieved monthly, it is said. Applicant indicates that initially, the total volumes of gas to be delivered by CIG to applicant would be approximately 1,500 Mcf per day of which applicant would purchase 25 percent or approximately 375 Mcf per day.

The application states that in consideration for the gathering and transportation service proposed herein and pursuant to the agreement, applicant has the right to purchase up to 25 percent of the gas so delivered to applicant by CIG. The application further states that applicant's purchase from CIG would be at the same price paid by CIG in the Shute Creek area of Lincoln County, Wyo.

It is indicated that applicant proposes to charge CIG for the gathering and transportation as proposed herein a two-part rate as follows:

(1) A gathering rate based on applicant's cost-of-service attributable to gathering CIG's gas and delivering such gas to the point of interconnection with applicant's Opal plant lateral. The initial rate which applicant would charge CIG for the gathering service proposed herein would be 15.90 cents per Mcf; and

(2) A transportation rate of 2.5 cents per Mcf for all gas transported by applicant for CIG's account from the point of delivery into applicant's Opal plant lateral line to the point of interconnection of such line with applicant's mainline and then, by displacement, to applicant's existing mainline delivery point to CIG.

Any person desiring to be heard or to make any protest with reference to said application should on or before March 27, 1978, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Energy Regulatory Commission by section 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that permission and approval for the proposed abandonment are required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for applicant to appear or be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6184 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. CP78-204]

NORTHWEST PIPELINE CORP.

Application

MARCH 3, 1978.

Take notice that on February 24, 1978, Northwest Pipeline Corp. (applicant), 315 East Second South, Salt Lake City, Utah 84111, filed in Docket No. CP78-204 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the transportation of up to 5,000 Mcf of natural gas per day for Colorado Interstate Gas Co. (CIG), all as more fully set forth in the application on file with the Commission and open to public inspection.

The application states that CIG has acquired a supply of gas in the Lincoln Road unit of Sweetwater County, Wyo., which it desires to have gathered and transported to its existing transmission system, and that in order to accomplish the desired gathering and transportation of CIG's gas, applicant and CIG have entered into a gas gathering and transportation agreement dated December 29, 1977. The application further states that CIG would deliver up to 5,000 Mcf of natural gas per day at wells connected, or proposed to be connected, to applicant's Lincoln Road gathering system. It is stated that applicant has the option to purchase up to 25 percent of the volumes of gas delivered by CIG to applicant. Applicant proposes to transport the remaining volumes of gas delivered by CIG to applicant through applicant's Lincoln Road gathering system and Opal plant lateral line, and processed at applicant's Opal gasoline plant. Applicant states that it would further transport the gas to the point of interconnection of applicant's Opal lateral line with applicant's mainline in Lincoln County, Wyo., and that it would, finally, transport the gas either directly or by displacement from that point to applicant't existing delivery point to CIG in Sweetwater County.

Wyo. At the delivery point to CIG, applicant would redeliver volumes of gas to CIG which are thermally equivalent to the volumes delivered by CIG to Applicant for transportation reduced by CIG's pro rata share of compressor fuel used in the transportation and further reduced by the fuel, shrinkage, and loss of heating value attributable to processing CIG's gas at the Opal gasoline plant, it is said.

It is stated that applicant would pay CIG for 100 percent of the net revenues attributable to the sale of extraction products resulting from the processing of CIG's gas, less applicant's actual cost-of-service for such processing. It is further stated that the volumes of gas delivered by CIG to Applicant and subsequently redelivered to CIG would, to the extent possible, be balanced monthly on a heating value basis.

Applicant indicates that initally, 540 Mcf of natural gas per day would be delivered by CIG to applicant, of which 25 percent or approximately 135 Mcf per day would be purchased by applicant and 75 percent or approximately 405 Mcf per day would be transported by applicant for CIG's account.

It is stated that the price to be paid by applicant for the volumes of gas purchased from CIG would be equal to the price paid by CIG for such gas, including taxes and other permissible adjustments. It is further stated that for the transportation of CIG's gas, applicant would charge CIG a two-part rate as follows:

(1) A gathering rate based on applicant's cost-of-service attributable to gathering CIG's gas and delivering such gas to the point of interconnection with applicant's Opal plant lateral line. The initial rate which applicant would charge CIG for the proposed gathering service would be 7.81 cents per Mcf; and

(2) A transportation rate of 2.5 cents per Mcf for all volumes transported by applicant for CIG's account from the point of delivery to applicant's Opal plant lateral line to the point of interconnection of such line with applicant's mainline, and then, by displacement, to applicant's existing mainline delivery point to CIG.

Any person desiring to be heard or to make any protest with reference to said application should on or before March 27, 1978, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10. All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Energy Regulatory Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that permission and approval for the proposed abandonment are required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for applicant to appear or be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6185 Filed 3-8-78; 8:45 am]

[6740-02]

OIL PIPELINE MATTERS

Designating New Docket Prefixes

MARCH 3, 1978.

Take notice that the Federal Energy Regulatory Commission (FERC) has adopted two new docket prefixes to be assigned to certain oil pipeline matters brought before the Oil Pipeline Board established by Order No. 3, issued February 10, 1978.

Jurisdiction over oil pipelines, as it relates to the establishment of rates or charges for the transportation of oil by pipelines or to the establishment of valuations for pipelines, was transferred from the Interstate Commerce Commission to the FERC, pursuant to sections 306 and 402 of the Department of Energy Organization Act (DOE Act), 42 U.S.C. §§ 7155 and 7172, and Executive Order No. 12009 42 FR 46267 (September 13, 1977). Section 17(2) of the Interstate Commerce Act authorizes the FERC to delegate any of its work, business, or functions to a board of employees. By Order No. 3, the FERC established such an Employee Board and by Administrative Order No. 2, issued February 23, 1978, members of the Oil Pipeline Board were designated by Commission Chairman Charles B. Curtis.

By notice issued November 16, 1977, the FERC adopted a system of docket prefixes including "PV" for oil pipeline valuation cases and "OR" for oil pipeline rate cases. The orders of the Oil Pipeline board relating to annual oil pipeline valuation will be designated by the two-letter prefix "PV," followed by the valuation docket assigned by the Interstate Commerce Commission. To supplement the system established by the November 16 notice, take further notice that the following docket prefixes are assigned:

SP—Special permission applications or other permissible waivers of rules regarding tariffs or schedules under section 6(3) of the Interstate Commerce Act, 49 U.S.C. § 6(3);

IS—Suspension and investigations into rates, fares, charges, and practices of oil pipelines pursuant to section 15 (7) of the Interstate Commerce Act, 49 U.S.C. § 15(7).

Each matter described above will carry a docket number beginning with the two-letter prefix "SP" or "IS," as appropriate, followed by the last two digits of the fiscal year in which the proceeding is initiated, and a number assigned in straight sequence beginning at "1" with the start of the fiscal year.

Take further notice that the special permission application filed in Docket No. OR78-8 on February 9, 1978, by Williams Pipe Line Co. is redesignated Docket No. SP78-1.

Should a petition for review of any matter decided by the Employee Oil Pipeline Board be filed with the Commission, the matter will continue to carry the originally assigned "SP" or "IS" docket number.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6179 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. RI78-32]

SOUTHLAND ROYALTY CO.

Petition for Special Relief

MARCH 3, 1978.

Take notice that on February 21, 1978, Southland Royalty Co. (petitioner), 1600 First National Building, Fort Worth, Tex. 76102, filed a petition for special relief in Docket No. RI78-32 pursuant to section 2.76 of the Commission's general policy and interpretation (18 CFR 2.76).

Petitioner seeks approval to charge $2.9627 per Mcf for the sale of its gas to Panhandle Eastern Pipeline Co. from the Hofferber No. 1 well located in Texas County, Okla. This subject gas is now being sold at the current contract price of 19.8 cents per Mcf.

Petitioner states that it needs to sell its gas at the rate of $2.9627 per Mcf in order to make it feasible to workover the Hofferber No. 1 well and re-

cover the remaining 78,110 Mcf of natural gas reserves. The Hofferber No. 1 well is currently shut-in.

Any person desiring to be heard or to make any protest with reference to said petition should on or before March 27, 1978, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any party wishing to become a party to a proceeding, or to participate as a party in any hearing therein, must file a petition to intervene in accordance with the Commission's rules.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6186 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. RP73-64 (PGA 78-1a)]

SOUTHERN NATURAL GAS CO.

Proposed Changes in FPC Gas Tariff

MARCH 3, 1978.

Take notice that Southern Natural Gas Co. (Southern), on February 23, 1978, tendered for filing proposed changes to its FPC Gas Tariff, Sixth Revised Volume No. 1, to become effective on January 1, 1978 and January 2, 1978. Such filing is pursuant to the Commission's Order issued December 30, 1977 in Docket No. RP73-64 (PGA 78-1a) and reflects amended rates filed by Southern's pipeline suppliers, Sea Robin Pipeline Co. and United Gas Pipeline Co., which became effective on January 1 and January 2, 1978.

Copies of the filing are being served upon the Company's jurisdictional customers and interested state commissions.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426, in accordance with sections 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 March 15, 1978. 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. 78-6187 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. CI77-298]

TENNECO INC.

Extension of Time

MARCH 2, 1978.

On February 22, 1978, Exxon Co., U.S.A. filed a request for an extension of time within which to respond to the issues raised by Tenneco Inc. in its February 28, 1977, and March 18, 1977, pleadings filed in this proceeding, in compliance with Ordering Paragraph (C) of the Commission's Order issued February 15, 1978. The February 15 Order joined as additional parties respondent in this proceeding Exxon Co., U.S.A. and Cities Service Oil Co.

Upon consideration, notice is hereby given that an extension of time is granted to and including April 7, 1978, within which the additional parties respondent shall comply with Ordering paragraph (C) of the February 15, 1978 Order.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6188 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. ER77-588]

WASHINGTON WATER POWER CO.

Extension of Time

MARCH 3, 1978.

On February 14, 1978, Staff Counsel filed a motion for postponement of the prehearing conference scheduled for March 17, 1978, by Commission Order issued November 17, 1977, in the above referenced proceeding. The motion states that Washington Water Power Co., Citizens Utilities Co. and the Idaho Public Utilities Commission have concurred in this request.

Upon consideration, notice is hereby given that the prehearing conference in this proceeding is postponed until March 29, 1978, at 10 a.m. The conference will be held in a hearing room of the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6189 Filed 3-8-78; 8:45 am]

[6740-02]

[Docket No. RI78-27]

WESTERN OIL PRODUCERS, INC.

Petition for Special Relief

MARCH 3, 1978

Take notice that on January 9, 1978, Western Oil Producers, Inc., P.O. Box 1498, Roswell, N. Mex. 88201, filed a petition for special relief in Docket No. RI78-27 pursuant to section 2.76 of the Commission's general policy and interpretations (18 CFR 2.76). Petitioner seeks authorization to charge $1.42 per Mcf for the sale of gas to El Paso Natural Gas Co. in consideration for the completion of remedial work on a well located in Lea County, N. Mex.

Any person desiring to be heard or to make any protest with reference to said petition should on or before March 27, 1978, file with the Federal Energy Regulatory Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any party wishing to become a party to a proceeding, or to participate as a party in any hearing therein, must file a petition to intervene in accordance with the Commission's rules.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 78-6190 Filed 3-8-78; 8:45 am]

[3128-01]

GRANTING WAIVERS

Subsection 602(a) of the Department of Energy Organization Act (Pub. L. 95-91) prohibits supervisory employees from knowingly holding any official relation with or having any pecuniary interest in any energy concern. Pursuant to subsection 602(c) of the Act, the Secretary of Energy has granted to each of the Department employees named below a waiver of the requirements of subsection 602(a) by reason of the existence of exceptional hardship.

Waivers granted to the persons named below will expire upon termination of employment or December 31, 1979, whichever first occurs.

To minimize or eliminate any conflict of interest during the waiver period, each employee concerned has been directed to (i) disqualify himself from and take no part in any Departmental decisions particularly affecting

the energy concern involved, and (ii) receive no remuneration from consulting or other advisory employment relationships.

Employee	*Energy Concern*
Clark Wesley Bullard	University of Illinois
John Mark Deutch	Massachusetts Institute of Technology
Robert John Kalter	Cornell University
William David Montgomery III.	California Institute of Technology
Roger Francis Naill	Dartmouth College

Dated: March 3, 1978.

WILLIAM S. HEFFELFINGER,
Director of Administration.

[FR Doc. 78-6098 Filed 3-8-78; 8:45 am]

[6560-01]

ENVIRONMENTAL PROTECTION AGENCY

[FRL 865-5; OPP-42013C]

PUERTO RICO

Commonwealth Plan for Certification of Pesticide Applicators; Approval Status

Section 4(a)(2) of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA), as amended (86 Stat. 973; 7 U.S.C. 136b), and the implementing regulations of 40 CFR Part 171, require each State desiring to certify applicators to submit a plan for such purpose, subject to approval by the Environmental Protection Agency (EPA). On November 6, 1975, the Governor of the Commonwealth of Puerto Rico submitted a Commonwealth of Puerto Rico Plan for Certification of Commercial and Private Applicators of Restricted Use Pesticides to the EPA.

A summary of the Commonwealth of Puerto Rico Plan was established in the FEDERAL REGISTER on March 10, 1976 (41 FR 10255). On April 30, 1976, the plan was approved on a contingent basis for a twelve-month period. Contingent approval was based upon the enactment of an amendment to the Puerto Rico Pesticides Act to provide for enforcement sanctions against the misuse of any pesticide, and the submission for EPA approval of implementing regulations to be promulgated by the Puerto Rico Department of Agriculture. Notice of contingent approval was published in the FEDERAL REGISTER on June 3, 1976 (41 FR 22410).

On April 18, 1977, the Puerto Rico Department of Agriculture requested an extension of contingent approval. An extension was granted on May 13, 1977, and a notice of the extension of contingent approval was published in the FEDERAL REGISTER on May 25, 1977 (42 FR 26692).

In accordance with the terms of the contingent approval, the Puerto Rico Pesticides Act was amended by Act No. 25, April 29, 1976. This amendment expanded the grounds for denying, suspending and revoking an applicator certification and authorized the assessment of penalties for the misuse of any pesticides, including but not limited to restricted use pesticides.

A regulation to implement the Puerto Rico Pesticides Act was promulgated on October 20, 1977. For the purpose of Plan approval, EPA has reviewed Part I, Terms and Definitions, Part III, Certification of Applicators of Restricted Use Pesticides, and sections 501, 504, 505, and 506 of Part V, General Provisions, of the regulation.

Having completed the review of the statutory amendment and applicable portions of the regulations and having found that all requisite legal authorities required by FIFRA and 40 CFR Part 171 are now enacted and promulgated, the Regional Administrator, EPA Region II, hereby gives notice that the terms and conditions of contingent approval have been satisfied and that the Commonwealth of Puerto Rico Plan is now a fully approved plan.

Dated: February 27, 1978.

ECKARDT C. BECK,
Regional Administrator, U.S. Environmental Protection Agency, Region II.

[FR Doc. 78-6096 Filed 3-8-78; 8:45 am]

[6210-01]

FEDERAL RESERVE SYSTEM

CITIZENS BANCORP, INC.

Formation of Bank Holding Company

Citizens Bancorp, Inc., Hartford City, Ind., 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 by acquiring 80 percent or more of the voting shares of the Citizens State Bank, Hartford City, Ind. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Chicago. Any person wishing to comment on the application should submit views in writing to the Reserve Bank, to be received not later than April 3, 1978.

Board of Governors of the Federal Reserve System, March 3, 1978.

GRIFFITH L. GARWOOD,
Deputy Secretary of the Board.

[FR Doc. 78-6206 Filed 3-8-78; 8:45 am]

[6210-01]

NCNB CORP.

Proposed Retention of TransSouth Financial Corp. and Its Wholly Owned Subsidiaries, TransSouth Mortgage Corp. and Superior Life Insurance Co.

NCNB Corporation, Charlotte, N.C., has applied, pursuant to section 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 (12 CFR 225.4(b)(2)), for permission to retain voting shares of TransSouth Financial Corp. and its wholly owned subsidiaries, TransSouth Mortgage Corp. and Superior Life Insurance Corp., all of Florence, S.C. Notice of the application was published in newspapers of general circulation in each of the communities served by the offices of the subsidiaries to be retained. TransSouth and its subsidiaries operate offices in the States of North Carolina, South Carolina, Tennessee, and Virginia.

Applicant states that the subsidiary performs the activities of making direct loans for consumer and other purposes; discounting retail installment notes or contracts; purchasing of recreational lot notes; extending direct loans to dealers for the financing of inventory (floor planning) and working capital purposes; purchasing of personal property lease contracts; acting as agent in the sale of credit life, credit accident and health, and physical damage insurance which is directly related to extensions of credit by TransSouth Financial Corp. and TransSouth Mortgage Corp.; underwriting and reinsuring credit life and credit accident and health insurance that is directly related to extensions of credit by NCNB subsidiaries; and underwriting credit life and credit accident and health insurance on customers of said subsidiaries whose debt obligations are secured by first mortgages or deeds of trust on real estate. 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 hear-

ing 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 March 30, 1978.

Board of Governors of the Federal Reserve System, March 3, 1978.

GRIFFITH L. GARWOOD,
Deputy Secretary of the Board.

[FR Doc. 78-6207 Filed 3-8-78; 8:45 am]

[6210-01]

OAKLAND FINANCIAL, INC.

Formation of Bank Holding Company

Oakland Financial, Inc., Omaha, Nebr., 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 by acquiring 91 percent or more of the voting shares of the Farmers & Merchants National Bank of Oakland, Oakland, Nebr. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Kansas City. Any person wishing to comment on the application should submit views in writing to the Reserve Bank, to be received not later than March 30, 1978.

Board of Governors of the Federal Reserve System, March 3, 1978.

GRIFFITH L. GARWOOD,
Deputy Secretary of the Board.

[FR Doc. 78-6208 Filed 3-8-78; 8:45 am]

[4110-88]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Alcohol, Drug Abuse, and Mental Health Administration

ADVISORY COMMITTEES

Meeting

In accordance with section 10(a)(2) of the Federal Advisory Committee Act (5 U.S.C. Appendix I), announcement is made of the following National Advisory body scheduled to assemble during the month of March 1978:

NATIONAL ADVISORY COUNCIL ON ALCOHOL ABUSE AND ALCOHOLISM

Date and time: March 20-21; 9 a.m.

Place: Conference Rooms "G" and "H", Parklawn Building, 5600 Fishers Lane, Rockville, Md. 20857.

Type of meeting: Open—March 20-21, 1978.

Contact: Rhoda L. Christensen, Parklawn Building, Room 16-93, 5600 Fishers Lane, Rockville, Md. 20857, 301-443-4703.

Purpose: Advises the Secretary, Department of Health, Education, and Welfare regarding policy direction and program issues of national significance in the area of alcohol abuse and alcoholism. Reviews all grant applications submitted, evaluates these applications in terms of scientific merit and coherence with Department policies, and makes recommendations to the Secretary with respect to approval and amount of award.

Agenda: March 20 will be devoted to a presentation by Dr. Gerald L. Klerman, Administrator, Alcohol, Drug Abuse, and Mental Health Administration (ADAMHA) concerning the Secretary's request to conduct a Department-wide review of alcohol programs and to develop alcohol program initiatives. Pressing deadlines require this special meeting. On March 21, the National Advisory Council will discuss a variety of policy issues identified by the Institute Director and members of the Council.

Less than 15 days notice is provided due to a recent decision by the Secretary, Department of Health, Education, and Welfare to conduct a Department-wide review of alcohol programs.

Substantive program information may be obtained from the contact person listed above. The NIAAA Information Officer who will furnish summaries of the meeting and a roster of Committee members is Mr. Harry Bell, Associate Director for Public Affairs, National Institute on Alcohol Abuse and Alcoholism, Room 11A-17, Parklawn Building, 5600 Fishers Lane, Rockville, Md. 20857, 301-443-3306.

Dated: March 8, 1978.

CAROLYN T. EVANS,
Committee Management Officer, Alcohol, Drug Abuse, and Mental Health Administration.

[FR Doc. 78-6417 Filed 3-8-78; 10:23 am]

[4310-84]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[M 31620]

MONTANA

Application

FEBRUARY 28, 1978.

Notice is hereby given that, pursuant to section 28 of the Mineral Leasing Act of 1920, as amended (30 U.S.C. 185), the Montana Power Co. filed an amendment to its right-of-way grant, M 31620, to construct a 4-inch natural gas pipeline across the following described public lands:

PRINCIPAL MERIDIAN, MONTANA

T. 9 S., R. 22 E.,
Sec. 23, S½NE¼ and W½SE¼; and
Sec. 26, W½NE¼ and N½SE¼.

This pipeline will convey natural gas across 1.45 miles of public lands in Carbon County, Mont.

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

Interested persons desiring to express their views should promptly send their name and address to the District Manager, Bureau of Land Management, Drawer 1160, Lewistown, Mont. 59457.

ROLAND F. LEE,
Chief, Branch of Lands and Mineral Operations.

[FR Doc. 78-6100 Filed 3-8-78; 8:45 am]

[4310-84]

[Wyoming 62843]

WYOMING

Application

FEBRUARY 27, 1978.

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 Corp. of Salt Lake City, Utah filed an application for a right-of-way to construct a buried 4½ inch O.D. pipeline for the purpose of transporting natural gas across the following described public lands:

SIXTH PRINCIPAL MERIDIAN, WYOMING

T. 23 N., R. 112 W.,
Sec. 31, lots 6, 9, and 10.

The pipeline is a portion of Northwest Pipeline Corp.'s proposed gathering system and will transport natural gas from the Shute Creek No. 31 well located in lot 10 to a point of connection with their proposed Trunk "A" line in lot 6 of section 31, T. 23 N., R. 112 W., Lincoln County, Wyo.

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 do so promptly. Persons submitting comments should include their name and address and send them to the District Manager, Bureau of Land Management, Highway 187 North, P.O. Box 1869, Rock Springs, Wyo. 82901.

HAROLD G. STINCHCOMB,
Chief, Branch of Lands and Minerals Operations.

[FR Doc. 78-6101 Filed 3-8-78; 8:45 am]

[4310-84]

[Wyoming 62813]

WYOMING

Application

FEBRUARY 27, 1978.

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 Corp. of Salt Lake City, Utah, filed an application for a right-of-way to contstruct a buried 8⅝ inch O.D. pipeline for the purpose of transporting natural gas across the following described public lands:

SIXTH PRINCIPAL MERIDIAN, WYOMING

T. 18 N., R. 92 W.,
Sec. 4, SW¼SE¼;
Sec. 22, SW¼SW¼;
Sec. 26, N½S½, SE¼SE¼.

The proposed pipeline designated as Trunk "A" will serve to connect Northwest Pipeline Corp.'s Creston Gathering system crossing the above-listed public lands in T. 18 N., R. 92 W., Carbon County, Wyo., and will connect into Western Transmission's pipeline located in the SW¼SW¼ of Section 25, T. 18 N., R. 92 W., Carbon County, Wyo.

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 do so promptly. Persons submitting comments should include their name and address and send them to the District Manager, Bureau of Land Management, 1300 Third Street, P.O. Box 670, Rawlins, Wyo. 82301.

HAROLD G. STINCHCOMB,
Chief, Branch of Lands and Minerals Operations.

[FR Doc. 78-6175 Filed 3-8-78; 8:45 am]

[4310-84]

[Wyoming 62846]

WYOMING

Application

FEBRUARY 27, 1978.

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 Corp. of Salt Lake City, Utah filed an application for a right-of-way to construct a 4½ inch O.D. pipeline for the purpose of transporting natural gas across the following described public lands:

SIXTH PRINCIPAL MERIDIAN, WYOMING

T. 18 N., R. 92 W.,
Sec. 28, SE¼

The proposed pipeline will transport natural gas from the Creston No. 1-28 well located in the NW¼SE¼ of Section 28, T. 18 N., R. 92 W., to a point of connection with Northwest Pipeline Corp.'s proposed Trunk "A" line in the NW¼NW¼ of Section 27, T. 18 N., R. 92 W., Carbon County, Wyoming.

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 do so promptly. Persons submitting comments should include their name and address and send them to the District Manager, Bureau of Land Management, 1300 Third Street, P.O. Box 670, Rawlins, Wyo. 82301.

HAROLD G. STINCHCOMB,
Chief, Branch of Lands and Minerals Operations.

[FR Doc. 78-6176 Filed 3-8-78; 8:45 am]

[4310-84]

[Wyoming 62582]

WYOMING

Application

FEBRUARY 28, 1978.

Notice is hereby given that pursuant to Section 28 of the Mineral Leasing Act of 1920, as amended (30 U.S.C. 185), the Cities Service Gas Company of Oklahoma City, Okla., has filed an application for a right-of-way to construct a 4½ inch pipeline for the purpose of transporting natural gas across the following described public lands:

SIXTH PRINCIPAL MERIDIAN, WYOMING

T. 17 N., R. 96 W.,
Sec. 4, lots 3, and 4, S½NE¼, SE¼NW¼.
T. 18 N., R. 96 W.,
Sec. 32, S½SW¼.

The pipeline will transport natural gas from a point in section 31, T. 18 N., R. 96 W. in a southeasterly direction to a point of connection with Cities' gathering line in section 3, T. 17 N., R. 96 W., traversing through section 4, T. 17 N., R. 96 W., and section 32, T. 18 N., R. 96 W., Sweetwater County, Wyo.

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 do so promptly. Persons submitting comments should include their name and address and send them to the District Manager, Bureau of Land Management, Highway 187 North, P.O. Box 1869, Rock Springs, Wyo. 82901.

HAROLD G. STINCHCOMB,
Chief, Branch of Lands and Minerals Operations.

[FR Doc. 78-6177 Filed 3-8-78; 8:45 am]

[4310-84]

[NM 12480]

NEW MEXICO

Opportunity for Public Hearing and Republication of Notice of Amended Proposed Withdrawal

FEBRUARY 27, 1978.

The Forest Service, U.S. Department of Agriculture, filed application serial number NM 12480 on September 18, 1970, for a withdrawal in relation to the following described lands:

NEW MEXICO PRINCIPAL MERIDIAN, NEW MEXICO

TAOS SKI VALLEY WINTER SPORTS SITE

T. 27 N., R. 14 E. (unsurveyed),
Sec. 8, S½NE¼NE¼, SE¼NW¼NE¼, NW¼NW¼NE¼ (less approximately 5 acres in HES 82), S½NE¼ and SE¼;
Sec. 9, NE¼ (approximately 15 acres not in conflict with PLO 1120 and Tracts A and B of Randall-Lewis Exception), NE¼NW¼ (approximately 12 acres not in conflict with PLO 1120 and Tract B of Randall-Lewis Exception), S½N½NW¼NW¼, S½NW¼NW¼, SW¼NW¼, SE¼NW¼ (less approximately 3 acres in Tract B of Randall-Lewis Exception) and S½;
Sec. 10, W½SW¼ (less approximately 14 acres in Tract A of Randall-Lewis Exception);
Sec. 15, W½ (less approximately 25 acres in Tract A of Randall-Lewis Exception);
Sec. 16, E½, E½NW¼, E½W½NW¼ and NE¼SW¼;
Sec. 21, NE¼.

RED RIVER WINTER SPORTS SITE

T. 28 N., R. 14 E. (unsurveyed),
Sec. 1, NW¼NW¼ and NW¼SW¼NW¼;
Sec. 2, NE¼NE¼, E½NW¼NE¼, NE¼SW¼NW¼ and N½SE¼NE¼.
T. 29 N., R. 14 E.,
Sec. 35, lot 9 and SE¼;
Sec. 36, W½W½SW¼ (less 7.35 acres in conflict with MS 1108 and approximately 6 acres in MS 954).

The areas described aggregate approximately 2,086.50 acres in Taos County, N. Mex.

The applicant desires the lands for use in connection with the Taos Ski Valley Winter Sports Site and the Red River Winter Sports Site, which sites are located within the Carson National Forest.

A notice of the proposed withdrawal was published in the FEDERAL REGISTER on October 20, 1970, Volume 35, page 16383, FR Doc. 70-14089.

On September 26, 1977, the applicant submitted an amendment to its original application, revising the land descriptions as follows:

NEW MEXICO PRINCIPAL MERIDIAN, NEW MEXICO

TAOS SKI VALLEY WINTER SPORTS SITE

T. 27 N., R. 14 E. (unsurveyed),
Beginning at a point on the north boundary of the Antoine Leroux Grant as surveyed by John H. Walker, approved August 25, 1909; said point being M.C. No. 78 and mile corner No. 16 of Antoine Leroux Grant and point of beginning.
Thence S. 83°30' W., 2,046 feet to M.C. No. 77 of the Antoine Leroux Grant; thence south 5,346 feet; thence east 3,201 feet; thence south 2,640 feet; thence east 660 feet; thence south 1,320 feet; thence east 1,320 feet; thence south 3,960 feet; thence east 2,640 feet; thence north 2,640 feet; thence east 2,640 feet; thence north 2,508 feet; to a point on the Lake Fork Stream, said point being located on a line between the southwest corner of the Randall Tract "A" Exception No. 2 as surveyed by Charles L. Caldwell, September 9, 1947, and M.C. No. 79 of Antoine Leroux Grant; thence northerly along the middle of the Lake Fork Stream to the southeast corner of the Randall-Lewis Tract as surveyed by George P. Tune, July 1965; thence N. 88°01' W., 2,640 feet along the south boundary of the Randall-Lewis Tract to the southwest corner of the Randall-Lewis Tract; thence N. 44°31' W., 2,459.82 feet along the west boundary of the Randall-Lewis Tract to a point on the north boundary of the Antoine Leroux Grant; said point being located on a line between M.C. No. 78 and M.C. 79; thence S. 89°30' W., 1,881 feet to the point of beginning.

This tract, when surveyed, will probably be located within sections 4, 5, 8, 9, 10, 15, 16, and 21, T. 27 N., R. 14 E.

RED RIVER WINTER SPORTS SITE

T. 28 N., R. 14 E. (unsurveyed),
Beginning at the south corner common to sections 35 and 36, T. 29 N., R. 14 E.; thence south 1,914 feet; thence west 660 feet; thence south 660 feet; thence west 2,640 feet; thence north 2,574 feet; thence east 3,300 feet to point of beginning, containing approximately 185 acres.
This tract, when surveyed, will probably be located within sections 1 and 2, T. 28 N., R. 14 E.
T. 29 N., R. 14 E.,
Sec. 35, lots 8, 9, and SE¼;
Sec. 36, lots 20 and 21.

The areas described aggregate approximately 4,156.38 acres in Taos County, N. Mex.

Pursuant to section 204(h) of the Federal Land Policy and Management Act of 1976 (90 Stat. 2754), notice is herey given that an opportunity for a public hearing is afforded in connection with the pending withdrawal application. All interested persons who desire to be heard on the proposed withdrawal must file a written request for a hearing with the State Director, Bureau of Land Management, Department of the Interior, P.O. Box 1449, Santa Fe, N. Mex. 87501, on or before April 8, 1978. If a public hearing is scheduled, a notice will be published in the FEDERAL REGISTER giving the time and place of such hearing. All previous comments submitted in connection with the withdrawal application have been included in the record and will be considered in making a final determination on the application.

In lieu of or in addition to attendance at a scheduled public hearing, written comments or objections to the pending withdrawal application may be filed with the undersigned authorized officer of the Bureau of Land Management on or before April 8, 1978.

The above-described lands are temporarily segregated from all forms of appropriation under the public land laws. Current administrative jurisdiction over the segregated lands will not be affected by the temporary segregation. In accordance with section 204(g) of the Federal Land Policy and Management Act of 1976, the segregative effect of the pending withdrawal application will terminate on October 20, 1991, unless sooner terminated by action of the Secretary of the Interior.

All communications (except for public hearing requests) in connection with the pending withdrawal application should be addressed to the undersigned, Bureau of Land Management, Department of the Interior, P.O. Box 1449, Santa Fe, N. Mex. 87501.

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

[FR Doc. 78-6165 Filed 3-8-78; 8:45 am]

[4310-55]

Fish and Wildlife Service

ENDANGERED SPECIES PERMIT

Receipt of Application

Applicant: R. Howard Hunt, Department of Herpetology, Atlanta Zoological park, Atlanta, Ga. 30315.

The applicant requests a permit to export 36 2-3 foot long Morelet's crocodile (*Crocodylus moreletii*) to Belize. These animals were hatched in captivity at the Atlanta Zoological Park and are to be released in Belize for the purposes of introducing the crocodile into suitable range. Humane care and treatment during transport has been indicated by the applicant.

Documents and other information submitted with this application are available to the public during normal business hours in Room 534, 1717 H Street NW., Washington, D.C., or by writing to the Director, U.S. Fish and Wildlife Service (WPO), Washington, D.C. 20240.

This application has been assigned file No. PRT 2-2188. Interested persons may comment on this application by submitting written data, views, or arguments to the Director at the above address on or before April 10, 1978. Please refer to the file number when submitting comments.

Dated: March 6, 1978.

DONALD G. DONAHOO,
Chief, Permit Branch, Federal Wildlife Permit Office.

[FR Doc. 78-6196 Filed 3-8-78; 8:45 am]

[4310-55]

ENDANGERED SPECIES PERMIT

Receipt of Application

Applicant: International Crane Foundation, City View road, Baraboo, Wis. 53913.

The applicant requests a permit to export one female white-naped crane (*Grus vipio*), the result of captive breeding, to the Zoologischer Garten of Frankfort, Germany, for enhancement of propagation. Humane care and treatment during transport has been indicated by the applicant.

Documents and other information submitted with this application are available to the public during normal business hours in room 534, 1717 H Street NW., Washington, D.C., or by writing to the director, U.S. Fish and Wildlife Service (WPO), Washington, D.C. 20240.

This application has been assigned file No. PRT 2-2210. Interested persons may comment on this application by submitting written data, views, or arguments to the Director at the above address on or before April 10, 1978. Please refer to the file number when submitting comments.

Dated: March 6, 1978.

DONALD G. DONAHOO.
Chief, Permit Branch, Federal Wildlife Permit Office.

[FR Doc. 78-6197 Filed 3-8-78; 8:45 am]

[4310-55]

ENDANGERED SPECIES PERMIT

Receipt of Application

Applicant: Mesker Park Zoo, Bement Avenue, Evansville, Ind. 47712.

The applicant requests a permit to purchase in interstate commerce, one female Brazilian tapir (*Tapirus terrestirs*) from the Pocono Wild Animal Farm, Stroudsburg, Pa. The animal is now on breeding loan to the applicant.

Documents and other information submitted with this application are available to the public during normal business hours in Room 534, 1717 H Street NW., Washington, D.C., or by writing to the Director, U.S. Fish and Wildlife Service (WPO), Washington, D.C. 20240.

This application has been assigned file No. PRT 2-2182. Interested persons may comment on this application by submitting written data, views, or

arguments to the Director at the above address on or before April 10, 1978. Please refer to the file number when submitting comments.

Dated: March 6, 1978.

DONALD G. DONAHOO,
Chief, Permit Branch,
Federal Wildlife Permit Office.

[FR Doc. 78-6198 Filed 3-8-78; 8:45 am]

[4310-55]

ENDANGERED SPECIES PERMIT

Receipt of Application

Applicant: Regional Director, Region No 2, U.S. Fish and Wildlife Service, P.O. Box 1306, Albuquerque, N. Mex. 87103.

The applicant requests a permit to conduct scientific research in accordance with the American peregrine falcon recovery plan. This permit seeks to replace most permits now in effect dealing with population of *Falco peregrinus anatum* and F. P. *tundrius* within region 2.

Documents and other information submitted with this application are available to the public during normal business hours in Room 534, 1717 H Street NW., Washington, D.C., or by writing to the Director, U.S. Fish and Wildlife Service (WPO), Washington, D.C. 20240.

This application has been assigned file No. PRT 2-2166. Interested persons may comment on this application by submitting written data, views, or arguments to the Director at the above address on or before April 10, 1978. Please refer to the file number when submitting comments.

Dated: March 6, 1978.

DONALD G. DONAHOO,
Chief, Permit Branch,
Federal Wildlife Permit Office.

[FR Doc. 78-6199 Filed 3-8-78; 8:45 am]

[4310-55]

ENDANGERED SPECIES PERMIT

Notice of Receipt of Application

Applicant: St. Louis Zoological Park, Forest Park, St. Louis, MO. 63110.

The applicant requests a permit to purchase in interstate commerce, one female white-eared pheasant (*Crossoptilon crossoptilon*) the result of captive-breeding, from Charles Sivelle of Dix Hills, N.Y., for enhancement of propagation. Humane care and treatment during transport has been indicated by the applicant.

Documents and other information submitted with this application are available to the public during normal business hours in Room 534, 1717 H Street NW., Washington, D.C., or by writing to the Director, U.S. Fish and Wildlife Service (WPO), Washington, D.C. 20240.

This application has been assigned file No. PRT 2-2186. Interested persons may comment on this application by submitting written data, views, or arguments to the Director at the above address on or before April 10, 1978. Please refer to the file number when submitting comments.

Dated: March 6, 1978.

DONALD G. DONAHOO,
Chief, Permit Branch,
Federal Wildlife Permit Office.

[FR Doc. 78-6200 Filed 3-8-78; 8:45 am]

[4310-55]

ENDANGERED SPECIES PERMIT

Notice of Receipt of Application

Applicant: San Diego Zoological Garden, P.O. Box 551, San Diego, Calif. 92112.

The applicant requests a permit to export one male, captive-born, red ruffed lemur (*Lemur variegatus ruber*) to the Basel Zoo in Switzerland for enhancement of propagation. Humane care and treatment during transport has been indicated by the applicant.

Documents and other information submitted with this application are available to the public during normal business hours in Room 534, 1717 H Street NW., Washington, D.C., or by writing to the Director, U.S. Fish and Wildlife Service (WPO), Washington, D.C. 20240.

This application has been assigned file No. PRT 2-2168. Interested persons may comment on this application by submitting written data, views, or arguments to the Director at the above address on or before April 10, 1978. Please refer to the file number when submitting comments.

Dated: March 6, 1978.

DONALD G. DONAHOO,
Chief, Permit Branch,
Federal Wildlife Permit Office.

[FR Doc. 78-6201 Filed 3-8-78; 8:45 am]

[4310-55]

THREATENED SPECIES PERMIT

Receipt of Application

Applicant: Ramon Barrios Medina, Ave. Juan Gonzales No. 321, Arecibo, P.R. 00612.

The applicant wishes to apply for a captive self-sustaining population permit authorizing the purchase and sale for propagation, those species of pheasants listed in 50 CFR 17.11 as T (C/P). Humane shipment and care in transit is assured.

Documents and other information submitted with this application are available to the public during normal business hours in Room 534, 1717 H Street NW., Washington, D.C., or by writing to the Director, U.S. Fish and Wildlife Service (WPO), Washington, D.C. 20240.

This application has been assigned file No. PRT 2-1794. Interested persons may comment on this application by submitting written data, views, or arguments to the Director at the above address on or before April 10, 1978. Please refer to the file number when submitting comments.

Dated: March 2, 1978.

DONALD G. DONAHOO,
Chief, Permit Branch,
Federal Wildlife Permit Office.

[FR Doc. 78-6195 Filed 3-8-78; 8:45 am]

[4310-55]

MARINE MAMMAL PERMIT

Receipt of Application

Notice is hereby given that an applicant has applied in due form for a permit to take sea otters as authorized by the Marine Mammal Protection Act of 1972 (16 U.S.C. 1361-1407), and the regulations governing the taking and importing of marine mammals (50 CFR Part 18).

1. Applicant: (a) Name: Scripps Institution of Oceanography; (b) Address: University of California, San Diego, La Jolla, Calif. 92093.

2. Type of permit: Scientific research.

3. Name and number of animals: Sea otters (*Enhydra lutris*), 25.

4. Type of activity: To take by capture.

5. Location of activity: Prince William Sound, Alaska.

6. Period of activity: 2 years.

The purpose of the reseach is to assess the impact of crude oil on the foraging patterns of the otters. To do this, five otters will have crude oil placed on 25 to 50 percent of the dorsal portion of the body. Telemetry equipment and depth recorders will be attached to all sea otters and animals released soon after capture.

Concurrent with the publication of this notice in the FEDERAL REGISTER the Federal Wildlife Permit Office is forwarding copies of this application to the Marine Mammal Commission and the Committee of Scientific Advisors.

Written data or views, or requests for copies of the complete application or for a public hearing on this application should be submitted to the Director, U.S. Fish and Wildlife Service (WPO), Washington, D.C. 20240, on or before April 10, 1978. Those individuals requesting a hearing should set forth the specific reasons why a hearing on this particular application would be appropriate. The holding of

such hearing is at the discretion of the Director.

All statements and opinions contained in this application are summaries of those of the Applicant and do not necessarily reflect the views of the U.S. Fish and Wildlife Service.

Documents submitted in connection with the above application are available for review during normal business hours in Room 534, 1717 H Street NW., Washington, D.C.

Dated: March 6, 1978.

LARRY LAROCHELLE,
Acting Chief, Permit Branch,
Federal Wildlife Permit Office.

[FR Doc. 78-6194 Filed 3-8-78; 8:45 am]

[4310-31]

Geological Survey

DENVER BASIN, COLO.

Known Recoverable Coal Resource Area

Pursuant to authority contained in the Act of March 3, 1879 (43 U.S.C. 31), as supplemented by Reorganization Plan No. 3 of 1950 (43 U.S.C. 1451, note), 220 Departmental Manual 2, Secretary's Order 2948, and section 8A of the Mineral Leasing Act of February 25, 1920, as added by section 7 of the Federal Coal Leasing Amendments Act of 1975 (Pub. L. 94-377, August 4, 1976), Federal lands within the State of Colorado have been classified as subject to the coal leasing provisions of the Mineral Leasing Act of February 25, 1920, as amended (30 U.S.C. 201). The name of the area, effective date, and total acreage involved are as follows:

(6) COLORADO

Denver Basin (Colorado) Known Recoverable Coal Resource Area (KRCRA): April 21, 1977; 467,599 acres.

A diagram showing the boundaries of the area classified has been filed with the appropriate land office of the Bureau of Land Management. Copies of the diagram and land description may be obtained from the Conservation Manager, Central Region, U.S. Geological Survey, Stop 609, Box 25046, Federal Center, Denver, Colo. 80225.

Dated: March 1, 1978.

W. A. RADLINSKI,
Acting Director.

[FR Doc. 78-6102 Filed 3-8-78; 8:45 am]

[4310-31]

LOWER WHITE RIVER, COLO.

Known Recoverable Coal Resource Area

Pursuant to authority contained in the Act of March 3, 1879 (43 U.S.C. 31), as supplemented by Reorganization Plan No. 3 of 1950 (43 U.S.C. 1451, note), 220 Departmental Manual No. 2, Secretary's Order No. 2948, and section 8A of the Mineral Leasing Act of February 25, 1920, as added by section 7 of the Federal Coal Leasing Amendments Act of 1975 (Pub. L. 94-377, August 4, 1976), Federal lands within the State of Colorado have been classified as subject to the coal leasing provisions of the Mineral Leasing Act of February 25, 1920, as amended (30 U.S.C. 201). The name of the area, effective date, and total acreage involved are as follows:

(6) COLORADO

Lower White River (Colorado) Known Recoverable Coal Resource Area (KRCRA); April 22, 1976; 173,726 acres.

A diagram showing the boundaries of the area classified has been filed with the appropriate land office of the Bureau of Land Management. Copies of the diagram and the land description may be obtained from the Conservation Manager, Central Region, U.S. Geological Survey, Stop 609, Box 25046, Federal Center, Denver, Colo. 80225.

Dated: March 1, 1978.

W. A. RADLINSKI,
Acting Director.

[FR Doc. 78-6103 Filed 3-8-78; 8:45 am]

[4310-31]

McCALLUM, COLO.

Known Recoverable Coal Resource Area

Pursuant to authority contained in the Act of March 3, 1879 (43 U.S.C. 31), as supplemented by Reorganization Plan No. 3 of 1950 (43 U.S.C. 1451, note), 220 Departmental Manual 2, Secretary's Order No. 2948, and section 8A of the Mineral Leasing Act of February 25, 1920, as added by section 7 of the Federal Coal Leasing Amendments Act of 1975 (Pub. L. 94-377, August 4, 1976), Federal lands within the State of Colorado have been classified as subject to the coal leasing provisions of the Mineral Leasing Act of February 25, 1920, as amended (30 U.S.C. 201). The name of the area, effective date, and total acreage involved are as follows:

(6) COLORADO

McCallum (Colorado) Known Recoverable Coal Resource Area (KRCRA); April 8, 1976: 46,773 acres.

A diagram showing the boundaries of the area classified has been filed with the appropriate land office of the Bureau of Land Management. Copies of the diagram and land description may be obtained from the Conservation Manager, Central Region, U.S. Geological Survey, Stop 609, Box 25046, Federal Center, Denver, Colo. 80225.

Dated: March 1, 1978.

W. A. RADLINSKI,
Acting Director.

[FR Doc. 78-6104 Filed 3-8-78; 8:45 am]

[4310-31]

YAMPA, COLO., REVISION

Known Recoverable Coal Resource Area

Pursuant to authority contained in the Act of March 3, 1879 (43 U.S.C. 31), as supplemented by Reorganization Plan No. 3 of 1950 (43 U.S.C. 1451, note), 220 Departmental Manual 2, Secretarial Order 2948, and section 8A of the Mineral Leasing Act of February 25, 1920, as added by section 7 of the Federal Coal Leasing Amendments Act of 1975 (Pub. L. 94-377, August 4, 1976), Federal lands within the State of Colorado have been classified as subject to the coal leasing provisions of the Mineral Leasing Act of February 25, 1920, as amended (30 U.S.C. 201). The name of the area, effective date, and total acreage involved are as follows:

(6) COLORADO

Revised Yampa (Colo.) known recoverable coal resource area (KRCRA); March 22, 1977; 35,860 acres were added within the KRCRA. Total area now classified for leasing is 470,224 acres.

A diagram showing the revised boundary and acreage has been filed with the appropriate land office of the Bureau of Land Management. Copies of the diagram and land description may be obtained from the Conservation Manager, Central Region, U.S. Geological Survey, Stop 609, Box 25046, Federal Center, Denver, Colo. 80225.

Dated: March 1, 1978.

W. A. RADLINSKI,
Acting Director.

[FR Doc. 78-6105 Filed 3-8-78; 8:45 am]

[4310-70]

National Park Service

BLUE MESA LAKE MARINAS, INC.

Intention To Negotiate Concession Contract

Pursuant to the provisions of section 5 of the Act of October 9, 1965 (79 Stat. 969; 16 U.S.C. 20), public notice is hereby given that on or before April 10, 1978, the Department of the Interior, through the Director of the National Park Service, proposes to negotiate a concession contract with Blue Mesa Lake Marinas, Inc., authorizing it to provide concession facilities and

services for the public at Curecanti national recreation area for a period of seven (7) years from January 1, 1978, through December 31, 1984. Mr. Franklin LeFevre has been operating the concession as a sole proprietorship, doing business as LeFevre Enterprises, and has changed his business entity to Blue Mesa Lake Marinas, Inc., a Colorado corporation. There has been no change in the operation or management of the concession with the change of the business entity.

An assessment of the environmental impact of this proposed action has been made and it has been determined that it will not significantly affect the quality of the environment, and that it is not a major Federal action having a significant impact on the environment under the National Environmental Policy Act of 1969. The environmental assessment may be reviewed in the Regional Office, Rocky Mountain Regional Office, 655 Parfet Street, P.O. Box 25287, Denver, Colo. 80225.

The foregoing concessioner has performed its obligations to the satisfaction of the Secretary under an existing permit which expired by limitation of time on December 31, 1977, and therefore, pursuant to the Act of October 9, 1965, as cited above, is entitled to be given preference in the renewal of the contract and in the negotiation of a new contract. This provision, in effect, grants Blue Mesa Lake Marinas, Inc., as the present satisfactory concessioner, the right to meet the terms of responsive offers for the proposed new contract and a preference in the award of the contract, if the offer of Blue Mesa Lake Marinas, Inc., is substantially equal to others received. The Secretary is also required to consider and evaluate all proposals received as a result of this notice. Any proposal to be considered and evaluated must be submitted on or before April 10, 1978.

Interested parties should contact the Assistant Director, Special Services, National Park Service, Washington, D.C. 20240, for information as to the requirements of the proposed contract.

Dated: March 6, 1978.

DAVID J. TOBIN, Jr.,
Director, National Park Service.

[FR Doc. 78-6163 Filed 3-8-78; 8:45 am]

[4310-70]

[DES78-5]

ADDITIONAL CONSTRUCTION ON THE NATCHEZ TRACE PARKWAY TENNESSEE-ALABAMA-MISSISSIPPI

Availability of Draft Environmental Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, the Department of the Interior has prepared a Draft Environmental Statement on the proposal for additional construction on the Natchez Trace Parkway, Tennessee, Alabama and Mississippi.

The statement discusses proposals for additional construction of the Natchez Trace Parkway and construction of associated public use and management facilities as well as expansion of present recreational facilities.

Written comments on the Environmental Statement are invited and will be accepted until April 24, 1978. Comments should be addressed to the Regional Director, Southeast Region, or the Superintendent, Natchez Trace Parkway, at the addresses given below.

Copies are available from or for inspection at the following locations:

Southeast Regional Office, National Park Service, 1895 Phoenix Boulevard, Atlanta, Ga. 30349.

Meriwether Lewis Sub-district Office, Natchez Trace Parkway, Route 3, Box 147, Hohenwald, Tenn. 38462.

Superintendent, Natchez Trace Parkway, Rural Route 1, NT-143, Tupelo, Miss. 38801.

Cherokee Sub-district Office, Route 1, Box 275, Cherokee, Ala. 33616.

The U.S. Department of the Interior has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Dated: March 7, 1978.

LARRY E. MEIEROTTO,
Deputy Assistant Secretary of the Interior.

[FR Doc. 78-6326 Filed 3-8-78; 8:45 am]

[4310-70]

Office of the Secretary

CHICKASAW NATIONAL RECREATION AREA, OKLAHOMA

Revision of Park Boundaries

The Act of March 17, 1978 (90 Stat. 235, 16 U.S.C. 460hh), provides for the establishment of the Chickasaw National Recreation Area, to consist of the land and interests in land within the area as generally depicted on the drawing entitled "Boundary Map, Chickasaw National Recreation Area," numbered 107-20,004-A and dated February 1974, which is on file in the Offices of the National Park Service, Department of the Interior.

The Act provides that the Secretary of the Interior may from time to time revise the boundaries of the recreation area by publication of a map or other boundary description in the FEDERAL REGISTER, but that the total acreage of the recreation area may not exceed 10,000 acres.

In accordance with this provision, three minor adjustments will be made in the boundary of Chickasaw National Recreation Area, two of which will add small tracts of land required for protection and development, and one which will delete a small parcel of land that is not needed for the recreation area.

The two tracts to be added are an 8.60-acre tract in Section 4, Township 1 south, Range 3 East, I.M., which will serve as a buffer zone for Rock Creek; and a 30-acre tract in Section 21, Township 1 South, Range 3 East, I.M., which is needed as part of a bicycle trail.

The tract to be deleted is a 4.11-acre tract in Section 34, Township 1 North, Range 3 East, I.M., which will be exchanged by the Secretary for lands within the boundaries that are owned by the city of Sulphur.

The acreage limitation established for the Chickasaw National Recreation Area will not be exceeded by these adjustments.

Therefore, notice is hereby given that, in accordance with the Act of March 17, 1976, the boundaries of Chickasaw National Recreation Area are revised as described above, and as shown on a map entitled "Proposed Land Acquisition, Chickasaw National Recreation Area," Drawing No. 107/30,013 A, 12/77, DSC. This map is on file and available for inspection in the Offices of the National Park Service, Department of the Interior.

Dated: March 3, 1978.

CECIL D. ANDRUS,
Secretary of the Interior.

[FR Doc. 78-6162 Filed 3-8-78; 8:45 am]

[4410-01]

DEPARTMENT OF JUSTICE

Antitrust Division

UNITED STATES v. FEDERATED DEPARTMENT STORES, INC., ET AL.

Written Comment Upon Consent Judgment and Department of Justice Response Thereto

Pursuant to the Antitrust Procedures and Penalties Act, 15 U.S.C. 16, the following written comment on the proposed judgment filed with the U.S. District Court in the Northern District of California, Civil No. 76-858-RHS, *United States* v. *Federated Department Stores, Inc., et al.*, was received by the Department of Justice and is published herewith, together with Justice's response to the comment.

Dated: March 1, 1978.

CHARLES F. B. MCALEER,
Special Assistant for Judgment Negotiations, Office of Operations.

JANUARY 12, 1978.

Re: *United States* v. *Federated Department Stores, Inc., et al.* (N.D. CA Civil No. 76-858 RHS)

MR. ANTHONY E. DESMOND, *Chief,*
San Francisco Field Office, Antitrust Division, Department of Justice, 450 Golden Gate Avenue, San Francisco, Calif.

DEAR MR. DESMOND: Pursuant to the November 7, 1977, notice appearing at 42 FR 59125 (Nov. 15, 1977), the State of California submits comments on the proposed consent judgment which would terminate *United States* v. *Federated Department Stores, Inc., et al.*

Sections V and VI of the proposed consent judgment do not recognize the seasonal character of defendants' business, merchandising fashion. It is common knowledge that clothing styles change continuously; and accordingly, clothing retailers like defendants adjust their marketing efforts to keep up with the times.

As excessive inventories of outdated clothing may reduce cash flow, and because a clothing retailer's success is predicated on responding to seasonal fashion changes, the periodic "clearance sale" is usually an integral part of fashion merchandising. To entice consumers to buy clothing that may have limited immediate utility or may soon become unfashionable retailers discount outdated clothing 25 to 50 percent from their original prices during these advertised clearance sales. Although this practice is a good example of the kind of price competition Californians appreciate, the circumstances under which defendants offer these sale prices invite the inference that such clearance sales are manifestations of collusive anticompetitive conduct.

For example, this past November 17, 1977, was the beginning or announcement date of statewide clearance sales staged by defendants, as well as clothing stores Joseph Magnin, and Livingston's in San Francisco.

All stores either placed public advertisements on this date or announced that November 17, 1977, was the first day of the clearance sale. See Exhibits A-E. This coincidence of similar price reductions is, at the least, curious; at worst, the result of a price-fixing conspiracy.

Although the State of California has no other evidence to present, it is aware that the consent decree entered in *United States* v. *Saks & Co.* (SD NY) 1977-1 Trade Cases (CCH) ¶ 61,506, treated the exchange of actual and proposed dates on which defendants planned to reduce women's clothing prices. See Sections V(A)(2) and VI(B) of Exhibit F. Part IV of the competitive impact statement filed in *United States* v. *Federated Department Stores, Inc., et al.* states that defendant Saks is dismissed from this case because it would be redundant to subject Saks to an injunction enjoining a narrower range of conduct.

It is precisely the Government's decision to enjoin defendant Federated from a narrower range of conduct than defendants in the similar New York case have been, which concerns the State of California. Because defendant Federated is an obviously formidable presence in the retail clothing marketing, California preceives no reason why Federated should not also be enjoined from communicating to any other clothing retailer the actual or proposed date on which it intends to reduce prices. Exhibits A-E are suggestion enough that the actual beginning sale date is significant competitive information in a business with as prominent a seasonal character as the clothing business.

Relief in antitrust actions is directed toward restoring and preserving competition. Consequently, it is necessary to examine the proposed consent judgment in light of all available facts. *United States* v. *Ward Baking Co.* (1964) 376 U.S. 327. The State of California submits that Exhibits A-E, and whatever similarly relevant facts the Government can develop, should be considered before any final judgment between the United States and defendant Federated is entered.

The communication of actual or proposed dates of intended price reductions is the type of specific conduct that facilitates anticompetitive marketing. Unless the final judgment addresses such a practice, it will only reiterate defendant's existing legal duties. Thus, in effect, by agreeing to the proposed consent judgment as it is now framed, Federated will merely be agreeing to obey the antitrust laws, an obligation from which it has never been excused. However, by enjoining a specific example of collusive activity, a consent judgment revised as California suggests would hold Federated to a standard of conduct which it seemingly has ignored to this date.

Please direct any inquiries on these comments to Deputy Attorney General Wayne M. Liao, 3580 Wilshire Blvd., Los Angeles, California 90010; telephone (213) 736-2925.

Very truly yours,

EVELLE J. YOUNGER,
Attorney General.

FEBRUARY 14, 1978.

Re *United States* v. *Federated Department Stores, Inc., et al.* (N.D. CA Civil No. 76-858 RHS)

HON. EVELLE J. YOUNGER,
Attorney General of California,
3580 Wilshire Blvd., Los Angeles, Calif.

DEAR MR. ATTORNEY GENERAL: The Justice Department appreciates the views of the Attorney General of California, regarding the proposed consent judgment in *United States* v. *Federated Department Stores, et al.* While the incident of simultaneous sale advertisements by several women's clothing retailers, including Federated Department Stores, may warrant further investigation, the Department does not feel it illustrates a weakness of the proposed consent decree as an appropriate settlement of this law suit.

A consent decree, although forward looking in its application, is negotiated on the basis of a specific complaint regarding past conduct by a defendant. In this case the framework of the negotiation is the complaint filed on April 28, 1976, by the Government in *United States* v. *Federated Department Stores, et al.* This complaint did not allege discussions or communications of sale dates as a term of the conspiracy charged because the Government lacked sufficient evidence of such conduct. We believe, however, that the judgment is broad enough to cover price-fixing no matter what precise scheme or practice is used in the violation.

The proposed judgment in no way authorizes Federated Department Stores to communicate or discuss with other retailers the dates on which it intends to reduce its prices. Should Federated do so and such conduct has the effect of violating the judgment, we would have no hesitation in taking action to enforce the judgment. In addition, the Department can investigate by Grand Jury or other wise and prosecute under the Sherman Act alleged incidents of this nature whether or not the proposed judgment is involved.

In summary, it is the Department's position that the public interest favors entry of the judgment as presently proposed since it adequately enjoins the unlawful conspiracy charged in the complaint and is sufficient to prevent its renewal no matter what the form.

Sincerely yours,

WILLIAM S. FARMER, Jr.
Assistant Chief,
San Francisco Office.

[FR Doc. 78-6107 Filed 3-8-78; 8:45 am]

[4410-01]

Attorney General

UNITED STATES v. PUERTO RICO AQUEDUCT AND SEWER AUTHORITY

Stipulation and Order in Action To Enforce Compliance With Terms of NPDES Permits

In accordance with Departmental policy, 28 CFR 50.7, 38 FR 19029, notice is hereby given that a proposed stipulation and order in *United States* v. *Puerto Rico Aqueduct and Sewer Authority* has been lodged with the U.S. District Court for the District of Puerto Rico. The decree imposes on defendant various requirements and compliance dates with respect to the operation of 81 of its sewage treatment plants.

The Department of Justice will receive for a period of thirty (30) days from the date of this notice, written comments relating to the proposed stipulation and order. Comments should be addressed to the Assistant Attorney General of the Land and Natural Resources Division, Department of Justice, Washington, D.C. 20530 and should refer to *United States* v. *Puerto Rico Aqueduct and Sewer Authority*, D.J. Ref. 90-5-1-1-870.

The stipulation may be examined at the office of the U.S. Attorney, District of Puerto Rico, P.O. Box 3391, San Juan, P.R. 00904, at the Region II office of the Environmental Protection Agency, 25 Federal Plaza, New York, N.Y. 10007, and the Pollution Control Section, Land and Natural Resources Division of the Department of Justice, Room 2625, Ninth Street and Pennsylvania Avenue NW., Washington, D.C. 20530. A copy of the proposed stipulation and order may be obtained in person or by mail from the Pollution Control Section, Land and Natural Resources Division of the Department of Justice.

JAMES W. MOORMAN,
Assistant Attorney General, Land and Natural Resources Division.

[FR Doc. 78-6106 Filed 3-8-78; 8:45 am]

[7510-01]

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

[Notice 78-6]

NASA ADVISORY COMMITTEES

Annual Comprehensive Review

Pursuant to section 7(b) of Pub. L. 92-463, the Federal Advisory Committee Act, October 6, 1972, and implementing instructions of Office of Management and Budget Circular No. A-63, Transmittal Memorandum No. 5, as amended January 9, 1978, NASA is conducting a comprehensive review of its advisory committees. The public is hereby invited to submit comments on continuation of the NASA advisory committees. Following is a list of committees, with a short description of the functions of each.

AEROSPACE SAFETY ADVISORY PANEL

The Panel is chartered by Congress "to review safety studies and operations plans referred to it and shall make reports thereon, shall advise the Administrator with respect to the hazards of proposed or existing facilities and proposed operations and with respect to the adequacy of proposed or existing safety standards, and shall perform such other duties as the Administrator may request." Pursuant to carrying out its statutory duties, the Panel reviews, evaluates and advises on those program management policies, management systems, procedures and practices that contribute to risk identification and assessment by management. Priority is given to those programs that involve the safety of manned flight.

APPLICATIONS STEERING COMMITTEE, SPACE PROCESSING AD HOC ADVISORY SUBCOMMITTEE

Established to evaluate the scientific and technological content of proposals submitted in response to Announcements of Opportunity issued by the Space Processing Program and to advise the Associate Administrator for Space and Terrestrial Applications through the Applications Steering Committee on the selection of participants in these projects.

NASA AERONAUTICS ADVISORY COMMITTEE

Concerned with basic aeronautics research and with aeronautics research and technology applicable to commercial air transportation (including all transport types, such as conventional, short, and vertical take-off and landing; and supersonic transports), general aviation, helicopters, and military aircraft. Technical disciplines relevant to the listed aviation categories include, but are not limited to, aerodynamics, aeronautical propulsion, avionics, structures and materials, and such special factors as aviation safety, aircraft operating systems, and man-vehicle technology.

NAC AERONAUTICS ADVISORY COMMITTEE, SUBCOMMITTEE ON AVIATION SAFETY REPORTING SYSTEM

Established as a necessary element defined in the FAA/NASA Memorandum of Agreement to support the FAA's Aviation Safety Program. The Subcommittee provides review and evaluation of the Aviation Safety Reporting System and design and implementation plan, evaluation of the critical elements in the system, and evaluation of the progress of the operational system.

NAC HISTORICAL ADVISORY COMMITTEE

Concerned with the NASA History Program, including review of historical archives, official NASA histories and historical reports, historical service to NASA and Government, and the program's relation to academic and public activities.

NAC LIFE SCIENCES ADVISORY COMMITTEE

Concerned with the study and support of life in space utilizing the multiple disciplines of medical sciences, biological sciences, biotechnology, planetary biology and quarantine, manned missions, operational support, and life sciences payloads; application of space technology to life sciences problems on earth, with emphasis on medicine, ecology, and animal tracking; occupational and environmental medicine through health maintenance and awareness programs, medical data handling systems, and the provisions of medical test-bed for advanced bioinstrumentation; and technology utilization for life sciences.

NAC SPACE AND TERRESTRIAL APPLICATIONS ADVISORY COMMITTEE

Concerned with the application of space-related capabilities to agriculture; forestry; hydrology; atmospheric sciences; ocean sciences, including oceanography and ocean dynamics; geosciences, including geology, mineral exploration, earth dynamics, and land capability; and communications applications, including data management systems.

NAC SPACE SCIENCES ADVISORY COMMITTEE

Concerned with the observation and study of major and minor bodies of the solar system and their interactions with the interplanetary environment; basic matter and energy in the space environment; cosmology and relativity physics; stars, nebulae, galaxies, and interstellar and interplanetary space, and intergalactic matter; the physical properties and nuclear and electromagnetic processes of the sun and the solar-planet relationships; and the origin and characteristics of energetic particle radiation, including radiation belts, interplanetary plasma, solar and galactic cosmic rays, and auroral particles.

NAC SPACE SYSTEMS AND TECHNOLOGY ADVISORY COMMITTEE

Concerned with research and technology applicable to space systems, including information systems, spacecraft systems, space power systems, and space transportation systems. The committee is concerned also with technology discipline activities in electronics, space power and propulsion, materials and structures, and includes consideration of the technologies required to utilize space systems in earth communications, for terrestrial energy applications, and for materials processing in space.

NASA WAGE COMMITTEE

Primary responsibility is to consider and make recommendations to the Director, Personnel Programs Division, NASA, on all matters involved in the development and authorization of a wage schedule for the Cleveland, Ohio, wage area pursuant to Pub. L. 92-392.

SPACE SCIENCE STEERING COMMITTEE, JUPITER ORBITER PROBE 1981 (JOP81) AD HOC ADVISORY SUBCOMMITTEE

Reviews proposals for participation in the flight investigations for the JOP81 mission.

SPACE SCIENCE STEERING COMMITTEE, OUT-OF-ECLIPTIC (OOE) MISSION AD HOC ADVISORY SUBCOMMITTE

Reviews proposals for participation in the flight investigations for the OOE mission.

STRATOSPHERIC RESEARCH ADVISORY COMMITTEE

Advises NASA concerning the contents and direction of the NASA Upper Atmospheric Research Program.

Comments should be addressed to, or delivered to: National Aeronautics and Space Administration, Attn: Code LB-1, 400 Maryland Avenue SW., Washington, D.C. 20546. Comments should be received in NASA no later than close of business March 24, 1978. Additional information may be obtained from Mary R. Lippolis, 755-3950.

KENNETH R. CHAPMAN,
Associate Administrator for External Relations.

MARCH 3, 1978.

[FR Doc. 78-6174 Filed 3-8-78; 8:45 am]

[7590-01]

NUCLEAR REGULATORY COMMISSION

[Docket Nos. 50-295 and 50-304]

COMMONWEALTH EDISON CO.

Issuance of amendments to Facility Operating Licenses

The U.S. Nuclear Regulatory Commission (the Commission) has issued Amendment Nos. 35 and 32 to Facility Operating License Nos. DPR-39 and DPR-48 issued to Commonwealth Edison Co. (the licensee) which revised Technical Specifications for operation of the Zion Station, Unit Nos. 1 and 2, located in Zion, Ill. The amendments are effective as of the date of issuance.

These amendments delete the requirement for (1) an Annual Operating Report and (2) a respiratory protection program. As noted in the NRC staff's Safety Evaluation on this amendment, we have concluded that all needed information will be provided without an Annual Operating Report and the requirements for a respiratory protection program are now governed by the Code of Federal Regulations under 10 CFR 20.103.

The applications for these amendments comply 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. Prior public notice of these amendments was not required since the amendments do not involve a significant hazards consideration.

The Commission has determined that the issuance of these amendments will not result in any significant environmental impact and that pursuant to 10 CFR § 51.5(d)(4) an environmental impact statement, or negative declaration and environmental impact appraisal need not be prepared in connection with issuance of these amendments.

For further details with respect to this action, see (1) the application for amendments dated November 25, 1977, (2) Amendment Nos. 35 and 32 to License Nos. DPR-39 and DPR-48, 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. 20555, and at the Zion-Benton Public Library District, 2600 Emmans Avenue, Zion, Ill. 60099. A copy of items (2) and (3) may be obtained upon request addressed to the U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Director, Division of Operating Reactors.

Dated at Bethesda, Md., this 17th day of February 1978.

For the Nuclear Regulatory Commission.

A. SCHWENCER,
Chief, Operating Reactors Branch No. 1, Division of Operating Reactors.

[FR Doc. 78-6148 Filed 3-8-78; 8:45 am]

[7590-01]

[Docket Nos. 50-369 and 50-370]

DUKE POWER CO.

Availability of Safety Evaluation Report for McGuire Nuclear Station, Units 1 and 2

Notice is hereby given that the Office of Nuclear Reactor Regulation has published its Safety Evaluation Report on the proposed operation of the McGuire Nuclear Station, Units 1 and 2, to be located in Mecklenburg County, N.C. Notice of receipt of Duke Power Co.'s application to construct and operate the McGuire Nuclear Station, Units 1 and 2 was published in the FEDERAL REGISTER on June 14, 1974 (39 FR 20833).

The report is being referred to the Advisory Committee on Reactor Safeguards and is being made available at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C., and at the Public Library of Charlotte and Mecklenburg County, 310 North Tryon Street, Charlotte, N.C., for inspection and copying. The report (Document No. NUREG-0422) can also be purchased, at current rates, from the National Technical Information Service, Department of Commerce, 5285 Port Royal Road, Springfield, Va. 22161.

Dated at Bethesda, Md., this 1st day of March 1978.

For the Nuclear Regulatory Commission.

KARL KNIEL,
Chief, Light Water Reactors Branch No. 2, Division of Project Management.

[FR Doc. 78-6149 Filed 3-8-78; 8:45 am]

[7590-01]

[Docket No. 50-321]

GEORGIA POWER CO. ET AL.

Issuance of Amendment to Facility Operating License

The U.S. Nuclear Regulatory Commission (the Commission) has issued Amendment No. 50 to Facility Operating License No. DPR-57 issued to Georgia Power Co., Oglethorpe Electric Membership Corp., Municipal Electric Association of Georgia and City of Dalton, Ga., which revised Technical Specifications for operation of the Edwin I. Hatch Nuclear Plant, Unit No. 1, located in Appling County, Ga. The amendment is effective as of its date of issuance.

The amendment incorporates fire protection Technical Specifications on the existing fire protection equipment and adds administrative controls related to fire protection at the facility. This action is being taken pending completion of the Commission's overall fire protection review of the facility.

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 as required by the Act and the Commission's rules and regulations in 10 CFR Chapter I, which are set forth in the license amendment. Prior public notice of this amendment was not required since the amendment does not involve a significant hazards consideration.

The Commission has determined that the issuance of this amendment will not result in any significant environmental impact and that pursuant to 10 CFR § 51.5(d)(4) an environmental impact statement or negative declaration and environmental impact appraisal need not be prepared in connection with issuance of this amendment.

For further details with respect to this action, see (1) the application for amendment dated January 24, 1977 (as revised by letters dated July 22 and December 20, 1977), (2) the Commission's November 23, 1977, letter and related Safety Evaluation Report, (3) Amendment No. 50 to License No. DPR-57 and (4) the Commission's letter dated ————. 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, Ga. 31513. A copy of items (2), (3), and (4) may be obtained upon request addressed to the U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Director, Division of Operating Reactors.

Dated at Bethesda, Md., this 2nd day of March 1978.

For the Nuclear Regulatory Commission.

GEORGE LEAR,
Chief, Operating Reactors Branch No. 3, Division of Operating Reactors.

[FR Doc. 78-6150 Filed 3-8-78; 8:45 am]

[7590-01]

[Docket No. 50-220]

NIAGARA MOHAWK POWER CORP.

Issuance of Facility License Amendments

The U.S. Nuclear Regulatory Commission (the Commission) has issued Amendment No. 22 to Facility Operating License No. DPR-63 to the Niagara Mohawk Power Corp. (the licensee) which revised Technical Specifications for operation of the Nine Mile Point Nuclear Station, Unit No. 1 (the facility) located in Oswego County, N.Y. The amendment is effective as of its date of issuance.

The amendment incorporated fire protection Technical Specifications on the existing fire protection equipment and adds administrative controls related to fire protection at the facility. This action is being taken pending completion of the Commission's overall fire protection review of the facility.

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 as required by the Act and the Commission's rules and regulations in 10 CFR Chapter I, which are set forth in the license amendment. Prior public notice of this amendment was not required since the amendment does not involve a significant hazards consideration.

The Commission has determined that the issuance of this amendment will not result in any significant environmental impact and that pursuant to 10 CFR § 51.5(d)(4) an environmental statement or negative declaration and environmental impact appraisal need not be prepared in connection with issuance of this amendment.

For further details with respect to this action, see (1) the application for amendment dated February 28, 1977, as revised by letters dated July 13, 1977 and July 22, 1977, (2) Amendment No. 22 to License No. DPR-63, (3) the Commission's related Safety Evaluation transmitted to licensee by letter dated November 23, 1977, and (4) the licensees letter of acceptance dated December 13, 1977. 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 Oswego County Office Building, 46 East Bridge Street, Oswego, N.Y. 13126. A copy of items (2), (3), and (4) may be obtained upon request addressed to the U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Director, Division of Operating Reactors.

Dated at Bethesda, Md., this 28th day of February 1978.

For the Nuclear Regulatory Commission.

GEORGE LEAR,
Chief, Operating Reactors Branch No. 3, Division of Operating Reactors.

[FR Doc. 78-6151 Filed 3-8-78; 8:45 am]

[7590-01]

[Docket No. 50-298]

NEBRASKA PUBLIC POWER DISTRICT

Issuance of Amendment To Facility Operating License

The U.S. Nuclear Regulatory Commission (the Commission) has issued Amendment No. 42 to Facility Operating License No. DPR-46, issued to the Nebraska Public Power District (the Licensee), which revised the Technical Specifications for operation of the Cooper Nuclear Station (the facility) located in Nemaha County, Nebr. The amendment is effective 30 days after its date of issuance.

The amendment incorporates fire protection Technical Specifications on the existing fire protection equipment and adds administrative controls related to fire protection at the facility. This action is being taken pending completion of the Commission's overall fire protection review of the facility.

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 as required by the Act and the Commission's rules and regulations in 10 CFR Chapter I, which are set forth in the license amendment. Prior public notice of this amendment was not required since the amendment does not involve a significant hazards consideration.

The Commission had determined that the issuance of this amendment will not result in any significant environmental impact and that pursuant to 10 CFR § 51.5(d)(4) an environmental impact statement or negative declaration and environmental impact appraisal need not be prepared in connection with issuance of this amendment.

For further details with respect to this action, see (1) the application for amendment dated July 29, 1977, as amended by letter dated December 19, 1977, (2) the Commission's letters to the licensee dated June 24, 1976 and November 29, 1977, (3) Amendment No. 42 to License No. DPR-46, and (4) the Commission's related Safety Evaluation issued as an enclosure to the Commission's November 29, 1977 letter.

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 Auburn Public Library, 118 15the Street, Auburn, Nebr. 68305. A single copy of items (2) and (3) may be obtained upon request addressed to the U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Director, Division of Operating Reactors.

Dated at Bethesda, Md., this 24the day of February 1978.

For the Nuclear Regulatory Commission.

RICHARD J. CLARK,
Acting Chief, Operating Reactors Branch No. 3, Division of Operating Reactors.

[FR Doc. 78-6152 Filed 3-8-78; 8:45 am]

[7590-01]

[Dockets Nos. 50-277 and 50-278]

PHILADELPHIA ELECTRIC CO.

Issuance of Amendments to Facility Operating Licenses

The U.S. Nuclear Regulatory Commission (the Commission) has issued Amendments Nos. 39 and 39 to Facility Operating Licenses Nos. DPR-44 and DPR-56, respectively, issued to Philadelphia Electric Co., Public Service Electric & Gas Co., Delmarva Power & Light Co., and Atlantic City Electric Co., which revised Technical specifications for operation of the Peach Bottom Atomic Power Station, Units Nos. 2 and 3, located in Peach Bottom, York County, Pa. The amendments become effective 30 days after the date of issuance.

The amendments revise the Technical Specifications and consist of: (1) addition of interim specifications on the existing fire protection equipment and adds administrative controls related to fire protection of the facility pending completion of the Commission's overall fire protection review of the facility, and (2) deletion of the respiratory protection program in accordance with the revocation provisions of the current Technical Specifications.

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. Prior public notice of these amendments was not required since the amendments do not involve a significant hazards consideration.

The Commission has determined that the issuance of these amendments will not result in any significant environmental impact and that pursuant to 10 CFR § 51.5(d)(4) an environmental impact statement or negative declaration and environmental impact appraisal need not be prepared in connection with issuance of these amendments.

For further details with respect to this action, see (1) the application for amendment dated February 2, 1977 as revised by letter dated July 18, 1977, (2) the Commission's letters dated November 23, 1977 and July 29, 1977, (3) the licensee's letter dated December 12, 1977, (4) Amendments Nos. 39 and 39 to Licenses Nos. DPR-44 and DPR-56, and (5) the Commission's letter dated February 28, 1978. 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 Government Publications Section, State Library of Pennsylvania, Education Building, Commonwealth and Walnut Streets, Harrisburg, Pa. 17126. A copy of items (2), (4), and (5) may be obtained upon request addressed to the U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Director, Division of Operating Reactors.

Dated at Bethesda, Md., this 28th day of February 1978.

For the Nuclear Regulatory Commission.

GEORGE LEAR,
Chief, Operating Reactors Branch No. 3, Division of Operating Reactors.

[FR Doc. 78-6153 Filed 3-8-78; 8:45 am]

[7590-01]

[Docket No. 50-29]

YANKEE ATOMIC ELECTRIC CO.

Issuance of Amendment to Facility Operating License

The U.S. Nuclear Regulatory Commission (the Commission) has issued Amendment No. 46 to Facility Operating License No. DPR-3, issued to Yankee Atomic Electric Co. (the licensee), which revised Technical Specifications for operation of the Yankee Nuclear Power Station (Yankee-Rowe) (the facility) located in Rowe, Franklin County, Mass. The amendment is effective as of its date of issuance.

The amendment incorporates fire protection Technical Specifications on the existing fire protection equipment and adds administrative controls related to fire protection at the facility. This action is being taken pending completion of the Commission's overall fire protection review of the facility.

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 as required by the Act and the Commission's rules and regulations in 10 CFR Chapter I, which are set forth in the license amendment. Prior public notice of this amendment was not required since the amendment does not involve a significant hazards consideration.

The Commission has determined that the issuance of this amendment will not result in any significant environmental impact and that pursuant to 10 CFR § 51.5(d)(4) an environmental impact statement or negative declaration and environmental impact appraisal need not be prepared in connection with issuance of this amendment.

For further details with respect to this action, see (1) the application for amendment dated July 18, 1977, as supplemented December 14, 1977, (2) Amendment No. 46 to License No. DPR-3, and (3) the Commission's related Safety Evaluation enclosed with our letter to the licensee dated November 25, 1977. 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 Greenfield Community College, 1 College Drive Greenfield, Mass. 01301. A copy of items (2) and (3) may be obtained upon request addressed to the U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Director, Division of Operating Reactors.

Dated at Bethesda, Md., at this 28th day of February 1978.

For the Nuclear Regulatory Commission.

A. SCHWENCER,
Chief, Operating Reactors Branch No. 1, Division of Operating Reactors.

[FR Doc. 78-6154 Filed 3-8-78; 8:45 am]

[7590-01]

[NUREG-75/087]

REVISION TO THE STANDARD REVIEW PLAN

Issuance and Availability

As a continuation of the updating program for the Standard Review Plant (SRP) previously announced (FEDERAL REGISTER notice dated December 8, 1977), the Nuclear Regulatory Commission's (NRC's) Office of Nuclear Reactor Regulation has published Revision No. 1 to section No. 9.3.3 of the SRP for the NRC staff's safety review of applications to build and operate light-water-cooled nuclear power reactors. The purpose of the plan, which is composed of 224 sections, is to improve both the quality and uniformity of the NRC staff's review of applications to build new nuclear power plants, and to make information about regulatory matters widely available, including the improvement of communication and understanding of the staff review process by interested members of the public and the nuclear power industry. The purpose of the updating program is to revise sections of the SRP for which changes in the review plan have been developed since the original issuance in September 1975 to reflect current practice.

Copies of the Standard Review Plan for the Review of Safety Analysis Reports for Nuclear Power Plants, which has been identified as NUREG-75/087, are available from the National Technical Information Service, Springfield, Va. 22161. The domestic price is $70, including first-year supplements. Annual subscriptions for supplements alone are $30. Individual sections are available at current prices. The domestic price for Revision No. 1 to section No. 9.3.3 is $4. Foreign price information is available from NTIS. A copy of the Standard Review Plan including all revisions published to date is available for public inspection at the NRC's Public Document Room at 1717 H Street NW, Washington, D.C. 20555 (5 U.S.C. 552(a)).

Dated at Bethesda, Md., this 28th day of February 1978.

For the U.S. Nuclear Regulatory Commission.

ROGER J. MATTSON,
Director, Division of Systems Safety, Office of Nuclear Reactor Regulation.

[FR Doc. 78-6155 Filed 3-8-78; 8:45 am]

[7590-01]

TOPICAL REPORT

Issuance and Availability

The Nuclear Regulatory Commission has issued a topical report, NUREG-0406, "Methods for Prediction of Strong Earthquake Ground Motion."

The Commission's regulations (in 10 CFR Part 100, Appendix A, "Seismic and Geologic Siting Criteria for Nuclear Power Plants") require that applicants relate historic earthquake data (intensity) to potential motion (acceleration). This report presents a statistical analysis of earthquake records to identify the significant variables and to develop an empirical correlation between acceleration and intensity.

The correlation was performed by M. Trifunac of the University of Southern California under contract to the NRC.

The report is available for inspection in the Commission's Public Document Room 1717 H Street NW., Washington, D.C. Copies may be purchased at current rates from the National Technical Information Service, Springfield, Va. 22161. (Paper copy: 2 volumes, $10.75 each; Microfiche: $3.)

(5 U.S.C. 552(a).)

Dated at Rockville, Md., this 1st day of March 1978.

For the Nuclear Regulatory Commission.

RAY G. SMITH,
Acting Director, Office of Standards Development.

[FR Doc. 78-6156 Filed 3-8-78; 8:45 am]

[7590-01]

[NUREG-0320]

TOPICAL REPORT

Issuance and Availability

The Nuclear regulatory Commission has issued a topical report, NUREG-0320, "Interior Alarm Systems."

This report identifies and provides information on the various types of interior intrusion alarms commercially available and on their effective use in the nuclear industry. Interior intrusion alarms are discussed generically, and their vulnerabilities, strong points, and operational constraints are identified.

NUREG-0320 is available for inspection at the Commission's Public Document Room at 1717 H Street NW., Washington, D.C. Copies may be purchased at current rates from the National Technical Information Service, Springfield, Va. 22161. (Paper copy: $4.50; Microfiche: $3)

(5 U.S.C. 552(a).)

Dated at Rockville, Md., this 28th day of February 1978.

For the Nuclear Regulatory Commission.

ROBERT B. MINOGUE,
Director, Office of Standards Development.

[FR Doc. 78-6157 Filed 3-8-78; 8:45 am]

[4710-01]

DEPARTMENT OF STATE

[PN 596]

CULTURALLY SIGNIFICANT OBJECTS FROM ITALY

Notice is hereby given of the following determination:

Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985), Executive Order 11312 of October 14, 1966 (31 FR 13415, October 18, 1966), and delegation of authority number 113 of December 23, 1966 (32 FR 58, January 5, 1967), I hereby determine that: (1) The objects described in the list[1] filed as a part of this determination imported from Italy pursuant to a loan agreement of December 13, 1977, by the Directorate General for Cultural, Scientific and Technological Cooperation, Ministry of Foreign Affairs, Italy, with Dr. Jan Fontein, Director of the Museum of Fine Arts, Boston, Mass., for temporary exhibition without profit within the United States are of cultural significance, and that (2) the temporary exhibition or display of such objects entitled "Pompeii A.D. 79" at the Museum of Fine Arts, Boston, Mass., beginning on or about April 15, 1978, to on or about July 16, 1978, is in the national interest.

[1]Itemized list of objects included in the Exhibition "Pompeii A.D. 79". The list of objects was filed as a part of the original document.

Public notice of this determination is ordered to be published in the FEDERAL REGISTER.

Dated: March 2, 1978.

CHRISTIAN A. CHAPMAN,
Acting Assistant Secretary for Educational and Cultural Affairs.

[FR Doc. 78-6160 Filed 3-8-78; 8:45 am]

[8010-01]

SECURITIES AND EXCHANGE COMMISSION

[Release No. 14515; SR-Amex-78-5]

AMERICAN STOCK EXCHANGE, INC.

Filing of Proposed Rule Change and Order Approving Proposed Rule Change

MARCH 1, 1978.

Pursuant to section 19(b)(1) of the Securities Exchange Act of 1934, 15 U.S.C. 78(s)(b)(1) (the "Act"), notice is hereby given that on February 27, 1978, the American Stock Exchange, Inc. ("Amex"), 86 Trinity Place, New York, N.Y. 10006, filed with the Commission copies of a proposed rule change which amends paragraph (b) of Amex Rule 5 to provide that no rule, stated policy or practice of the Amex shall prohibit, condition, or otherwise limit the ability of any member, member organization, or affiliated person, acting as agent, to effect transactions over-the-counter with any other person in any equity security admitted to dealings on the Amex except where such member, member organization, or affiliated person is acting as agent for such other person in the transaction.

Publication of notice of the proposed rule change is expected to be made in the FEDERAL REGISTER during the week of March 6, 1978. Interested persons are invited to submit written data, views, and arguments concerning the proposed rule change on or before March 30, 1978. Persons desiring to make written comments should file six copies thereof with the Secretary of the Commission, Securities and Exchange Commission, 500 North Capitol Street, Washington, D.C. 20549. Reference should be made to File No. SR-Amex-78-5.

Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change which are filed with the Commission, and of all written communications relating to the proposed rule change between the Commission and any person, other than those which may be withheld from the public in accordance with the provisions of 5 U.S.C. § 552, will be available for inspection and copying at the Commission's Public Reference Room, 1100 L Street NW., Washington, D.C.

The Commission finds that the proposed rule change is consistent with the requirements of the Act and the rules and regulations thereunder applicable to national securities exchanges, and in particular, the requirements of section 6 and the rules and regulations thereunder.

The Commission finds good cause for approving the proposed rule change prior to the thirtieth day after the date of publication of notice of filing thereof in order to conform Amex Rule 5 to amended Commission Rule 19c-1 [17 CFR 240.19c-1] under the Act.[1] Rule 19c-1 governs certain off-board agency transactions effected by members of the national securities exchanges, and the amended provision is effective March 1, 1978.

It is therefore ordered, Pursuant to section 19(b)(2) of the Act, that the proposed rule change referenced above be, and hereby is, approved.

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

GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc. 78-6226 Filed 3-8-78; 8:45 am]

[8010-01]

[Release No. 14517; SR-CBOE-78-2]

CHICAGO BOARD OPTIONS EXCHANGE, INC.

Filing of Proposed Rule Change and Order Approving Proposed Rule Change

MARCH 1, 1978.

Pursuant to section 19(b)(1) of the Securities Exchange Act of 1934, 15 U.S.C. 78(s)(b)(1) (the "Act"), notice is hereby given that on February 8, 1978, the Chicago Board Options Exchange, Inc. ("CBOE"), LaSalle at Jackson, Chicago, Ill. 60604, filed with the Commission copies of a proposed rule change which amends the provisions of Exchange Rule 6.49 to provide that a member acting as agent may execute a customer's order off the Exchange floor with any other person (except when such member also is acting as agent for such other person in such transactions).

[1]See Securities Exchange Act Release No. 14325 (Dec. 30, 1977) (43 FR 1327 (Jan. 9, 1978)).

Publication of notice of the proposed rule change is expected to be made in the FEDERAL REGISTER during the week of March 6, 1978. Interested persons are invited to submit written data, views, and arguments concerning the proposed rule change on or before March 30, 1978. Persons desiring to make written comments should file six copies thereof with the Secretary of the Commission, Securities and Exchange Commission, 500 North Capitol Street, Washington, D.C. 20549. Reference should be made to File No. SR-Amex-78-5.

Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change which are filed with the Commission, and of all written communications relating to the proposed rule change between the Commission and any person, other than those which may be withheld from the public in accordance with the provisions of 5 U.S.C. § 552, will be available for inspection and copying at the Commission's Public Reference Room, 1100 L Street NW., Washington, D.C.

The Commission finds that the proposed rule change is consistent with the requirements of the Act and the rules and regulations thereunder applicable to national securities exchanges, and in particular, the requirements of section 6 and the rules and regulations thereunder.

The Commission finds good cause for approving the proposed rule change prior to the thirtieth day after the date of publication of notice of filing thereof in order to conform CBOE Rule 6.49 to amended Commission Rule 19c-1 [17 CFR 240.19c-1] under the Act.[1] Rule 19c-1 governs certain off-board agency transactions effected by members of the national securities exchanges, and the amended provision is effective March 1, 1978.

It is therefore ordered, Pursuant to section 19(b)(2) of the Act, that the proposed rule change referenced above be, and hereby is, approved.

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

GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc. 78-6227 Filed 3-8-78; 8:45 am]

[8010-01]

[File No. 35368; File No. 81-292]

HARMAN INTERNATIONAL INDUSTRIES, INC.

Application and Opportunity for Hearing

MARCH 1, 1978.

Notice is hereby given that Harman International Industries, Inc. ("Applicant"), a wholly owned subsidiary of Beatrice Foods Co., has filed an application pursuant to section 12(h) of the Securities Exchange Act of 1934, as amended ("1934 Act") for exemption from filing a Form 10-K required by section 15(d) of that Act.

The Application states in part:

1. Applicant is a Michigan corporation subject to the reporting provisions of section 15(d) of the 1934 Act.

2. On August 1, 1977, Applicant became a wholly owned subsidiary of Beatrice Foods Co., a Delaware Corporation. The common stock of Beatrice Foods Co. is listed on the New York Stock Exchange and is registered pursuant to section 12(b) of the 1934 Act.

In the absence of an exemption the Applicant would be required to file a report on Form 10-K for its fiscal year ended August 31, 1977.

The Applicant states that no useful purpose would be served in filing said report because all of the outstanding shares of Applicant's common stock were converted into Beatrice Food Co. common stock with Applicant becoming a wholly owned subsidiary. Therefore, Applicant's common stock is no longer publicly traded.

For a more detailed statement of the information presented, all persons are referred to said application which is on file in the office of the Commission at 500 North Capitol Street NW., Washington, D.C. 20549.

Notice is further given that any interested person not later than March 27, 1978, may submit to the Commission in writing his views on any substantial facts bearing on the application or the desirability of a hearing thereon. Any such communication or request should be addressed: Secretary, Securities and Exchange Commission, 500 North Capitol Street NW., Washington, D.C. 20549, and should state briefly the nature of the interest of the person submitting such information or requesting the hearing, the reason for such request, and the issues fact and law raised by the application which he desires to controvert.

Persons who request a hearing or advice as to whether a hearing is ordered will receive any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponements thereof. At any time after said date, an order granting the application may be issued upon request or upon the Commission's own motion.

For the Commission, by the Division of Corporation Finance, pursuant to delegated authority.

GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc. 78-6228 Filed 3-8-78; 8:45 am]

[8010-01]

[Release No. 14516; SR-NYSE-78-5]

NEW YORK STOCK EXCHANGE, INC.

Filing of Proposed Rule Change and Order Approving Proposed Rule Change

MARCH 11, 1978.

Pursuant to section 19(b)(1) of the Securities Exchange Act of 1934, 15 U.S.C. 78(s)(1) (the "Act"), notice is hereby given that on February 13, 1978, the New York Stock Exchange, Inc. ("NYSE"), 11 Wall Street, New York, N.Y. 10005, filed with the Commission copies of a proposed rule change which requires that lease agreements be submitted to the Exchange for approval and contain certain specified provisions.

Publication of notice of the proposed rule change is expected to be made in the FEDERAL REGISTER during the week of March 6, 1978. Interested persons are invited to submit written data, views and arguments concerning the proposed rule change on or before March 30, 1978. Persons desiring to make written comments should file six copies thereof with the Secretary of the Commission, Securities and Exchange Commission, 500 North Capitol Street, Washington, D.C. 20549. Reference should be made to File No. SR-NYSE-78-5.

Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change which are filed with the Commission, and of all written communications relating to the proposed rule change between the Commission and any person, other than those which may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for inspection and copying at the Commission's Public Reference Room, 1100 L Street NW., Washington, D.C.

The Commission finds that the proposed rule change is consistent with the requirements of the Act and the rules and regulations thereunder applicable to national securities exchanges, and in particlar, the requirements of section 6 and the rules and regulations thereunder. More specifically, the Commission finds the proposed rule change to be consistent with section 6(b)(2) of the Act in that the proposal enhances the ability of a broker or dealer to become a member of the Exchange.

The Commission finds good cause for approving the proposed rule change prior to the 30th day after the date of publication of notice of filing thereof, in that the proposal is necessary to implement the Exchange's membership leasing plan as previously approved as SR-NYSE-77-21.

It is therefore ordered, pursuant to section 19(b)(2) of the Act, that the proposed rule change reference above be, and it hereby is, approved.

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[1] See Securities Exchange Act Release No. 14325 (Dec. 30, 1977) (43 FR 1327 (Jan. 9, 1978)).

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

GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc. 78-6229 Filed 3-8-78; 8:45 am]

[8010-01]

[Release No. 10146; 812-4263]

PLIGROWTH FUND, INC., ET AL.

Filing of Application for Temporary Exemption

MARCH 1, 1978.

Notice is hereby given that Pligrowth Fund, Inc. ("Pligrowth"), Plitrend Fund, Inc. ("Plitrend"), and Pliyield Fund, Inc. ("Pliyield"), registered under the Investment Company Act of 1940 ("Act") as diversified, open-end management investment companies (collectively, "Funds"), and Philadelphia Life Asset Management Co., investment adviser to each of the Funds ("Adviser") (collectively referred to with Funds as "Applicants"), 111 North Broad Street, Philadelphia, Pa. 19107, filed an application on January 25, 1978, and an amendment thereto on February 23, 1978, pursuant to section 6(c) of the Act, for an order of the Commission temporarily exempting Applicants from the provisions of section 15(a) of the Act to permit the Adviser to continue to render investment advisory services to the Funds after termination of its present investment advisory contracts with the Funds. All interested persons are referred to the application on file with the Commission for a statement of the representations contained therein, which are summarized below.

Applicants state that Adviser is a wholly owned subsidiary of Philadelphia Life Insurance Co. ("PLI") and was organized in 1967 for the purpose of serving as investment adviser to Pligrowth. Adviser serves presently as investment adviser to Pligrowth, Plitrend and Pliyield pursuant to investment advisory agreements dated November 19, 1974, March 1, 1975, and September 29, 1975, respectively. As required by section 15 of the Act, each such advisory agreement provides for its automatic termination in the event of an assignment, as defined in the Act.

Applicants state that PLI has entered into a Plan and Agreement of Reorganization, dated October 25, 1977 ("Agreement"), with Tenneco Inc. ("Tenneco"). Tenneco is a Delaware corporation which, together with its subsidiaries, is engaged in integrated oil and gas operations, natural gas transmission, manufacturing and shipbuilding, chemicals, packaging, agriculture and land management and other businesses. Consummation of the transaction described in the Agreement is conditioned upon a number of matters set forth in the Agreement, including approval of the PLI shareholders. Under the terms of the Agreement, PLI would be merged with and into its wholly owned subsidiary, PLI Delaware Life Insurance Corp., a Delaware corporation ("PLI Delaware"); PLI Delaware would then be merged with and into Tenneco Delaware Life Insurance Corp., a Delaware corporation and a wholly owned subsidiary of Tenneco ("TDC"). Immediately thereafter, Tenneco will cause TDC to be merged with and into a new Pennsylvania life insurance company to be organized as a wholly owned subsidiary of Tenneco ("New PLI"). As a result, New PLI will acquire all of the issued and outstanding capital shares of Adviser, and Tenneco will indirectly own all such shares.

Section 15(a) of the Act provides, in pertinent part, that it shall be unlawful for any person to serve or act as an investment adviser of a registered investment company except pursuant to a written contract which has been approved by a vote of the majority of the outstanding voting securities of such registered company, and provides for its automatic termination in the event of its assignment.

Section 2(a)(4) of the Act defines "assignment" to include any direct or indirect transfer of a controlling block of the assignor's outstanding voting securities by a security holder of the assignor. Applicants assert that the reorganization of PLI will result in such an "assignment" of the investment advisory agreements with the Funds, and therefore, such investment advisory agreements will terminate automatically on the date the proposed reorganization is consummated.

Applicants state that on January 24, 1978, the Board of Directors of each of the Funds, a majority of the directors of which are not "interested persons" of such Funds or of Adviser, approved, subject to approval by vote of a majority of the outstanding voting securities of each Fund, a new investment advisory agreement with the Adviser. Each such agreement is identical to the present investment advisory agreement between that Fund and the Adviser.

Applicants further state that immediately following such Directors' meetings, each of the Funds executed and delivered a letter agreement to the Adviser ("Letter Agreements") Pursuant to the Letter Agreements, the Adviser has agreed to perform advisory services for the Funds for the period between the date of assignment of the present investment advisory agreements between such Funds and the Adviser and the dates of the respective meetings of shareholders on the same terms as are contained in the present investment advisory agreement between each such Fund and the Adviser. The Adviser's obligations under the Letter Agreements will include the maintenance of expense guarantees as provided for under the present investment advisory agreements. Subject to receipt of the requested order exempting such payment from section 15(a) of the Act, each Fund, in the Letter Agreement, in exchange for such services, has agreed to pay the Adviser an amount or amounts equal to the lower of the Adviser's costs and expenses allocable to the rendering of advisory services to such Fund, or the fee specified in the present and proposed investment advisory agreements. If, however, an assignment is effected prior to receipt of the requested order of the Commission, the advisory services will be performed for the Funds at no cost until such order is received, or until shareholder approval of the new investment advisory agreement is obtained, whichever occurs first.

Each Fund has also agreed, however, that upon and subject to the approval of each Fund's shareholders as described below and the receipt of this requested order exempting such payment from section 15(a) of the Act, such Fund will pay to the Adviser an amount equal to the difference, if any, between the fee the Adviser would receive at the rate computed under the present investment advisory agreement and the amount actually paid to the Adviser on account of costs and expenses incurred by it, for the period commencing on the date of (i) the above assignment of the present investment advisory agreement between the Fund and the Adviser or (ii) receipt of the requested order of the Commission if that assignment is effected before receipt of such order, and ending on the date of the next scheduled or special meeting of shareholders of such Fund called for the purpose of approving the new investment advisory agreement ("Interim Period"). Each of the Funds has also agreed that, at its next scheduled or special meeting of shareholders, it will present for consideration by its shareholders, among other things, the following proposals:

(a) Approval or disapproval of a new investment advisory agreement with the Adviser;

(b) Approval or disapproval of the payment to the Adviser by such Fund of an amount equal to the difference, if any, between the investment advisory fee the Adviser would receive at a rate computed under the present investment advisory agreement during the Interim Period and the amount paid to the Adviser for costs and expenses incurred by it during such period.

Applicants represent that in 1978, annual meetings of shareholders of Pligrowth and Pliyield are scheduled for November 21, 1978. They further state, however, that the Boards of Directors of Pligrowth and Pliyield have

represented that they will call special meetings of shareholders within 6 months after the date of receipt of the requested order. It is further represented that if the above meetings of Pligrowth and Pliyield shareholders are not held within 6 months of the issuance of the requested order and the proposed votes are not taken, which Applicants do not presently anticipate, the Adviser will provide advisory services at no cost to either such Fund after such 6-month period until a meeting of its shareholders is held. Finally, Applicants state that the 1978 annual meeting of shareholders of Plitrend is scheduled for February 28, 1978.

Section 6(c) of the Act provides, in pertinent part, that the Commission, by order upon application, may conditionally or unconditionally exempt any person, security or transaction from any provision of the Act or any rule or regulation thereunder, if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Applicants assert that the granting of the requested order is appropriate in the public interest and consistent with the protection of the investors of Pligrowth, Plitrend and Pliyield and with the purposes fairly intended by the policy and provisions of the Act, for the following reasons:

(i) For each Fund, the present investment advisory agreement was approved by the shareholders on the following dates: Pligrowth—November 19, 1974; Plitrend—February 18, 1975; and Pliyield—March 23, 1976. The renewal of each of such agreements for a one-year period was approved by the Boards of Directors of the respective Funds on the following dates: Pligrowth—November 15, 1977; Plitrend—August 24, 1976 (for the period from March 1, 1977 through February 28, 1978); and Pliyield—August 16, 1977. The new investment advisory agreements which, subject to shareholder approval, are proposed to be entered into by each of the Funds are identical to the investment advisory agreements approved on the foregoing dates. Each such new investment advisory agreement has been approved by a majority of the Directors of each Fund who are not "interested persons". In addition, the new investment advisory agreements will be submitted to the shareholders of each Fund at their next scheduled or special meeting called for such purpose, and at such meeting each of the Funds will also submit to its shareholders the question of approval of the payment to the Adviser of investment advisory fees during the Interim Period at the rates provided in the investment advisory agreement between each such Fund and the Adviser in excess of the payments of costs and expenses incurred by the Adviser during such period.

(ii) Funds have been advised by the Adviser, PLI, and Tenneco that after consummation of the reorganization, the Adviser will have substantially the same staff and capitalization as before the acquisition, and will be fully qualified to furnish the services provided under the present investment advisory agreements and the Letter Agreements. It is anticipated that substantially all of the personnel of the Adviser who are presently engaged in providing advisory services for the Funds will continue to do so and all of the current Directors and principal officers of the Adviser will retain their respective positions.

(iii) The requested exemption will be limited in duration from the date of the assignment until the next scheduled or special meeting of shareholders—expected to occur within six months after the date of receipt of the requested order in the case of Pligrowth and Pliyield, and on February 28, 1978 in the case of Plitrend.

(iv) Applicants do not believe that the expense and time involved in calling a special meeting of shareholders for each Fund for the purpose of approving new investment advisory agreements with the Adviser prior to the date of the assignment is warranted because of the contingencies involved in the reorganization of PLI.

Notice is further given that any interested person may, not later than, March 27, 1978, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request, and the issues, if any, of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail upon Applicants at the address stated above. Proof of such service (by affidavit or, in the case of an attorney-at-law, by certificate) shall be filed contemporaneously with the request. As provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application will be issued as of course following said date unless the Commission thereafter orders a hearing upon request or upon the Commission's own motion. Persons who request a hearing, or advice as to whether a hearing is ordered, will receive any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponements thereof.

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

GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc. 78-6230 Filed 3-8-78; 8:45 am]

[8010-01]

[File No. 1-7259]

SOUTHWEST AIRLINES CO.

Application To Withdraw From Listing and Registration

MARCH 2, 1978.

The above named issuer had filed an application with the Securities and Exchange Commission, pursuant to section 12(d) of the Securities Exchange Act of 1934 and Rule 12d2-2(d) promulgated thereunder, to withdraw the specified security from listing and registration on the American Stock Exchange, Inc. (Amex).

The reasons alleged in the application for withdrawing this security from listing and registration include the following:

The common stock of Southwest Airlines Co. (the "Company") has been listed for trading on the Amex since October 24, 1975. On June 27, 1977, such stock was also listed for trading on the New York Stock Exchange, Inc. ("NYSE"). The Company does not see any particular advantage in the dual trading of its common stock on both the Amex and NYSE inasmuch as trading of such stock on the Amex has been substantially reduced since the stock continued dual listing would no longer serve the purpose of stimulating competition among the market makers of its common stock.

The application relates solely to the withdrawal from listing and registration on the Amex and shall have no effect upon the continued listing of such common stock on the NYSE. The Amex has posed no objection in this matter.

Any interested person may, on or before March 24, 1978, submit by letter to the Secretary of the Securities and Exchange Commission, Washington, D.C. 20549, facts bearing upon whether the application has been made in accordance with the rules of the Exchange and what terms, if any, should be imposed by the Commission for the protection of investors. The Commission will, on the basis of the application and any other information submitted to it, issue an order granting the application after the date mentioned above, unless the Commission determines to order a hearing on the matter.

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

GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc. 78-6231 Filed 3-8-78; 8:45 am]

[8010-01]

[File Nos. 3-5389; 81-325]

TIME HOLDINGS, INC.

Application and Opportunity for Hearing

MARCH 2, 1978.

Notice is hereby given that Time Holdings, Inc. ("Applicant") has filed an application pursuant to section 12(h) of the Securities Exchange Act of 1934, as amended, (the "Exchange Act") seeking an exemption from the requirement to file reports pursuant to sections 13 and 15(d) of the Exchange Act.

The Applicant states, in part:

1. The Applicant was a publicly held company subject to the reporting provisions of section 15(d) of the Exchange Act.

2. On January 9, 1978, the Applicant was merged with a wholly owned subsidiary of N.V. AMEV ("NVA") pursuant to an Agreement and Plan of Merger adopted on November 3, 1977.

3. As a result of the merger, all the issued and outstanding shares of common stock of the Applicant are now owned by NVA.

In the absence of an exemption, Applicant is required to file certain periodic reports with the Commission pursuant to section 15(d) of the Exchange Act, including an annual report on Form 10-K for the fiscal year ended December 31, 1977.

The Applicant argues that no useful purpose would be served in filing the periodic reports because NVA now owns all of the Applicant's common stock, and its common stock is no longer publicly traded.

For a more detailed statement of the information presented, all persons are referred to the Application which is on file in the offices of the commission at 500 North Capitol Street, Washington, D.C. 20549.

Notice is further given that any interested person not later than March 27, 1978, may submit to the commission in writing his views or any substantial facts bearing on the application or the desirability of a hearing thereon. Any such comunication or request should be addressed: Secretary, Securities and Exchange Commission, 500 North Capitol Street NW., Washington, D.C. 20549, and should state briefly the nature of the interest of the person submitting such information or requesting the hearing, the reason for such request, and the issues of fact and law raised by the application which he desires to controvert.

Persons who request a hearing or advice as to whether a hearing is ordered will receive any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponements thereof. At any time after said date, an order granting the application may be issued upon request or upon the Commission's own motion.

For the Commission, by the Division of Corporation Finance, pursuant to delegated authority.

GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc. 78-6232 Filed 3-8-78; 8:45 am]

[8010-01]

[Release No. 34-14519; File No. SR-BSE-77-5]

BOSTON STOCK EXCHANGE

Self-Regulatory Organization; Proposed Rule Changes

Pursuant to section 19(b)(1) of the Securities Exchange Act of 1934, 15 U.S.C. 78s(b)(1), as amended by Pub. L. 94-29, 16 (June 4, 1975), notice is hereby given that on December 12, 1977, the above mentioned self-regulatory organization filed with the Securities and Exchange Commission proposed rule change as follows:

BSE'S STATEMENT OF THE TERMS OF SUBSTANCE OF THE PROPOSED RULE CHANGE

1. *Proposed Rule Change*

(a) *Chapter VIII* Amended to include material at the end of Chapter to read as follows:

SUPPLEMENTARY MATERIAL

The Board of Governors has approved the following amended margin procedures applicable to Specialist's primary and alternate accounts.

1. Margin requirements will be computed separately on primary and alternate accounts. The minimum equity required in a primary account will be $50,000 and in an alternate account $25,000.
2. For each position in either the specialist, alternate or trading account that exceeds the Specialist Unit's total equity by more than 30%, and additional haircut of up to 15% of the excess (depending on recognized indices of volatility and liquidity of the issues involved, as interpreted by the Department of Member Firms) will be taken in computing margin requirements.
3. In the event that the margin in a Specialist's accounts is below 15%, there may be an immediate margin call which must be satisfied by bringing the account up 25% margin within one trading hour of such information being brought to the attention of the Specialist or his agent on the Floor of the Exchange. Such margin call can be satisfied by deposit of cash, marketable securities or liquidation.
4. Notwithstanding the above, the Department of Member Firms may require any Specialist Unit to bring its book within margin compliance in any period of time, after discussion with at least two of the following: the Chairman or Vice Chairman of the Exchange, the Chairman of the Executive Committiee, the Chairman of the Committee on Business Conduct, and the President of the Exchange, in conjunction with one member of the Committee on Business Conduct who is active on the Floor.
5. The Department of Member Firms shall act promptly under the authority granted in paragraph (4) of the current margin procedures in the event that they perceive Specialists abusing the spirit of the margin procedures by involving themselves in a patterm of undermargined situations.
6. Trading accounts will be governed by normal Regulation T provisions with respect ot initial margin and, if financed through the Clearing Corporation, must maintain a 25% margin or be subject to calls as indicated above.

(b) Not applicable.

(c) Not applicable.

BSE'S STATEMENT OF BASIS AND PURPOSE

Purposed the Proposed Rule Changes

To comply with the provisions of the Securities Exchange Act of 1934, as amended by the Securities Acts Amendments of 1975. Rules were reviewed by the Securities and Exchange Commission, which ordered a review of all the Rules.

Bases of the Proposed Rule Changes;

(i) Not applicable.
(ii) Not applicable.
(iii) Not applicable.
(iv) Not applicable.
(v) Not applicable.
(vi) Not applicable.
(vii) Not applicable.

Comments Received from Members, Participants or Others on Proposed Rule Changes

No comments were solicited or received.

Burden on Competition

No burden on competition is perceived by adoption of the proposed amendment.

On or before April 13, 1978, or within such longer period (i) as the Commission may designate up to 90 days of such date, if it finds such longer period to be appropriate and publish its reason for so finding, or (ii) as to which the above-mentioned self-regulatory organization consents, the Commission will: (A) By order approve such proposed rule changes, or (B) Institute proceedings to determine whether the proposed rule changes should be disapproved.

Interested persons are invited to submit written data, views and arguments concerning the foregoing. Persons desiring to make written submissions should file six copies thereof with the Secretary of the Commission, Washington, D.C. 20549. Copies of the filing with respect to the foregoing and of all written submissions will be available for inspection and copying in the Public Reference Room, 1100 L Street NW., Washington, D.C. Copies of such filing will also be available for inspection and copying at the principal office of the above-mentioned self-regulatory organization. All submissions should refer to the file number referenced in the caption above and should be submitted on or before April 10, 1978.

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

GEORGE A. FITZSIMMONS,
Secretary.

MARCH 2, 1978.

[FR Doc. 78-6233 Filed 3-8-78; 8:45 am]

[8010-01]

[Release No. 34-14518; File No. SR-CBOE-1978-4]

CHICAGO BOARD OPTIONS EXCHANGE, INC.

Self-Regulatory Organizations; Proposed Rule Change

Pursuant to section 19(b)(1) of the Securities Exchange Act of 1934, 15 U.S.C. 78s(b)(1) as amended by Pub. L. 94-29, 16 (June 4, 1975), notice is hereby given that on February 16, 1978, the above-mentioned self-regulatory organization filed with the Securities and Exchange Commission a proposed rule change as follows (deletions in brackets; additions in italics):

EXCHANGE'S STATEMENT OF THE TERMS OF SUBSTANCE OF THE PROPOSED RULE CHANGE

Rule 6.2.01(a) Opening Rotations

Interpretations and Policies:

.01 No change

(a) Opening Rotations. The opening rotation in each class of options shall be held promptly following the opening transaction in the underlying security on the principal exchange where it is traded. As a rule, a Board Broker acting in more than one class of options should open them in the same order in which opening transactions are reported in the underlying securities. In conducting each such opening rotation, the Board Broker should first open the one or more series of options of a given class having the nearest expiration, then proceed to the series of options having the next most distant expiration, and so forth, until all series have been opened. [Except as otherwise provided by the FPC.] If both puts and calls covering the same underlying security are traded, the Board Broker shall determine which type of option would open first, and [may] *shall* alternate the opening of put series and call series [or]. [may open all series of one type before opening any series of the other type, depending on current market conditions] *A Board Broker may conduct the opening rotation in another manner only with the approval of two Floor Officials or at the direction of the Floor Procedure Committee.*

Rule 6.54 Accommodation Liquidations

Interpretations and Policies

.01 A Board Broker who receives a closing buy order for $.01 per share at option shall attempt to execute the order against any $.01 closing sell orders in his possession. If any part of the buy order cannot be immediately executed, the Board Broker shall display the $.01 bid.

Upon receiving a closing sell order for $.01 per share at option, the Board Broker shall attempt to execute the order [at the best available bid.] *against any $.01 closing buy orders in his possession.* If any part of the sell order cannot be immediately executed, the Board Broker shall [display the order as a $.01 offer. However, since a market or a 1/16 opening buy order may come to the marketplace next, the $.01 closing sell order should be filed in time sequence with any orders to sell at 1/16. This provides the ability to execute the closing sell order at $.01 if a closing buy order arrives next, or at 1/16 if an opening buy order arrives next.] *file the $.01 closing sell order in time sequence with any other $.01 closing sell orders, but shall display the next highest offer in that option series for which he has $.01 closing sell orders.*

Upon execution of any $.01 per share orders, the Board Broker shall promptly supply reports of the transaction back to the member firms involved. In accordance with (vi) above, he will not report the transactions to the Exchange until after the close of each business day.

Rule 7.7.01 Board Broker Display of Bids and Offers

Interpretations and Policies:

.01 In displaying the highest bid and the lowest offer in his book for a particular option contract, a Board Broker shall indicate the full size of such bid or offer if it is for [25] *999* option contracts or fewer option contracts. If the highest bid or lowest offer is for more than [25] *999* option contracts, the Board Broker shall display a size indication of at least [25 units] *999 contracts*, and whenever practicable, shall [display] *verbally provide* a reasonable indication of the full size of such bid or offer.

EXCHANGE'S STATEMENT OF BASIS AND PURPOSE

The purposes of the proposed rules change are:

(A) To facilitate transactions in opening rotations of options classes where both puts and calls are traded by standardizing the order in which the Board Broker opens the different series within the class;

(B) To alter and standardize Board Broker procedures for the execution and display of $.01 closing orders to sell; current procedures have resulted in trades taking place at a price of 1/16 when a $.01 offer to sell has been displayed on the Board Broker's book.

(C) To make more meaningful the display of order information by Board Brokers by requiring them to display the size of virtually all orders.

A. OPENING ROTATIONS

The proposed modification of Rule 6.2, Interpretation .01(a) requires the Board Broker to alternate the opening of put and call option series if both are traded on an underlying security. As so amended, the interpretation deprives a Board Broker of the discretion he presently enjoys to open a class of options either by alternating put and call series or by opening all option series of one type before any series of the other type, depending upon his market judgment except as specifically otherwise provided by the Exchange's Floor Procedure Committee. This standardization of procedure will make it easier for market participants to anticipate when trading in each option series in a class will begin.

B. CABINET TRADES

The proposed modification of Rule 6.54, Interpretation .01 is intended to clarify procedures respecting accommodation liquidations and thereby facilitate uniform adherence by Board Brokers to those procedures.

Under the proposed modification, a Board Broker would continue to match cabinet bids and offers in his possession (i.e., $.01 per share at option offers and bids that pertain to closing sale and closing purchase transactions, respectively) and would continue to hold in his order file any such unexecuted closing $.01 sell orders or closing $.01 buy orders, sequenced by time of entry.

Present procedure requires that closing sell orders at 1/16 be filed by Board Brokers in time sequence with $.01 closing sell orders and that unexecuted $.01 closing sell orders be displayed by the Board Broker. The display by the Board Broker of a $.01 closing sell order can create confusion when an opening buy order at 1/16 enters the crowd. The opening buy order at 1/16 may not be executed at the $.01 price since that price has been reserved for accommodation liquidation transactions. As a result, trading can now take place at a price greater than $.01 per share at option while a $.01 closing sell order is displayed on the Board Broker's book.

The proposed modification to Interpretation .01 to Rule 6.54 would require that $.01 closing sell orders be sequenced in time only with other $.01 closing sell orders and that any unexecuted $.01 closing sell orders not be displayed by the Board Broker. Therefore, the lowest closing offer that would be displayed by the Board Broker would be an offer to sell at 1/16, which offer could be executed with any 1/16 order to buy in the crowd, without regard to whether that buy order pertained to an opening purchase or closing purchase transaction.

A proposed addition to Interpretation .01 to Rule 6.54 requires prompt reports by Board Brokers to member firms of executions of cabinet trades.

C. DISPLAY OF ORDER SIZE

The proposed modification to Rule 7.7, Interpretation .01, requires the Board Broker to display the full size of a bid or offer. There seems to be no justification for limiting such display to situations where the order is for 25 contracts or fewer, as Rule 7.7 presently does.

The basis under the Act for the proposed rule change is section 6(b)(5) in that the proposed changes are designed to facilitate transactions in se-

curities by standardizing and improving the procedures of Board Brokers for (1) conducting opening rotations (2) executing and displaying cabinet bids and offers and (3) displaying the size of bids and offers.

Comments were not solicited nor were comments received regarding this proposed rule change.

The Exchange does not believe this proposed rule change will place any burden on competition. To the extent it results in standardized procedures and more meaningful displays of bids and offers on the Board Broker's book, competition should be enhanced.

On or before April 13, 1978, or within such longer period (i) as the Commission may designate up to 90 days of such date if it finds such longer period to be appropriate and publishes its reasons for so finding or (ii) as to which the above-mentioned self-regulatory organization consents, the Commission will:

(A) by order approve such proposed rule change, or

(B) institute proceedings to determine whether the proposed rule change should be disapproved.

Interested persons are invited to submit written data, views and arguments concerning the foregoing. Persons desiring to make written submissions should file 6 copies thereof with the Secretary of the Commission, Washington, D.C. 20549. Copies of the filing with respect to the foregoing and all written submission will be available for inspection and copying in the Public Reference Room, 1100 L Street NW., Washington, D.C. Copies of such filing will also be available for inspection and copying at the principal office of the above-mentioned self-regulatory organizations. All submissions should refer to the file number referenced in the caption above and should be submitted on or before April 10, 1978.

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

GEORGE A. FITZSIMMONS,
Secretary.

MARCH 2, 1978.

[40 FR Doc. 78-6234 Filed 3-8-78; 8:45 am]

[8010-01]

[Release No. 34-14522; File No. SR-MSE-78-2]

MIDWEST STOCK EXCHANGE, INC.

Self-Regulatory Organizations; proposed rule changes

Pursuant to section 19(b)(1) of the securities Exchange Act of 1934, 15 U.S.C. 78s(b)(1), as amended by Pub. L. 94-29, 16 (June 4, 1975), notice is hereby given that on February 6, 1978, the above-mentioned self-regulatory organization filed with the Securities and Exchange Commission proposed rule changes as follows:

STATEMENT OF THE TERMS OF SUBSTANCE OF THE PROPOSED RULE CHANGES

Additions in italic—[Deletions bracketed]

Section 2 of Article VII of the constitution is hereby amended as follows:

ARTICLE VII

Discipline

Sec. 2. the Exchange shall have authority to discipline any member organization violating any provision of the Constitution or Rules [or the By-laws or Rules of the Midwest Clearing Corporation, Midwest Securities Trust Company or the Options Clearing Corporation as provided in the rules]. Discipline may be by censure, fine, suspension, expulsion or as the Board of governors may determine. The Exchange, as and to the extent provided in the Rules, shall have regulatory and disciplinary jurisdiction over partners of member firms; officers, directors and principal stockholders of member corporations; employees of members and member organizations; subsidiaries of member organizations; parent firms and principal officers and subsidiaries of parent firms. As and to the extent provided in the Rules, the disciplinary authority of the Exchange over any person or organization occupying a status described by this section shall continue after the termination of such status with respect to acts or omissions occurring prior to such termination. disciplinary proceedings shall be in accordance with the Rules.

Sections 2 and 3 of Article VIII of the Constitution are hereby amended as follows:

ARTICLE VIII

Sec. 2. *The terms and conditions of all Exchange Contracts shall be deemed to include* [T] *the* provisions of the Certificate of Incorporation, Constitution and of the Rules *of the Exchange* [shall be a part of the terms and conditions of all Exchange Contracts] and the By-Laws and the Rules of the [Midwest Clearing Corporation and the Options Clearing Corporation] *registered clearing agency or agencies through which the Contract is to be cleared and settled.* [shall be a part of the terms and conditions of every contract which is to be cleared or settled through such Clearing Corporations and a] *All* such contracts shall be subject to the exercise by the Board of governors and the appropriate [clearing corporation] *registered clearing agency* of the powers with respect thereto vested in them by the Certificate of Incorporation, Constitution and Rules of the Exchange and by the By-Laws and Rules of [either of the appropriate clearing corporations, respectively.] *the appropriate registered clearing agency.*

Sec. 3. *The comparison of data respecting the terms of settlement of Exchange Contracts and the resolution of any disagreements about the terms of such contracts shall be accomplished by the parties thereto through the facilities and in accordance with the Rules of the Exchange.* On every Exchange Contract *clearance and settlement* [delivery and payment] shall be made through *and in accordance with the By-Laws and Rules of a registered clearing agency* [the Midwest Clearing Corporation or Options Clearing Corporation as required by the By-Laws and Rules of the Midwest Clearing Corporation or Options Clearing Corporation unless it is otherwise mutually agreed by the parties to the contract, or the appropriate Clearing Corporation, either in the particular instance or in pursuance of its By-Laws and Rules, refuses to act in the matter].

A party to an Exchange Contract who is not a *participant in* [clearing member of] *a registered clearing agency* [the Midwest Clearing Corporation or Options Clearing Corporation] shall cause the transaction to be cleared and settled for him or it by a [clearing member of] *participant in a registered clearing agency* [the appropriate Clearing Corporation]; however, such nonclearing *participant* [member] having both the purchase and selling orders of a proposed transaction may have such transaction completed on the Exchange without the services of a clearing [member] *agency participant,* provided it is duly reported to the exchange *for comparison* [and the appropriate Clearing Corporation].

STATEMENT OF BASIS AND PURPOSE

The basis and purpose of the foregoing proposed rule change is as follows:

The purpose of these amendments is to eliminate the references to Midwest Clearing Corp., Midwest Securities Trust Co., and the Options Clearing Corp. in order to better allow for the development of a national system for the settlement of transactions in securities.

Sections 6(b)(8) and 15A(b)(9) of the Act prohibit the rules of national securities exchanges from imposing any burden on competition not necessary or appropriate in furtherance of the purposes of the Act. These sections complement Section 17A(a)(2) of the Act which directs the commission to use its authority under the Act to facilitate the establishment of a national system for the settlement of transactions in securities.

Comments have neither been solicited nor received by the Midwest Stock Exchange, Inc.

The Midwest Stock Exchange, Inc. believes that no burdens have been placed on competition.

On or before April 13, 1978, or within such longer period (i) as the Commission may designate up to 90 days of such notice if it finds such longer period to be appropriate and publishes its reasons for so finding or (ii) as to which the above-mentioned self-regulatory organization consents, the commission will: (A) by order approve such proposed rule changes, or (B) institute proceedings to determine whether the proposed rule changes should be disapproved.

Interested persons are invited to submit written data, views and arguments concerning the foregoing. Persons desiring to make written submissions should file 6 copies thereof with the Secretary of the Commission, Securities and Exchange Commission, Washington, D.C. 20549. copies of the filing with respect to the foregoing and of all written submissions will be

available for inspection and copying in the Public Reference Room, 1100 L Street NW., Washington, D.C. Copies of such filing will also be available for inspection and copying at the principal office of the above-mentioned self-regulatory organization. All submissions should refer to the file number referenced in the caption above and should be submitted on or before March 30, 1978.

For the Commission by the division of Market Regulation, pursuant to delegated authority.

GEORGE A. FITZSIMMONS,
Secretary.

MARCH 2, 1978.

[FR Doc. 78-6235 Filed 3-8-78; 8:45 am]

[8010-01]

[Release No. 34-14519; File No. SR-MSRB-77-12]

MUNICIPAL SECURITIES RULEMAKING BOARD

Self-Regulatory Organizations; Proposed Rule Changes

Pursuant to section 19(b)(1) of the Securities Exchange Act of 1934, 15 U.S.C. 78s(b)(1), notice is hereby given that on February 28, 1978, the above-mentioned self-regulatory organization filed with the Securities and Exchange Commission a proposed rule change as follows:

STATEMENT OF THE TERMS OF SUBSTANCE OF THE PROPOSED RULE CHANGES

On September 20, 1977, the Municipal Securities Rulemaking Board (the "Board") filed with the Securities and Exchange Commission (the "Commission") a series of proposed rules and rule amendments (File No. SR-MSRB-77-12), the general purpose of which was to codify basic standards of fair and ethical business conduct for municipal securities professionals. The Board is filing herewith amendments to certain of such proposed rules as set forth below (hereafter sometimes referred to as the "proposed amendments").

The proposed amendments effect changes to proposed rule D-9 which defines the term "customer," to proposed rule G-28 relating to transactions with employees and partners of other municipal securities professionals, and to proposed rule G-32 relating to disclosures in connection with new issues.

STATEMENT OF BASIS AND PURPOSE

The basis and purpose of the foregoing proposed rule changes is as follows:

PURPOSE OF PROPOSED RULE CHANGES

The specific purpose of each of the proposed amendments is discussed below.

RULE D-9—"CUSTOMER"

Rule D-9 codifies, as a definitional rule of general application, the definition of the term "customer" presently set forth in various Board rules. As filed with the Commission, the proposed rule provided that an issuer of securities which are the subject of the transaction in question would not be a customer. The proposed amendment modifies this aspect of the proposed rule to provide that an issuer would not be a customer within the meaning of the rule only in case of a sale by it of a new issue of its securities. The Board believes that the protections afforded customers by its rules should be extended to issuers when they act in secondary market transactions.

RULE G-28—TRANSACTIONS WITH EMPLOYEES AND PARTNERS OR OTHER MUNICIPAL SECURITIES PROFESSIONALS

Proposed rule G-28 is designed to prevent employees and partners of securities professionals from effecting transactions which are contrary to the interests of the securities firm or bank dealer with which they are associated or otherwise acting improperly with respect to transactions in municipal securities. Under the proposed rule as filed with the Commission, a securities professional would have to obtain the specific written authorization of a municipal securities broker or municipal securities dealer in order to open or maintain an account in which transactions in municipal securities may be effected for employees and partners (and members of their immediate family) of such municipal securities broker or municipal securities dealer. In addition, the securities professional carrying the account would be required to send to the municipal securities broker or municipal securities dealer a duplicate confirmation of each transaction in municipal securities effected for the account.

The proposed amendment to rule G-28 eliminates the requirement to obtain written consent and substitutes in its place a requirement to provide written notice to a municipal securities broker or municipal securities dealer prior to opening an account for an employee or partner of the municipal securities broker or municipal securities dealer. Upon further consideration, the Board believes that a requirement to obtain written consent would impose an unnecessary burden on both parties and that the purpose of the rule can be realized if prior written notice is given and an employer is provided with a duplicate confirmation of every transaction effected for such an account.

RULE G-32—DISCLOSURES IN CONNECTION WITH NEW ISSUES

Proposed rule G-32 requires a municipal securities professional to furnish to each customer in connection with the sale of new issue securities: (i) A copy of the official statement (or an abstract or other summary of such statement) if an official statement is voluntarily furnished to underwriters by an issuer, and (ii) certain other information concerning underwriting arrangements.

The requirement to furnish to customers copies of official statements and the specified information applies to every municipal securities dealer, whether or not a member of a syndicate. However, under the proposed rule as filed with the Commission, a syndicate member has no obligation to provide official statements to a non-member dealer to which the syndicate member sells securities. The Board is concerned that in the absence of such a requirement a non-member dealer would not be able to discharge its responsibility under the proposed rule to its customers. The Board has therefore amended proposed rule G-32 to require that a syndicate member furnish the official statement and information required by the proposed rule to non-member dealers to which it sells new issue securities, upon request by such dealers.

The Board has also deleted the provision requiring disclosure of the names and participations of each member of a syndicate. The Board believes that such information is not material to an investor's decision to purchase securities. Another amendment to proposed rule G-32 deletes the requirement for disclosing the initial offering price in competitive sale situations. The Board believes that it is not necessary to require disclosure of such information in competitive sales, as opposed to negotiated sales, since independent market forces dictate the structure of such financings and the Board therefore believes that the information in question is not material.

BASIS UNDER THE ACT FOR PROPOSED RULE CHANGES

The Board has adopted the proposed rule changes pursuant to section 15B(b)(2) of the Securities Exchange Act of 1934, as amended (the "Act"), which authorizes the Board to adopt rules governing transactions in municipal securities effected by brokers, dealers and municipal securities dealers, and in accordance with the standards set forth in section 15B(b)(2)(C) of the Act, which provides in part that the Board's rules shall

> be designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, * * * to remove impediments to and perfect the mechanism of a free and open market in municipal securities, and, in general, to protect investors and the public interest; and [shall] not be designed to permit unfair discrimination between customers, issuers, mu-

nicipal securities brokers, or municipal securities dealers. * * *

COMMENTS RECEIVED FROM MEMBERS, PARTICIPANTS, AND OTHERS ON PROPOSED RULE CHANGES

The Board originally filed the proposed rule changes on September 20, 1977 (File No. SR-MSRB-77-12). In response to the publication of the proposed rule changes in the FEDERAL REGISTER on September 28, 1977, the Commission and the Board received 28 comment letters. The letters relating to subjects other than proposed rule G-23 are discussed. The Board intends to consider further proposed rule G-23 and the comments received on such proposed rule are therefore not discussed in this filing. Copies of all letters of comment are on file at the offices of the Commission and of the Board.

The succeeding discussion of the comment letters is organized by reference to the proposed amendments to rules or proposed rules. Proposals with respect to which there were no comments are not discussed. Rule D-8

"BANK DEALER"

Rule D-8, which is currently in effect, defines the term "bank dealer" to mean a municipal securities dealer which is a bank or a separately identifiable department or division of a bank as defined in rule G-1 of the Board. Under the proposed amendment to this rule, language would be added to exempt specifically from the definition of a bank dealer, fiduciary activities of a bank conducted pursuant to trust powers granted under State or Federal law.

The National Association of Securities Dealers, Inc. (the "NASD") objected to the exception for trust activities in the proposed amendment, stating that customers of a bank's trust department are entitled to the same protection under the Board's rules as customers of municipal securities dealers. The NASD suggested that rule D-8 be modified to provide that the Board's rules apply to municipal securities transactions for customers of bank trust departments. The NASD also recommended that changes be made to proposed rule D-9 which defines "customer," proposed rule D-10 which defines "discretionary account," and proposed rule G-26 on administration of discretionary and other accounts, in order to include customers of bank trust departments within the scope of the proposed rules.

The Board determined not to delete the proposed amendment to rule D-8, or to make the other changes referred to above. Among other reasons, it is not clear as a matter of law that the Board has the authority to regulate the municipal securities activities of a bank trust department. Section 3(a)(30) of the Act, which defines a "municipal securities dealer," can be construed to exclude from the definition of that term activities of a bank that are conducted in a fiduciary capacity. The legislative history of this section and section 15B of the Act, under which municipal securities brokers and municipal securities dealers are regulated, provides no guidance with respect to this question.

The Board notes that the three federal bank regulatory agencies have proposed regulations in response to the Commission's *Final Report on Bank Securities Activities*, which was transmitted to Congress pursuant to section 11A(e) of the Act. Under the proposed regulations, banks would be required to maintain for 6 years certain records concerning securities transactions, provide confirmations of transactions in certain securities to customers, and establish written policies and procedures regarding the supervision of employees who engage in securities transactions and certain other matters. The proposed regulations would apply to municipal securities transactions effected by bank trust departments for customers of such departments.

RULE G-17—CONDUCT OF MUNICIPAL SECURITIES BUSINESS

Proposed rule G-17 enunciates the general principle that municipal securities professionals must deal fairly with all persons, including other market professionals and customers, and must not engage in any deceptive, dishonest, or unfair practice.

The Public Securities Association (the "PSA") recommended that the standard of conduct prescribed in the proposed rule also include the concepts of "high standards of commercial honor" and "just and equitable principles of trade," the standards used in corresponding Commission and NASD rules applicable to corporate securities transactions.

The Board believes that it would be inappropriate to modify the proposed rule as suggested by the PSA. Although analogous to the standards employed in the Commission and NASD rules, the standard of fair conduct in the proposed rule is intended to refer to the customs and practices of the municipal markets, which may, in many instances, differ from that in the corporate securities markets. Use of the same standard might therefore be confusing.

The NASD indicated its approval of the proposed rule as filed with the Commission.

RULE G-19—SUITABILITY OF RECOMMENDATIONS AND TRANSACTIONS

Proposed rule G-19 prohibits a securities professional from recommending transactions in municipal securities to a customer unless the professional makes certain determinations with respect to the suitability of such transactions. The proposed rule also specifies standards for affecting transactions in municipal securities for a discretionary account and prohibits churning.

Girard Bank indicated that it believes to be unduly burdensome the requirement in proposed rule G-19 to obtain certain information concerning a customer before making a recommendation to the customer. The Board believes that the requirement is appropriate and necessary for the protection of investors.

In its deliberations, the Board reconsidered subparagraph (a)(ii) of the proposed rule, relating to the circumstances under which a municipal securities professional may make a recommendation to a customer who does not disclose all of the personal and financial information referred to in subparagraph (a)(i) of the proposed rule. The Board determined to retain subparagraph (a)(ii) in its present form. Accordingly, a municipal securities professional may make a recommendation to a customer who does not disclose all such information, provided that the municipal securities professional has no reasonable grounds to believe that the recommendation is unsuitable for the customer. The Board notes in this connection that proposed rule G-19 places an obligation on municipal securities professionals to conduct a reasonable inquiry in order to make, if possible, the affirmative determination as to suitability contemplated by subparagraph (a)(i) of the proposed rule.

The Board also considered amending the proposed rule to add "and does believe" in paragraph (a)(i) and "and does not believe" in paragraph (a)(ii). The Board decided not to amend the rule in this manner because it believed that it would be redundant to include such language and difficult to establish the requisite state of mind, whether affirmative or negative, as a matter of proof. For example, a municipal securities professional who does not believe that a recommendation is suitable would not have "reasonable grounds" to make a recommendation.

RULE G-20—GIFTS AND GRATUITIES

Proposed rule G-20 prohibits a municipal securities professional from giving or providing services to another person in relation to the municipal securities activities of such person's employer in excess of an annual amount of $100 per recipient. The $100 limitation, however, would not apply to occasional gifts of meals or tickets to theatrical, sporting, and other entertainments, or gifts of reminder advertising, provided that such gifts are not so frequent or excessive "as to raise a

suggestion of conduct inconsistent with high standards of professional ethics in the municipal securities industry."

The NASD expressed its support for the proposed rule, but suggested that the Board's inclusion of the language quoted above may have been the result of an oversight, since similar language contained in the exposure draft of rule G-17 had been deleted from that rule as filed with the Commission.

The language in question was purposefully included in proposed rule G-20. The Board believes that it establishes a meaningful standard, which will provide guidance both to the industry and the regulatory organizations charged with the enforcement of the rule.

RULE G-22—CONTROL RELATIONSHIPS

Proposed rule G-22 requires the disclosure to customers of control relationships between a securities professional and an issuer of municipal securities as well as persons other than issuers who are obligated with respect to debt service.

Crocker National Bank stated that the proposed rule might present a compliance problem for banks which register a separately identifiable department or division. It suggested that the problem could be alleviated by requiring disclosure "only for public finance situations" and by narrowing the scope of the proposed rule to apply only to control relationships involving employees of the dealer unit within the bank.

In the case of a bank dealer, a control relationship would be deemed to exist under the proposed rule only if the dealer unit or the bank, as an organization, controls, is controlled by, or is under common control with an issuer or debt obligor. Excluded would be situations in which an employee of a bank, who is not an employee of the dealer unit, controls an issuer, unless the employee is also in a control relationship with respect to the bank as a whole. Accordingly, the scope of the proposed rule is essentially the same as that recommended by Crocker National Bank.

RULE G-28—TRANSACTIONS WITH EMPLOYEES AND PARTNERS OF OTHER MUNICIPAL SECURITIES PROFESSIONALS

Proposed rule G-28 establishes procedures for opening and maintaining accounts for employees and partners of other securities professionals and for effecting transactions for such accounts.

The NASD recommended that the proposed rule be modified (i) to provide for "written notification to" the employer rather than "written authorization from" the employer, and (ii) to permit an employer to determine whether or not copies of confirmations of all transactions should be transmitted to it.

As indicated under item 3 above, the Board has adopted the NASD's first suggestion. The Board did not adopt the second suggestion because it believes that the requirement to provide copies of confirmations of all transactions to an employer is necessary to assure that the other municipal securities professional is fully informed regarding the trading activivties of its employees and partners, so that accounts maintained by such persons are not used for illegal or improper purposes.

RULE G-30—PRICES AND COMMISSIONS

Proposed rule G-30 requires that transactions with customers in municipal securities effected by a securities professional as principal be effected at a fair and reasonable price, taking into account the various factors mentioned in the rule as well as any other factors that may be relevant in determining the fairness or reasonableness of the price to the customer. With respect to agency transactions, the proposed rule provides that any commission or service charge to a customer for effecting a transaction must be fair and reasonable taking into account all relevant factors including those referred to in the rule.

The NASD endorsed proposed rule G-30 as an initial step, but expressed concern that, absent specific guidelines, municipal securities professionals will "be faced with the problem of knowing what the specifics are for complying with [the rule]." The NASD suggested that a survey be conducted of municipal securities professionals to determine existing business practices with respect to mark-ups and commissions and, on the basis of such a survey, to establish precise guidelines in this area.

As indicated in the initial filing, the Board believes that it would be inappropriate to establish a specified percentage of mark-up, mark-down, or commission, such as the NASD's 5% mark-up policy. The Board is of the view that the approach embodied in the proposed rule is more appropriate to the municipal securities industry in light of the diversity of its participants and the heterogeneous nature of municipal securities.

The Board is prepared, as in the case of all of its rules, to provide guidance to the municipal securities industry and the regulatory agencies with respect to the application of the rule to particular fact situations. The Board may in the future issue interpretive notices with respect to proposed rule G-30 if the inquiries received by it focus on certain common factual situations or raise issues of general interest.

RULE G-32—DISCLOSURE IN CONNECTION WITH NEW ISSUES

Proposed rule G-32 requires municipal securities professionals to furnish to customers copies of the official statement, if an official statement is voluntarily furnished by an issuer, and certain other information concerning underwriting arrangements. The proposed amendments effect certain changes to this rule. These changes are discussed above.

The NASD recommended that the Board modify the rule to require municipal securities dealers to furnish to customers official statements only upon written request. The Board believes that this would defeat, at least in part, the purpose of the proposed rule to make information which is voluntarily provided by an issuer readily available to customers.

The Board notes in this connection that the Municipal Finance Officers Association (the "MFOA") has issued a draft position statement (Working Draft of Position Statements on Securities Disclosure Procedures, Position Statement No. 2 (September 9, 1977)), which provides that issuers should furnish municipal securities dealers with sufficient quantities of official statements to enable them to provide copies to customers. The MFOA indicated in its comment letter to the Commission that Position Statement No. 2 "was designed with proposed rule G-32 in mind * * *."

The MFOA in its comment letter endorsed the proposed rule, but suggested that several changes be made to it. The MFOA recommended that a provision be added stating that underwriters may attach disclaimers to official statements furnished to customers. Such disclaimers would be to the effect that the municipal securities professional is not responsible for the content of the official statement, and makes no representation as to its accuracy or completeness. As indicated in the initial filing, the proposed rule would not preclude the inclusion of a disclaimer provision, but the Board expresses no opinion with respect to the legal validity or effect of such a provision.

The MFOA recommended that the proposed rule provide that any preliminary information supplied by an issuer to a municipal securities dealer be made available to "prospects," upon request. The MFOA also recommended that such preliminary information, as well as the official statement, be required to be furnished promptly, rather than merely at or before the sending of the final confirmation of sale to a customer. The Board believes that these suggestions, if adopted, would impose an impractical and costly burden on municipal securities professionals, which would outweigh any possible benefit that such requirements might achieve.

The NASD indicated its opposition to the requirement in proposed rule G-32 for disclosing the underwriting spread in negotiated sales, stating that in its opinion disclosure of such information "may impede the capital-raising mechanisms of, and restrict market access to, rural communities." The PSA recommended that such disclosure be required only upon written request of the customer. Columbian Securities, Inc. endorsed the PSA's position on this point. In contrast, the American Insurance Association endorsed proposed rule G-32 in its entirety and specifically stated, in direct response to the NASD, that there is no reason to believe "disclosure of underwriting data would place one category of issuers at a disadvantage with any other category."

As indicated in the initial filing, the Board believes that disclosure of underwriting spread in negotiated sale situations may be material to the investment decision of a customer.

BURDEN ON COMPETITION

The Board is of the opinion that the proposed amendments will not impose any burden on competition among brokers, dealers or municipal securities dealers not necessary or appropriate in furtherance of the purposes of the Act. The proposed rules, to which the amendments relate, set forth standards of fair and ethical conduct in the municipal securities business for all securities professionals.

On or before April 13, 1978, or within such longer period (i) as the Commission may designate up to 90 days of such date if it finds such longer period to be appropriate and publishes its reasons for so finding or (ii) as to which the above-mentioned self-regulatory organization consents, the Commission will:

(A) By order approve such proposed rule changes, or

(B) Institute proceedings to determine whether the proposed rule changes should be disapproved.

Interested persons are invited to submit written data, views and arguments concerning the foregoing. Persons desiring to make written submissions should file 6 copies thereof with the Secretary of the Commission, Securities and Exchange Commission, Washington, D.C. 20549. Copies of the filing with respect to the foregoing and of all written submissions will be available for inspection and copying in the Public Reference Room, 1100 L Street NW., Washington, D.C. Copies of such filing will also be available for inspection and copying at the principal office of the above-mentioned self-regulatory organization. All submissions should refer to the file number referenced in the caption above and should be submitted on or before March 30, 1978.

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

GEORGE A. FITZSIMMONS,
Secretary.

MARCH 2, 1978.

TEXT OF PROPOSED AMENDMENTS[1]

RULE D-9. "CUSTOMER."

Except as otherwise specifically provided by rule of the Board, the term "customer" shall mean any person other than a broker, dealer, or municipal securities dealer acting in its capacity as such *or an issuer in transactions involving the sale by the issuer of a new issue of its securities* [or the issuer of the securities which are the subject of the transaction in question].

RULE G-28. TRANSACTIONS WITH EMPLOYEES AND PARTNERS OF OTHER MUNICIPAL SECURITIES PROFESSIONALS

(a) Account Instructions. No broker, dealer, or municipal securities dealer shall open or maintain an account in which transactions in municipal securities may be effected for a customer who is employed by, or the partner of, another municipal securities broker or municipal securities dealer, or for or on behalf of the spouse or minor child of such a person, unless such broker, dealer, or municipal securities dealer first *gives written notice with respect to the opening and maintenance of such account to* [obtains written authorization to open and maintain such account (which authorization may contain specified conditions with respect to transactions effected with or for the account) from] the municipal securities broker or municipal securities dealer by whom such person is employed or of whom such person is a partner.

(b) Account Transactions. No broker, dealer, or municipal securities dealer shall effect a transaction in municipal securities with or for an account subject to section (a) of this rule unless such broker, dealer, or municipal securities dealer—

(i) sends simultaneously to the employing municipal securities broker or municipal securities dealer a duplicate copy of each confirmation sent to the customer, and

(ii) acts in accordance with *any written instructions which may be provided to the broker, dealer, or municipal securities broker or municipal employing municipal securities broker or municipal securities dealer with respect to transactions effected with or for such account* [the conditions contained in the authorization required by section (a)].

(c) Effectiveness. The requirements of the rule shall become effective on ———— [60 days following the date of approval of the rule by the Commission].

RULE G-32. DISCLOSURES IN CONNECTION WITH NEW ISSUES

(a) Disclosure Requirements. No municipal securities broker or municipal securities dealer shall sell, whether as principal or agent, any new issue municipal securities to a customer unless, at or prior to sending a final written confirmation of the transaction to the customer indicating money amount due, such municipal securities broker or municipal securities dealer sends to the customer:

(i) a copy of the official statement in final form voluntarily furnished by or on behalf of the issuer (or an abstact or other summary of such statement which is prepared by such municipal securities broker or municipal securities dealer); and

(ii) in connection with a negotiated sale of new issue municipal securities, the following information concerning the underwriting arrangements:

(A) the underwriting spread;

(B) the amount of any fee received by the municipal securities broker or municipal securities dealer as agent for the issuer in the distribution of the securities; *and*

(C) The initial offering price for each maturity in the issue that is offered or to be offered in whole or in part by the underwriters. [; and]

[(D) The respective names and initial participations of each member of the syndicate or account, or the availability of such information upon written request; or]

[(iii) In connection with new issue municipal securities sold at competitive bid, the following information concerning underwriting arrangements:

(A) The initial offering price for each maturity in the issue that is offered or to be offered in whole or in part by the underwriters; and

(B) The respective names and initial participations of each member or the new issue syndicate or account, if any, or the availability of such information upon written request.]

In the event an official statement in final form is not available at the time the final confirmation indicating money amount due is sent to a customer, an official statement in preliminary form, if any, shall be sent to the customer, provided that an official statement in final form, or an abstract or summary thereof, must be sent to the customer promptly after such official statement becomes available to the municipal securities broker or municipal securities dealer.

Every municipal securities broker or municipal securities dealer shall promptly furnish the documents and information referred to in this section (a) to any broker, dealer, or municipal securities dealer to which it sells new issue municipal securities, upon the request of such broker, dealer, or municipal securities dealer.

(b) Definition of New Issue Municipal Securities and Official Statement. For purposes of this rule, the following terms have the following meanings:

(i) The term "new issue municipal securities" shall mean securities of an issue that are sold by a municipal securities broker or municipal securities dealer [to a customer] during the underwriting period defined in rule G-11 of the Board, and

(ii) The term "official statement" shall mean a document prepared by the issuer or its representatives setting forth, among other matters, information concerning the issuer and the proposed issue of securities. A notice of sale shall not be deemed to be an "official statement" for purposes of this rule.

[1] Italics indicate new language; brackets indicate deletions.

[FR Doc. 78-6236 Filed 3-8-78; 8:45 am]

[4910-14]

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 78-029]

NATIONAL BOATING SAFETY ADVISORY COUNCIL

Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 1) notice is hereby given of a meeting of the National Boating Safety Advisory Council to be held on April 13, 1978, in Room 2230, Department of Transportation Headquarters, 7th and D Streets SW., Washington, D.C. The meeting is scheduled to begin at 9 a.m. and to adjourn at 4 p.m. The agenda for this meeting will be as follows:

1. Review of action taken at the eighteenth meeting of the Council.
2. Executive Director's report.
3. Canoe Subcommittee report.
4. Hull Identification Number Subcommittee report.
5. Discussion of the navigation light requirements of the International Regulations for Preventing Collisions at Sea ('72 COLREGS).
6. Office of Boating Safety report.
7. Member items.
8. Chairman's session.

Attendance is open to the interested public. With the approval of the Chairman, members of the public may present oral statements at the meeting. Public participation, especially on the navigation light requirements of the '72 COLREGS, is encouraged. Persons wishing to present oral statements should so notify the Executive Director no later than the day before the meeting. Any member of the public may present a written statement to the Council at any time. Additional information may be obtained from Commander M. Tubella, Jr., Executive Director, National Boating Safety Advisory Council, U.S. Coast Guard (G-BA), Washington, D.C. 20590, or by calling 202-426-1080.

Issued in Washington, D.C., on February 28, 1978.

D. F. LAUTH,
Rear Admiral, U.S. Coast Guard,
Chief, Office of Boating Safety.

[FR Doc. 78-6209 Filed 3-8-78; 8:45 am]

[4910-14]

[CGD 78-031]

NATIONAL BOATING SAFETY ADVISORY COUNCIL, CANOE SUBCOMMITTEE

Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 1) notice is hereby given of a meeting of the National Boating Safety Advisory Council's Canoe Subcommittee to be held on April 12, 1978, in Room 3201, Trans Point Building, 2100 Second Street SW., Washington, D.C. The meeting is scheduled to begin at 9 a.m. and adjourn at 4 p.m.

The purpose of this meeting is to review and discuss the canoe research program.

Attendance is open to the interested public. With the approval of the Chairman, members of the public may present oral statements at the meeting. Persons wishing to present oral statements should so notify the Executive Director no later than the day before the meeting. Any member of the public may present a written statement to the Subcommittee at anytime. Additional information may be obtained from CDR M. Tubella, Jr., Executive Director, National Boating Safety Advisory Council, U.S. Coast Guard (G-BA), Washington, D.C. 20590, or by calling 202-426-1080.

Issued in Washington, D.C., on February 28, 1978.

D. F. LAUTH,
Rear Admiral, U.S. Coast Guard,
Chief, Office of Boating Safety.

[FR Doc. 78-6211 Filed 3-8-78; 8:45 am]

[4910-14]

[CGD 78-030]

NATIONAL BOATING SAFETY ADVISORY COUNCIL, HULL IDENTIFICATION NUMBER SUBCOMMITTEE

Meeting

Purauant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 1) notice is hereby given of a meeting of the National Boating Safety Advisory Council's Hull Identification Number Subcommittee to be held on April 12, 1978, in Room 4317, Trans Point Building, 2100 Second Street SW., Washington, D.C. The meeting is scheduled to begin at 9 a.m. and adjourn at 4 p.m.

The purpose of this meeting is to review the present Hull Identification Number requirements and discuss possible amendments to improve the current regulation.

Attendance is open to the interested public. With the approval of the Chairman, members of the public may present oral statements at the meeting. Persons wishing to present oral statements should so notify the Executive Director no later than the day before the meeting. Any member of the public may present a written statement to the Subcommittee at any time. Additional information may be obtained from Commander M. Tubella, Jr., Executive Director, National Boating Safety Advisory Council, U.S. Coast Guard (G-BA), Washington, D.C. 20590, or by calling 202-426-1080.

Issued in Washington, D.C., on February 28, 1978.

D. F. LAUTH,
Rear Admiral, U.S. Coast Guard,
Chief, Office of Boating Safety.

[FR Doc. 78-6210 Filed 3-8-78; 8:45 am]

[4810-33]

DEPARTMENT OF THE TREASURY

Comptroller of the Currency

CITIZENS AND SOUTHERN NATIONAL BANK, SAVANNAH, GA.

Amended Suspension of Trading

On my opinion that the public interest and the protection of investors no longer require a suspension in the trading of the securities of the Citizens and Southern National Bank, Savannah, Ga., pursuant to sections 12(i) and 12 (k) of the Securities Exchange Act of 1934, my order of February 27, 1978, is hereby amended to terminate the trading suspension at 10 a.m. (EST) March 3, 1978.

Dated: March 2, 1978.

JOHN G. HEIMANN,
Comptroller of the Currency.

[FR Doc. 78-6118 Filed 3-8-78; 8:45 am]

[7035-01]

INTERSTATE COMMERCE COMMISSION

[Volume No. 68]

MOTOR CARRIER, BROKER, WATER, CARRIER, AND FREIGHT FORWARDER OPERATING RIGHTS APPLICATIONS

MARCH 2, 1978.

The following applications are governed by special rule 247 of the Commission's general rules of practice (49 CFR 1100.247). 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 to seasonably file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with § 247(E)(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 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. All pleadings and documents must clearly specify the "F" suffix where the docket is so identified in this notice. If the protest includes a request for oral hearing, such requests shall meet the requirements of § 247(E)(4) of the special rules, and shall include the certification required therein.

Section 247(f) further provides, in part, that an applicant who does not intend timely to prosecute its application shall promptly request dismissal thereof, and that failure to prosecute an application under procedures ordered by the Commission will result in dismissal of the application.

Further processing steps 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.

Each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application.

No. MC 6078 (Sub-No. 86F), filed February 1, 1978. Applicant: D. F. BAST, INC., P.O. Box 2288, Allentown, PA 18001. Applicant's representative: Eugene M. Malkin, Suite 6193, 5 World Trade Center, New York, NY 10048. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Structural and fabricatred steel*, the transportation of which requires, because of size or weight, the use of special equipment, and (2) *structural and fabricated steel, and related materials and supplies*, which do not require, because of size or weight, the use of special equipment, when moving in mixed loads with items described in (1) above, from points in Allegheny, Armstrong, Beaver, Butler, Lawrence, Washington, and Westmoreland Counties, PA, to points in and east of MN, IA, MO, AR, and LA.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Allentown, or Philadelphia, PA.

No. MC 13250 (Sub-No. 140), filed January 23, 1978. Applicant: J. H. ROSE TRUCK LINE, INC., P.O. Box 16190, Houston, TX 77022. Applicant's representative: James M. Doherty, 500 West Sixteenth Street, P.O. Box 1945, Austin, TX 78767. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Plastic pipe, conduit, fittings, couplings, and materials, accessories, and supplies* used in the installation thereof, from points in Geneva County, AL, to points in the United States (except AK and HI) and (2) *materials, equipment, valves, and fittings, and supplies* (except commodities in bulk) used in the manufacture and distribution of the commodities named in (1) above, from points in the United States (except AK and HI) to points in Geneva County, AL.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Birmingham, AL, or Atlanta, GA.

No. MC 25798 (Sub-No. 302), filed January 26, 1978. Applicant: CLAY HYDER TRUCKING LINES, INC., P.O. Box 1186, Auburndale, FL 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: *Frozen foods*, from Seabrook, NJ, to points in AL, AR, FL, GA, IN, KS, KY, LA, MI, MS, MO, NC, OH, SC, TN, and points in PA on and west of U.S. Hwy 219.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held either at Washington, DC, or Tampa, FL.

No. MC 47583 (Sub-No. 61), filed January 15, 1978. Applicant: TOLLIE FREIGHTWAYS, INC., 1020 Sunshine Road, Kansas City, KS 66115. Applicant's representative: D. S. Hults, P.O. Box 225, Lawrence, KS 66044. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Processed grain and soybean products* (except commodities in bulk), from the plantsite and storage facilities of Far-Mar-Co., Inc., located at or near Hutchinson, KS, to all points and places in the United States (except AK and HI).

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held in Kansas City, MO.

No. MC 52614 (Sub-No. 8), filed January 30, 1978. Applicant: R. S. POWELL, INC., Route 4, Box 673, Madison Heights, VA 24572. Applicant's representative: Morton E. Kiel, Suite 6193, 5 World Trade Center, New York, NY 10048. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Materials and supplies used in the manufacture and distribution of cast iron products, and finished products thereof*, between Lynchburg, VA, on the one hand, and, on the other, points in ME, NH, VT, MA, RI, CT, NY, MI, OH, IL, IN, and WI, under a continuing contract with Griffin Pipe Products Co. located at Oak Brook, IL.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, IL.

No. MC 55896 (Sub-No. 63), filed January 26, 1978. Applicant: R-W SERVICE SYSTEM, INC., 20225 Goddard Road, Taylor, MI 48180. Applicant's representative: Martin J. Leavitt, 22375 Haggerty Road, P.O. Box 400, Northville, MI 48167. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Auto body insulation*, from Herrin, IL, to Bryan, OH.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Toledo, OH, or Detroit, MI. Common control may be involved.

No. MC 75320 (Sub-No. 193F), filed February 1, 1978. Applicant: CAMPBELL SIXTY-SIX EXPRESS, INC., P.O. Box 807, Springfield, MO 65801. Applicant's representative: John A. Crawford, 1700 Deposit Guaranty Plaza, P.O. Box 22567, Jackson, MS 39205. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, clases A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), serving Cassville, MO, as an off-route point in connection with carrier's authorized regular-route operations.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Springfield, MO.

No. MC 80443 (Sub-No. 10), filed January 6, 1978. Applicant: OVERNITE EXPRESS, INC., 2550 Long Lake Road, Roseville, MN 55113. Applicant's representative: Samuel Rubenstein, 301 North Fifth Street, Minneapolis, MN 55403. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, trnasporting: *Foodstuffs*, moving in TOFC (trailer-on-flat-car) or COFC (container-on-flat-car) service, from Arlington, MN, to Minneapolis, MN, and its commercial zone, for subsequent rail movement beyond.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be at Minneapolis or Saint Paul, MN. Common control may be involved.

No. MC 83539 (Sub-No. 480), filed December 9, 1977. Applicant: C & H TRANSPORTATION CO., INC., 1936-2010 West Commerce Street, P.O. Box 5976, Dallas, TX 75222. Applicants representative: Thomas E. James (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Plastic pipe, aluminum pipe, aluminum, and machinery*, from Spokane, WA, to points

in the United States in and east of NM, CO, NE, SD, and ND; (2) (a) *metal buildings, roofing, flooring, decking, siding, or ceiling and accessories and component parts thereof, materials and supplies,* from Denver, CO, and Minneapolis, MN, to points in the United States in and east of NM, CO, NE, SD, and ND; and (b) *steel,* used in the manufacture of metal building materials and supplies from Spokane and Tacoma, WA, to Denver, CO, and Minneapolis, MN; (3) *iron and steel articles,* as defined in appendix V to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209, from Spokane and Tacoma, WA, to Denver, CO, and Minneapolis, MN; and (4) *sprinkler systems and materials and supplies* used in the manufacture of sprinkler systems, between the port of Catoosa, OK, on the one hand, and, on the other, points in the United States (except OK, AK, and HA).

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Spokane, WA; Dallas, TX; or Washington, DC.

No. MC 94265 (Sub-No. 255), filed December 14, 1977. Applicant: BONNEY MOTOR EXPRESS, INC., P.O. Box 305, Windsor, VA 23487. Applicants representative: Clyde W. Carver, Suite 212, 5299 Roswell Road NE., Atlanta, GA 30342. Authority sought to operate as a *common carrier,* by motor vehicle over irregular routes, transporting: *Foodstuffs* (except in bulk) in vehicles equipped with mechanical refrigeration, from Chicago, IL, to points in VA, WV, NC, MD, SC, and DC.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Chicago, IL.

No. MC 99213 (Sub-No. 23), filed January 31, 1978. Applicant: VIRGINIA FREIGHT LINES, P.O. Box 327, Kilmarnock, VA 22482. Applicant's representative: James W. Lawson, 843 Investment Building, 1511 K Street NW., Washington, DC 20005. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Fish oils,* in bulk, in tank vehicles, from Southport, NC to Bayway, NJ.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held in Kilmarnock or Irvington, VA.

No. MC 105813 (Sub-No. 231), filed February 3, 1978. Applicant: BELFORD TRUCKING CO., INC., 1759 Southwest 12th Street, P.O. Box 1936, Ocala, FL 32670. Applicant's representative: Arnold L. Burke, 180 North LaSalle Street, Chicago, IL 60601. Authority sought to operate as *common carrier,* by motor vehicle, over irregular routes, transporting: *Frozen potatoes* and *potato products,* from Minneapolis, MN, to points in AL, FL, GA, LA, MS, NC, SC, and TN.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Minneapolis, MN. Common control may be involved.

No. MC 105886 (Sub-No. 26), filed January 30, 1978. Applicant: MARTIN TRUCKING, INC., East Poland Avenue, Bessemer, PA 16112. Applicant's representative: Stanley E. Levine, 2310 Grant Building, Pittsburgh, PA 15219. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Brick,* from the facilities of Powell and Minnock Brick Works, Inc. at or near Coeymans, NY to points in OH, PA, and WV.

NOTE.—Hearing Site: Washington, DC or Pittsburgh, PA.

No. MC 106644 (Sub-No. 247), filed January 30, 1978. Applicant: SUPERIOR TRUCKING CO., INC., P.O. Box 916, Atlanta, GA 30301. Applicant's representative: Frank Hall, Suite 713, 3384 Peachtree Road NE., Atlanta, GA 30326. Authority sought to operate as a *common carrier,* over irregular routes, by motor vehicle, transporting: such commodities as (1) (a) *Mining machinery and equipment;* (b) *attachments, parts and accessories;* and (c) *materials, supplies and equipment* (except commodities in bulk) used in the manufacture and distribution of commodities therefor, from Monroe, NC, to points in the United States, in and east of MN, IA, MO, AR, LA; and (2) from points in the United States in and east of MN, IA, MO, and LA, to Monroe, NC.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, UT, or Washington, DC.

No. MC 106674 (Sub-No. 280), filed January 12, 1978. Applicant: SCHILLI MOTOR LINES, INC., P.O. Box 123, Remington, IN 47977. Applicant's representative: Linda J. Sundy (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Plastic Resins and Plastic Sheets* (except in bulk), from Evansville, IN, to points in AL, AZ, AR, CO, FL, GA, IL, IA, KA, KY, LA, MD, MA, MI, MN, MS, MO, NE, NJ, NM, NY, NC, OH, OK, PA, SC, TN, TX, VA, WV and WI; and (2) *Materials, Equipment and Supplies* (except in bulk), used in the manufacture, distribution and sale of plastic resins and plastic sheets, from points in the above-named destination states to Evansville, IN. Restricted to the transportation of traffic originating at or destined to Evansville, IN.

NOTE.—If a hearing is deemed necessary it is requested that it be held in Indianapolis, IN, or Chicago, IL.

No. MC 107515 (Sub-No. 1123), filed January 30, 1978. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA. 30050. Applicant's representative: Alan E. Serby, Suite 375, 3379 Peachtree Road, 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 hides and commodities in bulk), in vehicles equipped with mechanical refrigeration, from the facilities of Wisconsin Beef Industries, located at or near Eau Claire, WI., to points in AZ, CA, CO, CT, DE, ID, ME, MD, MA, MT, NE, NH, NJ, NM, NY, O, PA, RI, VT, WA, WV and the DC.

NOTE.—Applicant holds contract carrier authority in MC 126436 Sub 2, and other subs thereunder, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, applicant requests it be held at Madison, WI.

No. MC 108375 (Sub-No. 39) (Amendment) filed October 31, 1977, published in the FEDERAL REGISTER issue of December 22, 1977, and republished, as amended, this issue. Applicant: LeROY L. WADE & SON, INC., P.O. Box 27053, 10550 "I" Street, Omaha, NE 68127. Applicant's representative: ARNOLD L. BURKE, 180 North LaSalle Street, Chicago, IL 60601. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Transformer, electric motors, electrical equipment, switches, breakers, and accessories and related parts* to each of the foregoing, the transportation of which because of size or weight requires special equipment, (1) Between points in NE. (Restricted to shipments having an immediately prior or subsequent movement by rail or water); (2) Between points in Douglas, Sarpy, Cass, Otoe, Pawnee, Richardson, Nemaha, Burt, Colfax, Dodge, Johnson, Saunders, and Washington Counties, NE, on the one hand, and Oklahoma City, OK, on the other; and (3) Between points in NE and IA, on the one hand, and KA, MO, and the IL portion of the St. Louis, MO Commerical Zone, on the other.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Omaha, NE. Common control may be involved. The purpose of this republication is to amend the application by further restricting the traffic in (1) between points in Nebraska to having an immediately *prior* or subsequent movement by rail or water in lieu of the previous publication of being restricted to only a subsequent movement by rail or water.

No. MC 109689 (Sub-No. 329), filed January 30, 1978. Applicant: W. S. HATCH CO., a corporation, 643 South 800 West, Woods Cross, UT 84087. Applicant's representative:—Mark K. Boyle, 345 South State Street, Salt Lake City, UT 84111. Authority sought

to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry Chemicals*, in bulk, from points in CO, Utah and San Juan County, NM, to points in AZ (except points in Cocoino County, AZ).

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at Salt Lake City.

No. MC 109692, (Sub-No. 52), filed January 13, 1978. Applicant: GRAIN BELT TRANSPORTATION CO., a Corporation Route 13, Kansas City, MO 64161. Applicant's Representative: Warren H. Sapp, 4420 Madison, Suite 230, Kansas City, MO 64111. Authority sought to conduct operations as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Irrigation systems and parts and accessories therefor, pipe, tubing, light poles, mast arms, brackets, bases and transmission poles, and equipment and supplies* used in the installation thereof (except commodities in bulk), from the plantsite of Valmont Industries, Inc., located at or near Valley, NE., to points in AR, IL, IN, IA, LA, MI, NM, OH, TX, and WI; (2) *equipment, materials, and supplies* used in the manufacture of the commodities named in paragraph no. 1 above, from points in AR, IL, IN, IA, LA, ME, NM, OH, TX, and WI to the plantsite of Valmont Industries, Inc., located at or near Valley, NE.; and (3) *used irrigation systems, and parts and accessories thereof*, and new and used equipment, materials and supplies used in the installation of used irrigation systems, restricted to traffic moving for the account of Valmont Industries, Inc., (a) between points in AR, IL, IN, IA, LA, MI, NM, OH, TX and WI; and (b) between points in the states named in part 3(a) above, on the one hand, and, on the other, points in KA, MN, MO, NE, NK, OK, and SD.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Omaha, NE.

No. MC 110988 (Sub-No. 359), filed January 30, 1978. Applicant: SCHNEIDER TANK LINES, INC., 4321 West College Avenue, Appleton, WI 54911. Applicant's representative: Paul Schneider (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from Bristol, WI, to points in IL, IN, IA, MI, MN, MS, MO, and TX.

NOTE.—Common control may be involved. If a hearing is deemed necesary, applicant requests that it be held at Chicago, IL.

No. MC 111545 (Sub-No. 246), filed January 12, 1978. Applicant: HOME TRANSPORTATION CO., INC., P.O. Box 6426, Station A, Marietta, GA 30065. Applicant's representative: Robert E. Born (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cooling towers and accessories, materials, and supplies for cooling tower* (except commodities in bulk), from the facilities of E. D. Goodfellow Co., Inc., at Tulsa, OK, to points in CA and points in the United States in and east of TX, OK, KS, NE, IA, and MN.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held either in Tulsa, OK, or Dallas, TX.

No. MC 112048 (Sub-No. 3F), filed February 1, 1978. Applicant: SEEGERS TRUCK LINE, INC., Box 392, Denver, IA 50622. Applicant's representative: Grant J. Merritt, 415 Peavey Building, Minneapolis, MN 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wooden pallets, and lumber* used in wooden pallets and crating, from Clarksville, IA, to points in IL on, north, and west of a line beginning at the IA-IL State line and extending along U.S. Hwy 34 to junction IL Hwy 88, then north along IL Hwy 88 to junction Hwy 52, and then west along U.S. Hwy 52 to the IL-IA State line.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held at Minneapolis, MN.

No. MC 113678 (Sub-No. 716F), filed February 2, 1978. Applicant: CURTIS, INC., 4810 Pontiac Street, Commerce City, CO 80022. Applicant's representative: Roger M. Shaner (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except commodities in bulk in tank vehicles), from Jackson, OH, to points in CA, CO, KS, and TX. Restricted to traffic originating at the plantsites and storage facilities of, or utilized by, RJR Foods, Inc., and destined to the named destination points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Cincinnati or Columbus, OH.

No. MC 113678 (Sub-No. 717F), filed February 2, 1978. Applicant: CURTIS, INC., 4810 Pontiac Street, Commerce City, CO 80022. Applicant's representative: Roger M. Shaner (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic articles, and accessories related thereto* (except commodities in bulk in tank vehicles), from Urbana, OH, to points in AZ, AR, CA, CO, NV, NM, OR, TX, OK, ID, UT, MT, WY, and WA. Restricted to the transportation of traffic originating at and destined to the named points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Columbus, OH, consolidate with MC 138308 (Sub-No. 18) KLM, Inc.

No. MC 114552 Sub-No. 151F), filed: February 2, 1978. Applicant: SENN TRUCKING CO., a corporation, P.O. Drawer 220, Newberry, SC 29108. Applicant's representative: William P. Jackson, Jr., 3426 North Washington Boulevard, P.O. Box 1240, Arlington, VA 22210. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities* of the type dealt in by retail home improvement and home furnishing and lumber stores, between points in AL, DE, FL, GA, IN, KY, LA, MD, MS, NC, OH, PA, SC, TN, VA, and W. VA. Restriction: Restricted to shipments destined to the facilities of Lowe's Co., Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Washington, DC.

No. MC 115162 (Sub-No. 405), filed January 30, 1978. Applicant: POOLE TRUCK LINE, INC., P.O. Drawer 500, Evergreen, AL 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: *Hardboard, wood particleboard, plywood, veneer, and wood paneling*, from Oshkosh, WI, to points in KY, WV, VA, MD, DE, DC, NJ, NY, PA, CT, RI, VT, NH, MA, and ME.

NOTE.—If a hearing is deemed necessary the applicant requests it be held at Chicago, IL, or Washington, DC.

No. MC 115496 (Sub-No. 79), filed January 30, 1978. Applicant: LUMBER TRANSPORT, INC., P.O. Box 111, Cochran, GA 31014. Applicant's representative: Virgil H. Smith, Suite 12, 1587 Phonenix Boulevard, Atlanta, GA 30349. Authority to operate as a *common carrier*, by motor vehicle, over irregular routes in the transportation of: *Roofing, roofing materials and building materials* (except commodities in bulk), from Mount Vernon, IN, to points in KY and TN.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Atlanta, GA.

No. MC 115730 (Sub-No. 42), filed January 13, 1978. Applicant: THE MICKOW CORP., P.O. Box 1774, 531 Southwest Sixth Street, Des Moines, IA 50306. Applicant's representative: Cecil L. Goettsch, 1100 Des Moines Building, Des Moines, IA 50309. Authority to engage in operation in interstate or foreign commerce, as a *common carrier* by motor vehicle, over irregular routes, in the transportation of: *Iron and steel articles:* (1) From the warehouse and facilities in Des Moines, IA, of National Steel Service Center-Division of National Steel Corp., to points in NE, MO, KS, and MN; (2) between the warehouse and facilities in Des Moines, IA, of National Steel Service Center-Division of Na-

tional Steel Corp., on the one hand, and, on the other, the warehouse and facilities of National Steel Service in Terre Haute, IN, Cincinnati and Toledo, OH, Houston and Dallas, TX, Evanston and Joliet, IL, Minneapolis, MN, Milwaukee, WI, New Castle, PA, Kansas City and Joplin, MO, Tulsa and Oklahoma City, OK, and Davenport, Council Bluffs, and Mason City IA; (3) from New Castle, PA, Weirton, WV, St. Louis, MO, Chicago and Granite City, IL, Ecorse, Mi, Minneapolis-St. Paul, MN, and Kansas City, MO, to the warehouse and facilities of National Steel Service Center-Division of National Steel Corp. in Des Moines, IA. Restriction: Parts (1), (2), and (3) are restricted to traffic either originating at or destined to the warehouse and facilities of National Steel Service Center-Division of National Steel Corp. in Des Moines, IA.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held in Des Moines, IA.

No. MC 117344 (Sub-No. 267), filed January 20, 1978. Applicant: THE MAXWELL CO., a corporation, 10380 Evendale Drive, Cincinnati, OH 45215. Applicant's representative: James R. Stiverson, 1396 West Fifth Avenue, Columbus, OH 43212. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sulphur trioxide*, in bulk, in tank vehicles, from Columbia Park (Hamilton County), OH, to Denver, CO.

NOTE:—If a hearing is deemed necessary, applicant requests that it be held at Washington, DC.

Docket No. MC 117427 (Sub-No. 76), filed January 31, 1978. Applicant: G. G. PARSONS TRUCKING CO., a corporation, P.O. Box 1085, North Wilkesboro, NC 28659. Applicant's representative: James E. Savitz, Suite 145, 4 Professional Drive, Gaithersburg, MD 20760. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, from the facilities of Cochrane Furniture Co., Inc., located at or near Lincolnton, NC, to points in AZ, CA, ID, CO, NV, MT, NM, OR, UT, WA, and WY.

NOTE.—Applicant holds contract carrier authority in MC 116145, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Charlotte, NC, or Washington, DC.

No. MC 119641 (Sub-No. 145), filed January 13, 1978. Applicant: RINGLE EXPRESS, INC., 450 East Ninth Street, Fowler, IN 47944. Applicant's representative: Alki E. Scopelitis, 815 Merchant Bank Building, Indianapolis, IN 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic pipe, fittings, hydrants, valves, couplings*, and *materials and supplies* used in the installation thereof, from the facilities of Clow Corp., located at or near Buckhannon, WV, to points in IL, IN, IA, MI, MN, OH and WI.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at either Chicago, IL, or Washington, DC.

No. MC 119702 (Sub-No. 54), filed January 24, 1978. Applicant: STAHLY CARTAGE CO., a corporation, P.O. Box 486, Edwardsville IL 62025. Applicant's representative: Ernest A. Brooks, 1301 Ambassador Building, 411 North 7th Street, St. Louis, MO 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, in bulk, from Bussen Spur, MO, to IL.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at either Chicago or Springfield, IL.

No. MC 119789 (Sub-No. 419F), filed February 1, 1978. Applicant: CARAVAN REFRIGERATED CARGO, INC., P.O. Box 6188, Dallas, TX 75222. Applicant's representative: James K. Newbold, Jr., P.O. Box 6188, Dallas, TX 75222. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic Film*, in mechanically refrigerated equipment, from North Andover, MA to points in AZ, AR, CA, CO, ID, KS, MT, NE, NV, NM, ND, OK, OR, SD, TX, UT, WA and WY.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Boston, MA.

No. MC 123069 (Sub-No. 23F), filed February 3, 1978. Applicant: ALLER & SHARP, INC., 817 West Fifth Avenue, Columbus, OH 43212. Applicant's representative: Thomas F. Kilroy, Suite 406, Executive Building, 6901 Old Keene Mill Road, Springfield, VA 22150. Authority sought to operate as a *common carrier* by motor vehicle, over irregular routes, transporting: *Shortening; vegetable oil shortening; lard; edible tallow; cooking oils*, and *margarine* (except commodities in bulk), from the facilities of or utilized by Swift Edible Oil Co. at Bradley, IL, to points in CT, DE, DC, ME, MD, MA, NH, NJ, NY, PA, RI, VT, and VA, restricted to the transportation of traffic originating at the above-named origin and destined to the above-named States.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at either New York, NY, or Washington, DC.

No. MC 123294 (Sub-No. 42), filed January 30, 1978. Applicant: WARSAW TRUCKING CO., INC., 1102 West Winona, P.O. Box 1017, Warsaw, IN 46580. Applicant's representative: Martin J. Leavitt, 22375 Haggerty Road, P.O. Box 400, Northville, MI 48167. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automatic poultry and animal feeding equipment*, from Milford, IN, to points in the United States in and east of ND, SD, NE, KS, OK, and TX.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Chicago, IL, or Detroit, MI.

No. MC 124078 (Sub-No. 780), filed January 26, 1978. Applicant: SCHWERMAN TRUCKING CO., a corporation, 611 South 28 Street, Milwaukee, WI 53215. Applicant's representative: Richard H. Prevette, P.O. Box 1601, Milwaukee, WI 53201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid petroleum wax*, in bulk, in tank vehicles, from Doraville, GA, to Harrisonburg, VA, and Gatlinburg, TN.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Atlanta, GA. Common control may be involved.

No. MC 124711 (Sub-No. 51), filed January 23, 1978. Applicant: BECKER CORP., P.O. Box 1050, El Dorado, KS 67042. Applicant's representative: T. M. Brown, 223 Ciudad Building, Oklahoma City, OK 73112. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid asphalt, road oils*, and *residual fuel oil*, from points in WY to points in NE.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Oklahoma City, OK, or Kansas City, KS. Common control may be involved.

No. MC 125211 (Sub-No. 2), filed January 24, 1978. Applicant: ERNEST C. ALLEN, R.F.D. No. 1, North Berwick, ME 03906. Applicant's representative: John G. Feehan, One Canal Plaza, Portland, ME 04112. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mixed fortified feed* in bags, from the plantsite of the Agway Co. at Manchester, NH, to Sanford, ME.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held in either Sanford or Portland, ME.

No. MC 126428 (Sub-No. 8), filed January 24, 1978. Applicant: ZIBERT TRANSPORT CO., a corporation, 2828 Market Street, Peru, IL 61354. Applicant's representative: Ernest A. Brooks, 1301 Ambassador Building, 411 North 7th Street, St. Louis, MO 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer material*, in bulk, from Bussen Spur, MO, to IL.

NOTE.—If hearing is deemed necessary, applicant requests that it be held at either Chicago or Springfield, IL.

No. MC 128117 (Sub-No. 29F), filed February 2, 1978. Applicant: NORTON-RAMSEY MOTOR LINES, INC., P.O. Box 896, Hickory, NC 28601. Applicant's attorney: Francis J. Ortman, 7101 Wisconsin Avenue, Suite 605, Washington, DC 20014. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sugar* (except in bulk), from Supreme, LA, to points in NC, SC, VA and WV.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at New Orleans, LA or Washington, DC.

No. MC 128343 (Sub-No. 37), filed January 24, 1978. Applicant: C-LINE, INC., Tourtellot Hill Road, Chepachet, RI 02814. Applicant's representative: Ronald N. Cobert, 1730 M Street NW., Suite 501, Washington, DC 20036. Authority is sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Plastic pots, crushed pine cones, ground shale, clay pebbles*, and *nutrients* and other *plant foods*. (1) From Birmingham, AL to Halls, TN, Hemingway, SC, Jerome, ID, North Smithfield, RI, and ports of entry on the United States-Canada boundary line in MI, VT, and NY for furtherance into Canada; (2) from North Smithfield, RI to Memphis, TN, and points in KY and MO; (3) from Halls, TN to Memphis, TN; (4) from North Smithfield, RI to points in MI; and (5) from North Smithfield, RI, and Jerome, ID, to points in MN and WI. Restriction: The operations are to be limited to a transportation service to be performed, under a continuing contract, or contracts, with The Tupperware Co. of North Smithfield, RI.

NOTE.—Applicant holds motor common carrier authority in No. MC 138861 and subs thereunder, and therefore dual operations may be involved. Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held at Providence, RI or Boston, MA.

No. MC 129808 (Sub-No. 29), filed January 12, 1978. Applicant: GRAND ISLAND CONTRACT CARRIER, INC., P.O. Box 2078, Grand Island, NE 68801. Applicant's representative: Jack L. Shultz, P.O. Box 82028, Lincoln, NE 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Battery acids, brake fluids, gasoline antifreeze, windshield washer solutions and lacquer* (except in bulk), (1) from the facilities of Scholle Corp. located at or near Garland, TX, to points in CO, NM, OK, AR, and LA; and (2) from the facilities of Scholle Corp. located at or near Raytown, NO, to points in CO, KS, NE and IA. Restriction: Restricted to a transportation service to be performed under a continuing contract, or contracts, with Scholle Corp.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Omaha, NE, or Chicago, IL.

No. MC 133233 (Sub-No. 57), filed January 23, 1977. Applicant's name: CLARENCE L. WERNER, d.b.a. Werner Enterprises, I-80 and Highway 50, P.O. Box 37308, Omaha, NE 68137. Applicants representative: Donna Ehrlich (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicles, over irregular routes, transporting: *Lumber, lumber products* and *forest products*, from points in CA, CO, ID, MT, OR, SD, UT, WA and WY, to points in AR, IL, IA, KS, LA, MN, MO, NE, OK, TX and WI, under a continuing contract or contracts with Edward Hines Lumber Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, IL, or Omaha, NE. Applicant holds common carrier authority in MC 138328 and subs, therefore dual operation may be involved.

No. MC 133566 (Sub-No. 99), filed December 27, 1977. Applicant: GANGLOFF & DOWNHAM TRUCKING CO, INC., P.O. Box 479, Logansport, IN, 46947. Applicant's representative: Charles W. Beinhauer, Suite 4959, One World Trade Center, New York, NY 10048. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles* distributed by meat packinghouses as described in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766 (except hides and commodities in bulk), from the plantsite and storage facilities of Swift & Co. locate at//or near Grand Island and Omaha, NE, Des Moines, Glenwood, Marshalltown, and Sioux City, IA, to points in AL, FL, GA, NC, SC, and TE.

NOTE.—If a hearing is deemed necessary applicant requests it be held at Chicago, IL or New York, NY.

No. MC 133566 (Sub-No. 103), filed January 30, 1978. Applicant: GANGLOFF & DOWNHAM TRUCKING CO., IN., P.O. Box 479, Logansport, IN 46947. Applicant's representative: Charles W. Beinhauer, Suite 4959, One World Trade Center, New York, NY 10048. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts*, and articles distributed by meat packinghouses as described in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766 (except hides and commodities in bulk), from the plantsite and storage facilities of Armour Food Co., located at/or near Louisville, KY, to points in CT, ME, MA, VT, NH, and RI. Restricted to traffic originating at the above-named origin and destined to points in the named destination States. (Hearing: Phoenix, AZ, or New York, NY.)

No. MC 133655 (Sub-No. 107F), filed February 3, 1978. Applicant: TRANSNATIONAL TRUCK, INC. P.O. Box 31300, Amarillo, TX 79120. Applicant's representative: James Steffel (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper* and *paper products* (except commodities in bulk), from Jackson, AL, to those points in FL west of the Apalachicola River and points in GA, NC, and SC.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held at Chicago, IL.

No. MC 134460 (Sub-No. 10), filed January 10, 1978. Applicant: MARKET EXPRESS, INC., P.O. Box 9215, Fresno, CA 93791. Applicant's representative: John Paul Fischer, 256 Montgomery Street, San Francisco, CA 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities* requiring mechanical refrigeraton, between points in CA, on the one hand, and on the other, points in AZ.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Los Angeles, CA, or Phoenix, AZ. Common control may be involved.

No. MC 134477, (Sub-219F), filed February 2, 1978. Applicant: SCHANNO TRANSPORTATION, INC., 5 West Mendota Road, West St. Paul, MN 55118. Applicant's representative: Robert P. Sack, P.O. Box 6010, West St. Paul, MN 55118. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *foodstuffs*, in vehicles equipped with mechanical refrigeration (except commodities in bulk, in tank vehicles), from the plansite and storage facilties of Kraft, Inc. at New Ulm, MN, to points in CT, DE, IL, IN, IA, KY, ME, MD, MA, MI, MO, NE, NH, NJ, NY, ND, OH, PA, RI, SD, VT, VA, WV, WI, and DC. Restricted to traffic originating at the above-named origin and destined to points in the named destination States.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Minneapolis, MN.

No. MC 135007 (Sub-No. 63), filed January 23, 1978. Applicant: AMERICAN TRANSPORT, INC., 7850 F Street, Omaha, NE 68127. Applicant's representative: Arthur J. Cerra, P.O. Box 19251, 2100 TenMain Center, Kansas City, MO 64141. Authority sought to operate as a *contract carrier* by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles*

distributed by meat packinghouses as described in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificate, 61 MCC 209 and 766, (except hides and commodites in bulk), from the plant sites and/or storage facilities utilized by John Morrell & Co., located at or near Arkansas City and Wichita, KS, to points in CT, DE, DC, ME, MD, MA, NH, NJ, NY, PA, RI, TN, VT, VA and WV, under a continuing contract or contracts with John Morrell & Co.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Kansas City, MO. Applicant holds common carrier authority in No. MC 135078 (Sub-No. 2) and other subs thereunder, therefore dual operations may be involved.

No. MC 135007 (Sub-No. 64), filed January 23, 1978. Applicant: AMERICAN TRANSPORT, INC., 7850 F Street, Omaha, NE 68127. Applicant's representative: Arthur J. Cerra, P.O. Box 19251, 2100 TenMain Center, Kansas City, MO 64141. Authority is sought to operate as a *contract carrier* by motor vehicle, over irregular routes, transporting: *Meats, meat byproducts, meat products* and *articles* distributed by meat packinghouses as described in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766, (except hides and commodities in bulk) from the facilities of Spencer Foods, Inc., located at or near Fremont and Schuyler, NE, to Las Vegas, NV, Salt Lake City, UT, and points in CA, restricted to traffic destined to the above-named points or any combination thereof for stopping in transit for partial unloading, under a continuing contract with Spencer Foods, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Omaha, NE. Applicant holds common carrier authority in MC 135078 Sub 2 and other subs therefore dual operations may be involved.

No. MC 135078 (Sub-No. 20) (correction), filed November 23, 1977, published in the FEDERAL REGISTER issue of January 19, 1978, and republished as corrected, this issue. Applicant: AMERICAN TRANSPORT, INC., 7850 F Street, Omaha, NE 68127. Applicant's representative: Arthur J. Cerra, P.O. Box 19251, 2100 TenMain Center, Kansas City, MO 64141. Authority is sought to operate as a *common carrier* by motor vehicle, over irregular routes, transporting: *Abrasive grains* for the manufacture of grinding wheels, from the facilities of General Abrasives Division of Dresser Industries, Inc., in Niagra Falls, NY, to points in IL, IN, MA, MN, PA and WI.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held in Chicago, IL, or Omaha, NE. Applicant holds contract carrier authority in MC 135007 (Sub-No. 1) and sub-numbers thereto; therefore, dual operations may be involved. The purpose of this republication is to correct applicant's number as MC 135078 (Sub-No. 20) in lieu of (Sub-No. 63) as previously published.

No. MC 135797 (Sub-No. 100), filed January 30, 1978. Applicant: J. B. HUNT TRANSPORT, INC., Post Office Box 200, Lowell, AR 72745. Applicant's representative: Paul A. Maestri (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Plastic articles* (except in bulk), and (2) *materials, equipment and supplies* (except in bulk), used in the manufacture and distribution of plastic articles, between the plantsite and warehouse facilities of Mobil Chemical Co., Plastics Division, located in Ontario, Wayne and Monroe Counties, NY, on the one hand, and, on the other, points in the U.S. (except AK and HI).

NOTE.—If an oral hearing is deemed necessary, applicant requests that it be held at Washington, DC. Common control may be involved.

No. MC 135895 (Sub-No. 16F), filed February 1, 1978. Application: B&R DRAYAGE, INC., P.O. Box 8534, Battlefield Station, Jackson, MS 39204. Applicant's representative: Douglas C. Wynn, P.O. Box 1295, Greenville, MS 38701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Beer and malt beverages*, in containers: Between Jacksonville, FL, and Houston, TX, on the one hand, and, on the other, Baton Rouge, LA, restricted to the transportation of shipments originating at or destined to Southern Beverage Co., Inc., Baton Rouge, LA.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Baton Rouge, LA.

No. MC 136168 (Sub-No. 24), filed: January 12, 1978. Applicant: WILSON CERTIFIED EXPRESS, INC., P.O. Box 717, Marshall, MO 65340. Applicant's representative: Donald L. Stern, Suite 530 Univac Building, 7100 West Center Road, Omaha, NE 68106. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses* (except hides and commodities in bulk), as defined in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766, from the plantsite and warehouse facilities of Wilson Foods Corp., located at Albert Lea, MN, and Cedar Rapids, IA, to points in MO, under a continuing contract or contracts with Wilson Foods Corp. Restricted to the transportation of traffic orginating at the above named origins and destined to the named destinations.

NOTE.—Applicant holds common carrier authority in MC 141641 (Sub-No. 5), therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, applicant requests it be held at Kansas City, MO, or Dallas, TX.

No. MC 138308 (Sub-No. 37), filed January 30, 1978. Applicant: KLM, INC., 2102 Old Brandon Road (P.O. Box 6098), Jackson, MS 39208. Applicant's representative: Donald B. Morrison, 1500 Deposit Guaranty Plaza, P.O. Box 22628, Jackson, MS 39205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture and furniture parts*, from Welcome, NC, Meridian, MS, and Shreveport, LA, to Inglewood, San Bernardino, and Fremont, CA, restricted to traffic originating at the facilities utilized by Kroehler Manufacturing Co.

NOTE.—Applicant holds motor contract authority in No. MC 128592 and sub-numbers thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant request that it be held at Jackson, MS.

No. MC 138308 (Sub-No. 39), filed January 30, 1978. Applicant: KLM, INC., 2102 Old Brandon Road (P.O. Box 6098), Jackson, MS 39208. Applicant's representative: Donald B. Morrison, 1500 Deposit Guaranty Plaza, P.O. Box 22628, Jackson, MS 39205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Battery boxes, covers and vents, rubber and plastic*, from the facilities of the Richardson Co., located at or near Philadelphia, MS, to points in AL, AR, FL, GA, LA, NC, TN (except Memphis and points in its commercial zone) and TX, and (2) between the facilities of the Richardson Co., located at or near Philadelphia, MS, on the one hand, and, on the other, points in CA and IN.

NOTE.—Applicant holds motor contract authority in No. MC 128592 and sub-numbers thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests that it be held at Jackson, MS, or Memphis, TN.

No. MC 139495 (Sub-No. 311), filed January 31, 1978. Applicant: NATIONAL CARRIERS, INC., 1501 East 8th Street, P.O. Box 1358, Liberal, KS 67901. Applicant's representative: Herbert Alan Dubin, 1320 Fenwick Lane, Suite 500, Silver Spring, MD 20910. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat and meat products*, between points in UT, on the one hand, and, on the other, points in the United States (except AK and HI).

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Washington, DC.

No. MC 140033 (Sub-No. 41), filed January 31, 1978. Applicant: COX REFRIGERATED EXPRESS, INC., 10606 Goodnight Lane, Dallas, TX 75220. Applicant's representative: E. Larry Wells, Suite 1125, Exchange Park, P.O. Box 45538, Dallas, TX 75245. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except in bulk), from the plantsite and storage facilities of Anderson-Clayton Co., located at or near Jacksonville, IL, to points in PA, NY, MD, DE, NJ, CT, RH, MA, VT, NH, ME, and DC.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at Dallas, TX. Applicant holds contract carrier authority in MC 142296, therefore dual operations may be involved.

No. MC140024 (Sub-No. 85), filed January 13, 1978. Applicant: J. B. MONTGOMERY, INC., 5565 East 52d Avenue, Commerce City, CO 80022. Applicant's representative: John F. DeCock (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, other than frozen (except commodities in bulk). From Pennsauken, NJ, to Battle Creek and Fort Custer Industrial Park, MI.

NOTE.—Common control may be involved. (Hearing site: Chicago, IL.)

MC 140037 (Sub-No. 5), filed: January 26, 1978. Applicant: SUNFLOWER CARRIERS, INC., P.O. Box 355, York, NE 68467. Applicant's representative: Scott E. Daniel, P.O. Box 82028, Lincoln, NE 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, and articles* distributed by meat packinghouses, as described in sections A and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766 (except hides and commodities in bulk), from the facilities of Siouxland Dressed Beef, located in Sioux City, IA, to points in NY. Restriction: Restricted to a transportation service to be performed under a continuing contract, or contracts, with Sunflower Beef Packers.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Omaha, NE.

No. MC 141532 (Sub-No. 18F), filed February 1, 1978. Applicant: PACIFIC STATES TRANSPORT, INC., 35433 16th Avenue South, Federal Way, WA 98002. Applicant's representative: Henry C. Winters, 235 Evergreen Building, Renton, WA 98055. Authority sought to engage in operations, in interstate or foreign commerce, as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flat glass*, from the plantsite of Guardian Industries at or near Kingsburg, CA, to points in OR and WA.

NOTE.—If a hearing is deemed necessary, applicant requests it be held either at San Francisco, or Los Angeles, CA.

No. MC 142189 (Sub-No. 23), filed December 23, 1977. Applicant: C. M. BURNS dba. WESTERN TRUCKING, 521 Lincoln Avenue, Baker, MT 59313. Applicant's representative: C. M. Burns, P.O. Box 980, Baker, MT 59313. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buildings, building panels, building parts and materials, accessories and supplies used in the installation and construction of building, panels, and parts*, from Monticello, IA, to points in MT, ND, SD, WY and Ports of Entry on the United States, Canadian Border in MT, ND, ID, and WA, for furtherance into Canada.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Billings, MT.

No. MC 142189 (Sub-No. 27), filed January 16, 1978. Applicant: C. M. BURNS dba. WESTERN TRUCKING, 521 Linclon Avenue, Baker, MT 59313. Applicant's representative: Michael R. Griffith, Box 980, Baker, MT 59313. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural equipment materials and supplies and sanitation equipment materials and supplies*, between Jefferson, IA, and Silver Lake, IN, on the one hand, and, on the other, points in and west of ND, SD, NE, KS, OK, and TX (except AL and HI), and ports of entry on the International Boundary line between the United States and Canada in ND, MT, ID, and WA for furtherance into Canada.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Des Moines, IA.

No. MC 142327F (Sub-No. 1), filed February 2, 1978. Applicant: McLARTY TRANSPORTATION, INC., 900 Plaza West Building, Little Rock, AR 72205. Representative: Thomas B. Staley, 1550 Tower Building, Little Rock, AR 72201. Authority sought to operate as a *contract carrier*, over irregular routes, transporting: *Coal, in bulk, in dump vehicles;* from Latimer County, OK, to Little River County, AR, under continuing contract with Farrell-Cooper Mining Co.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at either Little Rock or Fort Smith, AR.

No. MC 142516 (Sub-No. 6), filed January 23, 1978. Applicant: ACE TRUCKING CO., INC., 1 Hackensack Avenue, Kearny, NJ 07302. Applicants representative: George A. Olsen, P.O. Box 357, Gladstone, NJ 07934. Authority sought to operate as a *contract carrier*, over irregular routes, transporting: *Table sauces* (except in bulk) from Paterson, NJ, to points in the United States (except AK and HI), under continuing contract or contracts with Lea & Perrins, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either New York, NY, or Washington, DC.

No. MC 142600 (Sub-No. 7), filed January 27, 1978. Applicant: DIXIE-WEST EXPRESS, INC., P.O. Drawer L, Petal, MS 39465. Applicants representative: William P. Jackson, Jr., 3426 North Washington Boulevard, P.O. Box 1240, Arlington, VA 22210. Authority sought to operate as as *contract carrier* by motor vehicle, over irregular routes, transporting: *Resins, and compounds and products thereof, and such other commodities* as are manufactured and distributed by chemical manufacturers (except in bulk) in vehicles equipped with mechanical refrigeration, from the facilities of Hercules, Inc., at or near Brunswick and Savannah, GA, to Hattiesburg, MS, Baton Rouge, LA, and points in AZ, CA, CO, OR, and WA, under a continuing contract, or contracts with Hercules, Inc.

NOTE.—Hearing site: Washington, DC.

No. MC 142891 (Sub-No. 4), filed January 30, 1978. Applicant: A & H, INC., P.O. Box 346, Footville, WI 53537. Applicant's representative: Charles W. Beinhauer, Suite 4959, One World Trade Center, New York, NY 10048. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Foodstuffs* (except commodities in bulk), from the facilities of Geo. A. Hormel & Co., at or near Beloit, WI to points in MN, ND, SD, NE, KS, OK, IA, MO, IL, MI, IN, OH, KY, NY, PA, LA, AR, AL, GA, MS, TN, VT, NH, ME, MA, RI, CT, MD, NJ, DE, WV, VA, NC, and SC, and DC. Restriction: The operations sought above are restricted to the transportation of shipments originating at the named origin and destined to the named States. (2) *Meats, meat products, and meat byproducts* as described in section A of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766 (except hides), and *foodstuffs, canning plant materials, equipment, and supplies* (except commodities in bulk), from points in MN, ND, SD, NE, KS, OK, IA, MO, IL, MI, IN, OH, NY, PA, NJ, LA, AR, MS, AL, and GA. to the facilities of Geo. A. Hormel & Co. at or near Beloit, WI. Restriction: The operations sought above are restricted to the transportation of shipments originating at the named origins and destined to the named destination. (Hearing: Minneapolis, MN, or New York, NY). Applicant holds contract

carrier authority in MC 129809 (Sub 4) and other subs, therefore dual operations may be involved.

No. MC 143480F (Sub-No. 2), filed February 3, 1978. Applicant: R BROWN & SONS, INC., 11 Canyon Estates Drive, Colchester, VT 05446. Applicants representative: Robert B. Brown, 11 Canyon Estates Drive, Colchester, VT 05446. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Water pipe and sewer pipe and pipe fittings*, used in the installation of homes, plants, city, and town water mains and sewer systems, (1) from Burlington and Manville, NJ; Rensselaer and Balston Spa, NY; Gilbertville, MA; to points in VT and NH; (2) from Burlington, VT, to points in NH, under a continuing contract with Red Hed Supply, Inc., located in Colchester, VT.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held in Burlington, VT. Alternate choice: Montpelier or Rutland, VT, or Albany, NY.

No. MC 143691 (Sub-No. 6), filed January 23, 1978. Applicant: PONY EXPRESS COURIER CORP., P.O. Box 4313, Atlanta, GA 30302. Applicant's representative: Steven J. Thatcher (same address as applicant). Authority sought as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Audit and accounting media; checks; cash letters; statements; advices; magnetic tape, punch cards, and other computer media; data processing media; printed documents; microfilm, microfiche, microforms, and related items; written instruments, documents, records, supplies, and material* as are used in the business of banks and banking institutions, between Omaha, NE, on the one hand, and, on the other, points in IA, under a continuing contract with banks and banking institutions.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Omaha, NE, or Washington, DC. Common control may be involved. Applicant holds pending common carrier authority in MC 142330 (Subs 5 and 9), therefore dual operations may be involved.

No. MC 143748 (Sub-No. 2), filed January 9, 1978. Applicant: ALFRED H. COELHO, d.b.a. D T R TRUCKING, 38275 Fremont Boulevard, Fremont, CA 94536. Applicant's representative: Alfred H. Coelho (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Firelogs, sawdust, and wax combined*, from the plantsite and storage facilities of Duraflame, Inc., located at or near Stockton and Port of Stockton, CA, to points in AZ, ID, OR, UT, and WA.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at San Francisco, or Stockton, CA.

No. MC 143894 (Sub-No. 2), filed January 30, 1978. Applicant: JEROLD J. BUCHAN, d.b.a. BUCHAN TRUCKING CO., S30 W28538 Sunset Drive, Waukesha, WI 53186. Applicant's representative: David V. Purcell, 1330 Marine Plaza, 111 East Wisconsin Avenue, Milwaukee, WI 53202. Authority sought to operate as a *contract 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 MCC 209 and 766 (except commodities in bulk), in mechanically refrigerated vehicles, from the facilities of Lindsay Meats, Inc., at Milwaukee, WI, to points in GA, IN, KY, OH, PA, those points in the Lower Peninsula of MI, DC; that part of NY on and west of State Hwy 14, New York, NY, and Norfolk and Richmond, VA, under a continuing contract or contracts with Lindsay Meats, Inc., located at Milwaukee, WI.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Milwaukee, WI, or Chicago, IL.

No. MC 143898 (Sub-No. 1), filed January 27, 1978. Applicant: DONALD BUEHRING, 6860 Clairville Road, Oshkosh, WI 54901. Applicant's representative: Rolfe E. Hanson, 121 West Doty Street, Madison, WI 53703. Authority sought to operate as a *contract carrier* by motor vehicle, over irregular routes, transporting: *Dry fertilizer*, in bulk or bags, (1) between the plantsite, warehouse, and storage facilities of International Minerals & Chemical Corp., Rainbow Division, at Eldorado, WI, Dodgeville, WI, Nappanee, IN, Erie, IL, Union, IL, Riverdale, IL, and Garden Prairie, IL; and (2) between the points named in (1) above on the one hand, and on the other, points in WI and MI. Restriction: Restricted to service to be performed under continuing contract with International Minerals & Chemical Corp., Rainbow Division.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Madison or Milwaukee, WI.

No. MC 143956 (Sub-No. 1), filed January 16, 1978. Applicant: GARDNER TRUCKING CO., INC., 320 Woodlawn, Box 567, Walterboro, SC 29488. Applicant's representative: Theodore Polydoroff, Suite 600, 1250 Connecticut Avenue NW., Washington, DC 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Horsemeat*, (1) from the plantsite and warehouse facilities of M & R Packing Co., at or near Walterboro, SC, to points in CA, FL, GA, SC, NC, NJ, NY, and PA, restricted to traffic having a subsequent movement in foreign commerce; and (2) from Hartford, CT, to Walterboro, SC, restricted to traffic originating at and destined to the plantsite and warehouse facilities of M & R Packing Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, DC. Applicant holds contract carrier authority in MC 135811 and subs thereunder, therefore dual operations may be involved.

No. MC 144018 (Sub-No. 2), filed January 30, 1978. Applicant: ROBERT L. DRINKARD, 625 Van Duvn Road, Coburg, OR 97401. Applicant's representative: Robert W. Sellars (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Stone crushed*, in sacks, from the plantsites of Standard Industrial Minerals at or near Bishop, CA, Pfizer Plant at or near Lucerne Valley, CA, Cypress Mines at or near Fernley, NV, to Woodinville, WA, Eugene and Salem, OR.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Portland or Eugene, OR.

No. MC 144032 (Sub-No. 3), filed January 31, 1978. Applicant: R. & S. TRUCKING, INC., Route 1, Box 123, Garretson, SD 57030. Applicant's Representative: Jack L. Shultz, P.O. Box 82028, Lincoln, NE 68501. Authority sought to operate as *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cured corned beef*, from the facilities of H. Shenson, Inc., at or near Omaha, NE, to the U.S. Army Depots located at or near Columbia, SC; Norfolk and Williamsburg, VA; and Kansas City, MO, under a continuing contract or contracts with H. Shenson, Inc. Restriction: The above traffic is restricted to the transportation of traffic originating at the above-named origin and destined to the above-named destinations.

NOTE.—Hearing site: Omaha, NE.

No. MC 144230, filed January 30, 1978. Applicant: MOUNT HOPE CARTAGE, LTD., Airport Road East, Mount Hope, ON, Canada. Applicant's representative: Robert D. Gunderman, Suite 710, Statler Hilton, Buffalo; NY 14202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General Commodities* (except those of unusual values, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between the Greater Buffalo International Airport (Erie County), NY, on the one hand, and, on the other, ports of entry on the international boundary line between the United States and Canada on the Niagara River; restricted to the transportation of traffic, (1) originating at or destined to points in the regional municipality of Hamilton-Wentworth, and that part of Burlington south of

No. 5 side road running west from a place known as Boyne, ON, and (2) having a prior or subsequent movement by air.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Buffalo, NY.

No. MC 144232, filed January 27, 1978. Applicant: TRANS-NATIONAL TRUCK, INC., P.O. Box 4168, Amarillo, TX 79105. Applicant's representative: Mr. Charles Singer, 2440 East Commercial Boulevard, Fort Lauderdale, FL 33380. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in or used by manufacturers of rubber or plastic products between the facilities of the B. F. Goodrich Co., Chemical Division, at or near Henry, IL; Louisville, KY; Pedricktown, NJ; Akron and Avon Lake, OH, on the one hand, and, on the other, points in the United States in and east of MN, IA, MO, AR, and LA. Restrictions: (1) Resticted to traffic originating at or destined to the facilities of the B. F. Goodrich Co., Chemical Division; and (2) restricted to a transportation service under a continuing contract or contracts with the B. F. Goodrich Co., Chemical Division.

NOTE.—Applicant holds contract carrier authority in MC 133655, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, the applicacant requests it be held at Chicago, IL.

No. MC 144251, filed January 30, 1978. Applicant: J. T. I. CORP., State Line Industrial Park, Salem, NH 03079. Applicant's representative: Francis E. Barrett, Jr., 10 Industrial Park Road, Hingham, MA 02043. Authority sought to operate as a *Contract carrier*, by motor vehicle over irregular routes transporting: *paper, plastic, and paper and plastic products* (except in bulk), between points in ME, NH, VT, MA, RI, CT, NY, NJ, PA, DE, MD, VA, WV, NC, SC, GA, FL, AL, MS, LA, TN, KY, OH, IN, IL, WI, MI, MN, IA, MO, AR, DC, TX and OK, under continuing contracts with Port Poly, Inc., and Koffman Products, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Concord, NH or Boston, MA.

No. MC 144264, filed January 30, 1978. Applicant: MOHR TRUCKING CO., INC., Route 1, Box 198, Barboursville, WV 25504. Applicant's representative: John M. Friedman, 2930 Putnam Avenue, Hurricane, WV 25526. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Crushed limestone aggregate, limestone sand, railroad ballast and agricultural lime*, in bags and in bulk; (2) *Rock dust, agricultural lime, limestone, slag, aggregates, limestone sand and railroad ballast*, in bags and in bulk; (3) *Quartz sand*, in bags and in bulk; and (4) *Crushed limestone, agricultural lime, and slag*, in bags and in bulk. Those commodities named in (1) above from points in Adams County, OH, to points in Carter and Martin Counties, KY; and Boone, Cabell, Jackson, Kanawha, Lincoln, Logan, Mason, Mingo, Putnam, Roane, Wayne, Wirt, and Wood Counties, WV. Those commodities named in (2) and (3) above from points in Adams, Jackson, Lawrence, Muskingum and Scioto Counties, OH, to points in Boyd, Carter, Greenup, Lawrence and Martin Counties, KY; and, Boone, Cabell, Jackson, Kanawha, Lincoln, Logan, Mason, Mingo, Putnam, Roane, Wayne, Wirt and Wood Counties, WV. Those commodities named in (4) above from points in Boyd, Carter and Greenup Counties, KY to points in Boone, Cabell, Jackson, Kanawha, Lincoln, Logan, Mason, Mingo, Putnam, Roane, Wayne, Wirt, and Wood Counties, WV, under a continuing contract or contracts with Plum Run Stone Division of Davon, Inc. and M & M Supply, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Charleston, WV, or Columbus, OH.

PASSENGERS

No. MC-2890 (Sub-No. 53), filed January 6, 1978. Applicant: AMERICAN BUSLINES, INC., 1501 South Central Avenue, Los Angeles, CA 90021. Applicant's representative: R. Y. Schureman, 1545 Wilshire Boulevard, Los Angeles, CA 90017. 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 Long Beach, CA, and the junction of Interstate Hwy 405 (San Diego Freeway) with Interstate Hwy 5 near El Toro, CA: From Long Beach, CA, over CA Hwy 22 to junction Interstate Hwy 405 (San Diego Freeway) at or near Seal Beach, CA; then over Interstate Hwy 405 (San Diego Freeway) to junction Interstate Hwy 5, serving all intermediate points, and return over the same route.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Los Angeles, CA.

No. MC 142573 (Sub-No. 3), filed January 19, 1978. Applicant: CRAIG JONES d.b.a. GILLETTE CREW TRANSPORTERS, P.O. Box 2136, Gillette, WY 82716. Applicant's representative: Ward A. White, P.O. Box 568, Cheyenne, WY 82001. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Railroad employees and their baggage* in the same vehicles, between points in Campbell, Crook, Weston, Natrona, Converse, Platte, and Goshen Counties, WY; Lawrence, Pennington, Custer and Fall River Counties, SD; Sioux, Dawes, Box Butte, Sheridan, Grant, Hooker, Thomas, Blaine, Custer, Sherman, Buffalo, Scottsbluff, Morrill, and Cheyenne Counties, NE; and Logan County, CO, under a continuing contract or contracts with Burlington Northern, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Cheyenne, WY.

No. MC 144296 F, filed February 2, 1978. Applicant: LEWIS BUS LINES, INC., 1269 Gordon Hwy, Augusta, GA 30902. Applicant's representative: Clyde W. Carver, Suite 212, 5299 Roswell Road NE., Atlanta, GA 30342. 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 special and charter operations; from points in Columbia, Richmond, Burke, Jefferson, Glascock, Warren, and McDuffie Counties, GA; and Aiken, Edgefield, Allendale, and Barnwell Counties, SC, to points in the United States, including AK but excepting HI, and return.

NOTE.—If a hearing is deemed necessary, it is requested that the hearing be held at Augusta, GA; Aiken, SC; or Atlanta, GA.

BROKER

No. MC 130475, filed January 23, 1978. Applicant: ELEANOR YORK, d.b.a. YORK TOURS, 148 North Front Street, Medford, OR 97501. Applicant's representative: Starling R. Reese, 1220 North Ross Lane, Medford, OR 97501. Authority sought to engage in operation, in interstate or foreign commerce, as a broker at Medford, OR, to sell or offer to sell the transportation of passengers and their baggage in escorted tours, special and charter operations, in round trip sightseeing, pleasure, and educational tours by motor, rail, and water carriers, beginning and ending at Medford, OR, and extending to points in the United States, including AK and HI and foreign commerce, restricted to the Provinces of Canada and the Republic of Mexico.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at Medford, OR. Common control may be involved.

By the Commission.

H. G. HOMME, Jr.
Acting Secretary.

[FR Doc. 78-6089 Filed 3-8-78; 8:45 am]

[Volume No. 67]

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER OPERATING RIGHTS APPLICATIONS

FEBRUARY 24, 1978.

The following applications are governed by Special Rule 247 of the Commission's General Rules of Practice (49 CFR § 1100.247). 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 to seasonably file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with § 247(E)(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 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. All pleadings and documents must clearly specify the "F" suffix where the docket is so identified in this notice. If the protest includes a request for oral hearing, such requests shall meet the requirements of § 247(E)(4) of the special rules, and shall include the certification required therein.

Section 247(f) further provides, in part, that an applicant who does not intend timely to prosecute its application shall promptly request dismissal thereof, and that failure to prosecute an application under procedures ordered by the Commission will result in dismissal of the application.

Further processing steps 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.

Each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application.

No. MC 2202 (Sub-No. 551), filed January 23, 1978. Applicant: ROADWAY EXPRESS, INC., P.O. Box 471, 1077 Gorge Boulevard, Akron, OH 44309. Applicant's representative: William O. Turney, Suite 1010, 7101 Wisconsin Avenue, Washington, DC 20014. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Angleton, TX, as an intermediate point on applicant's present service route between Houston, TX, and Freeport, TX.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Houston, TX, or Washington, DC.

No. MC 4405 (Sub-No. 572), filed December 29, 1977. Applicant: DEALERS TRANSIT, INC., a corporation, 522 South Boston Avenue, Tulsa, OK 74103. Applicant's representative: Alan Foss, 502 First National Bank Building, Fargo, ND 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, in interstate or foreign commerce, transporting: *Water and/or sewage treatment equipment* and *water treatment or sewage equipment parts*, from the plantsite of Neptune Microfloc, Inc., at Corvallis, OR, to all points in the United States (except AK and HI).

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Portland, OR.

No. MC 19945 (Sub-No. 67), filed January 24, 1978. Applicant: BEHNKEN TRUCK SERVICE, INC., Route 13, New Athens, IL 62264. Applicant's representative: Ernest A. Brooks, II, 1301 Ambassador Building, St. Louis, MO 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer material*, in bulk, from Bussen Spur, MO to points in IL.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago or Springfield, IL.

No. MC 22229 (Sub-No. 120), filed January 26, 1978. Applicant: TERMINAL TRANSPORT CO., INC., 9393 West 110th Street, 5th Floor, Overland Park, KS 66210. Applicant's representative: Harold H. Clokey (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, dangerous explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the site of the K Mart Corp. Distribution Center, at or near Shenandoah, Coweta County, GA, as an off-route point in connection with carrier's authorized regular route service.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Atlanta, GA, or Washington, DC.

No. MC 35320 (Sub-No. 155), filed January 30, 1978. Applicant: T.I.M.E.-DC, INC., P.O. Box 2550, Lubbock, TX 79408. Applicant's representative: Kenneth G. Thomas (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except sand, gravel, coal, livestock, and articles which, because of size or weight, require specialized equipment), serving the site of K Mart Corp's. Distribution Center in Coweta County, GA, 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 Detroit, MI, or Chicago, IL.

No. MC 35320 (Sub-No. 156), filed January 30, 1978. Applicant: T.I.M.E.-DC, INC., P.O. Box 2550, Lubbock, TX 79408. Applicant's representative: Kenneth G. Thomas (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, with no exceptions, serving the facilities of Levelland Vegetable Oil Mill, Inc., located at or near Levelland, TX, as an off-route point in connection with carrier's presently authorized regular route operations.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at either Lubbock or Amarillo, TX.

No. MC 43038 (Sub-No. 470), filed January 26, 1978. Applicant: COMMERCIAL CARRIERS, INC., 10701 Middlebelt Road, Romulus, MI 48174. Applicant's representative: Paul H. Jones, 29725 Shacket Avenue, Madison Heights, MI 48071. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motor vehicles* (except passenger automobiles and trailers), in truckaway service, from the plantsites or storage facilities of General Motors Corp. located at Detroit, MI, to points in PA and NY.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Detroit, MI, or Washington, DC. Common control may be involved.

No. MC 45656 (Sub-No. 22), filed January 11, 1978. Applicant: ANDER-

SON TRUCK LINE, INC., P.O. Box 1196, Lenoir, NC 28645. Applicant's representative: Charles Ephraim, Suite 600, 1250 Connecticut Avenue NW., Washington, DC 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture and furniture parts*, from points in Alexander, Burke, Caldwell, Catawba, Iredell, Lincoln, McDowell, Mitchell, Rutherford, and Wilkes Counties, NC, to points in AL. Returned and rejected shipments on return.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held in Charlotte, NC.

No. MC 55896 (Sub-No. 62), filed January 9, 1978. Applicant: R-W SERVICE SYSTEM, INC., 20225 Goddard Road, Taylor, MI 48180. Applicant's representative: Martin J. Leavitt, 22375 Haggerty Road, P.O. Box 400, Northville, MI 48167. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mufflers, brackets, and parts therefor*, from Hartford, WI, to points in OH on and north of U.S. Hwy 30.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at (1) Chicago, (2) Toledo, (3) Detroit.

No. MC 59150 (Sub-No. 114), filed December 29, 1977. Applicant: PLOOF TRUCK LINES, INC., 1414 Lindrose Street, Jacksonville, FL 32206. Applicant's representative: Martin Sack, Jr., 1754 Gulf Life Tower, Jacksonville, FL 32207. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pipe, fittings, valves, hydrants, castings, and materials and supplies* used in the installation thereof, from the plantsite and storage facilities of Clow Corp. at or near Birmingham, AL, to points in AR, LS, MS, KY, TN, VA, NC, SC, GA, and FL.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Birmingham, AL, or Jacksonville, FL.

No. MC 59150 (Sub-No. 122), filed January 26, 1978. Applicant: PLOOF TRUCK LINES, INC., 1414 Lindrose Street, Jacksonville, FL 32206. Applicant's representative: Martin Sack, Jr., 1754 Gulf Life Tower, Jacksonville, FL 32207. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel wire and reinforcement mesh*, from the plantsite and warehouse facilities of Exposaic Wire Co. at or near Mt. Airy, NC, to points in AL, GA, FL, SC, MS, LA, and TN.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Raleigh, NC.

No. MC 59264 (Sub-No. 67), filed January 30, 1978. Applicant: SMITH & SOLOMON TRUCKING CO., a corporation, How Lane, New Brunswick, NJ 08903. Applicant's representative: Herbert Burstein, Suite 2373, One World Trade Center, New York, NY 10048. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bakery goods and materials and equipment and supplies related to bakery goods*, from Richmond, VA, and points in its commercial zone, to points in ME, NH, VT, MA, and RI.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at New York, NY, Washington, DC, or Richmond, VA.

No. MC 63417 (Sub-No. 126), filed January 31, 1978. Applicant: BLUE RIDGE TRANSFER CO., INC., P.O. Box 13447, Roanoke, VA 24034. 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: *Plastic articles*, from Rensselaer, NY, to points in the United States in and east of MI, IL, KY, TN, and MS (except points in NY, CT, ME, MA, NH, RI, and VT.

NOTE.—If a hearing is deemed necessary, applicant requests it be held in Roanoke, VA, or Albany, NY.

No. MC 65475 (Sub-No. 14), filed January 26, 1978. Applicant: JETCO, INC., 4701 Eisenhower Avenue, Alexandria, VA 22304. Applicant's representative: J. G. Dail, Jr., P.O. Box 567, McLean, VA 22101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Machinery and machinery parts*, from the plantsite of Landis Tool Co., at or near Waynesboro, PA, to points in the United States (except AK and HI); and (2) *equipment, materials, and supplies* used in the manufacture of machinery and machinery parts, from points in the United States (except AK and HI) to the plantsite of Landis Tool Co., at or near Waynesboro, PA.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, DC, on a consolidated record with a similar application.

No. MC 68860 (Sub-No. 30), filed January 13, 1978. Applicant: RUSSELL TRANSFER, INC., 5259 Aviation Drive, Roanoke, VA 24012. Applicant's representative: Liniel G. Gregory, Jr., 5259 Aviation Drive, Roanoke, VA 24012. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise as dealt in by wholesale, retail, chain grocery, and food business houses, and material, equipment, and supplies* used in conduct of such businesses, between Huntington, WV, on the one hand, and, on the other, points in VA, NC, and SC.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Roanoke, VA, Washington, DC, Huntington, WV, or Charleston, WV.

No. MC 73165 (Sub-No. 429), filed January 26, 1978. Applicant: EAGLE MOTOR LINES, INC., 830 North 33d Street, Birmingham, AL 35202. Applicant's representative: R. Cameron Rollins, 830 North 33d Street, Birmingham, AL 35202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Electrical substations*, complete, knockdown, or in sections, including all *component parts* therefor, and (2) *parts, accessories, implements*, and *supplies* used in the erection and installation of electrical substations when moving in the same shipments with such electrical substations, from points in Shelby County, AL to points in the United States (except AK and HI); and (3) *materials, supplies*, and *parts* (except commodities in bulk) used in the manufacture, assembly, and servicing of commodities in (1) and (2) above, from points in the United States (except AK and HI) to points in Shelby County, AL.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Birmingham, AL or Atlanta, GA.

No. MC 95540 (Sub-No. 1000), filed January 30, 1978. Applicant: WATKINS MOTOR LINES, INC., 1144 West Griffin Road, P.O. Box 1636, Lakeland, FL 33802. Applicant's representative: Benjy W. Fincher (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Bananas* and (2) *agricultural commodities*, exempt from economic regulation under section 203(b)(6) of the Interstate Commerce Act, when transported in mixed loads with bananas, from New York, NY, Philadelphia, PA, and Baltimore, MD, to points in OH, MI, IN, IL, and WI.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either New York, NY, Washington, DC, or Tampa, FL.

No. MC 105566 (Sub-No. 157), filed January 30, 1978. Applicant: SAM TANKSLEY TRUCKING, INC., P.O. Box 1119, Cape Girardeau, MO 63701. Applicant's representative: Thomas F. Kilroy, Suite 406, Executive Building, 6901 Old Keene Mill Road, Springfield, VA 22150. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *printed matter*, from Lancaster, PA, to points in AZ, CA, CO, ID, MT, NV NM, OK, OR, TX, UT, WA, WY, LA, and MS

NOTE.—If a hearing is deemed necessary, the applicant requests it to be held in Chicago, IL or Washington, DC.

No. MC 105813 (Sub-No. 228), filed December 29, 1977. Applicant: BEL-

FORD TRUCKING CO., INC., 1759 Southwest 12th Street, P.O. Box 2009, Ocala, FL 32670. Applicant's representative: Arnold L. Burke, 180 North LaSalle Street, Chicago, IL 60601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas* and *agricultural commodities*, otherwise exempt from economic regulation under section 203(b)(6) of the Act, when transported in mixed loads with bananas, restricted to the transportation of traffic having immediately prior movement by water, from Charleston, SC, to points in IL, IN, IA, KS, KY, ND, SD, TN, WV, and WI.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Miami, FL.

No. MC 106644 (Sub-No. 249), filed January 30, 1978. Applicant: SUPERIOR TRUCKING COMPANY, INC., Post Office Box 916, Atlanta, GA 30301. Applicant's representative: Frank Hall, Suite 713, 3384 Peachtree Road, NE., Atlanta, GA 30326. Authority sought to operate as a *common carrier*, over irregular routes, by motor vehicle, transporting: *Condensers, equalizers and exchangers, gas or liquid, iron or steel, and coolers, iron or steel*, from the facilities of Evapco Inc., Baltimore, MD to points in the United States (except AK and HI).

NOTE.—If an oral hearing is deemed necessary, we request it be held at either Baltimore, MD or Washington, DC.

No. MC 107295 (Sub-No. 73), filed January 13, 1978. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, IL 61842. Applicant's representative: Mack Stephenson, 42 Fox Mill Lane, Springfield, IL 62707. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Plywood and composition board*, from Los Angeles and Long Beach, CA, to points in the United states (except AK and HI), and (2) *composition board*, (a) from Burns Harbor, IN, and Charlestown, MA to points in the United States (except AK and HI), and (b) from New Orleans, LA, to points in AL, AR, FL, GA, KS, MS, NE, OK, TN, and TX.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held in Boston, MA.

No. MC 108341 (Sub-No. 81), filed January 27, 1978. Applicant: MOSS TRUCKING CO., INC., 3027 N. Tryon Street, P.O. Box 8409, Charlotte, NC 28208. Applicant's representative: Morton E. Kiel, Suite 6193, 5 World Trade Center, New York, NY 10048. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel piling and pile driving equipment and machinery*, from Jacksonville, FL to points in AL, GA, KY, LA, MS, NC, OH, SC, TN, VA, and WV.

NOTE.—Hearing site: Jacksonville, FL or Washington, DC. Common control may be involved.

No. MC 109633 (Sub-No. 27), filed January 30, 1978. Applicant: ARBET TRUCK LINES, INC., 222 E. 135th Place, Chicago, IL 60627. Applicant's representative: Arnold L. Burke, 180 N. LaSalle Street, Chicago, IL 60601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic articles* (except in bulk), from the plantsite and warehouse facilities of Mobil Chemical Co. Plastics Division, located in Ontario, Wayne, and Monroe Counties, NY, to points in the United States (except AK and HI).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, DC.

No. MC 111053 (Sub-No. 6), filed January 23, 1978. Applicant: EHRLICK TRANSPORT LIMITED, 3250 Derry Road, Mississauga, ON, Canada. Applicant's representative: Robert D. Gunderman, Suite 710, Statler Hilton, Buffalo, NY 14202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, in the transportation of: *Horses*, other than ordinary, and in the same vehicle with such horses, *stable supplies and equipment* used in the care and exhibition of such horses, *mascots*, and the *personal effects* of their attendants, trainers, and exhibitors between ports of entry on the International Boundary line between the United States and Canada in NY and MI, on the one hand, and, on the other, points in GA, FL, and TN.

NOTE.—Applicant currently holds complementary authority from the Ontario Ministry of Transportation and Communications (X-416). If a hearing is deemed necessary, Applicant requests that it be held at Buffalo, NY.

No. MC 112304 (Sub-No. 128), filed January 27, 1978. Applicant: ACE DORAN HAULING & RIGGING CO., a corporation, 1601 Blue Rock Street, Cincinnati, OH 45223. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, OH 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, from the plantsite and shipping facilities of Georgetown Steel Co., at or near Georgetown, SC, to points in CT, DE, DC, IL, IN, ME, MD, MA, MI, NH, NJ, NY, OH, PA, RI, VT, VA, WV, and WI.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Atlanta, GA or Washington, DC. Common control may be involved.

No. MC 112304 (Sub-No. 129), filed January 23, 1978. Applicant: ACE DORAN HAULING & RIGGING CO., a Ohio corporation, 1601 Blue Rock Street, Cincinnati, OH 45223. Applicant's representative: A. Charles Tell, 100 East Broad Street, Cincinnati, OH 45223. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum and aluminum articles*, from the Port of Houston at or near Houston, TX; Rockwall, TX and Magnolia, AR to points in AR, MS, MO, OK, and TX. Restricted to traffic having a prior movement by water.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at Washington, DC.

No. MC 112989 (Sub-No. 58), filed January 30, 1978. Applicant: WEST COAST TRUCK LINES, INC., 85647 Hwy 99 South, Eugene, OR 97405. Applicant's representative: John W. White, Jr., 85647 Hwy 99 South, Eugene, OR 97405. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic pipe and accessories*, (1) between the facilities of Simpson Extruded Plastics Co., at or near Eugene, OR and Sunnyside, WA, on the one hand, and, on the other, WA, OR, CA, NV, AZ, UT, WY, ID, and MT; and (2) between the facilities of Simpson Extruded Plastics Co., at or near Eugene, OR and Sunnyside, WA, on the one hand, and, on the other, points of entry on the international boundary line between the United States and Canada located in WA.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Salem or Portland, OR.

No. MC 113666 (Sub-No. 122), filed January 17, 1978. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Road, Freeport, PA 16229. Applicant's representative: Daniel R. Smetanick, 1200 Butler Road, Freeport, PA 16229. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, in the transporting of *lumber and lumber products*, between ports of entry on the international boundary between the United States and Canada located in MI and NY and seaports along the eastern seaboard of the United States located in DE, MD, NJ, NY, PA, and VA, on the one hand, and, on the other, points in DE, IN, KY, MD, MI, NJ, NY, OH, PA, VA, WV, and DC. Restrictions: Restricted to the transportation of shipments having a prior or subsequent movement in foreign commerce.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, PA, or Washington, DC.

No. MC 113843 (Sub-No. 248), filed January 30, 1978. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, MA 02210. Applicant's representative: Lawrence T. Shiels, 316 Summer Street, Boston,

MA 02210. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic and plastic articles*, in vehicles equipped with mechanical refrigeration, from North Andover, MA to points in NY, NJ, PA, CT, CO, DE, MD, VA, OH, IL, IN, IA, KN, KY, MI, MN, MO, NE, ND, SD, WV, WI, and DC.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held in Boston, MA.

No. MC 114194 (Sub-No. 197), filed January 24. 1978. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, IL 62201. Applicant's representative: Ernest A. Brooks II, 1301 Ambassador Building, St. Louis, MO 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer material*, in bulk, from Bussen Spur, MO, to points in IL.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Chicago or Springfield, IL.

No. MC 114211 (Sub-No. 341), filed January 11, 1978. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, IA 50704. Applicant's representative: Mr. Daniel Sullivan, suite 1600, 10 South La Salle, Chicago, IL 60604. Authority sought to operate as a *common carrier*, over irregular routes, by motor vehicle, transporting: *Material handling equipment*, and *parts and accessories* for material handling equipment, from Crystal Lake, IL and Houston, TX, to points in the United States (excluding AK and HI).

NOTE.—If a hearing is deemed necessary, we request it be held at Chicago IL, at the same time and place as Machinery Transport, Inc., MC 124947 Sub-No. 75 application.

No. MC 114273 (Sub-No. 330), filed January 9, 1978. Applicant: CRST, INC., P.O. Box 68, Cedar Rapids, IA 52406. Applicant's representative: Kenneth L. Core (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Knock-down metal buildings and parts* used in the manufacturing thereof, from Monticello, IA to points in IL, IN, OH, WI, PA, MO, NY, VA, WV, and TN.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at either Washington, DC or Chicago, IL.

No. MC 114457 (Sub-No. 345), filed December 27, 1978. Applicant: DART TRANSIT CO., 2102 University Avenue, St. Paul, MN 55114. Applicant's representative: James C. Hardman, 33 N. LaSalle St., Chicago, IL 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal litters, animal and bird feed, and pet supplies* (except commodities in bulk), from Waldron, AR to points in the United States (except AK, and HI).

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at Minneapolis-St. Paul, MN or Chicago, IL.

No. MC 114457 (Sub-No. 354), filed January 25, 1978. Applicant: DART TRANSIT CO., a corporation, 2102 University Avenue, St. Paul, MN 55114. Applicant's representative: James H. Wills, 2102 University Avenue, St. Paul, MN 55114. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Insulating material* (except in bulk), from the plant facilities of Fibreboard Corp. at Fruita, CO to points in the United States (except AK and HI).

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at St. Paul, MN or San Francisco, CA.

No. MC 114632 (Sub-No. 138), filed January 25, 1978. Applicant: APPLE LINES, INC., P.O. Box 287, Madison, SD 57042. Applicant's representative: Michael Carter, P.O. Box 287, Madison, SD 57042. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, and articles distributed by meat packinghouses*, as described in sections A and C of Appendix I to Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from the facilities of Dugdale Packing Co. at or near Norfolk, NE and St. Joseph, MO, to points in CO, CT, DE, DC, IL, IN, IA, KS, KY, ME, MA, MD, MI, MN, MO, NE, NC, ND, NH, NJ, NY, OH, PA, RI, SC, SD, TN, VT, VA, WV, and WI.

NOTE.—Applicant holds motor contract carrier authority in No. MC 129706, therefore dual operations may be involved. If a hearing is deemed necessary, applicant request it be held at Kansas City, KS; Omaha, NE; or St. Louis, MO.

No. MC 114734 (Sub-No. 26), filed January 30, 1978. Applicant: D & J TRANSFER CO., a corporation, Sherburn, MN 56171. Applicant's representative: Richard A. Peterson, P.O. Box 81849, Lincoln, NE 68509. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products and articles* distributed by meat packinghouses as described in sections A, B, and C of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766 (except hides and commodities in bulk, in tank vehicles), from the plantsite and storage facilities of John Morrell & Co., at or near Sioux Falls, SD, and Estherville and Sioux City, IA, to points in IL, IN, OH, and WI, under a continuing contract or contracts with John Morrell & Co.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Omaha, NE, or Minneapolis, MN.

No. MC 115841 (Sub-No. 596), filed January 27, 1978. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., Suite 110, 9041 Executive Park Drive, Knoxville, TN 37919. Applicant's representative: E. Stephen Heisley, 805 McLachlen Bank Building, 666 11th Street NW., Washington, DC 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except in bulk), from the facilities of Rich Products Corp., at or near Murfreesboro, TN, to points in AL, AR, CA, DE, FL, SC, GA, KS, LA, MD, MI, MS, MO, NJ, NC, OK, PA, TN, TX, VA, WV, WI, and DC.

NOTE.—Common control may be involved. If a hearing is deemed necessary applicant requests that it be held at Buffalo, NY, or Washington, DC.

No. MC 115904 (Sub-No. 94), filed January 30, 1978. Applicant: GROVER TRUCKING CO., a corporation, 1710 West Broadway, Idaho Falls, ID 83401. Applicant's representative: Irene Warr, 430 Judge Building, Salt Lake City, UT 84111. Applicant seeks authority to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials*, from the facilities of Brooks-Scanlon, Inc., located at or near Denver, CO, to points in WY, NE, KS, and NM.

NOTE.—Common control may be involved. If the Commission deems an oral hearing necessary, applicant requests that it be held in either Denver, CO, or Washington, DC.

No. MC 117068 (Sub-No. 90), filed January 30, 1978. Applicant: MIDWEST SPECIALIZED TRANSPORTATION, INC., P.O. Box 6418, North Highway 63, Rochester, MN 55901. Applicant's representative: Richard C. McGinnis, 711 Washington Building, Washington, DC 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Air compressors and earth-drilling machinery and equipment and parts therefor*, between Claremont, NH, on the one hand, and, on the other, points in the United States (except HI and AK).

NOTE.—Hearing site: Washington, DC.

No. MC 117439 (Sub-No. 55), filed December 22, 1977. Applicant: BULK TRANSPORT, INC., P.O. Box 1429, Baton Rouge, LA 70821. Applicant's representative: Edward Winter, 235

Rosewood Drive, Metairie, LA 70005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk and in bags, (1) from points in LA (except Baton Rouge and New Orleans), to points in AL; (2) from points in LA (except Alexandria, New Orleans, and Shreveport), to points in AR; (3) from points in LA (except Baton Rouge and New Orleans), to points in FL; (4) from points in LA (except New Orleans), to points in GA; (5) from points in LA (except Alexandria, Baton Rouge, Lake Charles, New Orleans and Shreveport), to points in MS; (6) from points in LA (except New Orleans and Shreveport), to points in OK; and (7) from points in LA (except Alexandria, Baton Rouge, Lake Charles, New Orleans, and Shreveport), to points in TX.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Baton Rouge or New Orleans, LA.

No. MC 117940 (Sub-No. 251), filed December 29, 1977. Applicant: NATIONWIDE CARRIERS, INC., P.O. Box 104, Maple Plain, MN 55359. Applicants representative: Allan Timmerman, 5300 Highway 12, P.O. Box 104, Maple Plain, MN 55359. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* (except hides and commodities in bulk) as defined in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766, from the plantsite and warehouse facilities of Wilson Foods Corp. at Albert Lea, MN, to points in CT, DE, DC, ME, MD, MA, NH, NJ, NY, PA, RI, VT, and VA. Restricted to the transportation of traffic originating at the above-named origins and destined to the named destinations.

NOTE.—If a hearing is deemed necessary the applicant requests it be held at either Dallas, TX, or Kansas City, Mo.

No. MC 119489 (Sub-No. 47), filed January 31, 1978. Applicant: PAUL ABLER d.b.a. CENTRAL TRANSPORT CO., 2500 North 13th Street, P.O. Box 249, Norfolk, NE 68701. Applicants representative: Leonard A. Jaskiewicz, 1730 M Street NW., Suite 501, Washington, DC 20036. Authority sought to operate as a *common carrier*, by motor vehicles, over irregular routes, transporting: *Liquid fertilizer*, in bulk, in tank vehicles, from plantsite of Nutra Flo Chemical Co. at or near Optic, NE, to points in KS and CO.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Omaha, NE or Sioux City, IA.

No. MC 119619 (Sub-No. 121), filed January 29, 1978. Applicant: DISTRIBUTORS SERVICE CO., a corporation, 2000 West 43d Street, Chicago, IL 60609. Applicant's representative: Arthur J. Piken, One Lefrak City Plaza, Suite 1515, Flushing, NY 11368. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes transporting: (a) *Meats, meat products, meat byproducts and articles distributed by meat packing houses* described in sections A and C of appendix I, to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766 (except hides and commodities in bulk); from St. Louis, MO and points in the St. Louis, MO, commercial zone to points in CT, DE, ME, MD, MA, NH, NJ, NY, OH, PA, VT, VA, WV, RI, NC, SC, and the DC.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at St. Louis, MO.

No. MC 121801 (Sub-No. 1), filed January 24, 1978. Applicant: HAYES MOTOR FREIGHT, INC., P.O. Box 793, Ardmore, OK 73401. Applicants representative: G. Timothy Armstrong, Suite 200, Timbergate Office Gardens, 6161 North May Avenue, Oklahoma City, OK 73112. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, class A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment) serving points over routes as follows: (a) Between Oklahoma City, OK, and Marietta, OK, serving all intermediate points and the off-route points of Stratford, Sulpher, Gene Autry, Ardmore Industrial Park (near Ardmore, OK), and Dickson, OK: From Oklahoma City, OK via U.S. Hwy 77 to Marietta, OK, and return via the same route. (b) Between Pauls Valley, OK, and Alex, OK, serving all intermediate points: From Pauls Valley, OK, via State Hwy 19 to Alex, OK, and return via the same route. (c) Between Pauls Valley, OK, and Ardmore, OK, serving all intermediate points and the off-route point of Ringling, OK: From Pauls Valley, OK, via U.S. Hwy 77 to its junction with State Hwy 29, then via State Hwy 29, to its junction with State Hwy 76 (near Foster, OK), then via State Hwy 76 to its junction with U.S. Hwy 70 (near Wilson, OK), then via U.S. Hwy 70 to Ardmore, OK, and return via the same route. (d) Between Oklahoma City, OK, and Marietta, OK, serving no intermediate points, as an alternate route for operating convenience only: From Oklahoma City, OK, via Interstate Hwy 35 to Marietta, OK, and return via the same route. (e) Between Stratford, OK, and Ardmore, OK, serving no intermediate points, as an alternate route for operating convenience only: From Stratford, OK, via U.S. Hwy 177 to its junction with U.S. Hwy 70, then via U.S. Hwy 70 to Ardmore, OK, and return via the same route. (f) Between Purcell, OK, and Elmore City, OK, serving no intermediate points, as an alternate route for operating convenience only: From Purcell, OK, via State Hwy 74 to Elmore City, OK, and return via the same route.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Ardmore, OK, and Pauls Valley, OK. Common control may be involved.

No. MC 123048 (Sub-No. 387), filed January 23, 1978. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 5021-21st Street, Post Office Box 1557, Racine, WI 53401. Applicant's representative: Paul C. Gartzke, 121 West Doty Street, Madison, WI 53703. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bulk conveying systems, pressure vessel systems and equipment, air pollution, heating and cooling equipment and parts and accessories* for such commodities, from the plantsite and facilities of Allied Ind. Inc., located at or near Houston, TX, to points in the United States (except AK and HI) and return of refused or rejected shipments to Houston, TX.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held either at Houston or Dallas, TX or Washington, DC.

MC 124939 (Sub-No. 170), filed December 29, 1977. Applicant: FOOD HAUL, INC., 1215 West Mound Street, Rear, P.O. Box 23293, Columbus, OH 43223. Applicant's representative: Michael Spurlock, Paul F. Beery Co., L.P.A., 275 East State Street, Columbus, OH 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Carbonated beverages*, in packages, from the facilities of Cardinal Beverage Co. at or near Elizabethtown, KY, and from the facilities of Interstate Canning Co. at or near Louisville, KY, to the facilities of the Kroger Co., located at or near Cincinnati, OH, at or near Columbus, OH, under a continuing contract or contracts with the Kroger Co.

NOTE.—If the hearing is deemed necessary, applicant requests that it be held at Columbus, OH.

No MC 124947 (Sub-No. 98), filed January 30, 1978. Applicant: MACHINERY TRANSPORTS, INC., 1945 South Redwood Road, Salt Lake City, UT 84104. Applicant's representative: David J. Lister, 1945 South Redwood Road, Salt Lake City, UT 84104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregu-

lar routes, transporting *machinery, machinery parts, and machinery tools,* (except in bulk, from Carson, CA to points in the United States, (excluding Alaska and Hawaii).

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held at San Francisco, CA or Salt Lake City, UT.

No. MC 125433 (Sub-No. 145), filed January 30, 1978. Applicant: F-B TRUCK LINE CO., a corporation, 1945 South Redwood Road, Salt Lake City, UT 84104. Applicant's representative: David J. Lister, 1945 South Redwood Road, Salt Lake City, UT 84104. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting *commodities* as are dealt in, or used by, steel manufacturing companies, (except in bulk), between points in the United States (excluding AK and HI). Restricted to shipments originating at or destined to the shipping and storage facilities of the Kaiser Steel Corp.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, UT or San Francisco, CA.

Docket No. MC 125533 (Sub-No. 21), filed January 11, 1978. Applicant: GEORGE W. KUGLER, INC., 2800 East Waterloo Road, Akron, Ohio 44309. Applicant's representative: John P. McMahon, 100 East Broad Street, Columbus, OH 43215. Applicant seeks authority to operate as a *common carrier* by motor vehicle, over irregular routes, in the transportation of *plastic(s), plastic articles, plastic pipe, tubing, fittings, connections* and *materials, supplies,* and *accessories* used in the manufacture and installation thereof (except in bulk in tank vehicles), between the facilities utilized by Robintech, Inc. at or near Springfield, KY; Anderson, SC; and Vestal, NY, on the one hand, and, on the other, points in the United States in and east of MN, IA, MO, AR and LA.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, DC.

No. MC 125996 (Sub-No. 53), filed December 22, 1977. Applicant: ROAD RUNNER TRUCKING, INC., POB 37491, Omaha, NE 68137. Applicant's representative: Floyd Knutson, 13080 Renfro Circle, Box 37491, Omaha, NE 68137. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Canned goods,* not frozen, in hermetically sealed containers, from the plant sites and/or storage facilities utilized by Tri-Valley Growers at or near Modesto, East Modesto, Madera, Volta, Stockton, and Turlock, CA; to points in (1) AZ, ID, OR, MT, NE, NM, UT and WA; (2) AR, CO, IL, IN, IA, MO, MN, ND, NE, OK, SD, TX, WI and WY under continuing contract or contracts with Tri-Valley Growers. Restricted to shipments originating at the named origins under continuing contract with Tri-Valley Growers.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at San Francisco, CA.

No. MC 126930 (Sub-No. 17), filed January 26, 1978. Applicant: BRAZOS TRANSPORT CO., a corporation, 339 East 34 Street, Lubbock, TX 79404. Applicant's representative: Richard Hubber, P.O. Box 2976, Lubbock, TX 79408. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Building materials, including particleboard,* from the plantsite of Publishers Paper located at or near Virginia, MN, to points in KS, NE, MO and IA.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held either in Minneapolis, MN, or Chicago, IL.

No. MC 127840 (Sub-No. 59), filed January 25, 1978. Applicant: MONTGOMERY TANK LINES, INC., 17550 Fritz Drive, P.O. Box 382, Lansing, IL 60438. Applicant's representative: William H. Towle, 180 North LaSalle Street, Suite 3520, Chicago, IL. 60601. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products, vehicle body sealer, and/or sound deadening compound,* in bulk, in tank vehicles, from points in Marion County, TN, to points in ND, SD, NE, KS, OK, TX, MN, IA, MO, AR, LA, IL, MS, AL, GA, FL, SC, NC, OH, IN and KY.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Chicago, IL, or Pittsburgh, PA.

No. MC 128007 (Sub-No. 117), filed January 10, 1978. Applicant: HOFER, INC., P.O. Box 583, Pittsburg, KS 66762. Applicant's representative: Larry E. Gregg, 641 Harrison Street, Topeka, KS 66603. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Premixed mineral feed and ingredients,* from points in Newton County, MO, to points in AL, AZ, AR, CO, IL, IN, IA, KS, KY, LA, MN, MS, MT, NE, NM, ND, OK, SD, TN, TX, WI and WY.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Kansas City, MO.

No. MC 128007 (Sub-No. 119), filed January 26, 1978. Applicant: HOFER, INC., P.O. Box 583, Pittsburg, KS 66762. Applicant's representative: Larry E. Gregg, 641 Harrison Street, Topeka, KS 66603. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Copper sulphate and iron sulphate,* from the facilities of Chem-Serv Division, United Chemical Corp. of New Mexico, at Gilbert, AZ, and St. Louis, MO, to points in AR, CO, IL, IA, KS, LA, MN, MS, MO, NE, ND, OK, SD, TX and WI.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Kansas City, MO.

No. MC 128273 (Sub-No. 282), filed January 25, 1978. Applicant: MIDWESTERN DISTRIBUTION, INC., P.O. Box 189, Fort Scott, KS 66701. Applicant's representative: Elden Corban, P.O. Box 189, Fort Scott, KS 66701. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *paper and paper products* (except commodities in bulk in tank vehicles), from the facilities of Champion International Corp. at Cincinnati, OH, to points in the United States in and west of MN, IA, MO, AR and LA (except AK and HI).

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Hamilton or Cincinnati, OH. Midwestern Distribution, Inc., now holds authority in MC 128273 (Sub-No. 96) to transport the same commodities from the facilities of Champion International at Hamilton, OH, to the involved destination territory in the instant application. In effect, applicant seeks to include the warehouse facilities of Champion International Corp. at Cincinnati, OH, as an origin point only to its now existing authority.

No. MC 128114 (Sub-No. 6), filed December 29, 1977. Applicant: PAUL E. SAVAGE, d.b.a. SAVAGE TRANSPORTATION CO., Building 141, Pasco Airport, Pasco, WA 99302. Applicant's representative: Donald A. Ericson, 708 Old National Bank Building, Spokane, WA 99201. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Pivot irrigation systems and accessory materials, supplies and equipment,* from points in Franklin, Walla Walla and Adams Counties, WA, to points in OR, ID and MT; and *Irrigation pipe,* between points in Multnomah County, OR, on the one hand, and on the other, points in Benton, Franklin, and Adams Counties, WA.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at either Pasco, Spokane, or Seattle, WA; or Portland, OR.

No. MC 128413 (Sub-No. 5), filed January 23, 1978. Applicant: SEASONALL TRANSPORTATION CO., Route 119 South, Indiana, PA 15701. Applicant's representative: Henry M. Wick, Jr., Esq., 2310 Grant Building, Pittsburgh, PA 15219. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Aluminum products, fabricated metal products and materials, equipment and supplies* used in the production, distribution and sale of

the above named commodities (except commodities in bulk), between the facilities of Season-All Industries, Inc. at or near Decatur, IL, on the one hand, and, on the other, points in AL, AR, CO, CT, DC, DE, FL, GA, IL, IN, IA, KS, KY, LA, ME, MD, MA, MI, MN, MS, MO, NE, NH, NJ, NY, NC, ND, OK, OH, PA, RI, SC, SD, TN, TX, VT, VA, WV and WI. Restriction: The operations authorized herein are limited to a transportation to be performed under a continuing contract or contracts with Season-All Industries, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Washington, DC or Pittsburgh, PA.

No. MC 128539 (Sub-No. 9), filed January 18, 1978. Applicant: EAGLE TRANSPORT CORP., P.O. Box 4508, Rocky Mount, NC 27801. Applicant's representative: Robert J. Corber, 1747 Pennsylvania Avenue NW., Suite 1050, Washington, DC 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *liquefied petroleum gas*, in bulk, in tank vehicles, from the facilities of the Dixie Pipeline Co. near Cheraw and Lexington, SC and from the facilities of the Carolina Pipeline Co. at Terzah (York County), SC to points in NC.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held in Washington, DC.

No. MC 129878 (Sub-No. 3), filed January 11, 1978. Applicant: FLOUR TRANSPORT, INC., 4325 Fruitland Avenue, Los Angeles, CA 90058. Applicant's representative: R. Y. Schureman, 1545 Wilshire Boulevard, Los Angeles, CA 90017. Authority sought to operate as a *common carrier* by motor vehicle, over irregular routes, transporting: *Flour*, in bulk, from points in Los Angeles County to points in Los Angeles, Orange, Riverside, San Bernardino and San Diego Counties, CA.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Los Angeles, CA. Common control may be involved.

No. MC 133659 (Sub-No. 3), filed January 24, 1978. Applicant: LIVINGSTON STORAGE & TRANSFER CO., INC., 4301 Allied Drive, Columbus, GA 31903. Applicant's representative: Charles Cadwell, 1000 Connecticut Avenue NW., Suite 1200, Washington, DC 20036. Authority sought to operate as a *common carrier* by motor vehicle over irregular routes transporting: (1) *Those commodities*, the transportation of which by reason of their size or weight requires *specialized handling or equipment*, from points in GA and AL, within an area described as follows: North of GA Hwy 62 from the AL border to and including Albany; north of U.S. Hwy from Albany to and including Waycross; north of U.S. Hwy 84 from Waycross to and including Brunswick; south of Interstate Rt. 16 from and including Savannah to and including Macon; west of Interstate Rt. 75 from Macon to GA Hwy 16; south of GA Hwy 16 from Interstate Rt. 75 to and including Newnan; south of GA Hwy 34 from Newnan to the AL border; south of AL Hwy 22 from the GA border to Interstate Rt. 65; east of Interstate Rt. 65 from AL Hwy 22 to and including Montgomery; east of U.S. Hwy 331 from Montgomery to and including Opp; north of U.S. Hwy 84 from Opp to and including Dothan; and north of AL Hwy 52 from Dothan to the GA border; to points in: GA; AL; MS: east of Interstate Rt. 55 from the TN border to and including Jackson, and on or east of U.S. Rt. 49 from Jackson to and including Gulfport; TN: south of Interstate Rt. 40; NC: on or west of U.S. Hwy 21 and south of Interstate Rt. 40; SC: on or west of U.S. Hwy 21 from the NC border to and including Columbia, and west of Interstate Rt. 26 from Columbia to and including Charleston; and FL: north of Interstate Rt. 4, and St. Petersburg; and those same commodities on return if rejected or for the purposes of repair, further manufacturing, or other handling by the original shipper; and (2) *scrap metal, ferrous and non ferrous* between all points and places in: GA; AL; MS: east of Interstate Rt. 55 between the TN border to and including Jackson, and on or east of U.S. Rt. 49 from Jackson to and including Gulfport; TN: south of Interstate Rt. 40; NC: on or west of U.S. Hwy 21 and south of Interstate Rt. 40; SC on or west of U.S. Hwy 21 from the NC border to and including Columbia, and west of Interstate Rt. 26 from Columbia to and including Charleston; and FL: north of Interstate Rt. 4, and St. Petersburg.

NOTE.—If a hearing is deemed necessary applicant requests that it be held at Columbus, GA.

No. MC 134286 (Sub-No. 41), filed January 23, 1978. Applicant: ILLINI EXPRESS, INC., P.O. Box 1564, Sioux City, IA 51102. Applicant's representative: Charles M. Williams, 350 Capitol Life Center, 1600 Sherman Street, Denver, CO 80203. Authority sought to operate as a *common carrier, by motor vehicle, over irregular routes, transporting: Laboratory chemicals, electrical equipment, laboratory apparatus, laboratory glassware, and related and associated items* used in the laboratory supply field (except in bulk), from the plantsite and/or storage facilities of Fisher Scientific Co., located at or near Bridgewater Township, NJ, to Atlanta, GA; Chicago, IL; Cincinnati, OH; Cleveland, OH; Houston, TX; Los Angeles, CA; Orlando, FL; Pittsburgh, PA; St. Louis, MO; Raleigh, NC; and points in the commercial zones of each respective city.

NOTE.—Common control may be involved. If a hearing is deemed necessary, Applicant requests that it be held at Pittsburgh, PA or Sioux City, IA.

No. MC 134300 (Sub-No. 18), filed January 31, 1978. Applicant: TRIPLE R EXPRESS, INC., 498 First Street Northwest, New Brighton, MN 55112. Applicant's representative: Samuel Rubenstein, 301 North Fifth Street, Minneapolis, MN 55403. Authority sought to operate as a *common carrier*, over irregular routes, by motor vehicle, transporting: *Frozen foods*, from the facilities of Kraft, Inc., located at New Ulm, MN to points in CT, PA, VA, DE, DC, ME, MD, MA, NH, NY, NJ, RI, VT, OH, IN, MI, WV, KY, IL, ND, SD, NE, IA, MO and WI. Restricted to traffic originating at the above named origin and destined to points in the named destination states.

NOTE.—Hearing site Minneapolis or St. Paul, MN. Common control may be involved.

No. MC 135797 (Sub-No. 97), filed January 24, 1978. Applicant: J. B. HUNT TRANSPORT, INC., P.O. Box 200, Lowell, AR 72745. Applicant's representative: Daniel C. Sullivan, 10 South LaSalle Street, Suite 1600, Chicago, IL 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Animal feed* (except in bulk); (2) *animal feed ingredients;* (3) *Advertising and packaging materials* moving in mixed loads with the commodities in (1) and (2) above, and: (4) *Equipment, materials, and supplies* used in the manufacture and distribution of the commodities in (1), (2), and (3), between the facilities of Kal-Kan Foods, Inc., at or near Los Angeles and Irvine, CA; Ogden, UT; Hutchinson, KS; Mattoon, IL; Indianapolis and Terre Haute, IN; and Columbus, OH, on the one hand, and, on the other, points in the United States (except AK and HI).

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Los Angeles, CA.

No. MC 136285 (Sub-No. 31), filed: January 31, 1978. Applicant: SOUTHERN INTERMODAL LOGISTICS, INC., P.O. Box 1375, Thomasville, GA 31792. Applicant's representative: William P. Jackson, Jr., 3426 N. Washington Boulevard, P.O. Box 1240, Arlington, VA 22210. Authority sought to operate as a *common carrier* by motor vehicle, over irregular routes, transporting: *General commodities* (except commodities in bulk, Classes A and B explosives, household goods as defined by the Commission, and commodities requiring the use of special equipment), in containers and trailers, having a prior or subsequent movement by water, between the facilities of the Army and Air Force Exchange Service located at or near Forest Park,

GA, on the one hand, and, on the other, Mobile, AL, and New Orleans, LA. Restriction: Restricted against the movement of shipments being transported in containers or trailers equipped with mechanical refrigeration units.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests that it be held at either Atlanta, GA, or Washington, DC.

No. MC 136322 (Sub-No. 1) (correction), filed November 23, 1977, published in the FEDERAL REGISTER issue of January 19, 1978, as MC 144027 and republished as corrected this isssue. Applicant: WHITE'S DELIVERY SERVICE, INC., 3645 Tulip Street, Philadelphia, PA 19134. 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: *Cocoa beans* and *cocoa products* (except in bulk), from Norfolk and Newport News, VA and Baltimore, MD to Philadelphia, PA.

NOTE.—The purpose of this correction is to show correct Docket No. as "MC 136322 (Sub-No. 1)" and to include "Jersey City, NJ" as an additional destination point. If a hearing is deemed necessary, applicant requests it be held at either Washington, DC or Philadelphia, PA.

No. MC 136904 (Sub-No. 24), filed January 26, 1978. Applicant: WORSTER-MICHIGAN, INC., R.D. No. 1, Gay Road, North East, PA 16428. Applicant's representative: Joseph F. MacKrell, 120 West Tenth Street, Erie, PA 16501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods* (except in bulk), from the plantsites and storage facilities utilized by Banquet Foods Corp. at or near Carrollton, Macon, Marshall, and Moberly, MO, to points in NY, NJ, DE, MD, and Washington, DC.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, DC.

No. MC 138026 (Sub-No. 14), filed January 25, 1978. Applicant: LOGISTICS EXPRESS, INC., Etiwanda and Slover Avenues, Fontana, CA 92335. Applicant's representative: David P. Christianson, 1800 United California Bank Building, 707 Wilshire Boulevard, Los Angeles, CA 90017. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, in the transportation of: *Liquid propylene*, in bulk, in trailers, from the plantsite of Union Carbide Corp., at Torrance, CA, to points in Pierce County, WA, Multnomah County, OR, Maricopa County, AZ and Salt Lake County, UT.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Los Angeles, CA.

No. MC 138157 (Sub-No. 54), filed January 3, 1978. Applicant's name: SOUTHWEST EQUIPMENT RENTAL, INC., d.b.a. SOUTHWEST MOTOR FREIGHT, Applicant's representative: Patrick E. Quinn, P.O. Box 9596, Chattanooga, TN 37412. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vinyl floor covering*, from Salem, NJ, to points in TN. Restriction: Restricted to traffic originating at the named origin points and destined to the named destinations.

NOTE.—Applicant holds contract authority in MC 134150 and subs thereunder, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, applicant requests it be held at Atlanta, GA.

No. MC 138157 (Sub-No. 56), filed January 30, 1978. Applicant's name: SOUTHWEST EQUIPMENT RENTAL, INC., d.b.a. SOUTHWEST MOTOR FREIGHT (a California corporation), 2931 South Market Street, Chattanooga, TN 37410. Applicant's representative: Patrick E. Quinn, P.O. Box 9596, Chattanooga, TN 37412. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Carpeting*, from Dalton, GA, to points in CA, WA, OR, MT, ID, WY, CO, UT, NM, AZ, and NV. Restriction: Restricted to traffic moving for the account of Pacific Crest Carpets, Inc.

NOTE.—Applicant holds contract carrier authority in MC 134150 and subs thereunder, therefore dual operations may be involved. Common control may also be involved. (Hearing site: (1) Fresno, CA, (2) San Francisco, CA.)

No. MC 139360 (Sub-No. 10), filed January 23, 1978. Applicant: RAE-MARC, INC., 1903 Chicaory Road, P.O. Box 1203, Racine, WI 53403. Applicant's representative: Daniel C. Sullivan, 10 South LaSalle Street, Chicago, IL 60603. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in or distributed by manufacturers and distributors of liquid soap, toilet preparations, chemicals, and household products, between the facilities of S. C. Johnson & Son, Inc., at or near Waxdale, WI on the one hand, and points in the lower peninsula of MI, IL, IN, IA, MI, and OH, on the other. Restriction: Restricted to traffic carried under continuing contract with S. C. Johnson & Son, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Chicago, IL, or Racine, WI.

No. MC 139434 (Sub-No. 5), filed January 30, 1978. Applicant: MID-AMERICA EXPRESS, INC., P.O. Box 9, Nebraska City, NE 68410. Applicant's representative: Gailyn L. Larsen, P.O. Box 81849, Lincoln, NE 68509. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts* and *articles* distributed by meat packinghouses, as described in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766, from the plantsite and facilities of Armour and Co., at or near Omaha NE, to points in GA, NC, SC, and TN.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Omaha, or Lincoln, NE.

No. MC 139468 (Sub-No. 25), filed January 26, 1978. Applicant: INTERNATIONAL CONTRACT CARRIERS, INC., 6534 Gessner, Houston, TX 77040. Applicant's representative: David R. Parker, 2310 Colorado State Bank Building, 1600 Broadway, Denver, CO 80202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from Kooskia and Princeton, ID and Clarkston, WA, to points in CO, UT, and WY. Restrictions: (a) Restricted to traffic originating at: (1) The facilities utilized by Bennett Sales Co. at Kooskia, ID; (2) The facilities owned by Bennett Lumber Products, Inc., at Princeton, ID; (3) The facilities owned by Guy Bennett Lumber Co. at Clarkston, WA. (b) The operations authorizd herein are limited to a transportation service to be performed under a continuing contract or contracts with Bennett Sales Co.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held in Houston, TX or Denver, CO.

No. MC 139482 (Sub-No. 31), filed January 3, 1978. Applicant: NEW ULM FREIGHT LINES, INC., County Road 29 West, New Ulm, MN 56073. Applicant's representative: Samuel Rubenstein, 301 North Fifth Street, Minneapolis, MN 55403. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, in vehicles equipped with mechanical refrigeration (except commodities in bulk, in tank vehicles), from the plantsite facility of Kraft, Inc. at New Ulm, MN, to points in IA, MO, NE, ND, KY, SD, CT, PA, VA, DE, DC, ME, MD, MA, NH, NY, NJ, RI, VT, OH, WI, IN, MI, WV, and IL. Restricted to traffic originating at the above named origin and destined to the points in the named destination States.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Chicago, IL.

No. MC 139485 (Sub-No. 8), filed January 30, 1978. Applicant: TRANS CONTINENTAL CARRIERS, a corporation, 169 East Liberty Avenue, Ana-

heim, CA 92803. Applicant's representative: David P. Christianson, 1800 United California Bank Building, 707 Wilshire Boulevard, Los Angeles, CA 90017. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bread*, and *materials, supplies and equipment* utilized in the production of bread, between points in the United States (except AK and HI), under a continuing contract or contracts with Kings International Bakery of Torrance, CA, and U.S. Sugar Co. of Buffalo, NY.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Los Angeles, CA.

No. MC 13947 (Sub-No. 4), filed January 26, 1978. Applicant: COBO, INC., 15000 FM Road 1825, Round Rock, TX 78664. Applicant's representative: W. S. Levens (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, between Laredo, Brownsville, Corpus Christi, Port Lavaca, Freeport, San Antonio, Austin, El Paso, Hays County and Comal County, TX, to points in TX, restricted to traffic having a prior movement outside of TX in interstate or foreign commerce.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Austin or San Antonio, TX. Common control may be involved.

No. MC 139495 (Sub-No. 310), filed January 30, 1978. Applicant: NATIONAL CARRIERS, INC., 1501 East 8th Street, P.O. Box 1358, Liberal, KS 67901. Applicant's representative: HERBERT ALAN DUBIN, 1320 Fenwick Lane, Suite 500, Silver Spring, MD 20910. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from points in TX on and south of TX Hwy. 44, to points in and east of OK, KS, NE, SD, ND, AR, and LA.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Washington, DC.

No. MC 139655 (Sub-No. 2), filed January 11, 1978. Applicant: OWENS AUTO PARTS, INC., 602 18th Street, Corbin, KY, 40701. Applicant's representative: Herbert D. Liebman, P.O. Box 478, Frankfort, KY 40602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Heavy duty lubricating oils and greases* in steel containers and packages, between the plantsite of Premier Industrial Corp., doing business as D-A Lubricant Co., Inc., located at or near Indianapolis, IN, on the one hand, and, on the other, the warehouses of Owens Auto Parts, In., located at or near Corbin, KY.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Louisville or Frankfort, KY.

No MC 140619 (Sub-No. 2), filed January 5, 1978. Applicant: AMAC Trucking Inc. (AT), 5050 First Avenue South, Seattle, WA 98134. Applicant's representative: C. Michael McCanta (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: such *merchandise* as is dealt in by mail order houses and retail stores, and *equipment, materials, and supplies* used in the conduct of such business, (1) between Seattle, WA, on the one hand, and, on the other, Vancouver and Wenatchee, WA, Missoula, MT, and Moscow, ID.; (2) between Spokane, WA, on the one hand, and, on the other, Pasco, Union Gap, Walla Walla, and Wenatchee, WA, Missoula, MT, Coeur d'Alene and Moscow, ID; (3) between Portland, OR, on the one hand, and, on the other, Bellingham, Chehalis, Longview, Mount Vernon, Olympia, Pasco, Spokane, Union Gap, Vancouver, Walla Walla, and Wenatchee, WA, under contracts or continuing contracts with Sears Roebuck & Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held in Seattle, WA.

No. MC 140829 (Sub-No. 72), filed January 13, 1978. Applicant: CARGO CONTRACT CARRIER CORP., P.O. Box 206, U.S. Highway 20, Sioux City, IA 51102. Applicant's representative, William J. Hanlon, 55 Madison Avenue, Morristown, NJ, 07960. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Medicine, toilet preparations, and chemicals and materials, equipment and supplies* used in the business of a pharmaceutical company, (1) From Jersey City, Kenilworth and Dayton, NJ to points in IL, NV and TN; (2) from points in TN to Jersey City, NJ, restricted to the transportation of traffic originating at the named origins and destined to points in the above named destination States.

NOTE.—Applicant holds contract carrier authority in MC 136408 and Subs thereunder; therefore dual operations may be involved. If a hearing is deemed necessary the applicant requests it to be held in Washington, DC.

No. MC 141108 (Sub-No. 1), filed January 31, 1978. Applicant: D & C EXPRESS, INC., P.O. Box 2566, Wilton, IA 52778. Applicant's representative: Kenneth F. Dudley, 611 Church Street, P.O. Box 279, Ottumwa, IA 52501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles and materials, equipment, and supplies*, between Wilton, IA, on the one hand, and on the other, points in CO, ID, IL, IN, KS, KY, MI, MN, MO, MT, NE, OH, OK, OR, PA, SD, TN, WA, WI, and WY.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held in Jackson, MS.

No. MC 141138 (Sub-No. 10), filed January 24, 1978. Applicant: STEVE SCHRANZ TRUCKING, INC., 350 Honeysuckle Lane, Belleville IL 62221. Applicants representative: Ernest A. Brooks, II, 1301 Ambassador Building, 411 North 7th Street, St. Louis, MO 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer material* in bulk, from Bussen Spur, MO, to points in IL.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago; IL, or Springfield, IL.

No. MC 141197 (Sub-No. 21), filed January 25, 1978. Applicant: FLEMING-BABCOCK, INC., 4106 Mattox Road, Riverside, MO 64151. Applicant's attorney: Tom B. Kretsinger, 910 Brookfield Building, 101 West Eleventh Street, Kansas City, MO 64105. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes transporting: *Coal*, from points in Bourbon, Crawford, and Cherokee Counties, KS, to Kansas City, MO.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Kansas City, MO.

No. MC 141550 (Sub-No. 4), filed: December 28, 1977. Applicant: HOPPY LINES, INC., 420 Devonshire Drive, Brea, CA 92621. Applicants representative: Kenneth F. Dudley, 611 Church Street, P.O. Box 279, Ottumwa, IA 52501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Rotary blower blast wheels* from Cleveland, OH, to Phoenix, AZ, under a continuing contract or contracts with Morrison Products, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held in Cleveland or Columbus, OH.

No. MC142162 (Sub-No. 2), filed January 19, 1978. Applicant: BRALEN TRUCKING CO., INC., 1700 1st Avenue, P.O. Box 1286, Greeley, CO 80631. Applicants representative: Chandler L. van Orman, 704 Southern Building, 15th and H Streets NW., Washington, DC 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Agricultural chemicals* (except commodities in bulk), (a) from Mobile, Dothan, and Birmingham, AL, Firebauth and Lompac, CA, Jacksonville, FL, Brunswick and Valdosta, GA, Humboldt, Sergeant Bluff, and Sioux City, IA,

Baltimore, MD, Detroit, Grand Rapids, and Muskegon, MI, Minneapolis and Moorhead, MN, Joplin, Springfield, and St. Joseph, MO, Great Falls, MT, Newark, NJ, Cincinnati, Cleveland, Columbus, and Toledo, OH, Vancouver, WA, Memphis, TN, Tooele and Salt Lake City, UT, and Longview, Spokane, Seattle, Walla Walla, and Yakima, WA, to Buckeye and San Luis, AZ, Arvin, Bakersfield, Brawley, Calipatria, Madera, Manteca, Modesto, Paso Robles, Stockton, and Terra Bella, CA, Burlington, Cedar Rapids, Colfax, and Shenandoah, IA, Girdletree, MD, Bay City, Grand Rapids, and Decatur, MI, Fairmont, Willmar, and Marshall, MN, Sidney, Miles City, and Hardin, MT, Artesia, Clovis, Clayton, and Monument, NM, Ashland, Alliance, and Findlay, OH, and Lovell, Powell, Torrington, and Worland, WY, and (b) between Athens and Selma, AL, Bakersfield, CA, Cordele and Valdosta, GA, Mexico, Kirksville, and Portageville, MO, Fargo, Devils Lake, Dickinson, Grand Forks, Minot, and Williston, ND, Lexington, Athena, Salem, Portland, Monmouth, Albany, and Corvallis, OR, Moses Lake, WA, and points in AR, ID, KS, LA, MS, NE, OK, SD, and points in CO, on and east of U.S. Hwy 25; and (2) *materials, equipment, and supplies* used in the packaging, handling, and transportation of agricultural chemicals, between Billings, MT, Garden City, KS, Weslaco, Brownfield, and Hereford, TX, Fremont and Omaha, NE, Sheboygan, WI, Memphis, TN, Kansas City, MO, and Greeley, CO, under a continuing contract or contracts with Loveland Industries, Inc., Pueblo Chemical & Supply Co., Mid Valley Chemical, Inc., Tri State Chemicals, Inc., and Platte Chemical Co., Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Denver, CO.

No. MC 142508 (Sub-No. 15), filed January 23, 1978. Applicant: NATIONAL TRANSPORTATION, INC., P.O. Box 37465, Omaha, NE 68137. Applicant's representative: Joseph Winter, 33 North LaSalle Street, Chicago, IL 60602. Authority sought to operate as *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts* and *articles distributed by meat packinghouses*, as described in sections A and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766, from the plantsite and/or warehouse facilities utilized by Iowa Beef Processors, Inc., at or near Denison and Fort Dodge, IA; Luverne, MN; Dakota City and West Point, NE; to points in CT, DE, ME, MD, MA, NH, NJ, NY, PA, RI, VT, VA, WV, and DC.

NOTE.—Applicant holds Contract Carrier Authority in MC-134734 (Sub-No. 3) and subs therefore, dual operation may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, DC.

No. MC 143059 (Sub-No. 8), filed December 29, 1977. Applicant: MERCER TRANSPORTATION CO., 12th and Main Streets, P.O. Box 11129, Louisville, KY 40211. Applicant's representative: Clayte Binion, 1108 Continental Life Building, Fort Worth, TX 76102. Authority is sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Castings*, from the plantsite of American Brass & Iron Foundry Co., located at or near Oakland, CA, to points in the United States (except AK and HI).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Oakland, CA, or San Francisco, CA.

No. MC 143077 (Sub-No. 2), filed January 25, 1978. Applicant: Gerard S. Reder, d.b.a. BERKSHIRE ARMORED CAR SERVICE, 343 Pecks Road, Pittsfield, MA 01201. Applicant's representative: Morris J. Levin, 1620 Eye Street NW, Washington, DC 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Coin, currency, legal tender, negotiable* and *nonnegotiable instruments, securities, documents* used in banking, and other valuable articles, in armored vehicles escorted by armed guards, (i) between Berkshire, Franklin, Hampden, Hampshire, Middlesex, and Worcester Counties, MA, on the one hand, and, on the other, Hartford and Litchfield Counties, CT, and (ii) between points in VT, on the one hand, and, on the other, Albany County, NY, and Hartford and Litchfield Counties, CT, under a continuing contract or contracts with banks, financial institutions, manufacturers and dealers of articles of unusual value.

NOTE.—If a hearing is necessary, the applicant requests it to be held at Pittsfield, MA.

No. MC 143161 (Sub-No. 4), filed January 27, 1978. Applicant: BEVERAGE TRANSPORT, INC., Box 13515, 1210 Bluff Road, Columbia, SC 29201. Applicant's representative: Harry S. Dent, P.O. Drawer 528, Columbia, SC 29202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Non-alcoholic beverages* and *soft drinks and materials, supplies, and equipment* used in the manufacture, mixing, distribution, and sale of non-alcoholic beverages and soft drinks, between the plantsite of Carolina Canners South, Inc., located at Cayce, SC, on the one hand, and on the other, points and places in FL, GA, AL, MS, LA, TX, TN, NC, VA, WV, KY, IL, IN, OH, Washington, DC, MD, DE, PA, NY, NJ, MI, WI, CT, RI, MA, VT, and ME, under a contining contract or contracts, with Carolina Canners South, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held in Columbia, SC or Atlanta, GA.

No. MC 142332 (Sub-No. 3), filed December 29, 1977. Applicant: MEAT HANDLER'S EXPRESS, INC., 5403 42d Avenue West, Seattle, WA 98199. Applicant's representative: Michael D. Duppenthaler, 515 Lyon Building, 607 3d Avenue, Seattle, WA 98104. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Horsemeat*, fresh or frozen, in vehicles equipped with mechanical refrigeration, from Stanwood and Chehalis, WA, to Neward, NJ, New York, NY, and Houston, TX, under a continuing contract, or contracts, with Florence Packing, Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Seattle, WA.

No. MC 143469 (Sub-No. 1), filed January 30, 1978. Applicant: TACOMA TOWING, INC., 12132 Pacific Hwy. SW., Tacoma, WA 98499. Applicant's representative: Raymond Winter (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked or disabled vehicles*, between points in King, Pierce and Snohomish Counties, WA, on the one hand, and, on the other, points in Multnomah and Clackamas Counties, OR.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at either Tacoma or Seattle, WA.

No. MC 143638 (Sub-No. 2), filed January 30, 1978. Applicant: JOHNSON'S TRUCKING, INC., Route 1, Box 31, Inola, OK 74036. Applicant's representative: Gary Brasel, Mezzanine Floor, Beacon Building, Tulsa, OK 74103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, from points in Tulsa, Craig, Rogers, Nowata, Wagoner'Mayes, Cherokee, Delaware, Washington and Okmulgee Counties, OK to points in KS, MO, OK, AR, TX and LA.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Tulsa, OK.

No. MC 143869 (Sub-No. 1), filed January 23, 1978. Applicant: DOUGLAS EXPRESS, INC., 420 Wilder Terrace, Marietta, GA 30064. Applicant's representative: Virgil H. Smith, Suite 12, 1587 Phoenix Boulevard, Atlanta, GA 30349. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, (except class A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment) having an immediate prior or an immediate subsequent movement by air, between the William B. Hartsfield Atlanta Interna-

tional Airport, at or near Atlanta, GA, on the one hand, and on the other, points in Barrow, Clarke, DeKalb, Forsyth, Fulton, Gwinnett, Clayton, Walton, Jackson, and Hall Counties, GA.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Atlanta, GA.

No. MC 144034 (Sub-No. 2), filed January 24, 1978. Applicant: PAUL M. PUCKETT, 603 No. Walnut Street, Pana, IL 62557. Applicant's representative: Robert T. Lawley, 300 Reisch Bldg., Springfield, IL 62701. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Ice cream*, in mechanically refrigerated vehicles, from Decatur, IL, to LaFayette, Terre Haute and Vincennes, IN, and South Fulton, TN, under a continuing contract or contracts with Prairie Farms Dairy, Inc., located at Pana, IL.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at St. Louis, MO or Springfield, IL.

No. MC 144117 (Sub-No. 2), filed January 23, 1978. Applicant: TLC LINES, INC., 1666 Fabick Drive, P.O. Box 1090, Fenton, MO 63026. Applicant's representative: Daniel C. Sullivan, 10 South LaSalle Street, Suite No. 1600, Chicago, IL 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Shelves*, and (2) accessories and *attachments* for the commodity named in (1) above, from Jacksonville, IL to points in CO, NM, WY, MT, AZ, UT, ID, NV, CA, OR, and WA.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either St. Louis, MO or Chicago, IL.

No. MC 144125 (Sub-No. 2), filed January 30, 1978. Applicant: GRIPPIN & PARKER TRANSPORTATION, INC., P.O. Box 961, Lexington, NE 68850. Applicant's representative: A. J. Swanson, P.O. Box 81849, Lincoln, NE 68509. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts and articles* distributed by meat packinghouses, from the plantsites and facilities of Cornland Dressed Beef Co., at or near Lexington, NE, to points in CO, IL, IA, and KS, under a continuing contract or contracts with Cornland Dressed Beef Co., of Lexington, NE.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Lincoln, NE, or Omaha, NE.

No. MC 144157, filed December 29, 1977. Applicant: TRANS CHEM, INC., 9114 South 150 East, Sandy, UT 84070. Applicant's representative: Irene Warr, 430 Judge Building, Salt Lake City, UT 84111. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fire retardant chemicals*, in bags, from Sandy, UT, to points in the United States, (excluding AK and HI); (2) *materials and supplies* used in the manufacture and distribution of fire retardant chemicals, from San Bernardino County, CA, to Sandy and Draper, UT; and (3) *bags*, from Portland, OR to Sandy, UT, under a continuing contract or contracts with Insul Chem, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, UT or Washington, DC.

No. MC 144203 (Sub-No. 1), filed January 20, 1978. Applicant: HERMAN BROS, INC., 2565 St. Marys Avenue, P.O. Box 189, Omaha, NE 68101. Applicant's representative: John E. Smith, II, 2565 St. Marys Avenue, P.O. Box 189, Omaha, NE 68101. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Flour and middlings*, from Martins Creek, Red Lion, Treichlers, and York, PA, to points in DE, DC, CT, MD, MA, NJ, NY, OH, PA, RI, ME, NH, VT, and VA; (2) *flour enrichment*, from Totowa, NJ, Woodside and Brooklyn, NY, to Martins Creek, Treichlers, Red Lion, and York, PA; and (3) *flour*, from Omaha and Fremont, NE, to points in IA. Restricted to transportation performed under a continuing contract or contracts with ConAgra, Inc., of Omaha, NE.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Omaha, NE.

No. MC 144220 (Sub-No. 1), filed January 24, 1978. Applicant: STEVE RUNYON, d.b.a. RUNYON TRUCKING, Route 1, Box 10, Bidwell, OH 45614. Applicant's representative: John M. Friedman, 2930 Putnam Avenue, Hurricane, WV 25526. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, in bulk, in dump vehicles, from mine sites in Athens, Gallia, Hocking, Jackson, Lawrence, Meigs, Perry, and Vinton Counties, OH to West Columbia and Clifton, WV, having subsequent movement by barge, under a continuing contract or contracts with Raven Hocking Coal Corp.

NOTE.—If a hearing is deemed necessary applicant requests that it be held at Charleston, WV or Columbus, OH.

No. MC 144222, filed January 25, 1978. Applicant: RONALD HACKENBERGER, d.b.a., RON'S TRUCKING SERVICE, Route 250, North, RFD No. 3, Norwalk, OH 44857. Applicant's representative: Richard H. Brandon, P.O. Box 97, 220 West Bridge Street, Dublin, OH. 43017. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes transporting: (1) *Burnt lime and sludge*, from Huron, OH, to Butler, Midland and Sharon, PA, and Follansbee, Graham, Weirton and Wheeling, (2) *Coal*, in dump vehicles, from that part of KY on and east of a line beginning at Maysville, KY, then south along KY Hwy. 11, to Junction U.S. Hwy. 421, and then along U.S. Hwy. 421, to the KY-TN State line (except points in Carter, Perry and Morgan Counties, KY) to that part of OH on and north of U.S. Hwy. 30, and (3) *Coal*, in bulk, from that part of PA on and west of U.S. Hwy. 219 to that part of OH on and north of U.S. Hwy. 30.

NOTE.—If a hearing is required, applicant states a preference of Columbus, OH. Applicant holds motor contract carrier authority in MC 129394 (Sub-No. 7), therefore dual operations may be involved.

No. MC 144223 filed January 20, 1978. Applicant: ROSSBOROUGH TRUCKING CO., a corporation, 3425 Service Road, Cleveland, OH 44111. Applicant's representative: Chandler L. van Orman, 704 Southern Building, 15th and H Streets NW., Washington, DC 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Magnesium and magnesium alloy ingots*, from Evansville, IN to Lakehurst, NJ or Putnam, CT; (2) *magnesium powder* (except in bulk), from Lakehurst, NJ or Putnam, CT to points in IL, IN, OH, KY, MD, AL, NY, WV, MI, and PA; and (3) *magnesium powder* (except in bulk), from Evansville, IN to points in IL, OH, KY, MD, AL, NY, WV, MI, and PA, under a continuing contract or contracts with Dow Chemical U.S.A., of Midland, MI.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Chicago, IL or Washington, DC.

No. MC 144228 (Sub-No. 1), filed January 31, 1978. Applicant: BAGLE TRANSPORT LINES, INC., 9632 Palo Pinto Road, Fort Worth, TX 76116. Applicant's representative: Harry F. Horak, Room 109, 5001 Brentwood Stair Road, Fort Worth, TX 76112. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lamps and lamp parts*, in truckload lots, between Arlington, TX, Chicago, IL; Los Angeles, CA; Miami, FL; and Philadelphia, PA under a continuing contract, or contracts with Angelo Bros., Co.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held at Dallas, TX or Philadelphia, PA.

No. MC 144235, filed January 30, 1978. Applicant: ALBERT SCHUCKIE d.b.a. SCHUCKIE'S EXPRESS, Frontage Road, West Haven, CT 06515. Applicant's representative: David M.

Marshall, 101 State Street, Suite 304, Springfield, MA 01103. 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 commodities requiring special equipment, between points in CT. Restricted to the transportation of traffic moving under Part IV of the Interstate Commerce Act.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Hartford, CT; Boston, MA or Providence, RI.

No. MC 144236, filed January 27, 1978. Applicant: W.R.G., INC., 2161 Industrial Drive, Salem, VA 24153. Applicant's representative: William P. Jackson, Jr., 3426 North Washington Boulevard, P.O Box 1240, Arlington, VA 22210. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (A) *Uncrated stoves and fireplaces and component parts therefor, and such other commodities* as are produced and distributed by manufacturers of stoves and fireplaces, (1) from the plant and warehouse facilities of Dunn Brothers, Inc., at Salem, VA, to points in KY, WV, NY, NJ, DE, MD, VA, and the DC; (2) from the plant and warehouse facilities of Dunn Bros., Inc. in East Syracuse, NY, to points in NJ, NY, and Salem, VA; (3) from the plant and warehouse facilities of Dunn Bros., Inc. at Shelby County, KY, to points in KY and WV and Salem, VA. (B) *Such materials, equipment and supplies* as are used in the manufacture, assembly or installation of the commodities described in (A) above, from Baltimore, MD, Philadelphia, PA, Grahn, KY, and Youngstown, OH, to the facilities of Dunn Bros., Inc. at Salem, VA, East Syracuse, NY, and Shelby County, KY. Restriction: The transportation authorized in paragraphs (A) and (B) above is restricted to traffic transported under a continuing contract or contracts with Dunn Bros., Inc.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at either Roanoke, VA or Washington, DC.

No. MC 144250, filed January 30, 1978. Applicant: LYNN PETROLEUM STORAGE & TRANSPORT CO., INC., 145 Peat Meadow Road, New Haven, CT 05413. Applicant's representative: David M. Marshall, 101 State Street, Suite 304, Springfield, MA 01103. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Automotive accessories and supplies, petroleum, petroleum products and petroleum additives*, between points in MA, CT, RI, VT, NH, ME, NY and NJ, under a continuing contract or contracts with Good Hope Industries, Inc.

NOTE.—(Hearing site: Hartford, CT; Boston, MA; or Albany, NY).

No. MC 144267, filed January 30, 1978. Applicant: METRO DELIVERY SERVICE, INC., 50 Florida Avenue NE., Washington, DC 20002. Applicant's representative: Edward G. Villalon, 1032 Pennsylvania Building, Pennsylvania Avenue and 13th Street NW., Washington, DC 20004. Authority sought to engage in operation, in interstate or foreign commerce, as a *contract carrier*, over irregular routes, in the transportation of: *General commodities* (except household goods, commodities in bulk, class A and B explosives, and commodities requiring special equipment), from the facilities of Metropolitan Warehouses in Washington, DC, to Baltimore, MD, and points in Baltimore, Howard, Anne Arundel, Montgomery, Frederick, and Carroll Counties, MD, under continuing contracts with Economics Laboratory, Inc., and The Tremco Manufacturing Co.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Washington, DC.

No. MC 144281, filed January 12, 1978. Applicant: NEW ENGLAND TRANSPORT, INC. LTD., Post Office Box 441, Springfield, VT 05156. Applicant's representative: Henry U. Snavely, 410 Pine Street, Vienna, VA 22180. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, of: *Construction materials and supplies* (except commodities in bulk and except lumber and forest products) from Lebanon, NH, and from points in MD, NY, NJ, NC, PA, and VA, to points in CT, ME, MA, NH, NY, RI, and VT, restricted to a transportation service performed under a continuing contract or contracts with K-Ross Building Supply Center, Inc., of Lebanon, NH.

NOTE.—Applicant holds common carrier authority in No. MC 143095 and Sub-numbers thereunder; dual operations are therefore involved. Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held at Boston, MA, or Washington, DC.

By the Commission.

H. G. HOMME, Jr.,
Acting Secretary.

[FR Doc. 78-6090 Filed 3-8-78; 8:45 am]

[7035-01]

[Volume No. 69]

PETITIONS, APPLICATIONS, FINANCE MATTERS (INCLUDING TEMPORARY AUTHORITIES), RAILROAD ABANDONMENTS, ALTERNATE ROUTE DEVIATIONS, AND INTRASTATE APPLICATIONS

MARCH 3, 1978.

The following petitions seek modification or interpretation of existing operating rights authority, or reinstatement of terminated operating rights authority.

All pleadings and documents must clearly specify the suffix (e.g. M1 F, M2 F) numbers where the docket is so identified in this notice.

An original and one copy of protests to the granting of the requested authority must be filed with the Commission within 30 days after the date of this notice. Such protests shall comply with Special Rule 247(e) of the Commission's *General Rules of Practice* (49 CFR 1100.247)[1] and shall include a concise statement of protestant's interest in the proceeding and copies of its conflicting authorities. Verified statements in opposition should not be tendered at this time. A copy of the protest shall be served concurrently upon petitioner's representative, or petitioner if no representative is named.

No. MC 3581 (Sub-No. 11) (M1), notice of filing of petition to modify commodity description, filed December 11, 1977. Petitioner: THE MOTOR CONVOY, INC., 2175 Parklake Drive NE., Hapeville, GA 30345. Petitioner's representative: K. Edward Wolcott, P.O. Box 872, Atlanta, GA 30301. Petitioner holds a motor *common carrier* certificate in No. MC 3581 (Sub-No. 11), issued September 23, 1964, authorizing transportation over irregular routes, of: *Automobiles, trucks, and tractors* (except crawler type), in secondary movements, from Nashville, TN, to points in KY, VA, and WV, restricted to the transportation of products originating at the plantsites of the Ford Motor Co. By the instant petition, petitioner seeks to modify the commodity description by adding: *"tractor attachments, parts and accessories* when moving at the same time and in the same vehicle with tractors."

No. MC 55822 (Sub-No. 8) (M1), notice of filing of petition for modification of restriction, filed January 4, 1978. Petitioner: VICTORY EXPRESS, INC., P.O. Box 4076, Trotwood, OH 45426. Petitioner's representative: Harold G. Hernly, Jr., 118 North St. Asaph Street, Alexandria, VA 22314. Petitioner holds a motor *contract carrier* permit in No. MC 55822 (Sub-No. 8), issued October 16, 1974, authorizing transportation, as here pertinent, over irregular routes, of: *General commodities* (except classes A and B explosives, articles of unusual value, household goods as defined by the Commission, commodities in bulk and commodities which, because of their size and weight, require the use of special equipment), between

[1] Copies of Special Rule 247 (as amended) can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, DC 20423.

points in the United States (except AK and HI), restricted to the transportation of shipments, originating at, or destined to, the plantsites, warehouse facilities and branch facilities of NCR Corp., under a continuing contract or contracts with the NCR Corp., of Dayton, OH. By the instant petition, petitioner seeks to modify the above authority by amending the restriction to read as follows: "The operations authorized above are restricted to the transportation of shipments, originating at, or destined to, the plantsites, warehouses, and branch facilities of the NCR Corp., and the Allied/Egry Business Systems Division and Allied Paper Division of the SCM Corp. of New York, NY, under continuing contracts with the NCR Corp. of Dayton, OH, and the Allied/Egry Business Systems Division and Allied Paper Division of the SCM Corp. of New York, NY."

No. MC 63837 (Sub-No. 4)(M1), notice of filing of petition to change restriction, filed January 4, 1978. Petitioner: DIGGINS & ROSE, INC., 3 Sagamore Park Rd., Hudson, NH 03051. Petitioner's representative: Francis E. Barrett, Jr., 10 Industrial Park Rd., Hingham, MA 02043. Petitioner holds a motor *common carrier*, Certificate in No. MC 63837 (Sub-No. 4), issued September 23, 1977, authorizing, as pertinent, transportation, over irregular routes, of *Components* for high speed printers, from Boston, MA, to Chelmsford, MA, and Hudson, NH, restricted to the transportation of traffic having a prior movement by water or rail. By the instant petition, petitioner seeks to change the above restriction to read: "Restricted to the transportation of traffic having a prior movement by water, rail or air."

No. MC 93944 (Sub-No. 9)(M1), Notice of filing of petition to modify commodity description filed December 16, 1977. Petitioner: DANELLA BROS., INC., 2280 Butler Pike, Plymouth Meeting, PA 19462. Petitioner's representative: Nicholas C. Danella, same address as applicant. Petitioner holds a motor *common carrier*, certificate in No. MC 93944 (Sub-No. 9) issued November 25, 1974, authorizing Transportation, as pertinent, over irregular routes, of: (1) *Alloys and ores* (except flourspar), (except in tank vehicles), between points in that part of Pennsylvania on and east of U.S. Hwy 219 (except Scranton, and Columbia, PA, and its Commercial zone as defined by the Commission, and points in Philadelphia, Montgomery, and Delaware Counties, PA), NJ (except points in Cumberland, Salem, Gloucester, Cape May, Atlantic, Camden, and Burlington Counties), DE, and MD (except Baltimore), restricted against service between points in NJ; and (2) *Alloys and ores* (except in tank vehicles), between points in that part of PA on and east of U.S. Hwy 219 (except Chester, PA). by the instant petition, petitioner seeks to modify the commodity descriptions in (1) and (20 above to read *"Alloys, ores and refractory products."*

No. MC 97699 (Sub-No. 36)(M1), notice of filing of petition to modify restriction), filed January 10, 1978. Petitioner: BARBER TRANSPORTATION CO., a corporation, P.O. Drawer 1970, Rapid City, SD 57709. Petitioner's representative: Leslie R. Kehl, Suite 1600 Lincoln Center Bldg., 1660 Lincoln St., Denver, CO 80264. Petitioner holds a motor *common carrier*, certificate in No. MC 97699 (Sub-No. 36), issued March 31, 1975, authorizing transportation, over regular routes, of: *General commodities* (except household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), Between Spearfish, SD, and Billings, MT, serving all intermediate points, except Crow Agency, MT: From Spearfish over U.S. Hwy 14 and Interstate Hwy 90 to Sundance, WY, then westward over Interstate Hwy 90 to junction U.S. Hwy 14 near Moorcroft, WY, then westward over U.S. Hwy 14 to junction Interstate Hwy 90, then over Interstate Hwy 90 to junction U.S. Hwy 87, then northward over U.S. Hwy 87 and Interstate Hwy 90 to Billings, and return over the same route, restricted against the transportation of traffic moving to, from, or through Denver, CO. The authority granted herein to the extent that it authorizes the transportation of dangerous articles shall be limited, in point of time, to a period expiring 5 years after March 31, 1975. By the instant petition, petitioner seeks to change the restriction to read: "The operations authorized herein to or from MT points, are restricted against the transportation of traffic moving to, from or through Denver, CO."

No. MC 112822 (Sub-No. 404)(M1), notice of filing of petition to change an origin point, filed January 9, 1978. Petitioner: BRAY LINES INC., 1401 N. Little St., P.O. Box 1191, Cushing, OK 74023. Petitioner's representative: Thomas J. Burke, Jr., 1600 Lincoln Center Building, 1660 Lincoln Street, Denver, CO 80264. Petitioner holds a motor *common carrier* certificate in NO. MC 112822 (Sub-No. 404) issued June 29, 1977, authorizing transportation, over irregular routes, of *Refined sugar*, in packages and bags, from Houma, LA, to Kansas City and St. Louis, MO, and to points in TX. By the instant petition, petitioner seeks to modify the above authority by changing the origin point from Houma, LA, to Labadieville, LA.

No. MC 113276 (Sub-No. 1) (M1) (notice of filing of petition to modify a certificate of public convenience and necessity), filed January 30, 1978. Petitioner: ROMANO BROS. TRUCKING, INC., 11 Meadow Street, Rutland, VT 05701. Petitioner's representative: John F. O'Donnell, 60 Adams Street, Milton, MA 02187. Petitioner holds a motor *common carrier* certificate in No. MC 113276 (Sub-No. 1), issued October 17, 1960, which in part, authorizes the transportation of: *Marble* and *marble products* from Swanton, Florence, Proctor, Center Rutland, West Rutland, Middlebury, and Danby VT, to points in NH, MA, CT, RI, NY, NJ, PA, DE, MD, and DC. By the instant petition, petitioner seeks to broaden the commodity description to read: *Marble, marble products*, and *limestone.*

No. MC 115278 (Sub-No. 1) (M1) (notice of filing of petiton to delete restriction), filed January 23, 1978. Petitioner: SIEGEL & COHEN EXPRESS, INC., 567 South 11th Street, Newark, NJ 07103. Petitioner's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, NJ 07306. Petitioner holds a motor *common carrier* certificate in No. MC 115278 (Sub-No. 1), issued February 17, 1977, authorizing transportation, over irregular routes of: *Such commodities* as are dealt in or used by discount and department stores, between points in the New York, NY, Commerical Zone as defined in Commercial Zones and Terminal Areas, 53 MCC 451 (1951), within which local operations may be conducted pursuant to the partial exemption of section 203(b)(8) of the Interstate Commerce Act (the "exempt" zone), on the one hand, and, on the other, points in VA, restricted to the transportation of shipments destined to the facilities of Robert Hall Clothes, Inc. By the instant petition, petitioner seeks to modify the above authority by deleting the facility restriction.

No. MC 117072 (M1) (notice of filing of petition for modification of permit), filed January 13, 1978. Petitioner: ARMORED TRANSPORT, INC., South Flower Street, Los Angeles, CA 90015. Petitioner's representative: R. Y. Schureman, 1545 Wilshire Boulevard, Los Angeles, CA 90017. Petitioner holds a motor *contract carrier* permit in No. MC 117072, issued June 17, 1964, authorizing transportation over irregular routes of: *Coin, currency*, and *securities*, between Los Angeles, CA, on the one hand, and, on the other, Yuma, AZ, and points in AZ within 5 miles thereof, restricted to a transportation service to be performed under a continuing contract, or contracts, with banks locate in Yuma, AZ, and points within 5 miles of Yuma, AZ; between Los Angeles, CA, on the one hand, and, on the other, Wickenburg and Phoenix, AZ, restricted to a transportation service to be performed

under a continuing contract, or contracts, with banking institutions located in Wickenburg and Phoenix, AZ. By the instant petition, petitioner seeks to eliminate both restrictions in the above authority, or in the alternative, to change the permit to read as follows: *Coin, currency,* and *securities,* between Los Angeles, CA, on the one hand, and, on the other, Yuma, AZ, and points in AZ within 5 miles thereof; between Los Angeles, CA, on the one hand, and, on the other, Wickenburg and Phoenix, AZ. Restriction: The above-described operations are limited to a transportation service to be performed under a continuing contract, or contracts, with the Federal Reserve Bank of San Francisco.

No. MC 133085 (Sub-No. 1) (MI) (notice of filing of petition to modify commodity and territorial description), filed January 20, 1978. Petitioner: TRENCO, INC., 2109 Marydale Avenue, P.O. Box 697, Williamsport, PA. 17701. Petitioner's representative: Dwight L. Koerber, Jr., 666 Eleventh Street NW., Washington, DC 20001. Petitioner holds a motor *common carrier* certificate in No. MC 133085 (Sub-No. 1), issued April 7, 1971, authorizing transportation, over irregular routes, as pertinent, of: *Airplanes,* crated, and *airplane parts,* from Lock Haven PA, to New York, NY. By the instant petition, petitioner seeks to modify the above authority to read as follows: (a) *Airplanes,* crated, and *airplane parts,* from Lock Haven, PA, to New York, NY; and (b) *Materials, parts, supplies,* and *equipment* (except commodities in bulk) as are used in the manufacture and distribution of airplanes and airplane parts, from New York, NY, to Lock Haven, PA.

No. MC 135182 (Sub-No. 1) M1, notice of filing of petition to add an additional contracting shipper, filed January 19, 1978. Petitioner: TRANSWAYS CO., a corporation, Rt. No. 3, Box 36, Moscow, PA 18444. Petitioner's representative: Joseph F. Heary, 121 South Main St., Taylor, PA 18517. Petitioner holds a motor *contract carrier* permit in No. MC 135182 (Sub-No. 1) issued April 11, 1972, authorizing transportation over irregular routes, of: *Materials, supplies and products* used in or produced by the food processing industry (except commodities in bulk), between Erie and North East, PA, and Westfield, Dunkirk, Buffalo, and Newark, NY, on the one hand, and, on the other, points in NJ, NY, and PA, under a continuing contract, or contracts, with Welch Foods, Inc., of Westfield, NY. By the instant petition, petitioner seeks to add Keystone Foods, Inc., of North East, PA as an additional contracting shipper.

No. MC 136285 (Sub-No. 3) M1, (correction) filed December 9, 1977, published in the FEDERAL REGISTER issue of February 2, 1978, as MC 136258 (Sub-No. 3), and *republished* as corrected in the FEDERAL REGISTER issue of February 16, 1978, and republished as corrected, this issue. Petitioner: SOUTHERN INTERMODAL LOGISTICS, INC., P.O. Box 9165, Savannah, GA 31402. Petitioner's representative: William Jackson, Jr., 3426 North Washington Blvd., P.O. Box 1267, Arlington, VA 22210. Petitioner holds a *motor common carrier* certificate in MC 136285 (Sub-No. 3), issued September 30, 1977, authorizing transportation over irregular routes, of: *General commodities* (except those of unusual value, classes A and B explosives, commodities in bulk, commoditied requiring special equipment, household goods as defined by the Commission, and motor vehicles), in containers or in trailers, having an immediately prior or subsequent movement by water, between Charleston, SC, Jacksonville, FL, and Savannah, GA, on the one hand, and, on the other, points in AL, FL, GA, NC, SC, and TN. *Empty containers, trailers and trailer chassis,* between points in AL, FL, GA, NC, SC, and TN. By the instant petition, petitioner seeks to change the restriction reading "in containers or in trailers," to "in or on containers or trailers." The restriction reading "having an immediately prior or subsequent movement by water," be changed to read, "having a prior or subsequent movement by water or rail." The restriction reading "commodities in bulk," be deleted and replaced by "the above authority is restricted against the transportation of commodities in bulk except in demountable containers." And that the exception against transportation of motor vehicles be deleted.

NOTE.—The purpose of this correction is to show applicants request to remove the exception of motor vehicles.

No. MC 139317 (Sub-No. 3), correction M1, notice of petition is to add additional destination point and additional contract shipper, filed September 27, 1977, and published incorrectly in the FEDERAL REGISTER issue of January 5, 1978 as MC 139217 (Sub-No. 3), and republished this issue, as "MC 139317 (Sub-No. 3)." Petitioner: CHARIOT TRUCKING, INC., 1127 Belle Pasi Road, Woodburn, OR 97071. Petitioner's representative: Philip G. Skofstad, P.O. Box 594, Gresham, OR 97030. Petitioner holds a motor *contract carrier* permit in MC 139317 (Sub-No. 3), issued September 8, 1976, authorizing transportation over irregular routes of: (1) *Axles and component parts,* from Montgomery, AL, Los Angeles, CA, and Kenton, OH, to Tualatin, OR, and Seattle, WA; (2) *trailer suspensions and steel springs,* from Springfield, MO, to Paragould, AR, Tualatin, OR, and Seattle, WA; (3) *fabricated steel parts, component trailer pieces, wheels, springs, axles,* and *trailer parts,* between Paragould, AR, and Tualatin, OR; (4) (a) *cast spoke wheels* and *brake drums,* from Siloam Springs, AR, and Dayton, OH, to Tualatin, OR, and Seattle, WA; (b) *hydraulic cylinders,* from Lancaster, TX, and Willits, CA, to Tualatin, OR, and Seattle, WA; (c) *steel wheels, hubs,* and *drums,* from Detroit, Wyandotte, and Lansing, MI, and Akron, OH, to Tualatin, OR, and Seattle, WA; (d) *aluminum wheels,* from Cleveland, OH, to Tualatin, OR, and Seattle, WA; (e) *air springs,* from Noblesville, IN, to Tualatin, OR, and Seattle, WA; (f) *trailer suspensions,* from Paris, KY, and Muskegon, MI, to Tualatin, OR, and Seattle, WA; (g) *trailer suspensions parts,* from Warm Springs, CA, to Tualatin, OR, and Seattle, WA under a continuing contract or contracts with Peerless Division, Royal Industries. By this instant petition, petitioner seeks to modify its permit by adding Columbia Trailer Co., Inc. as an additional contract shipper, and additional destination points of Orenco, OR and the port of entry in WA for furtherance to Burnaby, BC. The purpose of this correction is to indicate carrier's correct MC number.

No. MC 139495 (Sub-No. 53-M1) (Notice of filing of petition to add additional commodities), filed January 16, 1978. Petitioner: NATIONAL CARRIERS, INC., 1501 East 8th Street, P.O. Box 1358, Liberal, KS 67901. Petitioner's representative: Herbert Alan Dubin, 1320 Fenwick Lane, Silver Spring, MD 20910. Petitioner holds a motor *common carrier* Certificate in MC 139495 Sub-No. 53, issued November 7, 1977, authorizing transportation, over irregular routes, of: *Chemicals,* in containers, from Lewes, DE, to points in AL, AZ, AR, CO, ID, IA, KS, LA, MD, MS, MO, MT, NE, NV, NM, ND, OK, OR, PA, SD, TN, UT, VA, WA, and WY and points in NC on and west of U.S. Hwy 321, and DC. By the instant petition, petitioner seeks to add drugs, medicines, and toilet preparations to the commodity description.

No. MC 139495 (Sub-No. 91-M1) (Notice of filing of petition to add additional commodities), filed January 16, 1978. Petitioner: NATIONAL CARRIERS, INC., 1501 East 8th Street, P.O. Box 1358, Liberal, KS 67901. Petitioner's representative: Herbert Alan Dubin, 1320 Fenwick Lane, Silver Spring, MD 20910. Petitioner holds a motor *common carrier* Certificate in MC 139495 Sub-No. 91, issued November 3, 1977, authorizing, as pertinent, transportation, over irregular routes, of: *Modified soda ash, cleaning compounds, bath salts, fabric softeners,* and *drugs* (except commodities in bulk, in tank vehicles), from the facilities of Calgon Consumer Products,

Inc., at or near Morrisville, PA, and Rockwood, MI, to Foxboro, MA, Huntington, WV, Memphis, TN, Forest Park, GA, Jacksonville, Orlando, Tampa, Lakeland, and Miami, FL, Chicago, IL, Kansas City, MO, St. Paul, MN, Arlington, TX, Denver, CO, Clearfield, UT, Los Angeles and San Francisco, CA, and Portland, OR. By the instant petition, petitioner seeks to add toilet preparations, feed, and malted milk to the commodity description.

No. MC 139495 (Sub-No. 133-M1) (Notice of filing of petition to add additional origin points), filed January 17, 1978. Petitioner: NATIONAL CARRIERS, INC., 1501 East 8th Street, Liberal, KS 67901. Petitioner's representative: Herbert Alan Dubin, 1320 Fenwick Lane, Silver Spring, MD 20910. Petitioner holds a motor *common carrier* Certificate in MC 139495 Sub-No. 133, issued October 31, 1977, authorizing transportation over irregular routes, of: *Foodstuffs,* in vehicles equipped with mechanical refrigeration, from the facilities utilized by Pepperidge Farm, Inc., located at or near Richmond and Clearfield, UT, to points in CT, DE, IL, IN, KS, KY, ME, MD, MA, MI, MO, NH, NJ, NY, OH, PA, RI, VT, VA, and WV. By the instant petition, petitioner seeks to expand the origin territory of this authority from the named points to the entire State of UT.

No. MC 141804 (Sub-No. 35-M1), filed December 27, 1978. Petitioner: WESTERN EXPRESS, DIVISION OF INTERSTATE RENTAL, INC., P.O. Box 422, Goodlettsville, TN 37072. Petitioner's representative: Frederick J. Coffman (same address as applicant). Petitioner holds a motor *common carrier* Certificate in No. MC 141804 (Sub-No. 35), issued November 2, 1977, authorizing transportation, over irregular routes, of: (1) *General commodities* (except foodstuffs, meats, meat products, and meat byproducts, dairy products, and articles distributed by meat packinghouses, as described in sections A, B, and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766, articles of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring the use of special equipment), and (2) *confectionery products,* when moving in mixed shipments with the commodities in (1) above, from the facilities of Westransco Freight Co., located at Newark, NJ, New York, NY, Philadelphia, PA, Boston, MA, St. Louis, MO, Chicago, IL, and Charlotte and Greensboro, NC, to the facilities of Westransco Freight Co., located at Salt Lake City, UT, Los Angeles, San Diego, San Jose, Oakland, and San Francisco, CA, Phoenix, AZ, Portland, OR, and Seattle, WA, restricted to the transportation of commodities which are at the time moving on bills of lading of freight forwarders under part IV of the Interstate Commerce Act. By the instant petition, petitioner seeks to change the territory description by deleting the following: "the facilities of Westransco Freight Co. located at" from wherever it appears in the above authority.

No. MC 142607 (Sub-No. 1) (M1), (notice of filing of petition to modify commodity and territorial descriptions, filed December 11, 1977. Applicant: A. FUSCO SERVICE, INC., 372 Central Park Avenue, Scarsdale, NY 10583. Applicant's representative: Bruce J. Robbins, 118-21 Queens Boulevard, Forest Hills, NY 11375. Petitioner holds a motor *contract carrier* Permit in No. MC 142607 (Sub-No. 1), issued September 7, 1977, authorizing operations by motor vehicle, over irregular routes, transporting (1) *electric kitchen appliances,* between Baldwin, Castile, East Rochester, Mineola and Perry, NY, points in the New York, NY commercial zone, as defined by the Commission; Secaucus and South Kearny, NJ, and Manchester, KY; (2) *electric kitchen appliances,* from Baldwin, Castile, East Rochester, Mineola and Perry, NY; Secaucus and South Kearny, NJ, and Manchester, KY, to San Diego, CA; Miami, FL; Brownsville and Houston, TX, and Seattle, WA; and (3) *materials, parts, equipment and supplies* used in the manufacture, packaging, sale and distribution of electric kitchen appliances, from Canonsburg and Canton, PA; Bloomfield, Hoboken, Phillipsburg, Secaucus, South Kearny and Vineland, NJ; Buffalo, Mineola, Mt. Kisco, Syosset and Tonawanda, NY, points in the New York, NY commercial zone, as defined by the Commission, and Muskogee, OK, to Castile, East Rochester, Mineola, and Perry, NY; Secaucus and South Kearny, NJ, and Manchester, KY. Restriction: The operations authorized herein are limited to a transportation service to be performed under a continuing contract, or contracts, with Van Wyck International Corp. of Mineola, NY. By the instant petition, petitioner seeks to modify the commodity and territorial scope of part (1) of the permit by adding materials, parts, equipment and supplies; and Pittsburgh, PA, and Winona and Rochester, MN, as territorial points, and in part (2) of the permit, by adding Pittsburgh, PA, and Rochester and Winona, MN, to the origin territory, and Chicago, IL; Fort Wayne, IN; Forest Park, Ga; Baltimore and Halethorpe, MD; East Hampton, MA; Grand Rapids, MI; Kansas City and St. Louis, MO; Sparks, NV; Manchester and Nashua, NH; Syracuse, NY; Raleigh, NC; Fairless Hills, Johnstown and Wilkes-Barre, PA; and Richmond, VA to the destination territory.

Republications of Grants of Operating Rights Authority Prior to Certification

NOTICE

The following grants of operating rights authorities are republished by order of the Commission to indicate a broadened grant of authority over that previously noticed in the Federal Register.

An original and one copy of a petition for leave to intervene in the proceeding must be filed with the Commission within 30 days after the date of this Federal Register notice. All pleadings and documents must clearly specify the "F" suffix where the docket is so identified in this notice. Such pleading shall comply with special rule 247(e) of the Commission's general rules of practice (49 CFR 1100.247) addressing specifically the issue(s) indicated as the purpose for republication, and including copies of intervenor's conflicting authorities and a concise statement of intervenor's interest in the proceeding setting forth in detail the precise manner in which it has been prejudiced by lack of notice of the authority granted. A copy of the pleading shall be served concurrently upon the carrier's representative, or carrier if no representative is named.

No MC 134599 (Sub-No. 154) (republication) (correction), filed January 13, 1977, published in the Federal Register issue of March 3, 1977, republished in the Federal Register issue of February 16, 1978, and republished this issue. Applicant: INTERSTATE CONTRACT CARRIER CORP., P.O. Box 748, Salt Lake City, UT 84110. Applicant's representative: Richard A. Peterson, P.O. Box 81849, Lincoln, NE 68501. An Order of the Commission, Review Board No. 3, decided December 27, 1977, and served January 24, 1978, finds that operation by applicant, in interstate or foreign commerce, as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Synthetic rubber* (except commodities in bulk, and those which because of size or weight require special handling or equipment), from the facilities of Reichold Chemical Co. at Cheswold, DE, to points, in AR, CA, CO, CT, GA, IL, IN, IA, KY, MA, MI, MS, MO, NE, NH, NJ, NY, NC, RI, TN, TX, UT, VA, and WI, under a continuing contract or contracts with Uniroyal, Inc.; will be consistent with the public interest and the national transportation policy. Applicant is fit, willing, and able properly to perform the authorized service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations. The purpose of this republication is to

indicate the change in the name of the facilities from Uniroyal, Inc. to Reichold Chemical Co. in the origin.

NOTE.—The republication of February 16, 1978, was published in the incorrect section of the FEDERAL REGISTER issue, and is republished for this reason.

No MC 135078 (Sub-No. 11) (republication) (partial correction), filed November 19, 1976, published in the FEDERAL REGISTER issue of January 27, 1977, republished in the FEDERAL REGISTER issues of May 26, 1977, and February 16, 1978, and republished as partially corrected this issue. Applicant: AMERICAN TRANSPORT, INC., 7850 "F" Street, Omaha, NE 68127. Applicant's representative: Frederick J. Coffman, 521 South 14th Street, P.O. Box 81849, Lincoln, NE 68501. An initial decision of the administrative law judge, dated November 14, 1977, and served November 23, 1977, became the order of the Commission December 23, 1977. The administrative law judge finds that the present and future public convenience and necessity require operation by applicant in interstate or foreign commerce, as a *common carrier,* by motor vehicle, over irregular routes, transporting: (16) *Carpet lining and padding,* from Norfolk, VA, to points in CO, IA, KS, LA, MO, NE, NM, OK, TX, restricted to traffic originating at the named origin and destined to the named destination States. The purpose of this partial correction is to indicate the origin as Norfolk, VA, in lieu of Norfork, VA, as previously published. The rest of the publication remains the same.

No. MC 135354 (Sub-No. 3) (republication) (correction), filed August 11, 1977, published in the FEDERAL REGISTER issue of September 22, 1977, republished in the FEDERAL REGISTER issue of February 16, 1978, and republished as corrected this issue. Applicant: STATESVILLE MOTOR COACH CO., INC., 109 Winston Avenue, Statesville, NC 28677. Applicant's representative: Theodore Polydoroff, Suite 600, 1250 Connecticut Avenue NW., Washington, DC 20036. An Order of the Commission, Review Board No. 2, decided January 12, 1978, and served January 25, 1978, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a *common carrier* by motor vehicle, over irregular routes, transporting: *Passengers and their baggage,* in special and charter operations, beginning and ending at points in Alexander, Catawba, Davie, and Irdell Counties, NC and extending to points in the United States (except AK and HI); that applicant is fit, willing, and able properly to perform the granted service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations. The purpose of this republication is to indicate the addition of those States west of WI, IL, MO, AR, and LA in the territorial portion of applicant's actual grant of authority.

NOTE:—The republication of February 16, 1978, was published in the incorrect section of the FEDERAL REGISTER issue, and is republished for this reason.

No. MC 141695 (Sub-No. 6) (republication) (correction), filed May 9, 1977, published in the FEDERAL REGISTER issue of June 16, 1977, republished in the FEDERAL REGISTER issue of February 16, 1978, and republished this issue. Applicant: OLIVER WINDELL COLLINS, d.b.a. COLLINS TRUCKING, P.O. Box 185, Jordan Valley, OR 97910. Applicant's representative: Timothy R. Stivers, P.O. Box 162, Boise, ID 83701. An Order of the Commission, Review Board No. 1, decided January 17, 1978, and served January 23, 1978, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a *common carrier,* by motor vehicle, over irregular routes, transporting: *General commodities* (except classes A and B explosives, commodities in bulk, and those which because of size or weight require special equipment), between Jordan Valley and Sheaville, OR, on the one hand, and, on the other, the facilities of the De Lamar Silver Mine, at De Lamar (Owyhee County), ID; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's regulations. The purpose of this republication is to indicate applicant's intent to tack the authority sought at Jordan Valley, OR, to provide a through service to Ontario, OR, and points in Ada and Canyon Counties, ID.

NOTE.—The republication of February 16, 1978, was published in the incorrect section of the FEDERAL REGISTER issue, and is republished for this reason.

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER OPERATING RIGHTS APPLICATIONS

NOTICE

The following applications are governed by Special Rule 247 of the Commission's General Rules of Practice (49 CFR § 1100.247). 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 to 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(e)(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. Protest not in reasonable compliance with the requirements of the rules may be rejected. The original and one 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(e)(4) of the special rules, and shall include the certification required therein.

Section 247(f) further provides, in part, that an applicant who does not intend timely to prosecute its application shall promptly request dismissal thereof, and that failure to prosecute an application under procedures ordered by the Commission will result in dismissal of the application.

Further processing steps 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. Each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application.

No. MC 6078 (Sub-No. 85), filed January 30, 1978. Applicant: D. F. BAST, INC., P.O. Box 2288, Allentown, PA 18001. Applicant's representative: Eugene M. Malkin, Suite 6193, 5 World Trade Center, New York, NY 10048. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Carbon, graphite, and foundry facings,* (1) from Wilmington, DE, Baltimore, MD, New York, NY, and Philadelphia, PA, to Asbury, NJ, Bethlehem, Shamokin and Sunbury, PA, and Detroit, MI, and (2) between Asbury, NJ, Bethlehem, Shamokin and Sunbury, PA, and Detroit, MI, restricted in (1) above to the transportation of shipments having a prior movement by water.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Philadelphia, PA, or Washington, DC.

No. MC 26396 (Sub-No. 162) (correction) filed December 8, 1977, published in the FEDERAL REGISTER issue of February 9, 1978, and republished as corrected this issue. Applicant: POPELKA TRUCKING CO., d.b.a. The Waggoners, P.O. Box 990, Livingston, MT 59047. Applicant's representative: Jacob P. Billig, Suite 300, 2033 K Street NW., Washington, DC. 20006. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Lumber and lumber products,* from the international boundary line between the United States and Canada located in MN and ND, to points in ND, SD, NE, CO, KS, MO, IA, MN, WI, IL, IN, MI, and KY.

NOTE.—The purpose of this correction is to enter applicants requested territorial authority correctly in the FEDERAL REGISTER. If a hearing is deemed necessary, applicant requests it be held at either Washington, DC or Billings, MT.

No. MC 26396 (Sub-No. 167F), filed February 2, 1978. Applicant: POPELKA TRUCKING CO., d.b.a. The Waggoners, P.O. Box 990, Livingston, MT 59047. Applicant's representative: Sharon L. Hamlett, P.O. Box 990, Livingston, MT 59047. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Ground lignite coal,* from the plantsite of Dresser Industries located at Gascoyne, ND, to the States of KS and OK. (2) *Bentonite* from the plantsite of Dresser Industries located at Greybull, WY to the States of KS, OK, WA, CA, and MT. (3) *Barite* from the plantsite of Dresser Industries located at Battle Mountain, NV to the international boundary line in MT and to the States of WY, CO, KS, WA and OK.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Billings, MT or Salt Lake City, UT.

No. MC 29456 (Sub-No. 4), filed January 23, 1978. Applicant: OREGON TRANSFER CO., 3232 N. W. Industrial, P.O. Box 2804, Portland, OR 97210. Applicant's representative: Russell M. Allen, 1200 Jackson Tower, Portland, OR 97205. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *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, blasting supplies, and motor vehicles), in containers and in trailers, having an immediately prior or subsequent movement by water; and (2) *empty containers, trailers, and trailer chassis,* between Portland, OR and the plantsites of Martin Marietta Aluminum at or near The Dalles, OR, and Cliffs, WA.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Portland, OR.

No. MC 29910 (Sub-No. 185), filed January 23, 1978. Applicant: ARKANSAS-BEST FREIGHT SYSTEM, INC., 301 South 11th Street, Fort Smith, AR 72901. Applicant's representative: Don A. Smith, Post Office Box 43, 510 North Greenwood, Fort Smith, AR 72902. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Tractors* (except truck tractors), *implements, attachments, parts, accessories and related supplies,* from the facilities of Deutz Corp., located at Savannah, GA, to points in FL, GA, AL, MS, AR, LA, TX, and OK.

NOTE.—Common control may be involved, If a hearing is deemed necessary, applicant requests that it be held at Atlanta, GA or Washington, DC.

No. MC 30844 (Sub-No. 600 F), filed February 3, 1978. Applicant: KROBLIN REFRIGERATED XPRESS, INC., P.O. Box 5000, Waterloo, IA 50704. Applicant's Representative: John P. Rhodes, (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Cleaning, scouring, and washing compounds,* from Fort Madison, IA, to Port Ivory, NY, restricted to shipments originating at Fort Madison, IA.

NOTE.—Common control may be involved. If a hearing is deemed necessary the applicant requests it be held at Chicago, IL.

No. MC 35628, (Sub-No. 369F), filed February 6, 1978. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, a Corporation, 134 Grandville Avenue SW., Grand Rapids, MI 49503. Applicant's representative: Michael P. Zell, (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *General commodities* (except classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the site and facilities of Kmart Corp. Distribution Center in Coweta County, GA as an off-route point in connection with applicant's existing regular route authority.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held on a consolidated record with similar applications located in Detroit, MI or Washington, DC.

No. MC 51146 (Sub-No. 575 F), filed February 10, 1978. Applicant: SCHNEIDER TRANSPORT, INC., P.O. Box 2298, Green Bay, WI 54306. Applicant's representative: Wayne Downing (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Roofing materials* from the facilities of Fry Division of Owens Corning Fiberglas at or near Summit, IL to points in MI, ND, and SD.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, IL. Common control may be involved.

No. MC 57697 (Sub-No. 14) filed January 26, 1978. Applicant: LESTER SMITH TRUCKING, INC., 2645 East 51st Avenue, Denver, CO 80216. Applicant's representative: David J. Lister, 1945 South Redwood Road, Salt Lake City, UT 84104. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Building and construction materials, equipment and supplies, telephone and power line materials, agricultural and farm equipment, machinery and implements and iron and steel articles* (except in bulk), between points in CO, on the one hand, and, on the other, points in OK, IL, KS, and MO.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Denver, CO, or Salt Lake City, UT.

No. MC 57697 (Sub-No. 15), filed January 30, 1978. Applicant: LESTER SMITH TRUCKING, INC., 2645 East 51st Avenue, Denver, CO 80216. Applicant's representative: David J. Lister, 1945 South Redwood Road, Salt Lake City, UT 84104. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Lumber, lumber mill products, sawmill products, wood products, composition board and wallboard* (except in bulk), from points in CO to points in AR, IL, IN, IA, KS, MN, MO, NE, ND, OK, SD, TX, and WI.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Denver, CO, or Salt Lake City, UT.

No. MC 57778 (Sub-No. 18F), filed February 3, 1978. Applicant: MICHIGAN REFRIGERATED TRUCKING SERVICE, INC., 6134 West Jefferson Avenue, Detroit, MI 48209. Applicant's representative: William B. Elmer, 21635 East Nine Mile Road, St. Clair Shores, MI 48080. Authority to engage in operation, in interstate or foreign commerce, as a *common carrier,* by motor vehicle, over irregular routes, in the transportation of: *Offal,* in vehicles equipped with mechanical refrigeration, from Detroit, MI, to points in IL, IN, NJ, NY, OH, and PA.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Detroit, MI or Chicago, IL.

No. MC 58885 (Sub-No. 32), filed January 24, 1978. Applicant: ATLANTA MOTOR LINES, INC., P.O. Box 345, Conley, GA 30027. 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 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):

(1) Between Greenville, SC and Athens, GA: From Greenville, SC over U.S. Hwy 29 to Athens, GA and return over the same route, serving all intermediate points in GA.

(2) Between Greenville, SC and Blairsville, GA: From Greenville, SC over U.S. Hwy 123 to Westminster, SC, thence over U.S. Hwy 76 to Blairsville, GA and return over the same route, serving all intermediate points in GA.

(3) Between Greenville, SC and Gainesville, GA: From Greenville, SC over Interstate Hwy 85 to its intersection with U.S. Hwy 129, then over U.S. Hwy 129 to Gainesville, GA and return over the same route, serving all intermediate points in GA.

(4) Between Athens, GA and the intersection of U.S. Hwy 441 and Interstate Hwy 85: From Athens, GA over U.S. Hwy 441 to its intersection with Interstate Hwy 85 and return over the same route, serving all intermediate points.

(5) Between Westminster, SC and Gainesville, GA: From Westminster, SC over U.S. Hwy 123 to Cornelia, GA, then over U.S. Hwy 23 to Gainesville, GA and return over the same route, serving all intermediate points in GA except Toccoa, GA and points in its Commercial Zone.

(6) Between Cornelia, GA and Clayton, GA: From Cornelia, GA over U.S. Hwy 23 to Clayton, GA and return over the same route, serving all intermediate points. Serving all points in GA lying west of U.S. Hwy 221 within 100 miles of Greenville, SC (except Toccoa, GA and points in the Toccoa, GA Commercial Zone, as defined by the Commission) not on the above described routes as off route points. Restriction: Restricted to the transportation of traffic moving from, to or through Greenville, SC.

NOTE.—Common control may be involved. Applicant holds irregular route authority in MC 58885 to serve the above points, which irregular route authority will be surrendered for revocation upon approval of this application. If a hearing is deemed necessary, applicant requests that it be held at Atlanta, GA.

No. MC 59957 (Sub-No. 51), filed January 26, 1978. Applicant: MOTOR FREIGHT EXPRESS, a corporation, Arsenal Road and Toronita Street, York, PA 17402. Applicant's representative: William A. Chesnutt, 1776 F Street NW., Washington, DC 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, in the transportation of: *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):

(1) Between Springfield, MA and Binghamton, NY: From Springfield over Interstate Hwy 91 to its junction with Interstate Hwy 90 northwest of Chicopee, MA, then over Interstate Hwy 90 to its junction with NY State Hwy 7 southwest of Schenectady, NY, then over NY State Hwy 7 to Binghamton and return over the same route.

(2) Between Springfield, MA and Buffalo, NY: From Springfield over Interstate Hwy 91 to its junction with Interstate Hwy 90 northwest of Chicopee, MA, then over Interstate Hwy 90 to Buffalo, and return over the same route.

(3) Between Springfield, MA and Elmira, NY: From Springfield over Interstate Hwy 91 to its junction with Interstate Hwy 90 northwest of Chicopee, MA, then over Interstate Hwy 90 to its junction with NY State Hwy 7 southwest of Schenectady, NY, then over NY State Hwy 7 to its junction with NY State Hwy 17 at Binghamton, NY then over NY State Hwy 17 to Elmira and return over the same route.

(4) Between Springfield, MA and Rochester, NY: From Springfield over Interstate Hwy 91 to its junction with Interstate Hwy 90 northwest of Chicopee, MA, then over Interstate Hwy 90 to its junction with Interstate Hwy 490 at NY State Thruway Exit 45, then over Interstate Hwy 490 to Rochester, and return over the same route.

(5) Between Springfield, MA and Syracuse, NY: From Springfield over Interstate Hwy 91 to its junction with Interstate Hwy 90 northwest of Chicopee, MA, then over Interstate Hwy 90 to its junction with Interstate Hwy 81 at NY State Thruway Exit 36, then over Interstate Hwy 81 to Syracuse, and return over the same route.

(6) Between Worcester, MA and Binghamton, NY: From Worcester over Interstate Hwy 290 to its junction with Interstate Hwy 90 at MA Turnpike Exit 10, then over Interstate Hwy 90 to its junction with NY State Hwy 7 southwest of Schenectady, NY, then over NY State Hwy 7 to Binghamton and return over the same route.

(7) Between Worcester, MA and Buffalo, NY: From Worcester over Interstate Hwy 290 to its junction with Interstate Hwy 90 at MA Turnpike Exit 10, then over Interstate Hwy 90 to Buffalo, and return over the same route.

(8) Between Worcester, MA and Elmira, NY: From Worcester over Interstate Hwy 290 to its junction with Interstate Hwy 90 at MA Turnpike Exit 10, then over Interstate Hwy 90 to its junction with NY State Hwy 7 southwest of Schenectady, NY, then over NY State Hwy 7 to its junction with NY State Hwy 17 at Binghamton, NY, then over NY State Hwy 17 to Elmira and return over the same route.

(9) Between Worcester, MA and Rochester, NY: From Worcester over Interstate Hwy 290 to its junction with Interstate Hwy 90 at MA Turnpike Exit 10, then over Interstate Hwy 90 to its junction with Interstate Hwy 490 at NY State Thruway Exit 45, then over Interstate Hwy 490 to Rochester, and return over the same route.

(10) Between Worcester, MA and Syracuse, NY: From Worcester over Interstate Hwy 290 to its junction with Interstate Hwy 90 at MA Turnpike Exit 10, then over Interstate Hwy 90 to its junction with Interstate Hwy 81 at NY State Thruway Exit 36, then over Interstate Hwy 81 to Syracuse, and return over the same route.

(11) Between Edison, NJ and Binghamton, NY: From Edison over NJ State Hwy 27 to its junction with Interstate Hwy 287, then over Interstate Hwy 287 to its junction with Interstate Hwy 95 at NJ Turnpike Exit 10, then over Interstate Hwy 95 to its junction with Interstate Hwy 80 north of NJ Turnpike Exit 18, then over Interstate Hwy 80 to its junction with NJ State Hwy 17 at or near Hackensack, NJ, then over NJ State Hwy 17 to the NJ-NY State Line, then over NY State Hwy 17 to its junction with U.S. Hwy 6 north of Harriman, NY, then over U.S. Hwy 6 to its junction with NY State Hwy 17 southwest of Goshen, NY, then over NY State Hwy 17 to Binghamton, and return over the same route.

(12) Between Edison, NJ and Buffalo, NY: From Edison over NJ State Hwy 27 to its junction with Interstate Hwy 287, then over Interstate Hwy 287 to its junction with Interstate Hwy 95 at NJ Turnpike Exit 10, then over Interstate Hwy 95 to its junction with Interstate Hwy 80 north of NJ Turnpike Exit 18, then over Interstate Hwy 80 to its junction with NJ State Hwy 17 at or near Hackensack, NJ, then over NJ State Hwy 17 to the NJ-NY State Line, then over NY State Hwy 17 to its junction with U.S. Hwy 15 at East Corning, NY, then over U.S. Hwy 15 to its junction with U.S. Hwy 20 at East Avon, NY, then over U.S. Hwy 20 to Buffalo, and return over the same route.

(13) Between Edison, NJ and Elmira, NY: From Edison over NJ State Hwy 27 to its junction with Interstate Hwy 287, then over Interstate Hwy 287 to its junction with Interstate Hwy 95 at NJ Turnpike Exit 10, then over Interstate Hwy 95 to its junction with Interstate Hwy 80 north of NJ Turnpike Exit 18, then over Interstate Hwy 80 to its junction with NJ State Hwy 17 at or near Hackensack, NJ, then over NJ State Hwy 17 to the NJ-NY State Line, then over NY State Hwy 17 to Elmira, and return over the same route.

(14) Between Edison, NJ and Rochester, NY: From Edison over NJ State

Hwy 27 to its junction with Interstate Hwy 287, then over Interstate Hwy 287 to its junction with Interstate Hwy 95 at NJ Turnpike Exit 10, then over Interstate Hwy 95 to its junction with Interstate Hwy 80 north of NJ Turnpike Exit 18, then over Interstate Hwy 80 to its junction with NJ State Hwy 17 at or near Hackensack, NJ, then over NJ State Hwy 17 to the NJ-NY State Line, then over NY State Hwy 17 to its junction with U.S. Hwy 15 at East Corning, NY, then over U.S. Hwy 15 to Rochester, and return over the same route.

(15) Between Edison, NJ and Syracuse, NY: From Edison over NJ State Hwy 27 to its junction with Interstate Hwy 287, then over Interstate Hwy 287 to its junction with Interstate Hwy 95 at NJ Turnpike Exit 10, then over Interstate Hwy 95 to its junction with Interstate Hwy 80 north of NJ Turnpike Exit 18, then over Interstate Hwy 80 to its junction with NJ State Hwy 17 at or near Hackensack, NJ, then over NJ State Hwy 17 to the NJ-NY State Line, then over NY State Hwy 17 to its junction with Interstate Hwy 81 at or near Binghamton, NY, then over Interstate Hwy 81 to Syracuse, and return over the same route.

(16) Between Providence, RI and Binghamton, NY: From Providence over Interstate Hwy 95 to its junction with Interstate Hwy 495 southwest of Foxvale, MA, then over Interstate Hwy 495 to its junction with Interstate Hwy 90 at MA Turnpike Exit 11A, then over Interstate Hwy 90 to its junction with NY State Hwy 7 southwest of Schenectady, NY, then over NY State Hwy 7 to Binghamton and return over the same route.

(17) Between Providence, RI and Buffalo, NY: From Providence over Interstate Hwy 95 to its junction with Interstate Hwy 495 southwest of Foxvale, MA, then over Interstate Hwy 495 to its junction with Interstate Hwy 90 at MA Turnpike Exit 11A, then over Interstate Hwy 90 to Buffalo, and return over the same route.

(18) Between Providence, RI and Elmira, NY: From Providence over Interstate Hwy 95 to its junction with Interstate Hwy 495 southwest of Foxvale, MA, then over Interstate Hwy 495 to its junction with Interstate Hwy 90 at MA Turnpike Exit 11A, then over Interstate Hwy 90 to its junction with NY State Hwy 7 southwest of Schenectady, NY, thence over NY State Hwy 7 to its junction with NY State Hwy 17 at Binghamton, NY, then over NY State Hwy 17 to Elmira and return over the same route.

(19) Between Providence, RI and Rochester, NY: From Providence over Interstate Hwy 95 to its junction with Interstate Hwy 495 southwest of Foxvale, MA, then over Interstate Hwy 495 to its junction with Interstate Hwy 90 at MA Turnpike Exit 11A, then over Interstate Hwy 90 to its junction with Interstate Hwy 490 at NY State Thruway Exit 45, then over Interstate Hwy 490 to Rochester, and return over the same route.

(20) Between Providence, RI and Syracuse, NY: From Providence over Interstate Hwy 95 to its junction with Interstate Hwy 495 southwest of Foxvale, MA, then over Interstate Hwy 495 to its junction with Interstate Hwy 90 at MA Turnpike Exit 11A, then over Interstate Hwy 90 to its junction with Interstate Hwy 91 at NY State Thruway Exit 36, then over Interstate Hwy 81 to Syracuse, and return over the same route.

(21) Between Boston, MA and Binghamton, NY: From Boston over Interstate Hwy 90 to its junction with NY State Hwy 7 southwest of Schenectady, NY, then over NY State Hwy 7 to Binghamton and return over the same route.

(22) Between Boston, MA and Buffalo, NY: From Boston over Interstate Hwy 90 to Buffalo, and return over the same route.

(23) Between Boston, MA and Elmira, NY: From Boston over Interstate Hwy 90 to its junction with NY State Hwy 7 southwest of Schenectady, NY, then over NY State Hwy 7 to its junction with NY State Hwy 17 at Binghamton, NY, then over NY State Hwy 17 to Elmira and return over the same route.

(24) Between Boston, MA and Rochester, NY: From Boston over Interstate Hwy 90 to its junction with Interstate Hwy 490 at NY State Throughway Exit 45, then over Interstate Hwy 490 to Rochester, and return over the same route.

(25) Between Boston, MA and Syracuse, NY: From Boston over Interstate Hwy 90 to its junction with Interstate Hwy 81 at NY State Thruway Exit 36, then over Interstate Hwy 81 to Syracuse, and return over the same route.

(26) Between Carlstadt, NJ and Binghamton, NY: From Carlstadt over Bergen County (NJ) Hwy 55 to its junction with NJ State Hwy 17 at or near Hackensack, NJ, then over NJ State Hwy 17 to the NJ-NY State Line, then over NY State Hwy 17 to its junction with U.S. Hwy 6 north of Harriman, NY, then over U.S. Hwy 6 to its junction with NY State Hwy 17 southwest of Goshen, NY, then over NY State Hwy 17 to Binghamton, and return over the same route.

(27) Between Carlstadt, NJ and Buffalo, NY: From Carlstadt over Bergen County (NJ) Hwy 55 to its junction with NJ State Hwy 17 at or near Hackensack, NJ, then over NJ State Hwy 17 to the NJ-NY State Line, then over NY State Hwy 17 to its junction with U.S. Hwy 15 at East Corning, NY, then over U.S. Hwy 15 to its junction with U.S. Hwy 20 at East Avon, NY, then over U.S. Hwy 20 to Buffalo, and return over the same route.

(28) Between Carlstadt, NJ and Elmira, NY: From Carlstadt over Bergen County (NJ) Hwy 55 to its junction with NJ State Hwy 17 at or near Hackensack, NJ, then over NJ State Hwy 17 to the NJ-NY State Line, then over NY State Hwy 17 to Elmira, and return over the same route.

(29) Between Carlstadt, NJ and Rochester, NY: From Carlstadt over Bergen County (NJ) Hwy 55 to its junction with NJ State Hwy 17 at or near Hackensack, NJ, then over NJ State Hwy 17 to the NJ-NY State Line, then over NY State Hwy 17 to its junction with U.S. Hwy 15 at East Corning, NY, then over U.S. Hwy 15 to Rochester, and return over the same route.

(30) Between Carlstadt, NJ and Syracuse, NY: From Carlstadt over Bergen County (NJ) Hwy 55 to its junction with NJ State Hwy 17 at or near Hackensack, NJ, then over NJ State Hwy 17 to the NJ-NY State Line, then over NY State Hwy 17 to its junction with Interstate Hwy 81 at or near Binghamton, NY then over Interstate Hwy 81 to Syracuse, and return over the same route.

(31) Between Wolcott, CT and Binghamton, NY: From Wolcott over CT State Hwy 322 to its junction with U.S. Hwy 6 at Terryville, CT then over U.S. Hwy 6 to its junction with CT State Hwy 8 at or near Thomaston, CT, then over CT State Hwy 8 to the CT-MA State Line, then over MA State Hwy 8 to its junction with Interstate Hwy 90 at MA Turnpike Exit 2, then over Interstate Hwy 90 to its junction with NY State Hwy 7 southwest of Schenectady, NY, then over NY State Hwy 7 to Binghamton and return over the same route.

(32) Between Wolcott, CT and Buffalo, NY: From Wolcott over CT State Hwy 322 to its juction with U.S. Hwy 6 at Terryville, CT, then over U.S. Hwy 6 to its junction with CT State Hwy 8 at or near Thomaston, CT, then over CT State Hwy 8 to the CT-MA State Line, then over MA State Hwy 8 to its junction with Interstate Hwy 90 at MA Turnpike Exit 2, then over Interstate Hwy 90 to Buffalo, and return over the same route.

(33) Between Wolcott, CT and Elmira, NY: From Wolcott over CT State Hwy 322 to its junction with U.S. Hwy 6 at Terryville, CT, then over U.S. Hwy 6 to its junction with CT State Hwy 8 at or near Thomaston, CT, then over CT State Hwy 8 to the CT-MA State Line, then over MA State Hwy 8 to its junction with Interstate Hwy 90 at MA Turnpike Exit 2, then over Interstate Hwy 90 to its junction with NY State Hwy 7 southwest of Schenectady, NY, then over NY State Hwy 7 to its junction with NY State Hwy 17 at Binghamton, NY, then over NY State Hwy 17 to Elmira and return over the same route.

(34) Between Wolcott, CT and Rochester, NY: From Wolcott over CT State Hwy 322 to its junction with U.S. Hwy 6 at Terryville, CT, then over U.S. Highway 6 to its junction with CT State Hwy 8 at or near Thomaston, CT, then over CT State Hwy 8 to the CT-MA State Line, then over MA State Hwy 8 to its junction with Interstate Hwy 90 at MA Turnpike Exit 2, then over Interstate Hwy 90 to its junction with interstate Hwy 490 at NY State Thruway Exit 45, then over Interstate Hwy 490 to Rochester, and return over the same route.

(35) Between Wolcott, CT and Syracuse, NY: From Wolcott over CT State Hwy 322 to its junction with U.S. Hwy 6 at Terryville, CT, then over U.S. Hwy 6 to its junction with CT State Hwy 8 at or near Thomaston, CT, then over CT State Hwy 8 to the CT-MA State Line, then over MA State Hwy 8 to its junction with Interstate Hwy 90 at MA Turnpike Exit 2, then over Interstate Hwy 90 to its junction with Interstate Hwy 81 at NY State Thruway Exit 36, then over Interstate Hwy 81 to Syracuse, and return over the same route.

(36) Between Stamford, CT and Binghamton, NY: From Stamford over Interstate Hwy 95 to its junction with Interstate Hwy 287 at New England Thruway Exit 13, then over Interstate Hwy 287 to its junction with Interstate Hwy 684 east of White Plains, NY, then over Interstate Hwy 684 to its junction with Interstate Hwy 84 southeast of Brewster, NY, then over Interstate Hwy 84 to its junction with NY State Hwy 17 northeast of Denton, NY, then over NY State Hwy 17 to Binghamton and return over the same route.

(37) Between Samford, CT and Buffalo, NY: From Stamford over Interstate Hwy 95 to its junction with Interstate Hwy 287 at New England Thruway Exit 13, then over Interstate Hwy 287 to its junction with Interstate Hwy 684 east of White Plains, NY, then over Interstate Hwy 684 to its junction with Interstate Hwy 84 southeast of Brewster, NY, then over Interstate Hwy 84 to its junction with NY State Hwy 17 northeast of Denton, NY, then over NY State Hwy 17 to its junction with Interstate Hwy 81 east of Binghamton, NY, then over Interstate Hwy 81 to its junction with Interstate Hwy 690 at Syracuse, NY, then over Interstate Hwy 690 to its junction with Interstate Hwy 90 northwest of Syracuse, NY, then over Interstate Hwy 90 to Buffalo, and return over the same route.

(38) Between Stamford, CT and Elmira, NY: From Stamford over Interstate Hwy 95 to its junction with Interstate Hwy 287 at New England Thruway Exit 13, then over Interstate Hwy 287 to its junction with Interstate Hwy 684 east of White Plans, NY, then over Interstate Hwy 684 to its junction with Interstate Hwy 84 southeast of Brewster, NY, then over Interstate Hwy 84 to its junction with NY State Hwy 17 northeast of Denton, NY, then over NY State Hwy 17 to Elmira and return over the same route.

(39) Between Stamford, CT and Rochester, NY: From Stamford over Interstate Hwy 95 to its junction with Interstate Hwy 287 at New England Thruway Exit 13, then over Interstate Hwy 287 to its junction with Interstate Hwy 684 east of White Plains, NY, then over Interstate Hwy 684 to its junction with Interstate Hwy 84 southeast of Brewster, NY, then over Interstate Hwy 84 to its junction with NY State Hwy 17 northeast of Denton, NY, then over NY State Hwy 17 to its junction with Interstate Hwy 81 east of Binghamton, NY, then over Interstate Hwy 81 to its junction with Interstate Hwy 690 at Syracuse, NY, then over Interstate Hwy 690 to its junction with Interstate Hwy 90 northwest of Suracuse, NY, then over Interstate Hwy 90 to its junction with Interstate Hwy 490 at NY State Thruway Exit 45, then over Interstate Hwy 490 to Rochester, and return over the same route.

(40) Between Stamford, CT and Syracuse, NY: From Stamford over Interstate Hwy 95 to its junction with Interstate Hwy 287 at New England Thruway Exit 13, then over Interstate Hwy 287 to its junction with Interstate Hwy 684 east of Wite Plains, NY, then over Interstate Hwy 684 to its junction with Interstate Hwy 84 southeast of Brewster, NY, then over Interstate Hwy 84 to its junction with NY State Hwy 17 northeast of Denton, NY, then over NY State Hwy 17 to its junction with Interstate Hwy 81 east of Binghamton, NY, then over Interstate Hwy 81 to Syracuse, and return over the same route.

(41) Between New York City, NY and Binghamton, NY: From NY City over Interstate Hwy 95 to its junction with Interstate Hwy 80 north of Exit 18 of the NJ Turnpike, then over Interstate Hwy 80 to its junction with NJ State Hwy 17 at or near Hackensack, NJ, then over NJ State Hwy 17 to the NJ-NY State Line, then over NY State Hwy 17 to its junction with U.S. Hwy 6 north of Harriman, NY, then over U.S. Hwy 6 to its junction with NY State Hwy 17 southwest of Goshen, NY, then over NY State Hwy 17 to Binghamton, and return over the same route.

(42) Between New York City, NY and Buffalo, NY: From New York City over Interstate Hwy 95 to its junction with Interstate Hwy 80 north of NJ Turnpike Exit 18, then over Interstate Hwy 80 to its junction with NJ State Hwy 17 at or near Hackensack, NJ, then over NJ State Hwy 17 to the NJ-NY State Line, then over NY State Hwy 17 to its junction with U.S. Hwy 15 at East Corning, NY, then over U.S. Hwy 15 to its junction with U.S. Hwy 20 at East Avon, NY, then over U.S. Hwy 20 to Buffalo, and return over the same route.

(43) Between New York City, NY and Elmira, NY: From New York City over Interstate Hwy 95 to its junction with Interstate Hwy 80 north of NJ Turnpike Exit 18, then over Interstate Hwy 80 to its junction with NJ State Hwy 17 at or near Hackensack, NJ, then over NJ State Hwy 17 to the NJ-NY State Line, then over NY State Hwy 17 to Elmira, and return over the same route.

(44) Between New York City, NY and Rochester, NY: From New York City over Interstate Hwy 95 to its junction with Interstate Hwy 80 north of Exit 18 of the NJ Turnpike, then over Interstate Hwy 80 to its junction with NJ State Hwy 17 at or near Hackensack, NJ, then over NJ State Hwy 17 to the NJ-NY State Line, then over NY State Hwy 17 to its junction with U.S. Hwy 15 at East Corning, NY, then over U.S. Hwy 15 to Rochester, and return over the same route; and

(45) Between New York City, NY and Syracuse, NY: From New York City over Interstate Hwy 95 to its junction with Interstate Hwy 80 north of NJ Turnpike Exit 18, then over Interstate Hwy 80 to its junction with NJ State Hwy 17 at or near Hackensack, NJ, then over NJ State Hwy 17 to the NJ-NY State Line, then over NY State Hwy 17 to its junction with Interstate Hwy 81 at or near Binghamton, NY, then over Interstate Hwy 81 to Syracuse, and return over the same route, as alternate routes for operating convenience only.

NOTE.-If a hearing is deemed necessary, the applicant requests that it be held at either Boston, MA, New York, or Syracuse, NY.

No. MC 60014 (Sub-No. 71F), filed February 6, 1978. Applicant: AERO TRUCKING, INC., Box 308, Monroeville, PA 15146. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, OH 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Electrical wire cable and insulated copper wire* from the facilities of Cerro Wire & Cable Co. at or near Hartselle, AL to CN, DE, DC, IL, IN, KY, ME, MD, MA, MI, NH, NJ, NY, NC, OH, PA, RI, SC, TN, VT, VA, WV, and WI. (Hearing site: Birmingham, AL or Washington, DC.)

No. MC 60014 Sub-No. 74F), filed February 6, 1978. Applicant: AERO TRUCKING, INC., Box 308, Monroeville, PA 15146. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, OH 43215. Author-

ity sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which because of their size or weight requires the use of special equipment or handling, from the facilities of the Rockcastle Steel Corp., located in Rockcastle County, KY to points in the U.S. (except AK and HI). (Hearing site: Louisville, KY or Washington, DC.)

No. MC 60087 (Sub-No. 21), filed November 30, 1977. Applicant: CURRY MOTOR FREIGHT LINES, INC., 700 Northeast 3rd St., P.O. Box 1190, Amarillo, TX 79105. Applicant's representative: Grady L. Fox, 222 Amarillo Building, Amarillo, TX 79101. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, between Tulia, TX, over TX State Hy 86, then over TX State Hy 86 to Silverton; Quitaque and Turkey, TX and return over the same route.

NOTE.—If a hearing is deemed necessary, applicant request that it be held at Amarillo or Dallas, TX.

No. MC 61231 (Sub-No. 117), filed December 27, 1977. Applicant: EASTER ENTERPRISES, INC., doing business as, ACE LINES, INC., P.O. Box 1351, Des Moines, IA 50305. Applicant's representative: William L. Fairbank, 1980 Financial Center, Des Moines, IA 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ceelulose insulation, vermiculite, and materials, equipment and supplies* used in the manufacture, distribution and installation of insulation and vermiculute, (1) between Minneapolis and Hamel, MN, on the one hand, and, on the other, points in IL, IA, MI, NE ND, SD, and WI; (2) between Dickinson, ND, on the one hand, and, on the other, points in IA, MN, NE, and SD; (3) between Armington, IL, on the one hand, and, on the other, points in AR, IN, IA, KY, MI, MN, NE, OH, and WI; and (4) between Wellsville, KS, on the one hand, and, on the other, points in AR, IL, IN, IA, MO, NE, OH, OK, and TX.

NOTE.—If a hearing is deemed necessary, applicant requests that such hearing be held at St. Paul, MN.

No. MC 61825 (Sub-No. 74), filed January 20, 1978. Applicant: ROY STONE TRANSFER CORP., P.O. Box 385, Collinsville, VA 24078. Applicant's representative: John D. Stone (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers*, from the plantsite and storage facilities of Midland Glass Co., Inc., located at or near Terre Haute, IN, and Warner Robins, GA, to points in Bedford, Campbell, Carroll, Floyd, Franklin, Halifax, Henry, Montgomery, Patrick, Pittsylvania, and Roanoke Counties, VA, and Alamance, Caswell, Chatham, Davidson, Davie, Durham, Forsyth, Guilford, Orange, Person, Randolph, Rockingham, Stokes, Surry, and Yadkin Counties, NC.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, DC.

No. MC 72243 (Sub-No.56), filed December 20, 1977. Applicant: THE AETNA FREIGHT LINES, INC., Warren, OH 44482. Applicant's representative: Edward G. Villalon, 1032 Pennsylvania Building, Pennsylvania Avenue & 13th St. NW., Washington, DC 20004. Authority sought to operate, as a *common carrier*, over irregular routes, transporting *commodities* which because of size or weight, require the use of special equipment (except commodities in bulk), between New Johnsonville, Columbia, Jackson, and Memphis, TN, Scottsboro, AL, Laurel, MS, and points in AR, IL, IN, KY, MI, MO, NY, OH, PA, WV, VA, and WI, a non-radial movement.

NOTE.—If a hearing is deemed necessary, applicant requests a modified procedure to be held at Washington, DC.

No. MC 73165 (Sub-No. 427), filed January 26, 1978. Applicant: EAGLE MOTOR LINES, INC., 830 North 33rd Street, Birmingham, AL 35202. Applicant's representative: R. Cameron Rollins (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal working press, metal drawing press, metal rolling machinery, machine parts, wrought castings and weldings and gear and material and supplies* used in the manufacturing of the items above, between Salem, OH and points in the United States (except AK and HI) in a non-radial movement restricted to traffic originating at or destined to the plant and facilities of Gulf-Western Manufacturing Co., E.W. Bliss Division, at or near, Salem, OH.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Washington, DC or Indianapolis, IN.

No. MC 73165 (Sub-No. 428), filed January 26, 1978. Applicant: EAGLE MOTOR LINES, INC., 830 North 33rd Street, Birmingham, AL 35202. Applicant's representative: R. Cameron Rollins (same address as applicant) Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Compressors, rotary drills, and component parts* therefor, and *materials and supplies* used in the manufacture thereof, and (2) *Drilling and mining machinery*, and *equipment and component parts* therefor, and *materials and supplies* used in the manufacture thereof between Franklin, PA, on the one hand, and on the other, points in the United States (except AK and HI).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Washington, DC or Pittsburgh, PA.

No. MC 75406 (Sub-No. 44) (Correction), filed November 15, 1977, published in the FEDERAL REGISTER issue of January 12, 1978, and republished as corrected this issue. Applicant: SUPERIOR FORWARDING CO., INC., 2600 South Fourth St., St. Louis, Mo. 63118. Applicant's representative: Gregory M. Rebman, 314 North Broadway, St Louis, Mo. 63102. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, livestock, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), between junction U.S. Hwy 79 and AR Hwy 86 and junction AR Hwy 86 and U.S. Hwy 49, serving all intermediate points, including Holly Grove, AR: From junction U.S. Hwy 79 and AR Hwy 86, over AR Hwy 86 to junction U.S. Hwy 49, and return over the same route.

NOTE.—The purpose of this correction is to enter "regular routes" because irregular routes was erroneosly entered. If a hearing is deemed necessary, applicant requests it be held at either Little Rock, AR or Memphis, TN.

No. MC 83539 (Sub-No. 475), filed January 13, 1978. Applicant: C & H TRANSPORTATION CO., INC., 1936-2010 West Commerce Street, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Mr. Thomas E. James (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Electric motors and parts thereof* from Wagoner County, OK to all points in the United States including AK, but excluding HI.

NOTE.—Applicant does not specify hearing location.

No. MC 87103 (Sub-No. 23) F, filed: February 3, 1978. Applicant: MILLER TRANSFER AND RIGGING CO., a Corporation, Post Office Box 6077, Akron, OH 44312. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, OH 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass, flat glass, glazing units and refused, rejected and damaged shipments* thereof, between Toledo, OH, Laurinburg and Clinton, NC, on the one hand, and, on the other, points in the United States (except AL and HI). Hearing site: Washington, DC.

NOTE.—Applicant holds contract carrier authority in No. MC 119302 and subs thereunder; therefore dual operations may be involved. Common control may be involved.

No. MC 87205 (Sub-No. 4), filed December 27, 1977. Applicant: PERKINS TRUCKING CO., INC., 250 Miller Street, Hicksville, NY 11801. Applicant's representative: Edward L. Nehez, P.O. Box 1409, 167 Fairfield Road, Fairfield, NJ 07006. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, livestock, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment) (1) over Interstate Hwy 95 from the CT-NY State line to the CT-RI State line, (2) over Interstate Hwy 84 from the CT-NY State line to junction U.S. Hwy 6, then over U.S. Hwy 6 to junction CT Hwy 52, (3) over Interstate Hwy 91 from New Haven, CT to the CT-MA State line, (4) over U.S. Hwy 5 from New Haven, CT to the CT-MA State line, (5) over CT Hwy 8 from Bridgeport, CT to the CT-MA State line, (6) over U.S. Hwy 7 from Norwalk, CT, to the CT-MA State line, (7) over Interstate Hwy 86 from junction Interstate Hwy 84 to the CT-MA State line, (8) over CT Hwy 32 from New London, CT, to junction CT Hwy 52, then over CT Hwy 52 to the CT-MA State line, (9) over CT Hwy 9 from junction Interstate Hwy 91 to junction Interstate Hwy 95, (10) over CT Hwy 2 from Hartford, CT, to the CT-RI State line, (11) over CT Hwy 34 from junction Interstate Hwy 84 to New Haven, CT, (12) over CT Hwy 85 from junction CT Hwy 2 to junction CT Hwy 52, (13) over U.S. Hwy 202 from junction U.S. Hwy 7 to junction Interstate Hwy 84, (14) over U.S. Hwy 44 from junction U.S. Hwy 7 to junction U.S. Hwy 44A, then over U.S. Hwy 44A to junction U.S. Hwy 44, then over U.S. Hwy 44 to junction CT Hwy 52, (15) over U.S. Hwy 1 from West Haven, CT, to the CT-RI State line (16) over CT Hwy 10 from Hamden, CT, to the CT-MA State line, (17) over CT Hwy 66 from junction Interstate Hwy 84 to junction Interstate Hwy 6, (18) over Interstate Hwy 684 from junction Interstate Hwy 287 to junction Interstate Hwy 84, then over Interstate Hwy 84 to the CT-NY State line, and return over the same routes serving all intermediate points and all off-route points in CT.

NOTE.—The purpose of this application is to convert applicant's present irregular-route authority to regular routes. No additional points are sought to be served. If a hearing is deemed necessary, applicant requests that it be held at New York, NY.

No. MC 95876 (Sub-No. 228-F) filed February 6, 1978. Applicant: ANDERSON TRUCKING SERVICE, INC., 203 Cooper Avenue North, St. Cloud, MN 56301. Applicant's representative: Robert D. Gisvold, 1000 First National Bank Building, Minneapolis, MN 55402. Authority sought to operate as a *common carrier*, over irregular routes, transporting: *Composition board*, from ports of entry in the international boundary line between the United States and Canada located at or near Grand Portage and International Falls, MN, to points in AL, AR, CA, CO, CT, DE, FL, GA, KS, KY, LA, ME, MD, MA, MS, NH, NJ, NC, OK, RI, SC, TN TX, VT, VA and WV.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Atlanta, GA.

No. MC 99439 (Sub-No. 9-F), filed February 2, 1978. Applicant: SUWANNEE TRANSFER, INC., 1830 East 21st Street, Jacksonville, FL 32206. Applicant's representative: Norman J. Bolinger, 1729 Gulf Life Tower, Jacksonville, FL 32207. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic pipe, conduit, fittings and products; and materials, supplies, and accessories* (except in bulk), used in the manufacture and installation of all such commodities, between points in Geneva County, AL, on the one hand, and, on the other, points in FL and GA.

NOTE.—Applicant requests consolidated hearing with applications of similar authority. If a hearing is deemed necessary, applicant requests it be held at Washington, DC or Atlanta, GA.

No. MC 103993 (Sub-No. 924-F), filed February 10, 1978. Applicant: MORGAN DRIVE-AWAY, INC., 28651 U.S. 20 West, Elkhart, IN 46515. Applicant's representative: Paul D. Borghesani, 28651 U.S. 20 West, Elkhart, IN 46515. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buildings, building panels, building parts, and materials, accessories*, and *supplies* used in the installation, erection and construction of buildings, building panels, and building parts (except commodities in bulk) from the facilities of Butler Manufacturing Co., at or near Annville, Lebanon County, PA, to points in AL, AZ, AR, CA, CO, FL, GA, ID, IL, IN, IA, KS, LA, MI, MN, MS, MO, MT, NE, NV, NM, ND, OK, OR, SC, SD, TX, UT, WA, WI, and WY.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, DC. Consolidation is requested with the similar applications of the carriers listed in the Appendix to this application.

No. MC 104421 (Sub-No. 24-F), filed February 10, 1978. Applicant: ECONOLINES, INC., P.O. Box 623, D.T.S., Omaha, NE 68101. Applicant's representative: Roger W. Norris (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in and used by manufacturers and distributors of *motor vehicle parts, supplies*, and *accessories* (except commodities in bulk). Between points in Dodge and Washington Counties, NE, on the one hand, and, on the other, points in IL on and south of U.S. Hwy 30, IA (except Council Bluffs and Sioux City), MO (except Kansas City), and WI.

NOTE.—Common control may be involved. If oral hearing is deemed necessary, applicant requests it be held at Lincoln, NE.

No. MC 105501 (Sub-No. 27-F), filed February 6, 1978. Applicant: TERMINAL WAREHOUSE CO., a corporation, 1851 Raddison Road Northeast, Blaine, MN 55434. Applicant's representative: Joseph J. Dudley, W-1260 First National Bank Building, St. Paul, MN 55101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, between St. Paul, MN and LaCrosse, WI, restricted to traffic originating at the facilities of Paper Calmenson & Co., at St. Paul, MN and LaCrosse, WI.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at St. Paul, MN.

No. MC 107012 (Sub-No. 258), filed January 23, 1978. Applicant: NORTH AMERICAN VAN LINES, INC., 5001 U.S. Hwy 30 West, P.O. Box 988, Fort Wayne, IN 46801. Applicant's representative: David D. Bishop, P.O. Box 988, Fort Wayne, IN 46801. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, from points in GA, to points in LA, MS, AL, FL, SC, NC, TN, KY, VA, WV, DC, MD, DE, PA, NJ, NY, CT, RI, MA, VT, NH, and ME.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held at either Atlanta, GA, Jacksonville, FL, or Washington, DC.

No. MC 107403 (Sub-No. 1057), filed January 26, 1978. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, PA 19050. Applicant's representative: Martin C. Hynes, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Crude peanut oil*, in bulk, in tank vehicles, from Hershey, PA, to Charlotte, NC.

NOTE.—Common control may be involved. If hearing is deemed necessary, applicant requests it be held at Washington, DC.

No. MC 107515 (Sub-No. 1125F), filed February 2, 1978. 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, in the transporting of *car-*

peting, floor coverings, and *tufted textile products,* from Winchester, TN to points in KY, IN, IL, MO, KS, NE, IA, CO, AZ, CA, NM, TX, AR, LA, and MS. (Hearting site: Atlanta, GA).

NOTE.—Dual operations and/or common control may be involved.

No. MC 108341 (Sub-No. 83F), filed February 6, 1978. Applicant: MOSS TRUCKING CO., INC., 3027 North Tryon Street, P.O. Box 8409, Charlotte, NC 28208. Applicant's representative: Morton E. Kiel, Suite 6193, 5 World Trade Center, New York, NY 10048. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Mining machinery and component parts thereof,* from the facilities of Joy Manufacturing Co., at or near Franklin, PA to points in VA.

NOTE.—Common control may be involved. If hearing is deemed necessary, applicant requests it be held at Pittsburgh, PA or Washington, DC.

No. MC 108341 (Sub-No. 85F), filed February 6, 1978. Applicant: MOSS TRUCKING CO., INC., 3027 North Tryon Street P.O. Box 8409, Charlotte, NC 28208. Applicant's representative: Morton E. Kiel, Suite 6193, 5 World Trade Center, New York, NY 10048. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Structural steel footwalks and aluminum footwalks,* from the facilities of IKG Industries, at or near Charlotte, NC and Nashville, TN, to points in the United States (except AK and HI).

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at either Nashville, TN or Washington, DC.

No. MC 110012 (Sub-No. 40F), filed February 2, 1978. Applicant: ROY WIDENER MOTOR LINES, INC., 707 North Liberty Hill Road, P.O. Box 68, Morristown, TN 37814. Applicant's representative: John R. Sims, Jr., 915 Pennsylvania Building, 425 13th Street NW., Washington, DC 20004. Applicant seeks authority to engage in operation, in interstate or foreign commerce, as a *common carrier,* by motor vehicle, over irregular routes, in the transportation of *clocks* from Knox County, TN, to points in the United States (except AK and HI) and *returned shipments* of clocks and *materials and supplies* used in the manufacture of clocks (except commodities in bulk, in tank vehicles) from points in the United States (except AK and HI) to Knox County, TN. (Hearing site: Washington, DC or Knoxville, TN).

No. MC 110525 (Sub-No. 1224F), filed February 6, 1978. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, PA 19335. Applicant's representative: Thomas J. O'Brien (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicles, over irregular routes, transporting: *Otto fuel composition, chemicals noibn, in bulk,* in specially adapted trailers from the Naval Ordinance Station, Indianhead, MD to the Naval Weapons Station, Yorktown, VA. (Hearing site: Washington, DC.)

No. MC 112304 (Sub-No. 131F), filed February 10, 1978. Applicant: ACE DORAN HAULING & RIGGING CO., a corporation, 1601 Blue Rock Street, Cincinnati, OH 45223. Applicant's representative: John D. Herbert (same address as applicant. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Pipe, fittings, valves, hydrants, castings, and materials and supplies* used in the installation thereof, from the plantsite and storage facilities of Clow Corp., at or near Birmingham, AL, to points in the United States in and east of ND, SD, NE, KS, OK, and TX.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, IL, or Birmingham, AL. Common control may be involved.

No. MC 112304 (Sub-No. 132F), filed February 6, 1978. Applicant: ACE DORAN HAULING & RIGGING CO., a corporation, 1601 Blue Rock Street, Cincinnati, OH 45223. Applicant's representative: John D. Herbert (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Material handling equipment,* and *parts and accessories* for material handling equipment, and *trailers,* from Crystal Lake, IL, and Houston, TX, to points in the United States (excluding AL and HI).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, IL, or Washington, DC. Common control may be involved.

No. MC 112989 (Sub-No. 59F), filed February 10, 1978. Applicant: WEST COAST TRUCK LINES, INC., 85647 Highway 99 South, Eugene, OR 97405. Applicant's representative: John W. White, Jr., 85647 Highway 99 South, Eugene, OR 97405. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Solar furnaces, solar collectors* and *solar apparatus* from the plantsite of Champion Home Builders Co., Solar Division, at or near Weiser, ID to points in the United States (except AK and HI).

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at either Portland, OR or Boise, ID.

No. MC 113678 (Sub-No. 712), filed January 24, 1978. Applicant: CURTIS, INC., 4810 Pontiac Street, Commerce City, CO 80022. Applicant's representative: Roger M. Shaner (same as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Confectionery and confectionery products,* (except in bulk), in vehicles equipped with mechanical refrigeration, from the plantsite and storage facilities of M&M/Mars at Hackettstown, NJ and Elizabethtown, PA, to points in AZ, CA, NE, OR, UT, and WA, restricted to shipments originating at the above-named origins and destined to the named destination states.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at New York, NY, or Philadelphia, PA.

No. MC 113678 (Sub-No. 713F), filed February 3, 1978. Applicant: CURTIS, INC., 4810 Pontiac Street, Commerce City, CO 80022. Applicant's representative Roger M. Shaner (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Rugs, carpets, carpeting, floor coverings and related materials, equipment, and supplies* (except commodities in bulk in tank vehicles), from points in CA, to points in and west of MT, WY, CO, and NM except AK and HI.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Los Angelos, CA.

No. MC 113678 (Sub-No. 718F), filed February 6, 1978. Applicant: CURTIS, INC., 4810 Pontiac Street, Commerce City, CO 80022. Applicant's representative: Roger M. Shaner (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Meat and meat products* (except commodities in bulk in tank vehicles), from Webster City, IA, to points in CA, CO, AZ, NE, UT, and WY.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at: Omaha, NE; Kansas City, MO or KS.

MC 113855 (Sub-No. 403F), filed February 2, 1978. Applicant: INTERNATIONAL TRANSPORT, INC., a corporation, 2450 Marion Road SE., Rochester, MN 55901. Applicant's representative Thomas J. Van Osdel, 502 First National Bank Building, Fargo, ND 58102. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, in interstate or foreign commerce, transporting: (1) *Air Compressors, rotary drills* and *underground mine machinery,* and (2) *parts* for commodities named in (1) above, between Franklin, PA, on the one hand, and, on the other, points in the United States (including AK, but excluding HI). Restriction: Restricted to traffic originating at or destined to the plantsites and shipping

facilities of Chicago Pneumatic Tool Co.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, DC, on a consolidated record with Machinery Transports, Inc.

No. MC 114084 (Sub-No. 17), filed January 17, 1978. Applicant: S & S TRUCKING CO., a corporation, P.O. Box 1546, Statesville, NC 28677. Applicant's attorney: Francis J. Ortman, 7101 Wisconsin Avenue, Suite 605, Washington, DC 20014. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, from points in Davie, Guilford and Davidson Counties, NC to points in ME, NH, and VT.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held in Charlotte, NC.

No. MC 114457 (Sub-No. 353), filed January 23, 1978. Applicant: DART TRANSIT CO., a corporation, 2102 University Avenue, St. Paul, MN 55114. Applicant's representative: James H. Wills, 2102 University Avenue, St. Paul, MN 55114. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry pet food*, in bags, from the facilities of Sunshine Feed Mills, Inc., located at Red Bay, AL and Tupelo, MS to points in the States of IL, IN, IA, KS, MI, MN, MO, NE, OH, OK, TX, and WI.

NOTE.—If hearing is deemed necessary, applicant requests that it be held at St. Paul, MN or Birmingham, AL.

No. MC 115162 (Sub-No. 404), filed January 26, 1978. Applicant: POOLE TRUCK LINE, INC., Post Office Drawer 500, Evergreen, AL 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: (1) *Plastic pipe, conduit, valves, fittings and accessories* therefor from points in Geneva County, AL to points in the United States (except AK and HI); and (2) *Materials and supplies* used in the manufacture of commodities in paragraph (1) above and fittings, valves and accessories for plastic pipe (except commodities in bulk, in tank vehicles) from points in the United States (except AK and HI) to points in Geneva County, AL.

NOTE.—If a hearing is deemed necessary the applicant requests it be held at either Atlanta, GA or Washington, DC.

No. MC 115311 (Sub-No. 264F), filed February 6, 1978. 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: *Cement* (1) from Bainbridge, GA, to points in AL, FL, and GA; (2) from Demopolis and Birmingham, AL, to points in GA. (Hearing site: Alanta, GA.)

No. MC 115730 (Sub-No. 44), filed January 30, 1978. Applicant: THE MICKOW CORP. P.O. Box 1774, 531 S.W. Sixth Street, Des Moines, IA 50306. Applicant's representative: Cecil L. Goettsch, 1100 Des Moines Building, Des Moines, IA 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, in the transportation of (1) *Iron and steel articles* from the facilities of Northwestern Steel & Wire Co., located at Rock Falls and Sterling, IL, to points in CO, IA, KS, MN, MO, NE, and SD; and (2) *Materials and supplies* used in the manufacture and distribution of iron and steel articles from the above destination points to the facilities of Northwestern Steel & Wire Co., located at Rock Falls and Sterling, IL. (Hearing site: Chicago, IL or Washington, DC.)

No. MC 115841 (Sub-No. 559F), filed February 1, 1978. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., Suite 110, 9041 Executive Park Drive, Knoxville, TN 37919. Applicant's representative: E. Stephen Heisley, 805 McLachlen Bank Building, 666 Eleventh Street NW., Washington, DC 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles* distributed by meat packinghouses as described in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 (except commodities in bulk) from the facilities utilized by Swift & Co. located at or near Glenwood, Sioux City, Des Moines and Marshalltown, IA, and Omaha, NE, to points in AL, FL, GA, NC, SC, and TN, restricted to the transportation of shipments originating at and destined to the named origins and destinations.

NOTE.—Common control may be involved. If a hearing is deemed necessary applicant requests that it be held at Chicago, IL, or Washington, DC.

No. MC 115904 (Sub-No. 93), filed January 26, 1978. Applicant: GROVER TRUCKING CO., a corporation, 1710 West Broadway, Idaho Falls, ID 83401. Applicant's representative: Irene Warr, 430 Judge Building, Salt Lake City, UT 84111. Applicant seeks authority to operate as a *common carrier*, by motor vehicle, over irregular routes, in the transportation of: (1) *Gypsum wallboard* from the facilities of Western Gypsum Co., located at or near Rosario, NM to points in CO and (2) *gypsum wallboard paper* from Denver, CO to the facilities of Western Gypsum Co., Located at or near Rosario, NM.

NOTE.—Common control may be involved. If a hearing is deemed necessary applicant requests that it be held at Albuquerque, NM or Washington, DC.

No. MC 116260 (Sub-No. 9), filed January 16, 1978. Applicant: PASHA TRUCKAWAY, 1308 Canal Blvd., Richmond, CA 94084. Applicant's representative: Ann M. Pougiales, 100 Bust St., 21st Floor, San Francisco, CA 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles and trucks*, in secondary movements in truckaway service, and parts for the above-described vehicles when accompanying the shipment thereof, from points in CA to points in AR, CO, ID, MT, NE, NM, OR, TX, UT, WA, and WY.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at San Francisco, CA.

No. MC 116710 (Sub-No. 31), filed January 16, 1978. Applicant: MISSISSIPPI CHEMICAL EXPRESS, INC., 2001 East Texas Street, P.O. Box 6176, Boosier City, LA 71010. Applicant's representative: Joe T. Lanham, 1102 Perry-Brooks Building, Austin, TX 78701. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank, hopper, gondola and dump-type vehicles, from the plantsite and storage facilities of Texas Eastman Co., Division of Eastman Kodak Co., at or near Longview, TX to points in the United States, (except AK and HI), under continuing contract with Texas Eastman Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Dallas or Houston, TX.

No. MC 117119 (Sub-No. 669), filed January 30, 1978. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., P.O. Box 188, Elm Springs, AR 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: *Such merchandise* as is dealt in by retail discount, department, or variety stores (except commodities in bulk) from Charlotte, NC, to the warehouse facilities of Wal-Mart Stores, Inc., at Searcy, AR.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Kansas City, MO. Common control may be involved.

No. MC 117910 (Sub-No. 3) filed January 12, 1978. Applicant: W. H. FROH, INC., 57760 Main Boulevard, New Haven, MI 48048. Applicant's representative: Walter N. Bieneman, 100 West Long Lake Road, Suite 102, Bloomfield Hills, MI 48013. Authority

sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Castings, foundry supplies, and containers therefor*, between New Haven, MI, on the one hand, and, on the other, points in NY, under a continuing contract, or contracts, with New Haven Foundry, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at either Lansing or Detroit, MI.

No. MC 118142 (Sub-No. 165) (Correction) filed December 5, 1977, published in the FEDERAL REGISTER issue of February 2, 1978, and republished as corrected this issue. Applicant: M. BRUENGER & CO., INC., 6250 North Broadway, Wichita, KS 67219. Applicant's representative: Brad T. Murphree, 814 Century Plaza Building, Wichita, KS 67202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Alcoholic beverages* (1) from Lawrenceburg, IN, to Kansas City, MO; (2) from Frankfort and Bardstown, KY, to Kansas City, MO; (3) from Lynchburg, TN, to Kansas City, MO. Restricted: against commodities in bulk, and further restricted to the transportation of shipments originating at the said points of origin and destined to the warehouse facilities of McKesson Wine & Spirits Co. in Kansas City, MO.

NOTE.—The purpose of this correction is to insure the correct spelling of Bardstown, KY which was incorrectly spelled in the FEDERAL REGISTER. If a hearing is deemed necessary, applicant requests that it be held at Wichita, KS or Kansas City, MO.

No. MC 118159 (Sub-No. 243F), filed February 3, 1978. Applicant: NATIONAL REFRIGERATED TRANSPORT, INC., P.O. Box 51366, Dawson Station, Tulsa, OK 74151. Applicant's representative: Warren Taylor (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages* from Galveston, TX to points in NM.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, IL.

MC 118535 (Sub-No. 113), filed January 30, 1978. Applicant: TIONA TRUCK LINE, INC., 111 So. Prospect, Butler, MO 64730. Applicant's representative: Wilburn Williamson, 280 National Foundation Life Center, 3535 NW. 58th, Oklahoma City, OK 73112. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1), *Lead oxide*, from Savanna, IL to points in IN, IA, KS, KY, MI, MN, MO, NE, OH and WI. (2) *Lead*, from Buick, Forest City, Glover, Herculaneum, MO, Leeds, AL, Baton Rouge, LA and Omaha, NE to Savanna, IL.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Dallas, TX or Kansas City, MO.

No. MC 119641 (Sub-No. 146), filed January 25, 1978. Applicant: RINGLE EXPRESS, INC., 450 East Ninth Street, Fowler, IN. 47944. Applicant's representative: Alki E. Scopelitis, 815 Merchants Bank Building,. Indianapolis, IN 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Such commodities* as are dealt in, or used by agricultural equipment, industrial equipment, and lawn and leisure product dealers (except commodities in bulk), from the facilities of Deere & Co, located at Black Hawk and Dubuque Counties, IA, to points in AR, LA, and points in Butler, Cape Girardeau, Dunklin, MS, New Madrid, Pemiscot, Scott, and Stoddard Counties, MO. Restricted to traffic originating at the named facilities of Deere & Co. and destined to the destination points named (this restriction shall not apply to traffic moving in foreign commerce); and (2) *return shipments* of the commodities described in part (1), from the destination points named in part (1), to the facilities of Deere & Co., located at the origin points named in part (1). Restricted to traffic destined to the named facilities of Deere & Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, IL.

No. MC 119789 (Sub-No. 420-F), filed February 2, 1978. Applicant: CARAVAN REFRIGERATED CARGO, INC., P.O. Box 6188, Dallas, TX 75222. Applicant's representative: Lewis Coffey (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *doors, door sections, and components and parts thereof*, from Titus County, TX to points in AR, CO, IL, IN, IA, KS, LA, MS, MO, NE, OH, OK, and TN.

NOTE.—If a hearing is deemed necessary, applicant requests it be held in Dallas, TX.

No. MC 119789 (Sub-No. 422F), filed February 3, 1978. Applicant: CARAVAN REFRIGERATED CARGO, INC., P.O. Box 6188, Dallas, TX 75222. Applicant's representative: Lewis Coffey (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *rigid thermal insulation* from San Antonio, TX to points in AL, AR, FL, GA, IL, IN, KY, LA, MS, MO, NC, OH, OK, SC, and TN.

NOTE.—If a hearing is deemed necessary, applicant requests it be held in San Antonio, TX.

No. MC 119789 (Sub-No. 423-F), filed: February 3, 1978. Applicant: CARAVAN REFRIGERATED CARGO, INC., P.O. Box 6188, Dallas, TX 75222. Applicant's representative: Lewis Coffey (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Doors, door sections, grilles, and components and parts* thereof from Terrell, TX to points in AL, AZ, CA, CO, FL, IN, KY, NE, OR, and UT.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held in Dallas, TX.

No. MC 119789 (Sub-No. 424-F), filed: February 1, 1978. Applicant: CARAVAN REFRIGERATED CARGO, INC., P.O. Box 6188, Dallas, TX 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: *Foodstuffs* (except in bulk) from points in IL, IN, OH, and WI, to points in AZ, AR, CA, CO, ID, KS, LA, MO, MT, NV, NM, OK, OR, TX, UT, WA, and WY.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at Columbus, OH, or New York, NY.

No. MC 119789 (Sub-No. 425-F), filed: February 6, 1978. Applicant: CARAVAN REFRIGERATED CARGO, INC., P.O. Box 6188, Dallas, TX 75222. Applicant's representative: Lewis Coffey P.O. Box 6188, Dallas, TX 75222. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except in bulk) from Eugene, OR to IL, IN, MN, and WI.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at Eugene, OR.

No. MC 119789 (Sub-No. 428-F), filed: February 3, 1978. Applicant: CARAVAN REFRIGERATED CARGO, INC., P.O. Box 6188, Dallas, TX 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: *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 MCC 209 and 766 (except hides and commodities in bulk) from Cudahy Foods Co., located at Omaha, NE and American Beef Packing Co., located at Oakland, IA, to Cudahy Foods Co., located at Atlanta, GA.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at Atlanta, GA.

No. MC 119789 (Sub-No. 429-F), filed: February 6, 1978. Applicant: CARAVAN REFRIGERATED CARGO, INC., P.O. Box 6188, Dallas, TX 75222. Applicant's representative: James K. Newbold, Jr., P.O. Box 6188,

Dallas, TX 75222. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages and related advertising matter*, from Pabst, GA to points in AR.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at Atlanta, GA.

No MC 119864 (Sub-No. 71F), filed February 6, 1978. Applicant: CRAIG TRANSPORTATION CO., 26699 Eckel Road, Perrysburg, OH 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: *Foodstuffs* (except in bulk) from New Baltimore, MI to points in OH. Restricted to shipments originating at the plantsite or warehouses of Safie Brothers Farm Pickle Co., Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Columbus, OH.

No MC 119991 (Sub-No. 18), filed January 26, 1978. Applicant: YOUNG TRANSPORT, INC., 1601 Woodlawn, P.O. Box 3, Logansport, IN 46947. Applicant's representative: Warren C. Moberly, 777 Chamber of Commerce Building, Indianapolis, IN 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hides and Pelts*, between points in IL, IN, IA, KS, KY, ME, MD, MI, MN, MO, NE, NH, NJ, NY, NC, OH, PA, SD, TN, VA, VT, WV and WI.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Indianapolis, IN or Washington, DC.

No MC 120582 (Sub-No. 5), filed January 17, 1978. Applicant: McMINNVILLE FREIGHT LINE, INC., P.O. Box 790, Morrison Road, McMinnville, TN 37110. Applicant's representative: Allen D. Lentz, 230 Fourth Avenue North, Nashville, TN 37219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* except household goods, classes A and B explosives, commodities in bulk and those requiring special equipment, (1) between Nashville (Davidson County), TN, and its commercial zone, and points in Cannon County, TN: (A) from Nashville (Davidson County), TN over U.S. Hwy 70S, to points in Cannon County, TN, and return over the same route, serving no intermediate points; (B) from Nashville, TN over Interstate Hwy 24 to Murfreesboro, TN, then over U.S. Hwy 70S and return over the same, route, serving no intermediate points; and (C) from Nashville, TN over Interstate Hwy 24 to Manchester, TN, then over TN Hwy 53 and return over the same route, serving no intermediate points; to be used in conjunction with applicant's existing authority.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at Nashville, TN.

No MC 120822 (Sub-No. 3) (correction), filed October 13, 1977, published in the FEDERAL REGISTER issue of December 30, 1977, and republished as corrected this issue. Applicant: INDUSTRIAL FREIGHT SYSTEM, INC., 9120 San Fernando Road, Sun Valley, CA 91352. Applicant's representative: Gary W. Wigand, 13031 San Antonio Drive, Suite 214, Norwalk, CA 90650. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except used household goods, commodities the transportation of which because of size or weight require the use of special equipment, commodities in bulk, classes A and B explosives, livestock and commodities requiring special equipment), (1) Between Los Angeles, CA, and Las Vegas, NV: From Los Angeles over Interstate Hwy 5 to the junction of CA Hwy 14, thence over CA Hwy 14 to its junction with CA Hwy 138 and 18, then over CA Hwy 18 (also known as Pearblossom Hwy) to its junction with Interstate Hwy 15, then over Interstate Hwy 15 to Las Vegas, and return over the same route; (2) Between Los Angeles, CA, and Glendale, NV: From Los Angeles over the same routes as described in (1) above to Las Vegas, NV, then over Interstate Hwy 15 to Glendale, and return over the same route; (3) Between Los Angeles, CA, and Boulder City, NV: From Los Angeles over the same routes as described in (1) above to Las Vegas, NV, then over U.S. Hwy 93 to Boulder City and return over the same route; (4) Between Los Angeles, CA, and Las Vegas, NV: From Los Angeles over Interstate Hwy 10 to junction of Interstate Hwy 15, then over Interstate Hwy 15 to Las Veges, and return over the same route; and furthering on to Glendale, NV, and Boulder City, NV, as described in (2) and (3) above, respectively, and return over the same routes. Serving all intermediate points and off route points laterally 20 miles on either side of the above named highways.

NOTE.—The purpose of this republication is to correct the route in (3) above to U.S. Hwy 93 in lieu of Interstate Hwy 95. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, CA.

No. MC 121114 (Sub-No. 4), filed January 26, 1978. Applicant: OAKLAND VAN & STORAGE, INC., 867 Isabella Street, Oakland, CA 94604. Applicant's representative: Thomas M. Loughran, 100 Bush Street, 21st Floor, San Francisco, CA 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods*, in containers between points in Alameda, Contra Costa, Fresno, Madera, Marin, Mendocino, Merced, Monterey, Napa, Sacramento, San Benito, San Francisco, San Joaquin, San Mateo, Santa Clara, Santa Cruz, Solano, Sonoma, Stanislaus, Sutter and Yolo Counties, CA.

NOTE.—Applicant holds partial duplicating authority to transport the described commodities which authority is subject to a restriction limiting service to pickup and delivery in connection with packing, crating, and containerization or unpacking, uncrating and decontainerization. The purpose of this application is in part to eliminate the said restriction. If a hearing is deemed necessary, Applicant requests that it be held in San Francisco, CA.

No. MC 123255 (Sub-No. 132), filed January 16, 1978. Applicant: B & L MOTOR FREIGHT, INC., 140 Everett Avenue, Newark, OH 43055. Applicant's representative: C. F. Schnee, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers*, from the facilities of Midland Glass Co., located at or near Cliffwood, NJ, Terre Haute, IN, and Warner Robins, GA, to the facilities of Midland Glass Co. located at any point on and within the territory north of U.S. Hwy 64, west of U.S. Hwy 1, east of U.S. Hwy 52, and south of Interstate Hwy 81 and U.S. Hwy 460, restricted to shipments originating at and destined to facilities of Midland Glass Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Columbus, OH.

No. MC 123522 (Sub-No. 3) (Correction), filed November 25, 1977. Published in the FEDERAL REGISTER issue of January 26, 1978, and republished as corrected this issue. Applicant: SEYLLER TRANSPORT, INC., 262 Mill Street, Hampshire, IL 60140. Applicant's representative: R. D. Higgins, 7222 Cunningham Road, Rockford, IL 61102. Authority sought by applicant to operate in interstate or foreign commerce as a *contract carrier* by motor vehicle over irregular routes transporting: Liquified Petroleum Gas, in bulk, in tank vehicles, from points in IL and IN, to points in IL, WI, OH, IN, IA, and MI, under continuing contract or contracts with BTU Contracts Inc.

NOTE.—The purpose of this correction is to change commodity description from Liquid Chemicals to Liquified Petroleum Gas. If a hearing is deemed necessary applicant requests that hearing be held in Chicago, IL.

No. MC 124170 (Sub-No. 79-F), filed February 6, 1978. Applicant: FROSTWAYS, INC., 3000 Chrysler Service Drive, Detroit, MI 48207. Applicant's representative: William J.

Boyd, 600 Enterprise Drive, Suite 222, Oak Brook, IL 60521. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: Such commodities as are dealt in by health and beauty aid distributors and wholesalers from Detroit, MI to points in ME, NH, MA, CT, RI, VT, NY, NJ, PA, OH, MD, DE, DC, VA, WV, FL, GA, MS, AL, LA, NC, SC, TN, KY, IN, WI, and IL.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Detroit, MI.

No. MC 124211 (Sub-No. 314), filed: January 30, 1978. Applicant: HILT TRUCK LINE, INC., P.O. Box 988, D.T.S., Omaha, NE 68101. Applicant's representative: Thomas L. Hilt (same address as applicant). Authority sought to operate as a *common carrier* by motor vehicle, over irregular routes, transporting as follows: *Plastic pipe, plastic products, and materials, equipment, and supplies* used in the manufacture thereof (except commodities in bulk, and except commodities which, because of their size or weight, require the use of special equipment), between points in Geneva County, AL, on the one hand, and, on the other, points in the United States (including AK but excluding HI).

NOTE.—Common control may be involved. If oral hearing is deemed necessary, applicant requests it be held at Birmingham, AL or Atlanta, GA.

No. MC 124511 (Sub-No. 42F), filed: February 6, 1978. Applicant: OLIVER MOTOR SERVICE, INC., P.O. Box 223, East Highway 54, Mexico, MO 65265. Applicant's representative: Leonard R. Kofkin, 39 South LaSalle Street, Chicago, IL 60603. Authority sought to operate as a *common carrier* by motor vehicle, over irregular routes, transporting *iron and steel articles*, from Rock Falls and Sterling, IL to points in AR, IN, IA, KY, MO, and WI.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Chicago, IL.

No. MC 124839 (Sub-No. 32), filed: January 26, 1978. Applicant: BUILDERS TRANSPORT, INC., P.O. Box 7057, Savannah, GA 31408. Applicant's representative: B. M. Shirley, (same address as applicant). Authority sought to operate as a *contract carrier* by motor vehicle, over irregular routes, transporting: *Composition board*, from Monticello, GA to points in AR, DE, IA, IL, IN, KS, LA, MS, MO, NE, NJ, NY, OH, OK, PA, TX, under a continuing contract with Georgia-Pacific Corp.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held, either at Atlanta, GA or Washington, DC.

No. MC 124947 (Sub-No. 97), filed: January 30, 1978. Applicant: MACHINERY TRANSPORTS, INC., 1945 South Redwood Road, Salt Lake City, UT 84104. Applicant's representative: David J. Lister, 1945 South Redwood Road, Salt Lake City, UT 84104. Authority sought to operate as a *common carrier* by motor vehicle, over irregular routes, transporting *iron and steel articles*, as described in Appendix V, Ex Parte No. MC 45, Description in Motor Carrier Certificates, 61 MCC 209, and *pipe* (except in bulk), between El Paso and Lubbock, TX; Albuquerque, Farmington, and Clovis, NM; and Salt Lake City, UT, on the one hand, and, on the other, points in the United States (except AK and HI).

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held in Albuquerque, NM or Salt Lake City, UT.

No. MC 125023 (Sub-No. 53F), filed: February 1, 1978. Applicant: SIGMA-4 EXPRESS, INC., P.O. Box 9117, Erie, PA 16504. Applicant's representative: Paul F. Sullivan, 711 Washington Bldg., Washington, DC 20005. Authority sought to operate as a *common carrier* by motor vehicle, over irregular routes, transporting: *Malt beverages*, in containers, from Cleveland, OH and Philadelphia, PA, to Short Gap, WV.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, DC.

No. MC 125023 (Sub-No. 54-F), filed February 1, 1978. Applicant: SIGMA-4 EXPRESS, INC., P.O. Box 9117, Erie, PA 16504. Applicant's representative: Paul F. Sullivan, 711 Washington Bldg., Washington, DC 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Malt beverages*, in containers, from Utica, NY, to points in CT, ME, MA, NH, NJ, PA and RI; and (b) *empty malt beverage containers*, in the reverse direction.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, PA.

No. MC 125433 (Sub-No. 141), filed January 16, 1978. Applicant: F-B TRUCK LINE CO., a corporation, 1945 South Redwood Road, Salt Lake City, UT 84104. Applicant's representative: David J. Lister, 1945 South Redwood Road, Salt Lake City, UT 84104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Self-propelled vehicles*, each weighing less than 15,000 pounds (except motor vehicles as defined in section 203(a)(13) of the Interstate Commerce Act and vehicles moving in driveaway service) and *related machinery, tools, parts and supplies* moving in connection therewith, (except commodities in bulk), between Multnomah County, OR, on the one hand, and, on the other points in the United States (excluding AK and HI).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, UT, or Chicago, IL. Common control may be involved.

No. MC 125433 (Sub-No. 147), filed January 30, 1978. Applicant: F-B TRUCK LINE CO., a corporation, 1945 South Redwood Road, Salt Lake City, UT 84104. 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: *Highway safety equipment* (trailers—early warning), (except in bulk), from Napa, CA, to points in the United States (except AK and HI).

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held at San Francisco, CA, or Salt Lake City, UT.

No. MC 125433 (Sub-No. 148F), filed February 6, 1978. Applicant: F-B TRUCK LINE CO., a coproration, 1945 South Redwood Road, Salt Lake City, UT 84104. Applicant's representative: David J. Lister, 1945 South Redwood Road, Salt Lake City, UT 84104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum wallboard, gypsum and gypsum products and products used in the manufacture and installation of the above* (except in bulk), from Richmond, CA, to points in NV, WA, OR, ID, AZ, and NM.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held at either San Francisco, CA or Salt Lake City, UT.

No. MC 17042 (Sub-No. 202), filed January 26, 1978. Applicant: HAGEN INC., P.O. Box 98, Leeds Station, Sioux City, IA 55108. Applicant's representative: Robert G. Tessar (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal feed supplement*, (except in bulk), From the facilities utilized by Dawe's Laboratory at or near Chicago Heights, IL, to points in AZ, AR, CA and TX.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, IL.

No. MC 127042 (Sub-No. 203), filed January 30, 1978. Applicant: HAGEN, INC., P.O. Box 98, Leeds Station, Sioux City, IA 51108. Applicant's representative: Robert G. Tessar, P.O. Box 98, Leeds Station, Sioux City, IA 51108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of Appendix I to the report in Descriptions in Motor Carri-

er Certificates, 61 MCC 209 and 766, (except hides and except commodities in bulk), in tank vehicles, Between Green Bay and Chippewa Falls, WI, on the one hand, and, on the other, points in AZ, CA, CO, ID, MT, NM, MN, NV, ND, OR, SD, UT, WA, and WY.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Milwaukee, WI.

No. MC 127042 (Sub-No. 204F), filed February 6, 1978. Applicant: HAGEN, INC., P.O. Box 98, Leeds Station, Sioux City, IA 51108. Applicant's representative: Robert G. Tessar, P.O. Box 98, Leeds Station, Sioux City, IA 51108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts, and articles, distributed by meat packinghouses*, as described in sections A and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766, (except commodities in bulk, in tank vehicles), from Chicago, IL, to points in the United States in and West of MN, IA, MO, AR, and LA.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, IL.

No. MC 128007 (Sub-No. 118), filed January 10, 1978. Applicant: HOFER, INC., P.O. Box 583, Pittsburg, KS 66762. Applicant's representative: Larry E. Gregg, 641 Harrison Street, Topeka, KS 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Premixed mineral feed ingredients* (except in bulk, in tank trailers), from Harrison County, TX, and Decatur County, GA, to points in CA, MI, MT, ND, OR, SD, and WA; and (2) *materials and supplies used or useful in the manufacture and production of premixed mineral feed ingredients*, from points in MI and MT to Harrison County, TX, and Decatur County, GA.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at Kansas City, MO.

No. MC 129857 (Sub-No. 4), filed December 23, 1977. Applicant: GRM INC., d.b.a. PORT TERMINAL TRANSPORT INC., 700 Henry Ford Avenue, Long Beach, CA 90810. Applicant's representative: Warren Grossman, 1800 United California Bank Building, 707 Wilshire Boulevard, Los Angeles, CA 90017. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Imported automobiles*, from points in CA, to points in NV, AZ, NM, UT; (2) *automobiles*, between points in CA, south of the northern boundaries of Santa Barbara, Kern and Inyo Counties, CA.

NOTE.—By paragraph (2), applicant is seeking to convert its present Certificate of Registration to an interstate certificate. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, CA.

No. MC 133590 (Sub-No. 14), filed January 30, 1978. Applicant: WESTERN CARRIERS, INC., P.O. Box 925, Worcester, MA 01613. Applicant's representative: David M. Marshall, 101 State Street, Suite 304, Springfield, MA 01103. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Plastic and plastic articles, and materials and supplies* used in the manufacture and distribution of such commodities, except in bulk in tank vehicles, between points in MA on the one hand, and, on the other, points in the United States (excluding AK and HI) but including ports of entry on the international boundary line between the United States and Canada under a continuing contract or contracts with U.S. Plastics Corp.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Boston, MA; Providence, RI; or Washington, DC.

No. MC 133590 (Sub-No. 15), filed January 30, 1978. Applicant: WESTERN CARRIERS, INC., P.O. Box 925, Worcester, MA 01613. Applicant's representative: David M. Marshall, 101 State Street, Suite 304, Springfield, MA 01103. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting *new furniture, and materials, supplies and equipment* used in the manufacture, distribution and sale of such commodities, except in bulk, between points in MA, NY, NJ, FL, CA, and IL on the one hand, and, on the other, points in the U.S. (excluding AK and HI) but including ports of entry on the International Boundary Line between the U.S. and Canada, under a continuing contract or contracts with Furniture Industries, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Boston, MA; Providence, RI; or Washington, DC.

No. MC 134755 (Sub-No. 127), filed January 23, 1978. Applicant: CHARTER EXPRESS, INC., P.O. Box 3772, Springfield, MO 65804. Applicant's representative: Larry D. Knox, 600 Hubbell Building, Des Moines, IA 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pet food* (except in bulk), from Belzoni, MS, to points in AR, LA, TX, OK, KS, and MO.

NOTE.—Applicant holds motor contract carrier authority in MC 138398 and sub numbers thereunder, 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 Kansas City, MO or St. Louis, MO.

No. MC 135234 (Sub-No. 11F), filed February 2, 1978. Applicant: TRENCO, INC., 2109 Marydale Avenue, P.O. Box 697, Williamsport, PA 17701. Applicant's representative: E. Stephen Heisley, 805 McLachlen Bank Building, 666 Eleventh Street NW., Washington, DC 20001. Authority sought by applicant to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Vacuum cleaners, and parts and supplies* therefor (except in bulk), in cargo containers, from Williamsport, PA, to the Port of New York, NY, and the Port of Baltimore, MD; and (2) *empty cargo containers*, from the Port of New York, NY, and the Port of Baltimore, MD, to Williamsport, PA. Restriction: The above authority is restricted to the transportation of traffic moving under a continuing contract or contracts with Shop Vac, Division of Craftools Corp., at Williamsport, PA.

NOTE.—Applicant holds common carrier authority in MC 133085 and subs 1 and 4 thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Harrisburg, PA, or Washington, DC.

No. MC 135553 (Sub-No. 12F), filed February 1, 1978. Applicant: HENRY ANDERSEN, INC., P.O. Box 75, King George, VA 22485. Applicant's representative: Chester A. Zyblut, 366 Executive Building, 1030 Fifteenth Street NW., Washington, DC 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Glass fiber, rovings, yarn, fabric or strand, mats or matting and glass fiber waste and materials and supplies* used in the distribution of the aforementioned commodities, between West Shelby and South Lexington, NC, on the one hand, and, on the other, points in TX, AZ, NM, CA, OR, WA, MT, ID, UT, NV, CO, and WY, under a continuing contract or contracts with PPG Industries, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, DC, or Pittsburgh, PA.

No. MC 138046 (Sub-No. 1) (Correction) filed December 7, 1977, published in the FEDERAL REGISTER issue of February 2, 1978, and republished as corrected this issue. Applicant: JOHN S. GRIMM, INC., 890 Shorewood Drive, Medina, OH 44256. Applicant's representative: John L. Alden, 1396 West Fifth Avenue, Columbus, OH 43212. Authority sought to operate as a *contract carrier* by motor vehicle, over irregular routes, transporting: (1) *Plastic products*, from Medina, OH to points in CT, DE, MA, MO, IA, NJ, WI, and VA; and (2) *Materials and supplies* used in the manufacture and distribution of plastic products (except commodities in bulk), from points in CT, DE, MA, MO, IA, NJ, WI, and VA, to Medina, OH, under a continuing

contract or contracts with Plastipak Packaging Div. of Beatrice Foods Co.

NOTE.—The purpose of this correction is to correctly spell applicant's name. If a hearing is deemed necessary, applicant requests it be held at Columbus or Cleveland, OH, or Washington, DC.

No. MC 138157 (Sub-No. 57), filed January 30, 1978. Applicant's name: SOUTHWEST EQUIPMENT RENTAL, INC. d.b.a. SOUTHWEST MOTOR FREIGHT. Applicant's representative: Patrick E. Quinn, P.O. Box 9596, Chattanooga, TN 37412. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Carpet, carpeting, carpet padding and yarn*, from the facilities of TCP, Inc., at or near Colton, CA to points in the United States (except AK and HI); and (2) the commodities named in (1) above and materials, equipment and supplies used in the manufacture, production and distribution of the commodities named in (1) above from points in the United States (except AK and HI) to the facilities of TCP, Inc., at or near Colton, CA. Restrictions: Restricted against the transportation of commodities in bulk. Further restricted to traffic originating at or destined to the facilities of TCP, Inc.

NOTE.—Applicant holds contract carrier authority in MC 134150 (Sub-No. 3), and subs thereunder, therefore dual operations may be involved. Common control may also be involved. (Hearing site: Los Angeles, CA).

No. MC 138253 (Sub-No. 8), filed January 26, 1978. Applicant's name: MONFORT TRANSPORTATION CO., a Corp., P.O. Box G, Greeley, CO 80631. Applicant's representative: David R. Parker, 2310 Colorado State Bank Building, 1600 Broadway, Denver, CO 8202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* as described in sections A and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766, and *such other commodities as are usually dealt in, or used by restaurants and restaurant supply houses.* From ports of entry located in AL, AZ, CA, DE, FL, GA, LA, MD, MA, MS, NJ, NM, NY, NC, OR, PA, SC, TX, VA, and Washington, DC. To points in the United States (except AK and HI). Restrictions: (1) Restricted to shipments moving in foreign commerce, (2) Restricted to shipments moving under a continuing contract or contracts with Monfort of Colorado, Inc.

NOTE.—If a hearing is deemed necessary, it is hereby requested that such be held in Denver, CO.

No. MC 138281 (Sub-No. 6 F), filed February 6, 1978. Applicant: MILL TRUCKING CORP., 1601 Harris Road, Laverock, PA 19118, Applicant's representative: Ronald I. Shapss, 450 Seventh Avenue, New York, NY 10001. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Paperboard, and materials and supplies* used in the manufacture of paperboard, between Philadelphia, PA, on the one hand, and, on the other, points in the United States (excluding AK and HI), under a continuing contract, or contracts, with Newman & Co., Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Philadelphia, PA.

No. MC 138308 (Sub-No. 34) (Correction); filed September 22, 1977. Published in the FEDERAL REGISTER issue of November 10, 1977, as "MC 138308 Sub-No. 43)" and republished as corrected "MC 138308 (Sub-No. 34) this issue. Applicant: KLM, INC., P.O. Box 6098, Jackson, MS 39205. Applicant's representative: Donald B. Morrison, P.O. Box 22628, Jackson MS 39205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in by retail department and variety stores (except commodities in bulk), from points in CT, IN, IA, KS, KY, ME, MD, MI, MS, NJ, OK, RI, TN, VA, WV, and WI, to the facilities of W. E. Walker, Inc., located at or near Columbia, MS and Diboll, TX, restricted to shipments originating in the above-named States, and destined to the above-specified points.

NOTE.—The purpose of this correction is to show the correct "Sub-No. which is 34 and not 43." Applicant holds motor contract carrier authority in No. MC 128592, and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Jackson, MS or Washington, DC.

No. MC138308 (Sub-No. 40-F), filed February 1, 1978. Applicant: KLM, INC., 2102 Old Brandon Road (P.O. Box 6098), Jackson, MS 39208. Applicant's representative: Donald B. Morrison, 1500 Deposit Guaranty Plaza, P.O. Box 22628, Jackson, MS 39205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cleaning, washing or buffing compounds; chemicals, drugs, medicines and toilet preparations* (except in bulk), from the facilities of American Cyanamid Co. at or near Jackson, MS, to points in AZ, CA, CO, NV, NM, OK, OR, TX, UT, and WA.

NOTE.—Applicant holds motor contract authority in No. MC 128592 and subnumbers thereunder, therefore dual operations may be involved. (Hearing site: Jackson, MS.)

No. MC 138782 (Sub-No. 3), filed: January 16, 1978. Applicant: CLYDE T. FLETCHER, d.b.a. KENTUCKY T.O.F.C. DELIVERY SERVICE, 511 Hopkinsville Street, Princeton, KY 42445. Applicant's representative: William L. Willis, 708 McClure Building, Frankfort, KY 40601. 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 Fulton, KY, and Paducah, KY, on the one hand, and, on the other, Mayfield, KY, and points in its commercial zone, restricted to the transportation of shipments having an immediately prior or subsequent movement by rail.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at either Louisville or Hopkinsville, KY.

No. MC 138875 (Sub-No. 74F), filed: February 6, 1978. Applicant: SHOEMAKER TRUCKING CO., an Idaho corporation, 11900 Franklin Road, Boise, ID 83705. Applicant's representative: F. L. Sigloh, 11900 Franklin Road, Boise, ID 83705. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Insulation and insulation materials; and materials and supplies used in the installation thereof*, from Waco and Chilton, TX, to points in WA, OR, CA, NV, ID, MT, WY, UT, AR, CO, NE, SD, ND, MN, IA MO, WI, IL, MI, IN, KY, TN, AL, OH, PA, WV, VA, NC, SC, GA, and FL, NJ, NY, MD, DE, and DC.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at either Dallas or Houston, TX.

No. MC 138882 (Sub-No. 39), filed: January 26, 1978. Applicant: WILEY SANDERS, INC., P.O. Box 707, Troy, AL 36081. Applicant's representative: George A. Olsen, P.O. Box 357, Gladstone, NJ 07934. Authority sought to operate as a *common carrier* by motor vehicle, over irregular routes, transporting: *Plastic pipe and conduit and fittings, valves and accessories therefor*, from points in Geneva County, AL, to points in the United States (except AK and HI).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Birmingham or Montgomery, AL.

No. MC 138882 (Sub-No. 40), filed: January 31, 1978. Applicant: WILEY SANDERS, INC., P.O. Box 707, Troy, AL 36081. Applicant's representative: George A. Olsen, P.O. Box 357, Gladstone, NJ 07934. Authority sought to operate as a *common carrier*, over irregular routes, transporting: *Plastic pipe and conduit, and fittings, valves and accessories therefor*, from points in Geneva County, AL, to points in the United States (except AK and HI).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Birmingham or Montgomery, AL.

No. MC 139468 (Sub-No. 24), filed: January 26, 1978. Applicant: INTERNATIONAL CONTRACT CARRIERS, INC., 6534 Gessner, Houston, TX 77040. Applicant's representative: David R. Parker, 2310 Colorado State Bank Building, 1600 Broadway, Denver, CO 80202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from Kooskia and Princeton, ID and Clarkston, WA, to points in AZ, KY, NM, OK, and TX. Restrictions: (a) Restricted to traffic originating at: (1) The facilities utilized by Bennett Sales Co., at Kooskia, ID; (2) the facilities owned by Bennett Lumber Products, Ind., at Princeton, ID; (3) the facilities owned by Guy Bennett Lumber Co., at Clarkston, WA; (b) the operations authorized herein are limited to a transportation service to be performed under a continuing contract or contracts with Bennett Sales Co.

NOTE.—If a hearing is deemed necessary, applicant requests it to be held at Houston, TX, or Denver, CO.

No. MC 139713 (Sub-No. 7), filing date January 27, 1978. Applicant: DONALD M. NASS, d.b.a., DON NASS TRUCKING, 210 Front Street, Clinton, WI 53525. Applicant's representative: Richard A. Westley, 4506 Regent Street, Suite 100, Madison, WI 53705. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, in the transportation of: *Malt beverages*, from La Crosse, WI, to the facilities of Beloit Beverage Co., located at or near South Beloit, Il.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Madison or Milwaukee, WI, or Chicago, IL.

No. MC 139727 (Sub-No. 5), filed January 27, 1978. Applicant: MADEWELL METALS, INC., 301 East Shawnee, Muskogee, OK 74401. Applicant's representative: George G. Olsen, 1130 17th Street NW., Washington DC 20036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lead, lead alloy, lead oxide, and lead byproducts in bulk and ingot form* from Schuylkill Metals Corp. plant in Canon Hollow, MO to Hot Springs, AR; Lonoke, AR; Denver, CO; Chicago, IL; East Alton, IL; Attica, IN; Frankfort, IN; Hammond, IN; Indianapolis, IN; Logansport, IN; Muncie, IN; Vincennes, IN; Warsaw, IN; Burlington, IA; Manchester, IA; Olathe, KS; Salina, KS; Louisville, KY; Shreveport, LA; Minneapolis, MN; Kansas City, MO; St. Joseph, MO; St. Louis, MO; Oklahoma City, OK; Dallas, TX; Farmers Branch, TX; Milwaukee, WI, under continuing contract or contracts with Schuylkill Metals Corp.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held in Oklahoma City, OK or Washington, DC

No. MC 140033 (Sub-No. 40), filed January 31, 1978. Applicant: COX REFRIGERATED EXPRESS, INC., 10606 Goodnight Lane, Dallas, TX 75220. Applicant's representative: E. Larry Wells, Winkle and Wells, a professional corporation, Suite 1125 Exchange Park, P.O. Box 45538, Dallas, TX 75245. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Toilet preparations and advertising displays*, from the plantsite and warehouse facilities of Roux Laboratories, Inc., located at or near Jacksonville, FL, to points in AZ, AR, CA, CO, ID, KS, MT, NV, NM, OK, OR, UT, WA, and WY.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at Dallas, TX, or Washington, DC.

NOTE.—Applicant holds contract carrier authority in MC 142296 and subs thereunder, therefore dual operations may be involved.

No. MC 140665 (Sub-No. 24F), filed February 6, 1978. Applicant: PRIME, INC. Route 1, Box 115-B, Urbana, MO 65767. Applicant's representative: Clayton Geer, P.O. Box 786, Ravenna, OH 44266. Authority sought as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal, plastic, or glass coatings; porcelain materials; clay or clay products; paint; color additives; chemicals; plastic materials; ceramic materials; insulating materials; glassware; refractories; fiberglass; furnace or kiln supplies; and, materials and supplies* used in the production or marketing of the above commodities, between Toccoa, GA, Baton Rouge, LA, Crooksville and Orrville, OH, on the one hand, and, on the other, points in the States of AZ, CA, CO, NV, NM, UT, WY, MT, ID, OR, and WA.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Cleveland, OH or Washington, DC. Common control may be involved.

No. MC 140829 (Sub-No. 79) (correction), filed December 1, 1977, published in the FEDERAL REGISTER issue of January 26, 1978, and republished as corrected, this issue. Applicant: CARGO CONTRACT CARRIER CORP., P.O. Box 206, U.S. Highway 20, Sioux City, IA 51102. Applicant's representative: William J. Hanlon, 55 Madison Avenue, Morristown, NJ 07960. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts and articles* distributed by meat packinghouses, as described in section A of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766 (except hides and commodities in bulk), in vehicles equipped with mechanical refrigeration, from the plant site and storage facilities utilized by John Morrell & Co. at or near Sioux Falls, SD; Estherville, Humboldt and Sioux City, IA to points in CT, DE, ME, MD, MA, NH, NJ, NY, PA, RI, VT, VA, WV, and DC, restricted to the transportation of traffic originating at the named origins and destined to points in the above named destination states.

NOTE.—Applicant holds contract carrier authority in MC 136408 Sub 7 and other subs thereunder; therefore dual operations may be involved. If a hearing is deemed necessary the applicant requests it to be held in Washington, DC. The purpose of this republication is to correct applicant's number as MC 140829 (Sub-No. 79) in lieu of (Sub-No. 65).

No. MC 140852 (Sub-No. 3F), filed February 6, 1978. Applicant: C.W. MITCHELL, INC., d.b.a. MITCHELL TRANSPORT, a corporation, 4401 N. Westshore Boulevard, Tampa, FL 33684. Applicant's representative: Rudy Yessin, 314 Wilkinson Street, Frankfort KY 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Breading, breader, and edible flour;* from Chicago, IL, to Tampa, FL.

NOTE.—If hearing is deemed necessary, applicant requests it be held at Tampa, FL; alternate choice, Washington, DC. Applicant holds pending contract carrier authority in MC 143047 Sub 1 therefore dual operations may be involved.

No. MC 141033 (Sub-No. 35), filed January 26, 1978. Applicant: CONTINENTAL CONTRACT CARRIER CORP., P.O. Box 1257, City of Industry, CA 91749. Applicant's representative: Richard A. Peterson, P.O. Box 81849, Lincoln, NE 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Automobile parts and accessories* and (2) *raw materials, equipment and supplies* used in the manufacture of the commodities listed in (1) above (a) from Burbank, CA, to points in the United States in and east of MN, IA, MO AR, and TX (except AK and HI), and (b) from points in the United States in and east of MN, IA, MO, and AR (except AK and HI), to Burbank, CA, restricted against the transportation of commodities in bulk and those which by reason of size or weight require the use of special equipment.

NOTE.—Applicant holds contract carrier authority in No. MC 124796 Sub 11, and other subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Los Angeles CA, or Washington, DC.

No. MC 141391 (Sub-No. 2), filed January 16, 1978. Applicant: V & J REFRIGERATED SERVICE, INC., 3623 6th Avenue South, Seattle, WA 98134. Applicant's representative: Henry C. Winters, 15 South Grady

Way, Suite 235, Renton, WA 98055. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Red cedar shakes, shingles, trim and related roofing materials* from points in Clallam, Jefferson, Grays Harbor and Skagit Counties, WA, to points in CA.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at either Seattle or Olympia, WA.

No. MC 142443 (Sub-No. 2), filed January 30, 1978. Applicant: HOLSTON BROTHERS, INC., 13711 Travilah Road, Rockville, MD 20850. Applicant's representative: Barry Roberts, 888 17th Street NW., Washington, DC 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bagged limestone, bagged limestone chips, bagged concrete mixes, and bagged sand*, from Buchanan, VA, to DC, and points in its commercial zone under continuing contract or contracts with James River Limestone, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Washington, DC.

No. MC 142776 (Sub-No. 1), filed November 22, 1977. Applicant: JACK DARWIN, d.b.a. JACK DARWIN TRUCKING, 7009 Alondra, Paramount, CA 90723. Applicant's representative: Jack Darwin (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Truck body beds, and empty truck bed racks*, between Long Beach, CA; Portland, OR; and Houston, TX, under a continuing contract or contracts with Toyota Motor Sales, U.S.A., Inc.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, CA.

No. MC 143013 (Sub-No. 3) filed: December 7, 1978. Applicant: ROGER CHILTON, d.b.a. CHILTON TRUCKING CO., 405 11th Street, P.O. Box 841, Beaumont, TX 77704. Applicant's representative: John W. Carlisle, 4141 N. Braeswood, Suite 22, Houston, TX 77025, phone: 713-667-8394. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Engine and motor parts, and equipment and parts thereof, used on ships and ocean going vessels for the operation, maintenance and safety of such ships and vessels when such shipments originate at or are destined to distressed ships or vessels docked at points named in (1), (2) and (4) below* from one consignor to one consignee in one vehicle, and have a prior or subsequent movement in interstate or foreign commerce, except shipments because of size or weight require special equipment and shipments weighing in excess of 6,000 pounds. (1) Between Houston, Barber's Cut, Galveston, Corpus Christi, Port Lavaca, Orange, Brownsville, Port Arthur, Beaumont, Freeport, Port Neches and Texas City, TX; (2) between TX points named in (1) above, on the one hand, and, on the other, Lake Charles, Baton Rouge and New Orleans, LA; Gulfport, Biloxi, Pascagoula, and Greenville, MS; Mobile, AL; Pensacola, Panama City, St. Petersburg, Tampa, Ft. Myers, Ft. Lauderdale and Key West, FL; (3) between Albert Whitted Airport, St. Petersburg, FL, Bates Field, Mobile, AL, Clearwater Airport, St. Petersburg, FL, Corpus Christi International Airport, Corpus Christi, TX, Executive Airport, Ft. Lauderdale, FL, Ferguson Regional Airport, Pensacola, FL, Greenville Municipal Airport, Greenville, MS, Gulfport-Biloxi Municipal Airport, Gulfport-Biloxi, MS, Hollywood International Airport, Ft. Lauderdale, FL, Houston Intercontinental Airport, Houston, TX, Jefferson County Municipal Airport, Beaumont, TX, Key West International Airport, Key West, FL, Lake Charles Municipal Airport, Lake Charles, LA, Moisant Airport, Metairie, LA, Page Field, Ft. Myers, FL, Peter O. Knight Airport, Tampa, FL, Rio Grande Valley Airport, Brownsville, TX, Ryan Airport, Baton Rouge, LA, Scholes Field, Galveston, TX, Tampa International Airport, Tampa, FL, Vandenberg Airport, Tampa, FL, on the one hand, and, on the other points named in (1) and (2) above; (4) between points named in (1) and (2) above on the one hand, and, on the other, Miami, West Palm Beach, Ft. Pierce, Daytona Beach, St. Augustine, FL, Brunswick and Savannah, GA; Charleston, SC; Wilmington and New Bern, NC; Norfolk, Hampton, Cape Charles, VA; Wilmington, DE; Atlantic City, NJ; New York, NY; New London, CO; New Bedford and Boston, MA; (5) between points named in (3) above and additional points, namely: Miami International Airport, Miami, FL; Palm Beach International Airport, West Palm Beach, FL; Harry W. Nelson Airport, Ft. Pierce, FL; Daytona Beach Regional Airport, Daytona Beach, FL; St. Augustine Municipal Airport, St. Augustine, FL; Golden Isles Municipal Airport and Malcolm McKinnon Airport, Brunswick, GA; Savannah Municipal Airport, Savannah, GA; Charleston Municipal Airport and Johns Island Airport, Charleston, SC; New Hanover County Airport, Wilmington, NC; Simmons Nott Airport, New Bern, NC; Norfolk International Airport, Norfolk, VA; Hampton Municipal Airport, Hampton, VA; Cape Charles Municipal Airport, Cape Charles, VA; Greater Wilmington Airport, Wilmington, DE; Bader Rield, Atlantic City, NJ; John F. Kennedy and La Guardia Airports, New York, NY; Trumbull Airport, New London, CO; Waterford Municipal Airport, New London, CO; Theodore Francis Green State Airport, Providence, RI; New Bedford Municipal Airport, New Bedford, MA; General Edward Lawrence Airport and Logan International Airport, Boston, MA; Portsmouth Municipal Airport, NH; Portland International Jetport, Portland, ME, on the one hand, and on the other, points in TX, LA and MS named in (1) and (2) above. Ship's payrolls, including U.S. and foreign currency papers and documents necessary for the operation of such ships and vessels within the geographical scope in (1) and (2) above, restricted to such shipments having a prior or subsequent movement in interstate or foreign commerce.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Houston, TX.

No. MC 143031 (Sub-No. 4)F, filed February 10, 1978. Applicant: LLOYD PAUL MURPHY, JAMES EDWARD MURPHY, TIMOTHY PAUL MURPHY, AND EDWARD STEWART MURPHY d.b.a. MURPHY & SONS, Spring City, TN. Applicant's representative: Stan Guthrie, Suite 100, Maclellan Building, Chattanooga, TN 37402. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *new furniture, furniture parts, crated and uncrated, materials and supplies to be used by La-Z-Boy Chair Company in manufacturing new furniture, (except commodities in bulk)*, (1) from the plantsites and storage facilities of La-Z-Boy Chair Co. at or near Dayton, TN to points in IA, LA, MD, MN, NY, NJ, PA, WV and WI. (2) from suppliers of La-Z-Boy Chair Co. in PA to the plantsites and facilities of La-Z-Boy Chair Co. at or near Dayton, TN. Under continuing contract or contracts with La-Z-Boy Chair Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chattanooga, Knoxville, or Nashville, TN.

No. MC 143059 (Sub-No. 12)F, filed February 3, 1978. Applicant: MERCER TRANSPORTATION CO., a corporation, 12th and Main Streets, P.O. Box 11129, Louisville, KY, 40211. Applicant's representative: Clayte Binion, 1108 Continental Life Building, Fort Worth, TX, 76102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic, plastic articles, plastic pipe, tubing, fittings, connections* and *materials, supplies* and *accessories*, used in the manufacture and installation thereof (except in bulk, in tank vehicles), between the facilities utilized by Robintech Inc., at or near Weatherford, TX, on the one hand, and, on the other, points in the United

States (except AK and HI); restricted to traffic originating at, or destined to, the facilities utilized by Robintech Inc., at or near Weatherford, TX.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Dallas, TX or Washington, DC.

No. MC 143110 (Sub-No. 2F), filed February 2, 1978. Applicant: K&B EXPRESS, INC., P.O. Box 841, Union, NJ 07083. Applicant's representative: Stuart R. Mandel, 315 South Beverely Drive, Ste. 315, Beverely Hills, CA 90212. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting *chemicals*, (except in bulk) as follows: (1) From Valdosta and Albany, GA; Clarksdale, MS; West Helena, AR; Memphis and Millington, TN; Houston and Lubbock, TX; and St. Joseph, MO, to points in AL, AZ, AR, CA, CO, FL, GA, ID, IA, IL, IN, KS, MD, MI, MO, MS, MI, MT, NE, NV, NY, NC, ND, OH, OK, OR, PA, SC, SD, TN, TX, UT, VA, WA, WV, and WI, and (2) from New York, NY, and Baltimore, MD to points in AL, AZ, AR, CA, CO, FL, GA, ID, IA, IL, IN, KS, LA, MD, MI, MO, MS, MN, MT, NE, NV, NY, NC, ND, OH, OK, OR, PA, SC, SD, TN, TX, UT, VA, WA, WV, WI, and (3) from Farmer City, IL and Council Bluffs, IA to points in AZ, CA, CO, IL, IN, IA, KS, MI, MN, MO, MT, NE, NV, ND, OH, OR, SD, UT, WA, WI, and WY, under a continuing contract, or contracts in (1) through (3) above, with Aceto Agricultural Chemicals Corp.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at New York, NY.

No. MC 143436 (Sub-No. 8), filed January 12, 1978. Applicant: CONTROLLED TEMPERATURE TRANSIT, INC., 9049 Stonegate Road, Indianapolis, IN 46227. Applicant's representative: Stephen M. Gentry, 1500 Main Street, Speedway, IN 46224. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except in bulk) in vehicles equipped with mechanical refrigeration from the plantsite and storage facilities of Nestle Co., located at or near Columbus, OH, to points in IN.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at either Indianapolis, IN or Columbus, OH.

No. MC 143546 (Sub-No. 1F), filed February 2, 1978. Applicant: ATLANTIC MARKETING COOPERATIVE ASSOCIATION, 39494 Clarkson Drive, Kingsburg, CA 93631. Applicant's representative: John E. Fishel (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dairy and food products* (transported in tank vehicles), from the Fisher Cheese Plant and storage facilities at Wapakoneta, OH, to all points in CA, NV, AZ, CO, OR, WA and UT under a continuing contract with the Fisher Cheese Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Cincinnati, OH or Los Angeles, CA.

No. MC 143563 (Sub-No. 2), filed January 5, 1978. Applicant: R. C. MOORE, INC., Box 346, Waldoboro, ME 04572. Applicant's representative: Chester A. Zyblut, 366 Executive Building, 1030 Fifteenth Street NW., Washington, DC, 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wood and plastic products, toothpick dispensers and sporting goods and accessories*, from Wilton and Strong, ME, to points in the United States (except AK, HI, ME, NH, and VT) and, (2) *Materials and supplies* used in the manufacture and distribution of the aforementioned commodities (except commodities in bulk), from points in MA, CT, RI, NY, NJ, and VA to Wilton and Strong, ME.

NOTE.—If a hearing is deemed necessary, applicant requests it be held in Portland, ME. Applicant holds motor contract carrier authority in No. MC 140572 (Sub-No. 1), therefore, dual operations may be involved.

No. MC 143656 (Sub-No. 2F), filed February 2, 1978. Applicant: GOLD LEAF TRUCKING CO., 2927 Retnag Road, Petersburg, VA 23803. Applicant's representative: William H. Robinson, Jr., 1400 Ross Building, Richmond, VA 23219. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber* from Wakefield and McKenney, VA to points in VA, NC, OH, WV, PA, MD, MA, NH, NJ, KY, TN, NY, CT, DE, RI, DC, ME, and VT, under a continuing contract, or contracts, with Continental Can Co., Inc.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Richmond, VA.

No. MC 143797 (Sub-No. 3F), filed February 2, 1978. Applicant: WALKER'S TRUCK CONTRACTORS, INC., P.O. Box 6173, Knoxville, TN 37914. Applicant's representative: George W. Clapp, 109 Hartsville Street, P.O. Box 836, Taylors, SC 29687. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Crushed olivine stone*, in bulk, in dump vehicles, from points in Avery, Jackson, Mitchell, and Yancey Counties, NC, to points in AL, GA, IL, IN, KY, LA, MI, MS, NJ, NY, OH, PA, SC, TN, VA, and WV.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held in Knoxville, TN, or Chicago, IL.

No. MC 143959 (Sub-No. 1), filed January 30, 1978. Applicant: S & S TRANSFER & STORAGE, INC., d.b.a. ALL PRO DISTRIBUTION, 3501 East 11th Avenue, Hialeah, FL 33013. Applicant's representative: John P. Bond, 2766 Douglas Road, Miami, FL 33133. Applicant seeks authority to engage in operation, in interstate or foreign commerce, as a *common carrier*, by motor vehicle, over irregular routes, transporting: *general commodities* (except commodities in bulk, classes A and B explosives; household goods, livestock, commodities requiring special handling and special equipment and commodities requiring refrigeration,) between points in Miami, FL and its commercial zone. Restricted to traffic having a prior or subsequent movement by water.

NOTE.—If a hearing is deemed necessary the applicant requests it be held at Miami, FL.

No. MC 143965 (Sub-No. 2), filed January 30, 1978. Applicant: MISTY ISLAND TRANSPORT LTD., P.O. Box 53, Seal Cove, Grand Mana, NB, Canada EOG 3BO. Applicant's representative: Peter L. Murray, 30 Exchange Street, Portland, ME 04101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: 1. *Salted or processed fish and fish products and salted or processed fish and fish products in mixed loads with exempt commodities* from points of entry on the boundary line between the United States and Canada at Calais and Houlton, ME to points in ME, MA, RI, and NY, restricted to traffic originating on the Island of Grand Mana, NB. 2. Such commodities as are dealt in by retail and wholesale marine hardware stores and such commodities as are dealt in by retail and wholesale marine hardware stores in mixed loads with exempt commodities from points in NY, CT, RI, MA, and ME, to points of entry on the boundary line between the United States and Canada at Calais and Houlton, ME, restricted to traffic destined for the island of Grand Mana, NB.

NOTE.—If a hearing is deemed necessary the applicant requests it be held at either Portland, ME or Boston, MA.

No. MC 144109 (Correction), filed December 14, 1977, published in the FEDERAL REGISTER issue of February 9, 1978, as MC 144109 (Sub-No. 1) and republished as corrected this issue "MC-144109," no subs thereunder. Applicant: FINE ARTS EXPRESS, INC., 20 Albion Road, Wellesley Hills, MA 02181. Applicant's representative: David M. Marshall, 101 State Street, Suite 304, Springfield, MA 01103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paintings, statues, cultural artifacts, antiques, tapestries, objects of art, and materials*

and supplies and equipment used or useful in the display or distribution of such commodities, between New York, NY; the DC, Philadelphia, PA; Baltimore, MD; Providence, RI and points in CT and MA on the one hand, and, on the other, points in the United States east of MN, IA, MO, AR and LA.

NOTE.—The purpose of this correction is to delete the sub number as incorrectly published in the FEDERAL REGISTER issue of February 9, 1978, as MC 144109 (Sub-No. 1), and republish as corrected this issue "MC-144109" with no subs thereunder. If a hearing is deemed necessary, applicant requests that it be held at Boston, MA, Hartford, CT or New York, NY.

Number 144121 (Sub-No. 1-F), Filing date February 2, 1978. Applicant: LARRY'S EXPRESS, INC., 720 Lake Street, Tomah, WI 54660. Applicant's representative: Edward Solie, Executive Building, Suite 100, 4513 Vernon Boulevard, Madison, WI 53705. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Uncrated residential heating units* from Tomah, WI, to points in AR, CO, CT, DE, DC, ID, IL, IN, IA, KS, KY, ME, MD, MA, MI, MN, MO, MT, NE, NH, NJ, NY, NC, ND, OH, OK, PA, RI, SC, SD, TN, UT, VT, TA, WV, and WY. Restriction: Restricted to traffic originating at the facilities of Energy Research and Development Corporation, at Tomah, WI, and destined to points in the States named herein.

NOTE.—Applicant holds motor contract carrier authority in MC 128860 and sub numbers thereunder; therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests that it be held at Madison, WI.

No. MC 144166 (Sub-No. 1-F), filed February 2, 1978. Applicant: BILL STARR TRUCKING, INC., 1716 Berry Road, Independence, MO 64057. Applicant's representative: Frank W. Taylor, Jr., Suite 600, 1221 Baltimore Avenue, Kansas City, MO 64105. Authority sought to operate as a *contract carrier* by motor vehicle, over irregular routes, transporting: *Newsprint in rolls*, from Lufkin, TX, to Independence, MO, under a continuing contract with The Independence Examiner, located at Independence, MO.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Kansas City, MO.

No. MC 144170 filed January 4, 1978. Applicant: NATIONWIDE TRUCK LINES, INC., Highway 75 South, Ennis, TX 75119. Applicant's representative: William J. Lippman, 50 South Steele Street, Suite 330 Steele Park, Denver, CO 80209. Authority sought to operate as a *common carrier* by motor vehicle, over irregular routes, transporting: *Canned goods*, from points in CA, OR, and WI to points in AL, AR, CT, FL, GA, IL, IN, IA, KS, KY, LA, ME, MD, MA, MI, MN, MS, MO, NE, NJ, NY, NC, ND, OH, OK, OR, PA, RI, SC, SD, TN, TX, UT, VA, WV, and WA.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held in San Jose or San Francisco, CA.

No. MC 144187 (Sub-No. 1), filed January 16, 1978. Applicant: FELIX TRANSFER, INC., 7453 Lochness Drive, Miami Lakes, FL 33013. Applicant's representative: John P. Bond, 2766 Douglas Road, Miami, FL 33133. Applicant seeks authority to operate as a *common carrier* over irregular routes in the transportion of: *General commodities* (except commodities in bulk, classes A and B explosives, household goods, as defined by the Commission, commodities requiring special handling and cement), between points in Dade County, FL, restricted to shipments having a prior or subsequent movement by water.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at Miami, FL.

No. MC 144225, filed January 24, 1978. Applicant: JADEEL TRUCKING INC., 1350 South Pompano Parkway, Pompano Beach, FL 33601. Applicant's representative: Frank A. Crosson, 100 State Street, Boston, MA 02109. Authority sought to operate as a *contract carrier* by motor vehicle, over irregular routes, transporting: *Construction materials* (except commodities in bulk), from points in ME, NH, VT, MA, and NY, to points in the United States in and east of MN, IA, MO, AR, and LA, restricted to a transportation service performed under a continuing contract or contracts with Jadeel Lumber Industries Inc., at Pompano Beach, FL.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Boston, MA.

No. MC 144233 filed January 26, 1978. Applicant: RAJEAN, INC., Highway 64 East, Russellville, AR 72801. Applicant's representative: Charles J. Lincoln II, 1550 Tower Building, Little Rock, AR 72201. Authority sought to operate as a *common carrier* by motor vehicle, over irregular routes transporting: *Candy and confectionary, dry beverage preparations, nuts, popcorn and popcorn confections;* from the facilities of Ovaltine Products, Inc., in Villa Park, IL and Lincoln NE, to points in OR, CA, AZ, UT, NV, CO, NM, and TX.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Little Rock, AR.

No. MC 144252, filed January 31, 1978. Applicant: ROY WEAVER, R.D. No. 2, Honeybrook, PA 19344. 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: *Pulverized agricultural limestone* from the facilities of Martin Limestone, Inc., located in Lancaster County, PA, to points in DE, MD, NJ, and VA.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Washington, DC, or Philadelphia, PA.

No. MC 144263, filed January 30, 1978. Applicant: BASEL-KIENE, 848 South 3rd, Kent, WA 98031. Applicant's representative: Ford Basel, 15 South Grady Way, Suite 217, Renton, WA 98055. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Alcoholic beverages*, in containers other than bulk, between points in CA, on the one hand, and, on the other hand, points in WA.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Seattle, WA.

No. MC 144271, filed January 31, 1978. Applicant: LLOYD BRUBACKER, R.D. No. 2, Stevens, PA 17578. 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: *Pulverized agricultural limestone*, from the facilities of Martin Limestone, Inc., located in Lancaster County, PA, to points in DE, MD, NJ, and VA.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Washington, DC or Philadelphia, PA.

No. MC 144286F, filed February 3, 1978. Applicant: HUSTLER CORP., 301 West 3rd Street, Sterling, IL 61081. Applicant's representative: Paul R. Bergant, 10 South LaSalle Street, Suite 1600, Chicago, IL 60603. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Garage and industrial doors;* (2) *hardware, parts, accessories, door operators and equipment for garage and industrial doors* (except commodities in bulk and commodities which because of size and weight require special equipment or special handling), between Atlanta, GA, on the one hand, and, on the other, points in AL, FL, MS, NC, SC, TN, and VA, under a contract or contracts with Frantz Manufacturiang Co., and its wholly owned subsidiaries.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Atlanta, GA.

No. MC 144294F, filed February 1, 1978. Applicant: RODNEY ZIMMERMAN, R.D. 3, Ephrata, PA 17522. 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: *Pulverized agricultural limestone*, from the facilities of Martin Limestone, Inc., located in Lancaster County, PA; to points in DE, MD, NJ, and VA.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at either Washington, DC, or Philadelphia, PA.

No. MC 144298F, filed February 6, 1978. Applicant: MASTER TRANSPORT SERVICES, INC., 5000 Wyoming Avenue, Suite 203, Dearborn, MI 48126. Applicant's representative: William B. Elmer, 21635 East Nine Mile Road, St. Clair Shores, MI 48080. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Doors and door systems*, fully or partially assembled, including materials and supplies used in connection with the installation and distribution thereof, for Stanley Door Systems, Division of The Stanley Works, from Troy, MI, and points within its commercial zone, to points in the United States except HI but including AK, under a continuing contract or contracts with Stanley Door Systems, Division of the Stanley Works.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Lansing or Detroit, MI, or Chicago, IL.

No. MC 144301F, filed February 3, 1978. Applicant: T. M. MACHULL, 4226 W. Port au Prince, Phoenix, AZ 85023. Applicant's representative: A. Michael Bernstein, 1441 E. Thomas Rd., Phoenix, AZ 85014. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dry animal and poultry feeds, feed ingredients and seed and exempt commodities when moving in the same vehicle with the above commodities*, from CO to AZ and NM, under a continuing contract or contracts with Ranch Way, Inc., Fort Collins, CO.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Phoenix, AZ.

No. MC 144304F, filed February 2, 1978. Applicant: BONDED TRANSPORTATION, INC., P.O. Box 1632, Pensacola, FL 32597. Applicant's representative: Sol H. Proctor, 1101 Blackstone Building, Jacksonville, FL 32202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes transporting: *Used household goods*, restricted to the transportation of traffic having a prior or subsequent movement, in containers, beyond the points authorized and further restricted to the performance of pickup and delivery service in connection with packing, crating, and containerization or unpacking, uncrating, and decontainerization of such traffic, between points in FL.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at either Jacksonville or Tallahassee, FL.

PASSENGERS

No. MC 45414 (Sub-No. 3), filed January 25, 1978. Applicant: METROPOLITAN COACH SERVICE, INC., 52 Mooney Street, Cambridge, MA 02138. Applicant's representative: Arthur M. White, 281 Pleasant Street, P.O. Box 2547, Framingham, MA 01701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting *passengers* and their *baggage* in special charter operations, in round-trip tours beginning and ending at points in Middlesex County, MA, and extending to Atlantic City, NJ.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held in Boston, MA.

Docket No. MC 58177 (Sub-No. 8), filed January 5, 1978. Applicant: SOUTHERN COACH CO., INC., 1300 East Pettigrew Street, Durham, NC 27703. Applicant's representative: Steven L. Weiman, Suite 145, 4 Professional Drive, Gaithersburg, MD 20760. 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 special operations, in round trip, sightseeing and pleasure tours, beginning and ending at the following NC points and all points on the following NC routes and extending to points in the United States, including AK excluding HI: From Durham over NC Hwy 55 to Dunn, and return over the same route. From Holly Springs over unnumbered county road to Raleigh, and return over the same route. From Angler eastward over NC Hwy 210 to junction unnumbered county road, then over unnumbered county road northward to junction U.S. Hwy 15A, then over U.S. Hwy 15A to junction unnumbered county road south of Raleigh, then over unnumbered county road to Raleigh, and return over the same route. From Jacksonville over U.S. Hwy 17 westward to junction NC Hwy 24, then over NC Hwy 24 westward to junction NC Hwy 53, then over NC Hwy 53 to junction unnumbered county road 8 miles northeast of Elizabethtown, then over unnumbered county road around White Lake to junction NC Hwy 41 to Elizabethtown, and return over the same route. From Burgaw over U.S. Hwy 117 Wilmington, and return over the same route. From Penderlea over unnumbered county road to Burgaw, and return over the same route. From Dunn over U.S. Hwy 421 to junction NC Hwy 242, then over NC Hwy 242 to junction unnumbered county road 1 mile south of Roseboro, then over unnumbered county road to Garland, then over NC Hwy 411 to junction NC Hwy 41, then over NC Hwy 41 to Harrell's Store, then over U.S. Hwy 421 to junction unnumbered county road at a point 8 miles southeast of Harrell's Store known as Marion Gideon's Store (Penderlea Farm Road) then over unnumbered county road to Penderlea, and return over the same route. From Newton Grove over U.S. Hwy 701 to Clinton, then over U.S. Hwy 421 to junction U.S. Hwy 117, and return over the same route. Between Dunn, NC, and Newton Grove, NC, serving all intermediate points: From Dunn over NC Hwy 55 to Newton Grove, and return over the same route. Between Fuquay Springs, NC, and junction unnumbered Wake County Hwy and NC Hwy 55 at a point approximately 2½ miles south of Cairo (Five Points), NC, serving all intermediate points: From Fuquay over unnumbered Wake County Hwy to junction NC Hwy 55, and return over the same route. Between Wilmington, NC, and Southport, NC, serving all intermediate points: From Wilmington over U.S. Hwy 17 via Winnabow, NC, to Supply, NC, and then over NC Hwy 211 to Southport, and return over the same route. From Wilmington over NC Hwy 40 via Orton Plantation, to Southport, and return over the same route. From Wilmington over NC Hwy 17 to Winnabow, NC, then over NC Hwy 87 to junction NC Hwy 40, and then over NC Hwy 40 to Southport, and return over the same route. Between junction U.S. Hwy 421 and NC Hwy 210, and Wilmington, NC, serving all intermediate points: From junction U.S. Hwy 421 and NC Hwy 210 over U.S. Hwy 421 to Wilmington and return over the same route.

NOTE.—If a hearing is deemed necessary the applicant requests that it be held at either Durham or Raleigh, NC.

No. MC 110828 (Sub-No. 5), filed December 14, 1977. Applicant: RITCHEY TRANSPORTATION CO., a corporation, 210 South Monroe Street, P.O. Box 1602, Butler, PA 16001. Applicant's representative: Samuel P. Delisi, 604 Law and Finance Building, Pittsburgh, PA 15219. Authority is sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Passengers and their baggage* in the same vehicle with passengers in charter operations beginning and ending in Armstrong, Beaver, Butler, Clarion, Forest, Jefferson, Lawrence, and Venango Counties, PA, that part of Westmoreland County, PA, on and north of PA Hwy 56 beginning at the Allegheny-Westmoreland County boundary line and extending northeast to the Westmoreland-Armstrong County boundary line, and Trumbull County, OH, and extending to points in the United States, includ-

ing AK, but excluding HI, (2) *Passengers and their baggage* in the same vehicle with passengers, in special operations, in round-trip sightseeing and pleasure tours, beginning and ending at points in Beaver, Forest, Jefferson, and Venango Counties, PA, and Apollo, North Apollo, North Vandergrift, and points in the townships of Parks and Kiskiminitas, Armstrong County, PA, and extending to points in the United States, including AK, but excluding HI, (3) *Passengers and their baggage* in the same vehicle with passengers, in one-way charter operations, from points in Armstrong, Beaver, Butler, Clarion, Forest, Jefferson, Lawrence, and Venango Counties, PA, that part of Westmoreland County, PA, on and north of PA Hwy 56 beginning at the Allegheny-Westmoreland County boundary line and extending northeast to the Westmoreland-Armstrong County boundary line, and Trumbull County, OH, to points in the United States, including AK, but excluding HI, re-restricted to passengers having a subsequent movement by air to airport serving point of origin, including supplemental motor carrier service from airport to actual point of origin, (4) *Passengers and their baggage* in the same vehicle with passengers in one-way charter operations from points in the United States, including AK, but excluding HI, to points in Armstrong, Beaver, Butler, Clarion, Forest, Jefferson, Lawrence, and Venango Counties, PA, that part of Westmoreland County, PA, on and north of PA Hwy 56 beginning at the Allegheny-Westmoreland County boundary line and extending northeast to the Westmoreland-Armstrong County boundary line, and Trumbull County, OH, restricted to passengers having a prior movement by air from airport serving point of destination, including supplemental motor carrier service from actual point of destination to airport, (5) *Passengers and their baggage* in the same vehicle with passengers, in special operations, in one-way sightseeing and pleasure tours from points in Armstrong, Beaver, Butler, Clarion, Forest, Jefferson, Lawrence, and Venango Counties, PA, that part of Westmoreland County, PA, on and north of PA Hwy 56 beginning at the Allegheny-Westmoreland County boundary line and extending northeast to the Westmoreland-Armstrong County boundary line, and Trumbull County, OH, to points in the United States, including AK, but excluding HI, restricted to passengers having a subsequent movement by air to airport serving point of origin, including supplemental motor carrier service from airport to actual point of origin, (6) *Passengers and their baggage* in the same vehicle with passengers, in special operations, in one-way sightseeing and pleasure tours from points in the United States, including AK, but excluding HI, to points in Armstrong, Beaver, Butler, Clarion, Forest, Jefferson, Lawrence, and Venango Counties, PA, that part of Westmoreland County, PA, on and north of PA Hwy 56 beginning at the Allegheny-Westmoreland County boundary line and extending northeast to the Westmoreland-Armstrong County boundary line, and Trumbull County, OH, restricted to passengers having a prior movement by air from airport serving point of destination, including supplemental motor carrier service from actual point of destination to airport.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Pittsburgh or Butler, PA.

No. MC 121412 (Sub-No. 6), filed January 24, 1978. Applicant: SUBURBAN LINES, INC., 2121 West Chestnut Street, Washington, PA 16301. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Building, Pittsburgh, PA 15219. 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 chartered and special operations, beginning and ending at points in Brooke, Wetzel, Marshall, Marion and Ohio Counties, WV, Belmont, Guernsey, Jefferson, Monroe and Noble Counties, OH, and extending to points in the United States (including AK, but excluding HI).

NOTE.—If a hearing is deemed necessary, applicant requests it be held in Pittsburgh, PA, or Washington, DC.

No. MC 141499 (Sub-No. 1), filed January 3, 1978. Applicant: ERIC ANNETT, 1821 Grove Ave., Sebring, FL 33870. Applicant's representative: Clifford M. Ables III, 457 South Commerce Ave., Sebring, FL 33870. 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 charter operations, beginning and ending at points in Highlands, Hardee, DeSoto and Okeechobee Counties in FL, and extending to FL, GA, AL, MS, LA, TN, SC, NC, VA, DE, NJ, PA, NY, MD, and DC.

NOTE.—If a hearing is deemed necessary, it is requested that such hearing be held at either Sebring, FL, Avon Park, FL, or Wauchula, FL.

No. MC 143438 (Sub-No. 2), filed January 16, 1978. Applicant: DENISE, INC., d.b.a. TRAVEL TIME, 277 Newbury Street, Peabody, MA 01960. Applicant's representative: Jay M. Forgotson, 95 State Street—Suite 1010, Springfield, MA 01103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, in the transportation of *passengers and their baggage*, in special round-trip operations beginning and ending at Auburn, Charlton, Oxford, Webster, Dudley, Southbridge, and Sturbridge, MA, and extending to the plantsite of Pratt & Whitney, Division of the United Aircraft Corp., located in East Hartford, CT.

NOTE.—If a hearing is deemed necessary, the applicant requests that it be held at either Boston or Springfield, MA.

No. MC 144146, filed December 20, 1977. Applicant: AUTOBUS TRANS URBAIN INC., 101 Chemin St-Francois Pointe-Claire, Que. Canada. Applicant's representative: Adrien R. Paquette, 200 St. James West, Montreal, H2Y 1M1 Canada. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* in round trip charter operation beginning and ending at port of entry at the United States-Canada boundary line located at points in NY, VT, NH, and ME, and extending to points in the United States (except AK and HI) from and to the following points in the Province of Quebec: Pointe Claire, Kirkland, Ste-Anne-de-Bellevue, Dollard Des Ormeaux, Dorval, Roxboro, Ile Perrot, Pincourt, Beaconsfield, Metro Cremazie.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Albany, NY or Montpelier, VT.

BROKER

No. MC 130474, filed January 27, 1978. Applicant: CONESTOGA TOURS, INC., 825 East Chestnut Street, Lancaster, PA 17602. Applicant's representative: S. Harrison Kahn, Suite 733, Investment building, Washington, DC 20005. Authority sought to engage in operation in interstate or foreign commerce as a *broker* at Lancaster, PA, to sell or offer to sell the transportation of passengers and their baggage in the same vehicle with passengers, in special and charter operations, between points in the United States, including AK and HI.

NOTE.—If a hearing is deemed necessary, applicant requests that it be held at Lancaster, PA. Common control may be involved.

FINANCE APPLICATIONS

NOTICE

The following applications seek approval to consolidate, purchase, merge, lease operating rights and properties, or acquire control through ownership of stock, or rail carriers or motor carriers pursuant to sections 5(2) or 210a(b) of the Interstate Commerce Act.

An original and two copies of protests against the granting of the requested authority must be filed with the Commission within 30 days after the date of this FEDERAL REGISTER notice. Such protests shall comply

with Special Rules 240(c) or 240(d) of the Commission's General Rules of Practice (49 CFR 1100.240) and shall include a concise statement of protestant's interest in the proceeding. A copy of the protest shall be served concurrently upon applicant's representative, or applicant, if no representative is named.

No. MC-F-13510. Authority sought for merger into GRAVES TRUCK LINE, INC., 2130 South Ohio, Salina, KS, 67401, of the operating rights and properties of CAPITOL TRUCK LINES, INC., 200 West First, Topeka, KS, 66603, and for acquisition by WILLIAM H. GRAVES, 2130 South Ohio Salina, KS, 67401, LOWELL P. GRAVES, 92 Shawnee Avenue, Kansas City, KS, 66119, and DWIGHT L. GRAVES, 3402 West Harry, Wichita, KS, 67201; PLANTERS STATE BANK & TRUST CO., of Salina, KS, Trustee and Executor of the Estate of John Graves. Applicants' attorney: John E. Jandera, 641 Harrison Street, Topeka, KS, 66603. Operating rights sought to be merged: CAPITOL TRUCK LINES, INC., holds interstate authority under MC-966 and subs thereunder authorizing service over regular routes between Pittsburg, KS, and Kansas City serving intermediate and off-route points along U.S. Hwy 69 and U.S. Hwy 50; between Kansas City and Topeka, serving three intermediate points along U.S. Hwy 24; between Atchinson, KS, and Kansas City serving all intermediate points along U.S. Hwy 73; between Atchinson, KS, and St. Joseph, MO, serving no intermediate points along U.S. Hwy 49; between Leavenworth, KS, and Kansas City serving all intermediate points along U.S. Hwy 73; service to additional off-route and extend regular route in southeast Kansas, of Galesburg, Granbush, St. Paul, Parsons, Moran, Perry Dam, Hapler, Centennial Heights School, Mound Valley, Coffeyville, Caney, Independence and certain intermediate points, as more fully described in Certificate No MC-966. Vendee is authorized to operate as a common carrier in the States of AZ, AR, CA, CO, IL, IN, IA, KS, KY, LA, MN, MS, MO, MT, NE, NM, ND, OK, SD, TN, TX, UT, and WY, as more fully described in Certificate No. MC-53965.

NOTE.—Acquisition by GRAVES TRUCK LINE, INC., of control of CAPITOL TRUCK LINES, INC. approved July 28, 1975, in Docket No. MC-F-12376.

No. MC-F-13511. Authority sought for control and merger by ASSOCIATED TRUCK LINES, INC., 200 Monroe Avenue NW., 6th floor, Grand Rapids, MI 49503, of the operating rights and properties of (B) KNOX MOTOR SERVICE, INC., P.O. Box 5206, Rockford, IL 61125 and (BB) ECONOMY EXPRESS AND CARTAGE CO., 1640 West Bruce Street, Milwaukee, WI 53204, through an exchange of stock of (AMERICAN NATURAL RESOURCES for the stock of KNOX and ECONOMY), and for acquisition of control of such rights and property directly by Associated Freightways, Inc., 200 Monroe Avenue NW., 6th floor, Grand Rapids, MI 49503 and, in turn, by American Natural Resources, One Woodward Avenue, Detroit, MI 48226, through the transaction. Applicants' attorney: Roland Rice, 501 Perpetual Building, 1111 E Street NW., Washington, DC 20004. Operating rights sought to be controlled and merged: (B) Principal operating routes of KNOX MOTOR SERVICE, INC. sought to be transferred: *General commodities,* with exceptions, as a *common carrier* over regular routes, serving all intermediate points between Davenport, IA, and Milwaukee, WI, over U.S. Hwy 6, IL Hwys 2, 5, and 76 and WI Hwys 140, 15, 83, 59, and 18; between Silvis and Sterling, IL, over IL Hwy 80 and U.S. Hwy 30; between Denrock, IL, and Morrison, IL, over IL Hwy 78; between Dixon, IL, and Rockford, IL, over IL Hwys 26, 75, 2, and U.S. Hwy 51; between Freeport, IL, and Genoa, IL, over U.S. Hwy 20 and unnumbered highways; between Cherry Valley, IL, and Genoa, IL, over unnumbered highways and IL Hwy 72; between Rochelle, IL, and Elmhurst, IL, over U.S. Hwy 30 and IL Hwy 64; between Sycamore, IL and St. Charles, IL, over IL Hwy 64; between Marengo, IL, and Aurora, IL, over U.S. Hwy 20, IL Hwys 31 and 64 and the off-route point of Shabbona, IL; between Marengo, IL, and Milwaukee, WI, over IL Hwys 176, 120, 42, and WI Hwy 42; between Halfday, IL, and Zion, IL, over U.S. Hwy 45 and IL Hwys 120, 21, and 173; between Halfday, IL, and Woodstock, IL, over IL Hwy 22 and U.S. Hwys 41 and 14; between Crystal Lake, IL, and Richmond, IL, over U.S. Hwys 14 and IL Hwy 31; between Waukegan, IL and North Chicago, IL, over IL Hwy 42; between Clinton, WI, and Darien, WI, over WI, Hwy 140 and U.S. Hwy 14. *General commodities,* with exceptions, between Dixon, IL, and Peoria, IL, over IL Hwy 26, U.S. Hwys 20, 51, and 6, IL Hwys 23 and 17, and U.S. Hwys 51 and 24; between Peru, IL and Spring Valley, IL, over U.S. Hwy 6; between Chicago, IL and Dundee, Elgin, St. Charles, and Aurora, IL, over IL Hwy 72, U.S. Hwy 20, IL Hwy 64, and U.S. Hwy 34, serving all intermediate points; between Dundee, IL, and Chicago Heights, IL, over IL Hwy 31 and U.S. Hwy 30, serving all intermediate points and named off-route points. *General commodities,* with exceptions, between Beloit, WI, and Clinton, WI, over WI Hwy 15. *General commodities,* with exceptions, serving the off-route points of Caterpillar Tractor Co. at or near Mapleton, IL; Kelsey-Hayes Co., Walcott, IA; Wales, WI; Montgomery Elevator Co., near Green Rock, IL; Havanna, IL; Archer Daniels Midland Co. at or near Mapleton, IL; Olin Mathieson Chemical Corp., near Joliet, IL; Caterpillar Tractor Co., near Mossville, IL; Olin Mathieson Chemical Corp., near Mapleton, IL; Morton, IL. *Bakery goods and confectionery,* serving the plantsite of Green River Ordnance Plant near U.S. Hwy 30 and IL Hwy 26. *Gas tanks and guards and fenders,* from Menomonee Falls, WI to Rock Island, East Moline, and Elgin, IL. Various alternate routes are authorized for operating convenience only between the above points. *Iron and steel articles,* over irregular routes, from the plantsite of Jones Laughlin Steel Corp., in Putnam County, IL, to points in WI with *materials, equipment and supplies,* on return. *General commodities,* with exceptions, over irregular routes, between Peoria and El Paso, IL, and points in an area bounded by Havanna and Brighton, IL on the west, Brighton, Vandalia and Stewardson, IL on the south, Stewardson, LaPlace, Decatur, and Heyworth, IL on the east, and Heyworth and Havanna, IL on the north. (BB) Route sought to be transferred from ECONOMY EXPRESS AND CARTAGE CO.: *General commodities,* with exceptions, as a *common carrier* over irregular routes, between all points in Milwaukee County, WI, all points in the towns of Brookfield, New Berlin, and Menomonee, Waukesha County, WI and all points in the town of Mequon, Ozaukee County, WI. Vendee is authorized to operate as a *common carrier* in IL, IN, KY, MI, OH, PA, WV, and WI. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-13516. Authority sought for control and merger by WILSON FREIGHT CO. 11353 Reed Hartman Hwy, Cincinnati, OH 45241, of STRICKLAND TRANSPORTATION CO., INC., 3011 Gulden Lane, Dallas, TX 75222, and for acquisition by David M. Gantz, Joseph M. Gantz, S. David Shor and John E. Shore, 11353 Reed Hartman Hwy, Cincinnati, OH 45241, of control of STRICKLAND TRANSPORTATION CO., INC., through the acquisition. Applicants' attorneys: Edward G. Bazelon, 39 South LaSalle Street, Chicago, IL 60603; Milton H. Bortz, 11353 Reed Hartman Hwy, Cincinnati, OH 45241, and Leroy Hallman, 4555 First National Bank Bldg., Dallas, TX 75202. Operating rights sought to be controlled and merged: General commodities, with the usual exceptions, and specified commodities, as a common carrier, over regular and irregular routes, from, to and between specified points and areas in the States of AL, AR, CT, DE, IL, IN, KY, LA, MD, MA, MI, MS, MO, NJ, NY, OH, OK, PA, RI, TN, TX, VA, WV, WI, and DC, with certain

restrictions, serving various intermediate and off-route points, and over alternate routes for operating convenience only, as more specifically described in Docket No..MC 59680 and sub numbers thereunder. This notice does not purport to be a complete description of all of the operating rights of the carrier involved. The foregoing summary is believed to be sufficient for purposes of public notice regarding the nature and extent of this carrier's operating rights without stating, in full the entirety thereof. Wilson Freight Co. is authorized to operate as a common carrier in AR, CO, DE, GA, IL, IN, IA, KS, KY, ME, MD, MA, MI, MN, MO, NH, NJ, NY, NC, OH, OK, PA, RI, TN, VT, VA, WV, WI and DC. Application has been filed for temporary authority under section 210a(b).

No. MC-F-13517. Authority sought for purchase by ROBERT HEATH TRUCKING, INC., 2909 Ave. C, P.O. Box 2501, Lubbock, TX 79408, of a portion of the operating rights of BERRY TRANSPORTATION, INC., P.O. Box 2147, Longview, TX 75601, and for acquisition by Robert Heath, of Lubbock, TX 79408, of control of such rights through the transaction. Applicants' representative: Charles J. Kimball, 350 Capitol Life Center, 1600 Sherman Street, Denver, CO 80203. Operating rights sought to be purchased: *Paper and paper articles* (except in bulk in tank vehicles) from Monroe and West Monroe, LA to points in TX on and west of a line beginning at the TX-OK State line and extending south along U.S. Hwy 281 to its junction with U.S. Hwy 86 to Port Lavace, TX (except San Antonio). Vendee is authorized to operate as a common carrier in WA, ID, MT, OR, CA, NV, UT, AZ, NM, CO, KS, OK, TX, AR, LA, MS, AL, TN, FL, GA, SC, NC, VA, WV, MD, NJ, PA, NY, CT, RI, MA, VT, NH, ME, and DC. Common control may be involved. Application has been filed for temporary authority under Section 210a(b).

MOTOR CARRIER OF PASSENGERS

No. MC-F-13520. Authority sought for purchase by the KELLEY TRANSIT CO., INC., 30 Railroad Square, Torrington, CT 06790, of the operating rights of JOHN L. CANNADA, d.b.a. CANNADA BUS SERVICE, 220 Capen Street (Rear), Hartford, CT 06103, and for acquisition by the E. J. KELLEY CO., INC., 30 Railroad Square, Torrington, CT 06790, of control of such rights through the purchase. Applicants' representative: Thomas A. Kelley, Jr., 30 Railroad Square, Torrington, CT 06790. Operating rights sought to be transferred: *Passengers and their baggage,* in charter operations, as a *common carrier* over irregular routes beginning and ending at Hartford, CT, and extending to points in MA, NY, NJ, PA, and DC. Vendee is authorized to operate as a common carrier in NY, CT, VT, MA, and RI. Application has been filed for temporary authority under section 210a(b).

No. MC-F-13521. Authority sought for purchase by STAR BULK TRANSPORT, INC., 821 North Front Street, New Ulm, MN 56073, of a portion of the operating rights of MIDWEST TRANSPORTATION CO., 2802 Avenue B, Council Bluffs, IA 51501, and for acquisition by A. L. SPAETH, 821 North Front Street, New Ulm, MN 56073, of control of such rights through the purchase. Applicants' attorneys: Scott E. Daniel, P.O. Box 82028, Lincoln, NB 68501, and Val M. Higgins, 1000 First National Bank Building, Minneapolis, MN 55402. Operating rights sought to be transferred: *Dairy products,* as defined in part B of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209, as a *common carrier* over irregular routes from points in IA, Plainview, NE, New Ulm, MN, and Freeman and Parkston, SD, to points in CT, DE, IL, IN, ME, MD, MA, MI, NH, NJ, NY, OH, PA, RI, VT, VA, WV, and DC, with restrictions, Vendee is authorized to operate as a *contract carrier* in MN, IL, WI, NJ, PA, NY, OH, CT, RI, MA, MD, FL, MO, AR, GA, IN, KS, KY, MI, TN, TX, VA, WV, NE, IA, NC, SC, and CO. Application has been filed for temporary authority under section 210a(b).

NOTE.—MC 128772 (Sub-No. 14F), is a directly related matter.

OPERATING RIGHTS APPLICATION(S) DIRECTLY RELATED TO FINANCE PROCEEDINGS

NOTICE

The following operating rights application(s) are filed in connection with pending finance applications under section 5(2) of the Interstate Commerce Act, or seek tacking and/or gateway elimination in connection with transfer applications under section 212(b) of the Interstate Commerce Act.

An original and two copies of protests to the granting of the authorities must be filed with the Commission within 30 days of this notice. All pleadings and documents must clearly specify the "F" suffix where the docket is so identified in this notice. Protests shall comply with Special Rule 247(e) of the Commission's General Rules of Practice (49 CFR 1100.247) and include a concise statement of protestant's interest in the proceeding and copies of its conflicting authorities. Verified statements in opposition should not be tendered at this time. A copy of the protest shall be served concurrently upon applicant's representative, or applicant if no representative is named.

Each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application.

No. MC 89700 (Sub-No. 1F), filed February 21, 1978. Applicant: PLANES MOVING & STORAGE, INC., 1714 Cleneay Avenue, Cincinnati, OH 45212. Applicant's representative: James J. Sheridan, P.O. Box 32096, Cincinnati, OH 45232. 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 Hamilton County, OH, and Campbell, Kenton and Boone Counties, KY, on the one hand, and, on the other, points in IL, IN, KY, MI, MO, OH, TN, AND WV.

NOTE.—This is a gateway elimination application, and is a matter directly related to MC-FC-77203, published in the FEDERAL REGISTER issue of November 14, 1977. If a hearing is deemed necessary, applicant requests it be held at Cincinnati or Columbus, OH.

No. MC 128772 (Sub-No. 14F), filed February 22, 1978. Applicant: STAR BULK TRANSPORT, INC., 821 North Front Street, New Ulm, Minnesota 56073. Applicant's representative: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minnesota 55402. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Dairy products,* as defined in part B of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209, from points in IA, Plainveiw, NE, New Ulm, NM, and Freeman and Parkston, SD, to points in CT, DE, IL, IN, ME, MD, MA, MI, NH, NJ, NY, OH, PA, RI, VT, VA, WV, and the District of Columbia, restricted to the transportation of traffic originating at the facilities of Associated Milk Producers, Inc., under a continuing contract or contracts with Associated Milk Producers, Inc.

NOTE.—The purpose of this application is to convert common carrier authority to contract carrier authority, and is a matter directly related to a section 5 proceeding in MC-F-13521, published in a previous section of this FEDERAL REGISTER issue. If a hearing is deemed necessary, applicant requests it be held at Minneapolis-St. Paul, MN.

MOTOR CARRIER INTRASTATE APPLICATION(S)

NOTICE

The following application(s) for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act. These applications are governed by Special Rule 245 of the Commis-

sion's General Rules of Practice (49 CFR 1100.245), which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

No. M-10852, filed January 27, 1978. Applicant: ARKANSAS EXPRESS, INC., 1612 East 31st Street, North Little Rock, AR. Applicant's representative: James M. Duckett, 1021 Pyramid Life Building, Little Rock, AR 72201. Certificate of Public Convenience and Necessity sought to operate a freight service, over regular routes, as follows: Transportation of: *General commodities* (except Classes A and B explosives, household goods, commodities in bulk and commodities requiring special equipment). (1) Between Pine Bluff, AR, and the AR-LA State line, from Pine Bluff over U.S. Hwy 65 to the intersection of AR Hwy 81, then over AR Hwy 81 to the AR-LA State line, and return over the same route, serving all intermediate points. (2) Between Warren, AR, and the AR-LA State line, from Warren over AR Hwy 15 to the intersection of AR Hwy 275, then over AR Hwy 275 to the AR-LA State line, and return over the same route, serving all intermediate points. (3) Between the intersection of U.S. Hwy 65 and U.S. Hwy 165 to the AR-LA State line, from the intersection of U.S. Hwy 65 and U.S. Hwy 165 over U.S. Hwy 165 to the AR-LA State line, from the intersection of U.S. Hwy 65 and U.S. Hwy 165 over U.S. Hwy 165 to the AR-LA State line, and return over the same route, serving all intermediate points. (4) Between Strong, AR, and the Mississippi River, from Strong over U.S. Hwy 82 to the Mississippi River, and return over the same route, serving all intermediate points. (5) Between Hamburg, AR and the Mississippi River, from Hamburg over AR Hwy 8 to the Mississippi River, and return over the same route, serving all intermediate points. (6) Between Wilmot, AR, and Eudora, AR, from Wilmot over AR Hwy 52 to the intersection of AR Hwy 159, then over AR Hwy 159 to Eudora, and return over the same route, serving all intermediate points. (7) Between Eudora, AR, and the AR-LA State line, from Eudora over AR Hwy 159 to the AR-LA State line, and return over the same route, serving all intermediate points. (8) Between Monticello, AR, and McGehee, AR, from Monticello over AR Hwy 4 to McGehee, and return over the same route, serving all intermediate points. (9) Between Jermone, AR, and the Mississippi River, from Jerome over AR Hwy 144 to the Mississippi River, and return over the same route, serving all intermediate points. (10) Between Pine Bluff, AR, and Marianna, AR, over U.S. Hwy 79, for operating convenience only, serving no intermediate points. Applicant proposes to tack requested routes at all common points of joinder, and with existing authority. Intrastate, interstate, and foreign commerce authority sought. Hearing: Date, Thursday, March 22, 1978, time, at 9:30 a.m. at the Arkansas Transportation Commission, Hearing Room, Justice Building, Little Rock, AR. Requests for procedural information should be addressed to Arkansas Transportation Commission, Justice Building, Little Rock, AR 72201, and should not be directed to the Interstate Commerce Commission.

No. X-11441, filed December 12, 1977. Applicant: BRUCE A. HUGHES, P.O. Box 99, St. Albans, ME 04971. Certificate of Public Convenience and Necessity sought to operate a freight service as follows: Transportation of: *General commodities* (except household goods, Classes A and B explosives and livestock, between the points in Group A and the points in Groups B and C, Group A: Bangor, Brewer, Hampden, ME. Group B: Newport, Pittsfield, Cannan, Palmyra, Hartland, St. Albans, Ripley, Cambridge, Willington, Harmony, Athens, Cornville, East Madison, Solon, Embden, Moscow, Bingham, Mayfield, Brighton, and Kingsbury, ME. Group C: Skowhegan, Norridgwock, Madison, Anson, North Anson, New Portland, North New Portland, Kingfield, Carrabassett, Stratton, Eustis, Bigelow, Jerusalem, and Coburn Gore, ME. Applicant will pick up in the A.M. at the points in Group A and deliver the same afternoon in Groups B and C. Applicant wishes to interline interstate and foreign commerce at the points in Group A destined for points in Groups B and C. Applicant will travel over the following routes: 95-2-201-16-146-27-151-150-152-154-23. Interstate, intrastate and foreign commerce authority sought. Hearing: Date, time, and place not yet fixed. Requests for procedural information should be addressed to Maine Public Utilities Commission, State House Annex, Capitol Shopping Center, Augusta, ME 04330, and should not be directed to the Interstate Commerce Commission.

By the Commission.

H. G. HOMME, Jr.,
Acting Secretary.

[FR Doc. 78-6091 Filed 3-8-78; 8:45 am]

[1505-01]

[Volume No. 64]

Petitions, Applications, Finance Matters (Including Temporary Authorities), Railroad Abandonments, Alternate Route Deviations, and Intrastate Applications

Correction

In FR Doc. 78-4823, appearing at page 7766 in the issue of Friday, February 24, 1978, make the following changes:

1. On page 7777, second column, the first line of the first complete paragraph should read, "No. MC 117068 (Sub-No. 91)F, filed".

2. On page 7793, second column, the first line of the last complete paragraph (above the last note) should read, "No. MC 123387 (Sub-N . 12)F, filed".

[7035-01]

[Notice No. 605]

ASSIGNMENT OF HEARINGS

MARCH 6, 1978.

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.

MC 99581 (Sub 4), Vaca Valley Bus Lines, Inc., is now assigned for hearing April 10, 1978 (1 week), at San Francisco, CA, at a location to be later designated.

MC 124211 (Sub 296), Hilt Truck Line, Inc., is now assigned for hearing April 18, 1978, at 9:30 a.m., local time, at the offices of the Interstate Commerce Commission, Washington, DC.

H. G. HOMME, Jr.,
Acting Secretary.

[FR Doc. 78-6217 Filed 3-8-78; 8:45 am]

[7035-01]

[Notice No 606]

ASSIGNMENT OF HEARINGS

MARCH 6, 1978.

Cases assigned for hearing, postponement, cancellation, or oral argu-

ment 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 n 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.

CORRECTION

No. MC-C-9887, Robert L. Allen, d.b.a. R. Allen Transport v. Jay Brian Transport Corp., et al., now assigned March 20, 1978, at Boston, MA, will be held in Room 501, Fifth Floor, 150 Causeway Street, instead of March 30, 1978.

H. G. HOMME, Jr.,
Acting Secretary.

[FR Doc. 78-6218 Filed 3-8-78; 8:45 am]

[7035-01]

[ICC Order No. 6, Amdt. 3; Rev. S.O. No. 1252]

BALTIMORE & OHIO RAILROAD CO.

Rerouting or Diversion of Traffic

Upon further consideration of ICC Order No. 6 (the Baltimore & Ohio Railroad Co.) and good cause appearing therefor:

It is ordered, That ICC Order No. 6 be, and it is hereby, amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) *Expiration date.* This order shall expire at 11:59 p.m., August 31, 1978, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., February 28, 1978, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., February 27, 1978.

INTERSTATE COMMERCE COMMISSION,
JOEL E. BURNS,
Agent.

[FR Doc. 78-6219 Filed 3-8-78; 8:45 am]

[7035-01]

[Exception No. 1 to S.O. No. 1301]

BURLINGTON NORTHERN, INC.

Car Service Rules

Pursuant to the authority vested in me by section (a)(6) of Service Order No. 1301, the Burlington Northern, Inc., is authorized to use 40-foot narrow-door plain boxcars owned by any railroad which has made its cars exempt from car service rules 1 and 2 and which are identified in Interstate Commerce Commission exemptions Nos. 8, 12, and 129, or successive issues thereof.

Effective: February 21, 1978.

Issued at Washington, D.C., February 21, 1978.

JOEL E. BURNS,
Director,
Bureau of Operations.

[FR Doc. 78-6221 Filed 3-8-78; 8:45 am]

[7035-01]

[Exception No. 2 to S.O. No. 1301]

BURLINGTON NORTHERN, INC.

Car Service Rules

Pursuant to the authority vested in me by section (a)(6) of Service Order No. 1301, the Burlington Northern, Inc., is authorized to use 40-foot narrow-door boxcars owned by other railroads which are located in the States of Colorado, Wyoming, and Montana, or west thereof, for loading to any point on its line between Kansas City, Mo.; Omaha, Nebr.; Sioux City, Iowa; Minneapolis, Minn.; and Duluth, Minn.; or east thereof, regardless of the provisions of section (a)(7) of Service Order No. 1301.

Such cars must be used in compliance with car service rules 1 and 2 unless made exempt from these rules by the car owner.

This exception shall not apply to cars subject to Interstate Commerce Commission or Association of American Railroads' orders requiring return of cars to owners.

Effective: February 24, 1978.

Issued at Washington, D.C., February 24, 1978.

JOEL E. BURNS,
Director,
Bureau of Operations.

[FR Doc. 78-6223 Filed 3-8-78; 8:45 am]

[7035-01]

[Rule 19, Ex Parte No. 241; Exemption No. 143, Amdt. 1]

EXEMPTION UNDER PROVISION OF MANDATORY CAR SERVICE RULES

Upon further consideration of exemption No. 143 issued January 26, 1978.

It is ordered, That, under authority vested in me by car service rule 19, exemption No. 143 to the mandatory car service rules ordered in Ex Parte No. 241 is amended to expire March 31, 1978.

This amendment shall become effective February 28, 1978.

Issued at Washington, D.C., February 27, 1978.

INTERSTATE COMMERCE COMMISSION,
JOEL E. BURNS,
Agent.

[FR Doc. 78-6222 Filed 3-8-78; 8:45 am]

[7035-01]

IRREGULAR-ROUTE MOTOR COMMON CARRIERS OF PROPERTY

Elimination of Gateway Letter Notices

FEBRUARY 24, 1978.

The following letter-notices of proposals to eliminate gateways for the purpose of reducing highway congestion, alleviating air and noise pollution, minimizing safety hazards, and conserving fuel have been filed with the Interstate Commerce Commission under the Commission's *Gateway Elimination* Rules (49 CFR Part 1065), 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 March 20, 1978. 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.

The following applicants seek to operate as a *common carrier,* by motor vehicles, over irregular routes.

No. MC 78228 (Sub-No. E216) (correction), filed September 25, 1975, published in the FEDERAL REGISTER issue of January 11, 1978, and republished, as corrected, this issue. Applicant: J. MILLER EXPRESS, 152 Wabash Street, Pittsburgh, PA 15220. Applicant's representative: William J. Lavelle, 2310 Grant Building, Pittsburgh, PA 15219. *Alloys, ores, and silicon metals,* in dump vehicle (except scrap metal), from points in that part of PA bounded by a line beginning at Bradford, PA, then along U.S. Hwy 219 to the PA-MD State line, then along PA-MD State line to the PA-WV State line, then along the PA-WV State line to the junction of U.S. Hwy 19, then along U.S. Hwy 19 to junction U.S. Hwy 40, then along U.S. Hwy 40 to Washington, PA, then along U.S. Hwy 19 to Pittsburgh, PA, then along PA Hwy 8 to Butler, PA, then along PA Hwy 68 to Clarion, PA, then along

Interstate Hwy 80 to junction PA Hwy 66, then along PA Hwy 66 to junction U.S. Hwy 219, then along U.S. Hwy 219 to the place of beginning to points in IN on or west of a line beginning at the IN-MI State line at U.S. Hwy 31, then along U.S. Hwy 31 to Indianapolis, IN, then along IN Hwy 37 to the IN-KY State line. The purpose of this filing is to eliminate the gateway of Braddock, PA.

NOTE.—The purpose of this correction is to correct the destination territory.

No. MC 78228 (Sub-No. E237) (correction), filed September 25, 1975, published in the FEDERAL REGISTER issue of January 20, 1978, and republished, as corrected, this issue. Applicant: J. MILLER EXPRESS, 152 Wabash Street, Pittsburgh, PA 15220. Applicant's representative: William J. Lavelle, 2310 Grant Building, Pittsburgh, PA 15219. *Alloys, ores, and silicon metals,* from points in WV on or north of U.S. Hwy 50 to points in PA on or north and east of a line beginning at the PA-NY State line, then along U.S. Hwy 219 to junction PA Hwy 59, then along PA Hwy 59 to junction U.S. Hwy 6, then along U.S. Hwy 6 to Wellsboro, PA, then along PA Hwy 287, to junction U.S. Hwy 220, then along U.S. Hwy 220 to junction PA Hwy 442, then along PA Hwy 442 to junction PA Hwy 42, then along PA Hwy 42 to Ashland, PA, then along PA Hwy 54 to junction U.S. Hwy 209, then along U.S. Hwy 209 to junction Interstate Hwy 80, then along Interstate Hwy 80 to the PA-NY State line. The purpose of this filing is to eliminate the gateway of Braddock, PA.

NOTE.—The purpose of this correction is to correct the territorial description.

No. MC 78228 (Sub-No. E244) (correction), filed September 25, 1975, published in the FEDERAL REGISTER issue of January 20, 1978, and republished, as corrected, this issue. Applicant: J. MILLER EXPRESS, 152 Wabash Street, Pittsburgh, PA 15220. Applicant's representative: William J. Lavelle, 2310 Grant Building, Pittsburgh, PA 15219. *Ferro alloys and silicon scrap metals,* in dump vehicles, from points in that part of OH south or west of a line beginning at Lake Erie, then along U.S. Hwy 322 to the PA-OH State line, then along the PA-OH State line to the OH-WV State line, then along the OH-WV State line to the OH-KY State line to points in VT. The purpose of this filing is to eliminate the gateway of East Liverpool, OH.

NOTE.—The purpose of this correction is to clarify the destination area.

No. MC 78228 (Sub-No. E257) (correction), filed September 25, 1975, published in the FEDERAL REGISTER issue of January 20, 1978, and republished, as corrected, this issue. Applicant: J. MILLER EXPRESS, 152 Wabash Street, Pittsburgh, PA 15220. Applicant's representative: William J. Lavelle, 2310 Grant Building, Pittsburgh, PA 15219. *Alloys, ores, and silicon metals,* in dump vehicles, from points in ME to points in that part of KY north or west of a line beginning at the KY-OH State line, then along U.S. Hwy 23 to junction U.S. Hwy 460, then along U.S. Hwy 460 to junction KY Hwy 30, then along KY Hwy 30 to junction Interstate Hwy 75, then along Interstate Hwy 75 to the KY-TN State line. The purpose of this filing is to eliminate the gateway of Braddock, PA, and Niagara Falls, NY.

NOTE.—The purpose of this correction is to correct the territorial description.

No. MC 83539 (Sub-No. E353), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III, (same as above). *Commodities,* the transportation of which, because of their size or weight, requires the use of special equipment, between points in the State of AK on the one hand and, on the other, points in the State of LA, restricted against service in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. The purpose of this filing is to eliminate the gateways of points in IL, IN, KY, AR, and MS.

No. MC 83539 (Sub-No. E359), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III, (same as above). *Commodities,* the transportation of which, because of their size or weight, requires the use of special equipment, between points in the State of CO on the one hand and, on the other, points in the State of IN, restricted againt (1) service in the stringing or picking up of pipe in connection with oil or gas pipelines, and (2) service in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. The purpose of this filing is to eliminate the gateways of Wichita, KS, and points in IL, IN, and MO.

No. MC 83539 (Sub-No. E360), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, between points in the State of CO on the one hand and, on the other, points in the State of OH, restricted against (1) service in the stringing or picking up of pipe in connection with oil or gas pipelines, and (2) service in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. The purpose of this filing is to eliminate the gateways of (a) Wichita, KS, and points in IL, IN, and MO, or (b) the gateways of points in SD, IA, IL, and IN.

No. MC 83539 (Sub-No. E361), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, between points in the State of CO on the one hand and, on the other, points in the State of RI, restricted against (1) service in the stringing or picking up of pipe in connection with oil or gas pipelines, and (2) service in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. The purpose of this filing is to eliminate the gateways of Wichita, KS, Philadelphia, PA, and points in IL, IN, and MO.

No. MC 83539 (Sub-No. E362), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, between points in the State of CO on the one hand and, on the other, points in the State of VA, restricted against (1) service in the stringing or picking up of pipe in connection with oil or gas pipelines, and (2) service in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. The purpose of this filing is to eliminate the (a) gateways of Wichita, KS, and points in IL, IN, and MO or (b) the gateways of Wichita, KS, and points in IL, KY, and MO.

No. MC 83539 (Sub-No. E363), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, between points in the State of CT on the one hand and, on the other, points in the State of FL in and west of Okaloosa County. The purpose of this filing is to eliminate the gateways of Nashville, TN, Philadelphia, PA, and points in KY.

No. MC 83539 (Sub-No. E364), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III, (same as above). *Commodities,* the transportation of which, because of

their size or weight, require the use of special equipment, between points in the State of CT on the one hand and, on the other, points in the State of MI. The purpose of this filing is to eliminate the gateway of Philadelphia, PA.

No. MC 83539 (Sub-No. E365), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, between points in the State of CT on the one hand and, on the other, points in NJ in and south of Camden and Atlantic Counties. The purpose of this filing is to eliminate the gateway of Philadelphia, PA.

No. MC 83539 (Sub-No. E449), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, between points in MA on the one hand and, on the other, those points in NJ in and south of Gloucester, Cumberland, and Cape May counties.

The purpose of this filing is to eliminate the gateway of Philadelphia, PA.

No. MC 83539 (Sub-No. E471), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, and *related machinery, parts,* and *related contractor's materials and supplies* when moving in connection with such commodities, between points in NJ on the one hand and, on the other, points in OH. The purpose of this filing is to eliminate the gateway of points in PA.

No. MC 83539 (Sub-No. E472), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, and related machinery, parts, and related contractor's materials, and supplies when moving in connection with such commodities, between points in NJ on the one hand and, on the other, points in WV. The purpose of this filing is to eliminate the gateway of points in PA.

No. MC 83539 (Sub-No. E473), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, and parts of such commodities when moving in connection with such commodities, between points in NM on the one hand and, on the other, points in OH. Restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. The purpose of this filing is to eliminate the gateway of IN.

No. MC 83539 (Sub-No. E474), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, and *related machinery, parts, and related contractor's materials, and supplies* when moving in connection with such commodities, between points in NY on the one hand and, on the other, points in OH. The purpose of this filing is to eliminate the gateway of points in PA.

No. MC 83539 (Sub-No. E475), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, and *related machinery parts,* when moving in connection with such commodities, between points in NY on the one hand and, on the other, points in TN in and west of Clay, Jackson, Putnam, White, Bledsoe, Rhea, Meigs, McMinn, and Hamilton counties. The purpose of this filing is to eliminate the gateways of PA, KY, and points within a 50-mile radius of Nashville, TN.

No. MC 83539 (Sub-No. E476), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, and *related machinery parts, and related contractor's materials, and supplies* when moving in connection with such commodities, between points in NY on the one hand and, on the other, points in VA. The purpose of this filing is to eliminate the gateway of such points in PA.

No. MC 83539 (Sub-No. E477), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, and *related machinery parts, and related contractor's materials, and supplies* when moving in connection with such commodities, between points in NY on the one hand and, on the other, points in WV. The purpose of this filing is to eliminate the gateway of points in PA.

No. MC 83539 (Sub-No. E478), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment and, *related machinery, and related contractor's materials, and supplies* when moving in connection with such commodities, between points in ND on the one hand and, on the other, points in WV. Restriction: The authority granted herein is subject to the condition that carrier shall not engage in the stringing or picking up of pipe along pipelines. The purpose of this filing is to eliminate the gateway of points in OH.

No. MC 83539 (Sub-No. E479), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, between points in ND in and west of Divide, Williams, McKenzie, Billings, Stark, Hettinger and Adams Counties, WI. Restriction: The service authorized hereinabove is subject to the following restrictions: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. No service shall be performed in the stringing or picking up of pipe in connection with oil or gas pipelines. The purpose of this filing is to eliminate the gateways of points in IL, IN, IA, and SD.

No. MC 83539 (Sub-No. E480), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment and parts of such commodities when moving in connection with such commodities, between points in OH on the one hand and, on the other, points in OK. Restriction: The service authorized above is subject to the following restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. The purpose of this

filing is to eliminate the gateway of points in IN.

No. MC 83539 (Sub-No. E481), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, between points in OH on the one hand and, on the other, points in RI. The purpose of this filing is to eliminate the gateway of Philadelphia, PA.

No. MC 83539 (Sub-No. E482), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and parts thereof when moving in connection with such commodities, between (A) points in OH in Williams and Defiance Counties on the one hand and, on the other, points in SC in Jasper, Beaufort, Colleton, Charleston Counties, and (B) points in OH in and west of Ottawa, Sandusky, Seneca, Wyandot, Hardin, Logan, Champaign, Clark, Greene, Warren, and Hamilton Counties on the one hand and, on the one hand and, on the other, points in SC in Jasper and Beaufort Counties. Restriction: The authority granted is restricted against the transportation of aircraft and missiles, and parts thereof. The purpose of this filing is to eliminate the gateways of KY, points within 50 miles of Nashville, TN, NC, and GA.

No. MC 83539 (Sub-No. E483), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment and parts, thereof when moving in connection with such commodities, between points in OH on the one hand and, on the other, points in TN in and west of Sumner, Wilson, Cannon, Warren, Grundy and Marion Counties. The purpose of this filing is to eliminate the gateways of points in KY and points within a 50-mile radius of Nashville, TN.

No. MC 83539 (Sub-No. E484), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment and parts, of such commodities when moving in connection with such commodities, between points in OH on the one hand and, on the other, points in TX. Restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. The purpose of this filing is to eliminate the gateway of points in IN and KY.

No. MC 83539 (Sub-No. E485), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment and parts, of such commodities when moving in connection with such commodities, between points in OH on the one hand and, on the other, points in WI. Restriction: The service authorized hereinabove is subject to the following restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines, or in the stringing or picking up of pipe in connection with oil or gas pipelines. The purpose of this filing is to eliminate the gateways of points in IN and IL.

No. MC 83539 (Sub-No. E486), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, between points in OR on the one hand and, on the other, points in SC. Restriction: The service authorized is subject to the following restrictions: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. No service shall be performed in the stringing or picking up of pipe in connection with oil or gas pipelines. The purpose of this filing is to eliminate the gateways of KS, MO, IL, KY, points within a 50-mile radius of Nashville, TN, NC, and GA.

No. MC 83539 (Sub-No. E487), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment between points in PA, in, west, and south of Tioga, Lycoming, Columbia, Schuylkill, Lehigh and Bucks Counties on the one hand and, on the other, points in RI. The purpose of this filing is to eliminate the gateway of Philadelphia, PA.

No. MC 83539 (Sub-No. E488), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and parts thereof, when moving in connection with such commodities, between points in PA on the one hand and, on the other, points in TN in and west of Macon, Jackson, Putnam, White, Bledsoe, and Hamilton Counties. The purpose of this filing is to eliminate the gateways of KY, and points within a 50-mile radius of Nashville, TN.

No. MC 83539 (Sub-No. E489), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, between points in RI on the one hand and, on the other, points in TN in and west of Pickett, Fentress, Overton, Putnam, White, Bledsoe, and Hamilton Counties. The purpose of this filing is to eliminate the gateways of Philadelphia, PA, KY and points within a 50-mile radius of Nashville, TN.

No. MC 83539 (Sub-No. E490), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, between points in RI on the one hand and, on the other, points in VA. The purpose of this filing is to eliminate the gateway of Philadelphia, PA.

No. MC 83539 (Sub-No. E492), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III (same as above). *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment and related contractors' materials and supplies when their transportation is incidental to the transportation, by carriers, of commodities which, by reason of size or weight, require special equipment between points in SD and points in VA, restricted against the stringing or pickup up of any of the above commodities in connection with main or truck lines. The purpose of this filing is to eliminate the gateways of IA, IL, and IN.

No. MC 83539 (Sub-No. E491), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Commodities*, the transportation of which, because of their size or

weight, require the use of special equipment, between points in RI on the one hand and, on the other, points in WV. The purpose of this filing is to eliminate the gateway of Philadelphia, PA.

No. MC 83539 (Sub-No. E495), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, and, related machinery, parts, materials, and supplies when moving in connection with such commodities; between points in TN in and west of Clay, Jackson, Smith, DeKalb, Warren, Coffee and Franklin Counties on the one hand and, on the other, points in VA in and east of Frederick, Warren, Rappahannock, Culpeper, Orange, Louisa, Goochland, Powhatan, Amelia, Nottoway, and Brunswick Counties. The purpose of this filing is to eliminate the gateways of points in TN within a 50-mile radius of Nashville, TN, and KY or VA.

No. MC 83539 (Sub-No. E496), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment and, related machinery, parts, materials, and supplies when moving in connection with such commodities; between points in TN in and west of Macon, Trousdale, Wilson, Cannon, Warren, Grundy, and Marion Counties on the one hand and, on the other, points in WV. The purpose of this filing is to eliminate the gateways of points in TN within a 50-mile radius of Nashville, TN, and KY.

No. MC 83539 (Sub-No. E500), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III, (same as above). *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment and, related machinery parts and related contractor's materials and supplies when moving in connection with such commodities, between points in WV and WY, restricted against the stringing and picking up of the above commodities, in connection with main or trunk pipelines. The purpose of this filing is to eliminate the gateways of IN, IL, IA, and SD.

No. MC 83539 (Sub-No. E501), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III (same as above). *Self-propelled articles* each weighing 15,000 pounds or more (except in driveaway service), and related machinery, parts, materials, and supplies, between (1) points in AL in and east of Madison, Marshall, Etowah, Calhoun, Cleburne, Randolph, Chambers, Lee, and Russell Counties, AL, and points in MO in and west of Mercer, Grundy, Livingston, Carroll, Saline, Pettis, Benton, Camden, Laclede, Teas, and Howell Counties, MO, and (2) points in AL in and east of Madison, Morgan, Cullman, Blount, Jefferson, Shelby, Chilton, Autauga, Lowndes, Butler, and Covington Counties, AL and points in Atchison, Holt, Andrew, Buchanan, Platte, Jackson, Cass, Bates, Vernon, Barton, Jasper, Newton, and McDonald Counties, MO, restricted to commodities which are transported on trailers. The purpose of this filing is to eliminate the gateways of Nashville, TN, KY, and AR.

No. MC 83539 (Sub-No. E502), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III (same as above). *Self-propelled articles* each weighing 15,000 pounds or more (except in driveaway service) and *related machinery, parts, materials, and supplies,* between points in AL and PA. The purpose of this filing is to eliminate the gateways of KY and points within a 50 mile radius of Nashville, TN.

No. MC 83539 (Sub-No. E503), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III (same as above). *Self-propelled articles* each weighing 15,000 pounds or more (except in driveaway service) and *related machinery, parts, materials, and supplies,* between points in AR and MI. The purpose of this filing is to eliminate the gateway of IN.

No. MC 83539 (Sub-No. E504), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III (same as above). *Self-propelled articles* each weighing 15,000 pounds or more (except in driveaway service) and *related machinery, parts, materials, and supplies,* between points in AR and OH. The purpose of this filing is to eliminate the gateway of KY.

No. MC 83539 (Sub-No. E505), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III (same as above). *Self-propelled articles* each weighing 15,000 pounds or more (except in driveaway service) and *related machinery, parts, materials, and supplies,* between points in PA and AR. The purpose of this filing is to eliminate the gateway of KY.

No. MC 83539 (Sub-No. E506), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III (same as above). *Self-propelled articles* each weighing 15,000 pounds or more (except in driveaway service), and *related machinery, parts, materials, and supplies,* between points in AZ and MI, restricted to commodities which are transported on trailers. The purpose of this filing is to eliminate the gateways of IN and NM.

No. MC 83539 (Sub-No. E507), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III (same as above). *Self-propelled articles* each weighing 15,000 pounds or more (except in driveaway service), and *related machinery, parts, materials, and supplies,* between (A) points in CO in and west of Weld, Adams, Arapahue, Lincoln, Kit Carson, Cheyenne, Kiowa, Prowers, and Baca Counties, CO on the one hand and, on the other, points in IL in and south of Jackson, Williamson, Saline, and Gallatin Counties, IL, and (B) points in Montezuma and La Plata Counties, CO on the one hand and, on the other, points in and east of Kankakee, Ford, Champaign, Douglas, Coles, Cumberland, Effingham, Clay, Marion, Jefferson, Perry and Randolph, restricted to commodities which are transported on trailers. The purpose of this filing is to eliminate the gateways of Wichita, KS, OK, and KY.

No. MC 83539 (Sub-No. E508), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III (same as above). *Self-propelled motor articles* each weighing 15,000 pounds or more (except in driveaway service), and *related machinery, parts, materials, and supplies,* between points in CO and IN, restricted to commodities which are transported on trailers. The purpose of this filing is to eliminate the gateways of Wichita, KS, and OK.

No. MC 83539 (Sub-No. E562), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III (same as above). *Self-propelled articles* each weighing 15,000 pounds or more (except in driveaway service), and *related parts* moving in connection therewith between points in OH on the one hand and, on the other, points in TN in and west of Sumner, Wilson, Cannon, Warren, Grundy and Marion Counties. Restriction: The operations

authorized herein are restricted to commodities which are transported on trailers. The purpose of this filing is to eliminate the gateways of KY and Nashville, TN and points in TN within 50 miles of Nashville.

No. MC 83539 (Sub-No. E563), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III (same as above). *Self-propelled articles* each weighing 15,000 pounds or more (except driveaway service), and *related machinery, parts, tools, and supplies,* between points in OK on the one hand and, on the other, points in PA. Restriction: The operations authorized herein are restricted to commodities which are transported on trailers. The purpose of this filing is to eliminate the gateway of IN.

No. MC 83539 (Sub-No. E564), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Self-propelled articles,* each weighing 15,000 pounds or more (except in driveaway service), and *related parts* moving in connection therewith between points in PA on the one hand and, on the other, points in TN in and west of Macon, Jackson, Putnam, White, Bledsoe, and Hamilton Counties. Restriction: Operations authorized herein are restricted to commodities which are transported on trailers. The purpose of this filing is to eliminate the gateways of KY, and Nashville, TN, and points in TN within a 50 mile radius of Nashville.

No. MC 83539 (Sub-No. E565), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Self-propelled articles,* each weighing 15,000 pounds or more (except in driveaway service), and *related machinery, parts, tools, and supplies* moving in connection therewith between points in SD on the one hand and, on the other, points in VA. Restriction: The operations authorized herein are restricted to commodities which are transported on trailers. The purpose of this filing is to eliminate the gateways of IA, IL and IN.

No. MC 83539 (Sub-No. E566), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Self-propelled articles,* each weighing 15,000 pounds or more (except in driveaway service), and *related machinery, parts, tools, and supplies* moving in connection therewith between points in SD on the one hand and, on the other, points in WV. Restriction: The operations authorized herein are restricted to commodities which are transported on trailers. The purpose of this filing is to eliminate the gateways of IA, IL and IN.

No. MC 83539 (Sub-No. E567), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Self-propelled articles,* each weighing 15,000 pounds or more (except in driveaway service), and *related parts* moving in connection therewith between points in TN, in and west of Clay, Jackson, Smith, DeKalb, Warren, Coffee, and Franklin Counties on the one hand and, on the other, points in VA, in and east of Frederick, Warren, Rappahannock, Culpeper, Orange, Louisa, Goochland, Powhatan, Ameba, Nottaway, and Brunswick Counties. Restriction: Operations authorized herein are restricted to commodities which are transported on trailers. The purpose of this filing is to eliminate the gateways of Nashville, TN, and points in TN within 50 miles of Nashville, and KY.

No. MC 83539 (Sub-No. E568), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Self-propelled articles,* each weighing 15,000 pounds or more (except in driveaway service), and *related parts* moving in connection therewith between points in TN in and west of Macon, Trousdale, Wilson, Cannon, Warren, Grundy, and Marian Counties on the one hand and, on the other, points in WV. Restriction: Operations authorized herein are restricted to commodities which are transported on trailers. The purpose of this filing is to eliminate the gateways of Nashville, TN, and points in TN within a 50 mile radius of Nashville, and KY.

No. 83539 (Sub-No. E585), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Heavy machinery,* between: (A) points in Indiana in and south of Newton, Montgomery, Hendricks, Marion, Hancock, Henry, and Wayne Counties on the one hand and, on the other, points in VT in, east, and south of Rutland, Windsor, Orange, Caledonia, and Orleans Counties; (B) between points in IN in and south of Vigo, Clay, Owen, Monroe, Brown, Bartholomew, Cecaten, Ripley, and Dearborn Counties on the one hand and, on the other, points in VT; (C) between points in IN on the one hand and, on the other, points in Orleans, Caledonia, and Essex Counties, VT. The purpose of this filing is to eliminate the gateways of points in PA, NY, and Worcester, MA.

No. 83539 (Sub-No. E586), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Heavy machinery,* between points in KY on the one hand and, on the other, points in NH. The purpose of this filing is to eliminate the gateways of Philadelphia, PA and Worcester, MA, and points within 25 miles of Worceter.

No. 83539 (Sub-No. E587), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Heavy machinery,* between points in KY on the one hand and, on the other, points in NC. The purpose of this filing is to eliminate the gateway of points in VA.

No. 83539 (Sub-No. E588), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Heavy machinery,* between points in KY on the one hand and, on the other, points in SC (VA and NC)* Restriction: The authority granted immediately above is subject to the condition that the carrier shall not transport aircraft and missiles, and parts thereof. The purpose of this fling is to eliminate the gateways indicated by the asterisks above.

No. 83539 (Sub-No. E592), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III (same as above). *Heavy machinery,* between points in MD, in and east of Baltimore, Anne Arundel, Calvert and St. Marys Counties on the one hand and, on the other, points in VT in and north of Rutland and Windsor Counties. The purpose of this filing is to eliminate the gateways of PA, Philadelphia, PA, and Worcester, MA.

No. MC 83539 (Sub-No. E593), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III, (same as above). *Heavy machinery,* between points in MA on the one hand and, on the other, points in NC. The purpose of this filing is to eliminate the gateways of Philadelphia, PA and VA.

No. MC 83539 (Sub-No. E594), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: H. N. Cunningham III, (same as above). *Heavy machinery,* between points in MA on the one hand and, on the other, points in SC. (Philadelphia, PA, VA and NC*). Restriction: The authority granted immediately above is subject to the condition that the carrier shall not transport aircraft

and missiles, and parts thereof. The purpose of this filing is to eliminate the gateways indicated by the asterisks above.

No. MC 83539 (Sub-No. E619), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson, (same as above). *Self-propelled articles,* (except in driveaway service), each weighing 15,000 pounds or more and related machinery, tools, parts, and supplies moving in connection therewith, between, (a) points in IL in and east of Jo Daviess, Carroll, Whiteside, Henry, Knox, Fulton, Mason, Cass, Morgan, Scott, Greene, and Jersey Counties on the one hand and, on on the other, points in OR in, west, and north of Wallowa, Umatilla, Morrow, Gilliam, Sherman, Wasco, Jefferson, Linn, Lane, Douglas, and Coos Counties; and (b) between points in IL, in, east and south of Stephenson, Ogle, Lee, Bureau, Stark, Peoria, Tazewell, Logan, Sangamon, Montgomery, Bond, Clinton, Washington, Perry, and Jackson Counties on the one hand and, on the other, points in OR in, west, and north of Sherman, Wasco, Jefferson, Linn, Benton, and Lincoln Counties, restricted to the transportation of commodities which are transported on trailers. The purpose of this filing is to eliminate the gateways of points in NE and MT on and west of a line extending north and south through Butte and Dupuyer, MT.

No. MC 107012 (Sub-No. E250) filed July 7, 1977. Applicant: NORTH AMERICAN VAN LINES, INC., P.O. Box 988, Fort Wayne, IN 46801. Applicant's representative: David D. Bishop and Gary M. Crist, P.O. Box 988, Fort Wayne, IN 46801. *New household furnishings* (except new furniture) crated, from points in Chicago, IL to points in TX. The purpose of this filing is to eliminate the gateway of Vinita, OK.

No. MC 107012 (Sub-No. E252) filed July 7, 1977. Applicant: NORTH AMERICAN VAN LINES, INC., P.O. Box 988, Fort Wayne, IN 46801. Applicant's representative: David D. Bishop and Gary M. Crist, P.O. Box 988, Fort Wayne, IN 46801. *New Household Furnishings,* (Except new furniture) *crated* (1) From points in KS, to points in CT, DE, DC, MD, MA, NJ, NY, and RI. (2) From points in Atchison, Brown, Doniphan, Douglas, Franklin, Jackson, Jefferson, Johnson, Leavenworth, Marshall, Miami, Memaha, Osage, Pottawatomie, Shawnee, Wabaunsee, Wyandotte Counties, KS, to points in Adams, Allen, Blackford, De Kalb, Delaware, Elkhart, Grant, Huntington, Jay, Kosciusko, Lagrange, Noble, Randolph, Steuben, Wabash, Wells, Whitley, Benton, Carroll, Cass, Fountain, Fulton, Howard, Jasper, Lake, La Porte, Marshall, Miami, Montgomery, Newton, Porter, Pulaski, Saint Joseph, Starke, Tippecanoe, Warren, White Counties, IN; Ashland, Ashtabula, Carroll, Columbiana, Cuyahoga, Erie, Geauga, Harrison, Holmes, Huron, Jefferson, Lake, Lorain, Mahoning, Medina, Portage, Stark, Summit, Trumbull, Tuscarawas, Wayne, Coshocton, Crawford, Delawre, Fairfield, Fayette, Franklin, Knox, Licking, Logan, Madison, Marion, Morrow, Pickaway, Richland, Union, Athens, Belmont, Gallia, Guernsey, Hocking, Jackson, Lawrence, Meigs, Monroe, Morgan, Muskingum, Noble, Perry, Pike, Ross, Scioto, Vinton, Washington, Allen, Auglaize, Defiance, Fulton, Hancock, Hardin, Henry, Lucas, Mercer, Ottawa, Paulding, Putnam, Sandusky, Seneca, Van Wert, Williams, Wood, Wyandot Counties, OH; Greenbrier, McDowell, Mercer, Monroe, Pocahontas, Raleigh, Summers, Wyoming, Braxton, Clay, Fayette, Kanawha, Nicholas, Webster, Barbour, Berkeley, Doddridge, Grant, Hampshire, Hardy, Harrison, Jefferson, Lewis, Marion, Mineral, Monongalia, Morgan, Pendleton, Preston, Randolph, Taylor, Tucker, Tyler, Upshur, Wetzel, Calhoun, Gilmer, Jackson, Mason, Pleasants, Ritchie, Roane, Wirt, Wood, Brooke, Hancock, Marshall, Ohio Counties, WV, and points in MI and PA. (3) From points in Clark, Comanche, Edwards, Finney, Ford, Grant, Gray, Hamilton, Haskell, Hodgeman, Kearny, Kiowa, Meade, Morton, Pawnee, Seward, Stanton, Stevens Counties, KS, to points in Adams, Allen, Blackford, De Kalb, Delawre, Elkhart, Grant, Huntington, Jay, Kosciusko, Lagrange, Noble, Randolph, Steuben, Wabash, Wells, Whitley, Benton, Carroll, Cass, Fountain, Fulton, Howard, Jasper, Lake, La Porte, Marshall, Miami, Montgomery, Newton, Porter, Pulaski, Saint Joseph, Starke, Tippecanoe, Warren, White Counties, IN: Bath, Boone, Bourbon, Boyd, Bracken, Campbell, Carroll, Carter, Clark, Elliott, Fleming, Franklin, Gallatin, Grant, Greenup, Harrison, Johnson, Kenton, Lawrence, Lewis, Magoffin, Martin, Mason, Menifee, Montgomery, Morgan, Nicholas, Owen, Pendleton, Powell, Robertson, Rowan, Scott, Wolfe Counties, KY; points in MI, OH, PA; Greenbrier, McDowell, Mercer, Monroe, Pocahontas, Raleigh, Summers, Wyoming, Braxton, Clay, Fayette, Kanawha, Nicholas, Webster, Barbour, Berkeley, Doddridge, Grant, Hampshire, Hardy, Harrison, Jefferson, Lewis, Marion, Mineral, Monongalia, Morgan, Pendleton, Preston, Randolph, Taylor, Tucker, Tyler, Upshur, Wetzel, Calhoun, Gilmer, Jackson, Mason, Pleasants, Ritchie, Roane, Wirt, Wood, Brooke, Hancock, Marshall, Ohio Counties, WV. (4) From points in Cheyenne, Decatur, Ellis, Graham, Greeley, Gove, Lane, Logan, Ness, Norton, Phillips, Rawlins, Rooks, Rush, Scott, Sheridan, Sherman, Thomas, Trego, Wallace, Wichita Counties, KS, to points in Adams, Allen, Blackford, De Kalb, Delaware, Elkhart, Grant, Huntington, Jay, Kosciusko, Lagrange, Noble, Randolph, Steuben, Wabash, Wells, Whitley, Boone, Clinton, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, Shelby, Tipton, Benton, Carroll, Cass, Fountain, Fulton, Howard, Jasper, Lake, LaPorte, Marshall, Miami, Montgomery, Newton, Porter, Pulaski, Saint Joseph, Starke, Tippecanoe, Warren, White Counties, IN; Bath, Boone, Bourbon, Boyd, Bracken, Campbell, Carroll, Carter, Clark, Elliott, Fleming, Franklin, Gallatin, Grant, Greenup, Harrison, Johnson, Kenton, Lawrence, Lewis, Magoffin, Martin, Mason, Menifee, Montgomery, Morgan, Nicholas, Owen, Pendleton, Powell, Robertson, Rowan, Scott, Wolfe Counties, KY; Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Alger, Delta, Dickinson, Marquette, Menominee, Schoolcraft, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren, Chippewa, Luce, Mackinac Counties, MI; and points in OH, PA, and WV. (5) From points in Allen, Anderson, Bourbon, Butler, Chautauqua, Cherokee, Coffey, Cowley, Crawford, Elk, Greenwood, Labette, Linn, Lyon, Montgomery, Neosho, Wilson, Woodson Counties, KS, to points in Adams, Allen, Blackford, De Kalb, Delaware, Elkhart, Grant, Huntington, Jay, Kosciusko, Lagrange, Noble, Randolph, Steuben, Wabash, Wells, Whitley, Benton, Carroll, Cass, Fountain, Fulton, Howard, Jasper, Lake, La Porte, Marshall, Miami, Montgomery, Newton, Porter, Pulaski, Saint Joseph, Starke, Tippecanoe, Warren, White Counties, IN; points in MI, OH; Cameron, Clarion, Crawford, Elk, Erier, Forest, Jefferson, McKean, Mercer, Potter, Venango, Warren, Adams, Bedford, Blair, Cambria, Centre, Clearfield, Clinton, Cumberland, Dauphin, Franklin, Fulton, Huntingdon, Juniata, Lycoming, Mifflin, Montour, Northumberland, Perry, Snyder, Tioga, Union, Berks, Bucks, Chester, Delaware, Lancaster, Lebanon, Lehigh, Montgomery,

Northampton, Philadelphia, Schuylkill, York, Bradford, Carbon, Columbia, Lackawanna, Luzerne, Monroe, Pike, Sullivan, Susquehanna, Wayne, Wyoming Counties, PA; Barbour, Berkeley, Doddridge, Grant, Hampshire, Hardy, Harrison, Jefferson, Lewis, Marion, Mineral, Monongalia, Morgan, Pendleton, Preston, Randolph, Taylor, Tucker, Tyler, Upshur, Wetzel Counties, WV. (6.) From points in Barber, Barton, Chase, Clay, Cloud, Dickinson, Ellsworth, Geary, Harper, Harvey, Jewell, Kingman, Lincoln, Marion, McPherson, Mitchell, Morris, Osborne, Ottawa, Pratt, Reno, Republic, Rice, Riley, Russell, Saline, Sedgwick, Smith, Stafford, Sumneer, Washington Counties, KS, to points in Adams, Allen, Blackford, De Kalb, Delaware, Elkhart, Grant, Huntington, Jay, Kosciusko, Lagrange, Noble, Randolph, Steuben, Wabash, Wells, Whitley, Benton, Carroll, Cass, Fountain, Fulton, Howard, Jasper, Lake, La Porte, Marshall, Miami, Montgomery, Newton, Porter, Pulaski, Saint Joseph, Starke, Tippecanoe, Warren, White Counties, IN; points in MI; Ashland, Ashtabula, Carroll, Columbiana, Cuyahoga, Erie, Geauga, Harrison, Holmes, Huron, Jefferson, Lake, Lorain, Mahoning, Medina, Portage, Stark, Summit, Trumbull, Tuscarawas, Wayne, Coshocton, Crawford, Delaware, Fairfield, Fayette, Franklin, Knox, Licking, Logan, Madison, Marion, Morrow, Pickaway, Richland, Union, Athens, Belmont, Gallia, Guernsey, Hocking, Jackson, Lawrence, Meigs, Monroe, Morgan, Muskingum, Noble, Perry, Pike, Ross, Scioto, Vinton, Washington, Allen, Auglaize, Defiance, Fulton, Hancock, Hardin, Henry, Lucas, Mercer, Ottawa, Paulding, Putnam, Sandusky, Seneca, Van Wert, Williams, Wood, Wyandot Counties, OH; points in PA; Braxton, Clay, Fayette, Kanawha, Nicholas, Webster, Barbour, Berkeley, Doddridge, Grant, Hampshire, Hardy, Harrison, Jefferson, Lewis, Marion, Mineral, Monongalia, Morgan, Pendleton, Preston, Randolph, Taylor, Tucker, Tyler, Upshur, Wetzel, Calhoun, Gilmer, Jackson, Mason, Pleasants, Ritchie, Roane, Wirt, Wood, Brooke, Hancock, Marshall, Ohio Counties, WV. The purpose of this filing is to eliminate the gateway of Chicago, IL.

No. MC 107012 (Sub-No. E257), filed July 7, 1977. Applicant: NORTH AMERICAN VAN LINES, INC., P.O. Box 988, Fort Wayne, IN 46801. Applicant's representative: David D. Bishop and Gary M. Crist, P.O. Box 988, Fort Wayne, IN 46801. *New Household Furnishings,* (except new furniture) *crated* (1) From points in MT, to points in CT, DE, DC, IN, KY, MD, MA, NJ, NY, OH, PA, RI, and WV. (2) From points in Beaverhead, Broadwater, Deer Lodge, Gallatin, Granite, Jefferson, Madison, Park, Ravalli, Silver Bow, Stillwater, Sweet Grass, Daniels, Dawson, Garfield, McCone, Phillips, Richland, Roosevelt, Sheridan, Valley, Blaine, Cascade, Chouteau, Fergus, Golden Valley, Hill, Judith Basin, Lewis and Clark, Liberty, Meagher, Petroleum, Pondera, Teton, Toole, Wheatland, Big Horn, Carbon, Carter, Custer, Fallon, Musselshell, Powder River, Prairie, Rosebud, Treasure, Wibaux, Yellowstone Counties, MT to points in Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, St. Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, St. Joseph, Van Buren Counties, MT; Bollinger, Butler, Cape Girardeau, Carter, Dunklin, Iron, Madison, Mississippi, New Madrid, Oregon, Pemiscot, Perry, Reynolds, Ripley, St. Francois, Ste. Genevieve, Scott, Shannon, Stoddard, Wayne Counties, MO. (3) From points in Flathead, Glacier, Lake, Lincoln, Mineral, Missoula, Powell, Sanders Counties, MT, to points in Benton, Cedar, Clinton, Davis, Des Moines, Dubuque, Henry, Iowa, Jackson, Jefferson, Johnson, Jones, Keokuk, Lee, Linn, Louisa, Muscatine, Scott, Van Buren, Wapello, Washington Counties, IA; Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, St. Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, St. Joseph, Van Buren Counties, MI; Bollinger, Butler, Cape Girardeau, Carter, Dunklin, Iron, Madison, Mississippi, New Madrid, Oregon, Pemiscot, Perry, Reynolds, Ripley, St. Francois, Ste. Genevieve, Scott, Shannon, Stoddard, Wayne, Adair, Audrain, Clarke, Knox, Lewis, Linn, Macon, Marion, Monroe, Pike, Putnam, Ralls, Randolph, Schuyler, Scotland, Shelby, Sullivan Counties, MO. The purpose of this filing is to eliminate the gateway of Chicago, IL.

No. MC 107012 (Sub-No. E258), filed July 7, 1977. Applicant: NORTH AMERICAN VAN LINES, INC., P.O. Box 988, Fort Wayne, IN 46801. Applicant's representative: David D. Bishop and Gary M. Crist, P.O. Box 988, Fort Wayne, IN 46801. *New Household Furnishings,* (except new furniture) *crated* (1) From points in NE, to points in CT, DE, DC, MD, MA, NJ, NY, OH, PA, RI and WV. (2) From points in Arthur, Blaine, Boyd, Brown, Buffalo, Cherry, Custer, Garfield, Grant, Greeley, Hall, Holt, Hooker, Howard, Keyapana, Lawson, Logan, Loup, McPherson, Rock, Sherman, Thomas, Valley, Wheeler Counties, NE, to points in IN; Adair, Anderson, Boyle, Casey, Clinton, Cumberland, Fayette, Gerrard, Green, Jessamine, Lincoln, Madison, Marion, Mercer, Metcalfe, Monroe, Pulaski, Rockcastle, Russell, Taylor, Washington, Wayne, Woodford, Allen, Barren, Breckinridge, Bullitt, Butler, Christian, Edmonson, Grayson, Hardin, Hart, Henry, Jefferson, La Rue, Logan, Meade, Muhlenberg, Nelson, Ohio, Oldham, Sheleby, Simpson, Spencer, Todd, Trimble, Warren, Bath, Boone, Bourbon, Boyd, Bracken, Campbell, Carroll, Carter, Clark, Elliott, Fleming, Franklin, Gallatin, Grant, Greenup, Harrison, Johnson, Kenton, Lawrence, Lewis, Magoffin, Martin, Mason, Menifee, Montgomery, Morgan, Nicholas, Owen, Pendleton, Powell, Robertson, Rowan, Scott, Wolfe, Bell, Breathitt, Clay, Estill, Floyd, Harlan, Jackson, Knott, Knox, Laurel, Lee, Leslie, Letcher, McCreary, Owsley, Perry, Pike, Whitley Counties, KY; Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charleviox, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Alger, Delta, Dicksinson, Marquette, Menominee, Schoolcraft, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buran, Chippewa, Luce, Mackinac Counties, MI. (3) From points in Adams, Cass, Clay, Douglas, Fillmore, Gage, Hamilton, Jefferson, Johnson, Lancaster, Nemaha, Nuckolls, Otoe, Pawnee, Richardson, Saline, Sarpy, Saunders, Seward, Thayer, Webster, York Counties, NE, to points in Adams, Allen, Blackford, De Kalb, Delaware, Elkhart, Grant, Huntington, Jay, Kosciusko, Lagrange, Noble, Randolph, Steuben, Wabash, Wells, Whitley, Boone, Clinton, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, Shelby, Tipton, Bartholomew, Brown, Clark, Dearborn, Decatur, Fayette, Floyd, Franklin, Harrison, Henry, Jackson, Jefferson, Jennings, Ohio, Ripley, Rush, Scott, Switzerland, Union, Washington, Wayne, Benton, Carroll, Cass, Fountain, Fulton, Howard, Jasper, Lake, La Porte, Marshall, Miami, Montgomery, Newton, Porter, Pulaski, Saint Joseph, Starke, Tippecanoe, Warren, White Counties, IN; Bath, Boone, Bourbon, Boyd, Bracken, Campbell, Carroll, Carter, Clark, Elliott, Fleming, Frank-

lin, Gallatin, Grant, Greenup, Harrison, Johnson, Kenton, Lawrence, Lewis, Magoffin, Martin, Mason, Menifee, Montgomery, Morgan, Nicholas, Owen, Pendleton, Powell, Robertson, Rowan, Scott, Wolfe, Bell, Breathitt, Clay, Estill, Floyd, Harlan, Jackson, Knott, Knox, Laurel, Lee, Leslie, Letcher, McCreary, Owsley, Perry, Pike, Whitley Counties, KY; Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lanawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Ministee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Alger, Delta, Dicksinson, Marquette, Menominee, Schoolcraft, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren, Chippewa, Luce, Mackinac Counties, MI. (4) From points in Box Butte, Dawes, Sheridan, Sioux Counties, NE, to points in IN; KY; Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livington, Macomb, Midland, Monroe, Oaklawn, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaske, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren, Chippewa, Luce, Mackinac Counties, MI. (5) From points in Chase, Dundy, Franklin, Frontier, Furnas, Gosper, Harlan, Hayes, Hitchcock, Kearney, Keith, Lincoln, Perkins, Phelps, Redwillow Counties, NE, to points in Adams, Allen, Blackford, De Kalb, Delaware, Elkhart, Grant, Huntington, Jay, Kosciusko, LaGrange, Noble, Randolph, Steuben, Wabash, Wells, Whitley, Boone, Clinton, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, Shelby, Tipton, Bartholomew, Brown, Clark, Dearborn, Decatur, Fayette, Floyd, Franklin, Harrison, Henry, Jackson, Jefferson, Jennings, Ohio, Ripley, Rush, Scott, Switzerland, Union, Washington, Wayne, Benton, Carroll, Cass, Fountain, Fulton, Howard, Jasper, Lake, La Porte, Marshall, Miami, Montgomery, Newton, Porter, Pulaski, Saint Joseph, Starke, Tippecanoe, Warren, White Counties, IN; Adair, Anderson, Boyle, Casey, Clinton, Cumberland, Fayette, Gerrard, Green, Jessamine, Lincoln, Madison, Marion, Mercer, Metcalfe, Monroe, Pulaski, Rockcastle, Russell, Taylor, Washington, Wayne, Woodford, Allen, Barren, Breckinridge, Bullitt, Butler, Christian, Edmonson, Grayson, Hardin, Hart, Henry, Jefferson, La Rue, Logan, Meade, Muhlenberg, Nelson, Ohio, Oldham, Sheleby, Simpson, Spencer, Todd, Trimble, Warren, Bell, Breathitt, Clay, Estill, Floyd, Harlan, Jackson, Knott, Knox, Laurel, Lee, Leslie, Letcher, McCreary, Owsley, Perry, Pike, Whitley, Bath, Boone, Bourbon, Boyd, Bracken, Campbell, Carroll, Carter, Clark, Elliott, Fleming, Franklin, Gallatin, Grant, Greenup, Harrison, Johnson, Kenton, Lawrence, Lewis, Magoffin, Martin, Mason, Menifee, Montgomery, Morgan, Nicholas, Owen, Pendleton, Powell, Robertson, Rowan, Scott, Wolfe Counties, KY; Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livington, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Alger, Delta, Dickinson, Marquette, Menominee, Schoolcraft, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren, Chippewa, Luce, Mackinac Counties, MI. (6) From points in Antelope, Boone, Burt, Butler, Cedar, Colfax, Cuming, Dakota, Dixon, Dodge, Knox, Madison, Merrick, Pierce, Platte, Polk, Stanton, Thurston, Vance, Washington, Wayne, Banner, Cheyenne, Deuel, Garden, Kimball, Morrill, Scotts, Bluff Counties, NE, to points in IN; Allen, Barren, Breckinridge, Bullitt, Butler, Christian, Edmonson, Grayson, Hardin, Hart, Henry, Jefferson, La Rue, Logan Meade, Muhlenberg, Nelson, Ohio, Oldham, Sheleby, Simpson, Spencer, Todd, Trimble, Warren, Adair, Anderson, Boyle, Casey, Clinton, Cumberland, Fayette, Gerrard, Green, Jessamine, Lincoln, Madison, Marion, Mercer, Metcalfe, Monroe, Pulaski, Rockcastle, Russell, Taylor, Washington, Wayne, Woodford, Bath, Boone, Bourbon, Boyd, Bracken, Campbell, Carroll, Carter, Clark, Elliott, Fleming, Franklin, Gallatin, Grant, Greenup, Harrison, Johnson, Kenton, Lawrence, Lewis, Magoffin, Martin, Mason, Menifee, Montgomery, Morgan, Nicholas, Owen, Pendleton, Powell, Robertson, Rowan, Scott, Wolfe, Bell, Breathitt, Clay, Estill, Floyd, Harlan, Jackson, Knott, Knox, Laurel, Lee, Leslie, Letcher, McCreary, Owsley, Perry, Pike, Whitley Counties, KY; Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livington, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren, Chippewa, Luce, Mackinac Counties, MI. The purpose of this filing is to eliminate the gateway of Chicago, IL.

No. MC 107012 (Sub-No. E274), filed July 7, 1977. Applicant: NORTH AMERICAN VAN LINES, INC., P.O. Box 988, Fort Wayne, IN 46801. Applicant's representative: David D. Bishop and Gary M. Crist, P.O. Box 988, Fort Wayne, IN 46801. *New household furnishings, (except new furniture) crated.* (1) From points in SC, to points in IA and MN. (2) From points in Allendale, Bamberg, Barnwell, Beaufort, Berkeley, Charleston, Colleton, Dorchester, Hampton, Jasper, Orangeburg Counties, SC, to points in Baraga, Gogebic, Houghton, Iron, Keweenaw, Ontonagon, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Alger, Delta, Dickinson, Marquette, Menominee, Schoolcraft, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren, Chippewa, Luce, Mackinac Counties, MI. (3) From points in Aiken, Calhoun, Chesterfield, Darlington, Fairfield, Keeshaw, Lancaster, Lee, Lexington, Marlboro, Richland, Sumter, Abbeville, Anderson, Greenville, Ocomee, Pickens Counties, SC, to points in Benton, Carroll, Cass, Fountain, Fulton, Howard, Jasper, Lake, La Porte, Marshall, Miami, Montgomery, Newton, Porter, Pulaski, Saint Joseph, Starke, Tippecanoe, Warren, White, Counties, IN; Baraga, Gogebic, Houghton, Iron, Keweenaw, Ontonagon, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Mis-

saukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Alger, Delta, Dickinson, Marquette, Menominee, Schoolcraft, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren, Chippewa, Luce, Mackinac Counties, MI. (4) From points in Clarendon, Dillon, Florence, Georgetown, Horry, Marion, Williamsburg Counties, SC, to points in Benton, Carroll, Cass, Fountain, Fulton, Howard, Jasper, Lake, La Porte, Marshall, Miami, Montgomery, Newton, Porter, Pulaski, Saint Joseph, Starke, Tippecanoe, Warren, White, Counties, IN; Baraga, Gogebic, Houghton, Iron, Keweenaw, Ontonagon, Alger, Delta, Dickinson, Marquette, Menominee, Schoolcraft, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren, Counties, MI; Andrew, Atchison, Bates, Benton, Buchanan, Caldwell, Carroll, Cass, Chariton, Clay, Clinton, Cooper, Daviess, De Kalb, Gentry, Grundy, Harrison, Henry, Holt, Howard, Jackson, Johnson, Lafayette, Livingston, Mercer, Morgan, Nodaway, Pettis, Platte, Ray, Saint Claire, Saline, Worth Counties, MO. (5) From points in Cherokee, Chester, Edgefield, Greenwood, Lamens, McCormick, Newberry, Saluda, Spartanburg, Union, York Counties, SC, to points in Benton, Carroll, Cass, Fountain, Fulton, Howard, Jasper, Lake, La Porte, Marshall, Miami, Montgomery, Newton, Porter, Pulaski, Saint Joseph, Starke, Tippecanoe, Warren, White, Counties, IN; Baraga, Gogebic, Houghton, Iron, Keweenaw, Ontonagon, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Alger, Delta, Dickinson, Marquette, Menominee, Schoolcraft, Chippewa, Luce, Mackinac Counties, MI. (6) From Greenville, SC, to points in Bay, Clinton Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne Counties, MI (* Bryan, OH); points in MO (* Evansville, IN); Allegany, Cattaraugus, Chatauqua, Erie, Genesee, Livingston, Monroe, Niagara, Orleans, Steuben, Wyoming, Herkimer, Jefferson, Lewis, Oneida, Oswego, St. Lawrence, Clinton, Essex, Franklin, Fulton, Hamilton, Montgomery, Saratoga, Schenectady, Warren, Washington Counties, NY (*Cleveland, OH); Cameron, Clarion, Crawford, Elk, Erie, Forest, Jefferson, McKean, Mercer, Potter, Venango, Warren Counties, PA (*Cleveland, OH). (7) From Landrum, SC, to points in Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Allegan, Barry, Berrien, Branch Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren, Counties, MI (*Bryan, OH); points in MO (*Evansville, IN); Allegany, Cattaraugus, Chatauqua, Erie, Genesee, Livingston, Monroe, Niagara, Orleans, Steuben, Wyoming, Herkimer, Jefferson, Lewis, Oneida, Oswego, St. Lawrence, Clinton, Essex, Franklin, Fulton, Hamilton, Montgomery, Saratoga, Schenectady, Warren Washington Counties, NY (*Cleveland, OH); Cameron, Clarion, Crawford, Elk, Erie, Forest, Jefferson, McKean, Mercer, Potter, Venango, Warren Counties, PA (* Cleveland, OH). The purpose of this filing is to eliminate the gateway of Chicago, IL or unless otherwise indicated above by an Asterisk.

No. MC 107012 (Sub-No. E276), filed July 7, 1977. Applicant: NORTH AMERICAN VAN LINES, INC., P.O. Box 988, Fort Wayne, IN 46801. Applicant's representative: David D. Bishop and Gary M. Crist, P.O. Box 988, Fort Wayne, IN 46801. *New household furnishings, crated.* (1) From points in SD to points in CT, DE, DC, IN, MD, MA, NJ, NY, OH, PA, RI, and WV. (2) From points in Bennett, Butte, Custer, Fall River, Haakon, Jackson, Lawrence, Meade, Pennington, Shannon, Washabaugh, Ziebach Counties SD, to points in KY; Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogenaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren, Chippewa, Luce, Mackinac Counties, MI. (3) From points in Campbell, Corson, Dewey, Edmunda, Faulk, Harding, McPherson, Perkins, Potter, Walworth, Beadle, Brookings, Brown, Clark, Codington, Day, Deuel, Grant, Hamlin, Kingsbury, Marshall, Roberts, Spink Counties, SD, to points in KY; Bay, Clinton, Genessee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren Counties, MI; Bollinger, Butler, Cape Girardeau, Carter, Dunklin, Iron, Madison, Mississippi, New Madrid, Oregon, Pemiscot, Perry, Reynolds, Ripley, St. Francois, Ste. Genevieve, Scott, Shannon, Stoddard, Wayne Counties, MO. (4) From points in Brule, Buffalo, Hand, Hughes, Hyde, Jones, Lyman, Mellette, Stanley, Sully, Todd, Tripp Counties, SD, to points in KY; Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren Counties, MI. (5) From points in Aurora, Bon Homme, Charles Mix, Clay, Davison, Douglas, Gregory, Hanson, Hutchinson, Jerauld, Lake, Lincoln, McCook, Miner, Minnehaha, Moody, Sanborn, Turner, Union, Yankton Counties, SD, to points in Adair, Anderson, Boyle, Casey, Clinton, Cumberland, Fayette, Gerrard, Green, Jessamine, Lincoln, Madison, Marion, Mercer, Metcalfe, Monroe, Pulaski, Rockcastle, Russell, Taylor, Washington, Wayne, Woodford, Allen, Barren, Breckenridge, Bullitt, Butler, Christian, Edmondson, Grayson, Hardin, Hart, Henry, Jefferson, La Rue, Logan, Meade, Muhlenberg, Nelson, Ohio, Oldham, Sheleby, Simpson, Spencer, Todd, Trimble, Warren, Bath, Boone, Bourbon, Boyd, Bracken, Campbell, Carroll, Carter, Clark, Elliott, Fleming, Franklin, Gallatin, Grant, Greenup, Harrison, Johnson, Kenton, Lawrence, Lewis, Magoffin, Martin, Mason, Menifee, Montgomery, Morgan, Nicholas, Owen, Pendleton, Powell, Robertson, Rowan, Scott, Wolfe, Bell, Breathitt, Clay, Estill, Floyd, Harlan, Jackson, Knott, Knox, Laurel, Lee, Leslie, Letcher, McCreary, Owsley, Perry, Pike, Whitley Counties, KY; Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogenaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo,

Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren, Chippewa, Luce, Mackinac Counties, MI. The purpose of this filing is to eliminate the gateway of Chicago, IL.

No. MC 107012 (Sub-No. E279), filed July 7, 1977. Applicant: NORTH AMERICAN VAN LINES, INC., P.O. Box 988, Fort Wayne, IN 46801. Applicant's representative: David D. Bishop and Gary M. Crist, P.O. Box 988, Fort Wayne, IN 46801. *New household furnishings, crated.* (1) From points in UT, to points in CT, DE, DC, IN, MD, MA, MI, NJ, NY, OH, PA, RI, and WV. (2) From points in Beaver, Iron, Washington Counties, UT, to points in Adair, Anderson, Boyle, Casey, Clinton, Cumberland, Fayette, Gerrard, Green, Jessamine, Lincoln, Madison, Marion, Mercer, Metcalfe, Monroe, Pulaski, Rockcastle, Russell, Taylor, Washington, Wayne, Woodford, Allen, Barren, Breckinridge, Bullitt, Butler, Christian, Edmonson, Grayson, Hardin, Hart, Henry, Jefferson, La Rue, Logan, Meade, Muhlenberg, Nelson, Ohio, Oldham, Shelbey, Simpson, Spencer, Todd, Trimble, Warren, Bath, Boone, Bourbon, Boyd, Bracken, Campbell, Carroll, Carter, Clark, Elliott, Fleming, Franklin, Gallatin, Grant, Greenup, Harrison, Johnson, Kenton, Lawrence, Lewis, Magoffin, Martin, Mason, Menifee, Montgomery, Morgan, Nicholas, Owen, Pendleton, Powell, Robertson, Rowan, Scott, Wolfe, Ballard, Cladwell, Calloway, Carlisle, Crittenden, Daviess, Fulton, Graves, Hancock, Henderson, Hickman, Hopkins, Livingston, Lyon, Marshall, McCracken, McLean, Trigg, Union, Webster Counties, KY. (3) From points to Box Elder, Cache, Davis, Morgan, Rich, Salt Lake, Summit, Tooele, Utah, Wasatch, Weber Counties, UT, to points in KY. (4) From points in Carbon, Daggett, Duchesme, Emery, Grand, San Juan, Uimtah, Garfield, Juab, Kane, Millard, Piute, Sanpete, Seiver, Wayne Counties, UT, to points in Adair, Anderson, Boyle, Casey, Clinton, Cumberland, Fayette, Gerrard, Green, Jessamine, Lincoln, Madison, Marion, Mercer, Metcalfe, Monroe, Pulaski, Rockcastle, Russell, Taylor, Washington, Wayne, Woodford, Allen, Barren, Breckinridge, Bullitt, Butler, Christian, Edmonson, Grayson, Hardin, Hart, Henry, Jefferson, La Rue, Logan, Meade, Muhlenberg, Nelson, Ohio, Oldham, Shelby, Simpson, Spencer, Todd, Trimble, Warren, Bath, Boone, Bourbon, Boyd, Bracken, Campbell, Carroll, Carter, Clark, Elliott, Fleming, Franklin, Gallatin, Grant, Greenup, Harrison, Johnson, Kenton, Lawrence, Lewis, Magoffin, Martin, Mason, Menifee, Montgomery, Morgan, Nicholas, Owen, Pendleton, Powell, Robertson, Rowan, Scott, Wolfe, Bell, Breathitt, Clay, Estill, Floyd, Harlan, Jackson, Knott, Knox, Laurel, Lee, Leslie, Letcher, McCreary, Owsley, Perry, Pike, Whitley Counties, KY. The purpose of this filing is to eliminate the gateway of Chicago, IL.

No. MC 107012 (Sub-No. E285), filed July 7, 1977. Applicant: NORTH AMERICAN VAN LINES, INC., P.O. Box 988, Fort Wayne, IN 46801. Applicant's representative: David D. Bishop and Gary M. Crist, P.O. Box 988, Fort Wayne, IN 46801. *New Household Furnishings,* (except new furniture) crated (1) From points in WY, to points in CT, DE DC, IN, MO, MA, NJ, NY, OH, PA, RI, and WV. (2) From points in Albany, carbon, Converse, Goshen, Laramie, Niobrara, and Platte Counties, WY, to points in Adair, Anderson, Boyle, Casey, Clinton, Cumberland, Fayette, Gerrard, Green, Jessamine, Lincoln, Madison, Marion, Mercer, Metcalfe, Monroe, Pulaski, Rockcastle, Russell, Taylor, Washington, Wayne, Woodford, Allen, Barren, Breckinridge, Bullitt, Butler, Christian, Edmonson, Grayson, Hardin, Hart, Henry, Jefferson, La Rue, Logan, Meade, Muhlenberg, Nelson, Ohio, Oldham, Sheleby, Simpson, Spencer, Todd, Trimble, Warren, Bath, Boone, Bourbon, Boyd, Bracken, Campbell, Carroll, Carter, Clark, Elliott, Fleming, Franklin, Gallatin, Grant, Greenup, Harrison, Johnson, Kenton, Lawrence, Lewis, Magoffin, Martin, Mason, Menifee, Montgomery, Morgan, Nicholas, Owen, Pendleton, Powell, Robertson, Rowan, Scott, Wolfe, Bell, Breathitt, Clay, Estill, Floyd, Harlan, Jackson, Knott, Knox, Laurel, Lee, Leslie, Letcher, Mc Creary, Owsley, Perry, Pike, Whitley Counties, KY; Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Preseque Isle, Roscommon, Wexford, Alger, Delta, Dickinson, Marquette, Menominee, Schoolcraft, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren, Chippewa, Luce, Mackinac Counties, MI. (3) From points in Park, Teton, Yellowstone National Park Counties, WY, to points in KY: Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren Counties, MI. (4) From points in Lincoln, Sublette, Sweetwater, Uinta Counties, WY, to points in KY, and MI. (5) From points in Fremont, Hot Springs, Natrona Counties, WY, to points in KY; Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren Counties, MI. (6) From points in Big Horn, Campbell, Crook, Johnson, Sheridan, Washakie, Weston Counties, WY, to points in KY; Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren Counties, MI; Bollinger, Butler, Cape Girardeau, Carter, Dunklin, Iron, Madison, Mississippi, New Madrid, Oregon, Pemiscot, Perry, Reynolds, Ripley, St. Francois, Ste. Genevieve, Scott, Shannon, Stoddard, Wayne Counties, MO. The purpose of this filing is to eliminate the gateway of Chicago, IL.

No. MC 107064 (Sub-No. E528) (correction), filed January 19, 1976, published in the FEDERAL REGISTER issue of February 8, 1978, and republished, as corrected, this issue. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products

and potash), from points in MN to points in AZ. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, and points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

NOTE.—The purpose of this correction is to correct the territorial description.

No. MC 107515 (Sub-No. E530), filed January 27, 1975. 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. (1) *Frozen seafood and frozen seafood products,* in mixed loads with citrus products (presently authorized) frozen and chilled citrus products and canned citrus products, (2) *fruit juices and beverages,* (other than citrus), not frozen and not chilled, (3) *fruit crystals and citrus products,* not frozen from points in TX on or south of a line beginning at the TX-LA State line and extending along Interstate Hwy 10 to junction U.S. Hwy 90, then over U.S. Hwy 90 to junction U.S. Hwy 67, then over U.S. Hwy 67 to the Texas-Mexican border at Presidio, TX from points in TX (except points in El Paso, Hudspeth, Culberson, Jeff Davis, Presidio, Brewster, Terrell, Val Verde, Kinney, Maverick, Webb, Zapata, Starr, Nueces, Titus, Hidalgo, Cameron, Willacy, Bexar, Dallas, Tarrant, San Patricio, and Smith Counties, TX) to points on ports of entry on the United States-Canadian boundary line at Detroit, Port Huron, and Sault Sainte Marie, MI, and Derby Line, VT. Restrictions: Restricted to the transportation of traffic destined to points in the Provinces of Ontario and Quebec restricted against the transportation (4) canned foodstuffs originating at Houston, TX, and points in its C.Z., as defined by the Commission. The purpose of this filing is to eliminate the gateway of Pensacola, FL.

No. MC 107515 (Sub-No. E540), filed January 27, 1975. 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. (1) *Meats, meat products and meat by-products,* as listed in section A of the appendix to the report in Modification of Permits—Packinghouse Products, 46 MCC 23 and 48 MCC 628 from Moultrie, GA to WA, OR, and that portion of CA on and north of a line beginning at the NV-CA State line on Interstate Hwy 40 to junction Interstate Hwy 15, then along Interstate Hwy 15 to junction U.S. Hwy 395, thence along U.S. Hwy 395 to junction CA Hwy 91, then along CA Hwy 91 to junction CA Hwy 55, then along CA Hwy 55 to the Pacific Ocean at or near Newport Beach, CA., (2) *meats, meat products, meat byproducts, and articles distributed by meat packinghouses* (except hides and commodities in bulk) ad described in sections A and C of the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 766, in vehicles equipped with mechanical refrigeration, from Carrollton, GA, to the destinations in I above, (3) *meats, meat products and meat by-products* as described in Appendix A to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766 (except hides and commodities in bulk) from the plantsite of Country Fresh Foods Div. of Dak Foods, Inc., in Hall County, GA, to CA, OR, and WA, restricted to the transportation of traffic originating at the named plantsite. The purpose of this filing is to eliminate the gateway of Bristol, TN.

No. MC 107515 (Sub-No. E541), filed January 27, 1975. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: R. M. Tettlebaum, Suite 375, 3379 Peachtree Road NE., Atlanta, GA 30326. (1) *Frozen foodstuffs,* (except frozen fruits, frozen berries, and frozen vegetables) from the plantsite of Standard Foods, Inc., at Louisville, KY, to: CA, AZ, and NM, restricted to the transportation of traffic originating at the named plantsite, (2) *frozen foods* from the plantsite of Food Specialties of Kentucky, Division of Oscar Ewing, Inc., in Jefferson County, KY, to CA, AZ, and NM, (3) *frozen meats, meat products and meat byproducts and meat byproducts* as described in section A of Appendix I to the report in Description in Motor Carrier Certificates, 61 MCC 209 and 766 (except commodities in bulk in tank vehicles and hides) from Adairsville, KY, to CA, AZ, and NM, (4) *frozen sausage,* from Bowling Green, KY, to CA, AZ, and NM. The purpose of this filing is to eliminate the gateway of Florence, AL.

No. MC 107515 (Sub-No. E614), filed February 13, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: Alan E. Serby, Suite 375, 3379 Peachtree Road, NE., Atlanta, GA 30326. *Prepared dough:* (1) From points in that part of VA on, south, or west of a line commencing at the VA-WV State line and extending over U.S. Hwy 250 to junction U.S. Hwy 29, then over U.S. Hwy 29 to junction VA Hwy 3, then over VA Hwy 3 to junction U.S. Hwy 360, then over U.S. Hwy 360 to the Cheasapeake Bay, to that part of WY on and east of a line commencing at the WY-UT State line and extending over WY Hwy 89 to junction U.S. Hwy 30N, then over U.S. Hwy 30N to junction U.S. Hwy 189, then over U.S. Hwy 189 to junction U.S. Hwy 187, then over U.S. Hwy 187 to junction WY Hwy 28, then over WY Hwy 28 to junction U.S. Hwy 287, then over U.S. Hwy 287 to junction U.S. Hwy 26, then over U.S. Hwy 26 to junction U.S. Hwy 20, then over U.S. Hwy 20 to junction U.S. Hwy 14, then over U.S. Hwy 14 to junction U.S. Hwy 87, then over U.S. Hwy 87 to the MT-WY State line; (2) from points in that part of VA on or south of a line commencing at the VA-WV State line and extending over U.S. Hwy 460 to junction U.S. Hwy 29, then over U.S. Hwy 29 to junction U.S. Hwy 60, then over U.S. Hwy 60 to the Atlantic Ocean, to MT; (3) from points in that part of VA on, south, or east of a line commencing at the VA-WV State line and extending over U.S. Hwy 250 to junction U.S. Hwy 29, then over U.S. Hwy 29 to junction U.S. Hwy 211, then over U.S. Hwy 211 to junction VA Hwy 236, then over VA Hwy 236 to the VA-MD State line, to points in that part of MT on and west of Interstate Hwy 15. Restrictions: (1) All authority sought herein is to be restricted to transportation in vehicles equipped with mechanical refrigeration. (2) All authority sought herein is to exclude commodities in bulk. (3) All authority sought herein is restricted to the transportation of shipments which originate at or are destined to points in NY, CT, MA, RI, NJ, PA, MD, DE, VA, DC, KY, NC, SC, TN, GA, AL, FL, MS, AR, LA, OK, TX, AZ, CA, and NM. (4) All of the authority herein shall expire on December 18, 1978, unless on or prior to that date the Commission shall renew the Certificate issued to carrier in MC 107515 (Sub-No. 799).

No. MC 107515 (Sub-No. E615), filed February 13, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: Alan E. Serby, Suite 375, 3379 Peachtree Road NE., Atlanta, GA 30326. *Prepared dough:* (1) From points in that part of VA on, east, or south of a line commencing at the VA-NC State line and extending over U.S. Hwy 29 to Danville; then over U.S. Hwy 58 to Franklin, VA; then over U.S. Hwy 258 to the VA-NC State line (except Franklin), to OH; (2) from Franklin, VA, to points in OH on and west of Interstate Hwy 77; (3) from Norfolk, VA, to points in OH on, south, or west of a line commencing at the OH-WV State line at Huntington, WV, and extending over OH Hwy 243 to junction OH Hwy 378, then over OH Hwy 378 to junction OH Hwy 141, then over OH Hwy 141 to junction OH Hwy 233, then over OH Hwy 233 to junction OH Hwy 93, then over OH Hwy 93 to junction U.S. Hwy 35 at Jackson, OH; then over U.S. Hwy 35 to junction U.S. Hwy

23, then over U.S. Hwy 23 to junction U.S. Hwy 33, then over U.S. Hwy 33 to junction OH Hwy 117, then over OH Hwy 117 to junction U.S. Hwy 30S, then over U.S. Hwy 30S to junction U.S. Hwy 30, then over U.S. Hwy 30 to the OH-IN State line. Restrictions: (1) All authority sought herein is to be restricted to transportation in vehicles equipped with mechanical refrigeration. (2) All authority sought herein is to exclude commodities in bulk. (3) All authority sought herein is restricted to the transportation of shipments which originate at or are destined to points in NY, CT, MA, RI, NJ, PA, MD, DE, VA, DC, KY, NC, SC, TN, GA, AL, FL, MS, AR, LA, OK, TX, AZ, CA, and NM. (4) All of the authority herein shall expire on December 18, 1978, unless on or prior to that date the Commission shall renew the Certificate issued to carrier in MC 107515 (Sub-No. 799). The purpose of this filing is to eliminate the gateway of Greensboro, NC.

No. MC 107515 (Sub-No. E616), filed February 13, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: Alan E. Serby, Suite 375, 3379 Peachtree Road NE., Atlanta, GA 30326. *Prepared dough:* (1) From Washington, DC, and points in VA to AZ, CA, NV, OR, UT, WA, and NM; (2) from points in that part of VA on or south of a line beginning at the VA-WV State line and extending over U.S. Hwy 250 to junction U.S. Hwy 360; then over U.S. Hwy 360 to Chesapeake Bay to points in ID and CO; (3) from VA and Washington, DC, to points in CO on or west of U.S. Hwy 85, and points in ID on or south of U.S. Hwy 30; (4) from all points in VA, MD, DE, PA, NY, NJ, CT, RI, MA, and Washington, DC, to points in CA beginning at the CA-AZ State line and extending over Interstate Hwy 40 to junction Interstate Hwy 15, then over Interstate Hwy 15 to junction Interstate Hwy 10, then over Interstate Hwy 10 to junction U.S. Hwy 101, then over U.S. Hwy 101 to the Pacific Ocean at or near Gaviota. Restrictions: (1) All authority sought herein is to be restricted to transportation in vehicles equipped with mechanical refrigeration. (2) All authority sought herein is to exclude commodities in bulk. (3) All authority sought herein is restricted to the transportation of shipments which originate at or are destined to points in NY, CT, MA, RI, NJ, PA, MD, DE, VA, DC, KY, NC, SC, TN, GA, AL, FL, MS, AR, LA, OK, TX, AZ, CA, and NM. (4) All of the authority herein shall expire on December 18, 1978, unless on or prior to that date the Commission shall renew the Certificate issued to carrier in MC 107515 (Sub-No. 799). The purpose of this filing is to eliminate the gateway of East Point, GA.

No. MC 107515 (Sub-No. E617), filed February 13, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: Alan E. Serby, Suite 375, 3379 Peachtree Road NE, Atlanta, GA 30326. (1) *Frozen foods,* in vehicles equipped with mechanical refrigeration, from points in VA to MT, WY, CO, NM, AZ, UT, ID, NV, CA, OR, and WA. (2) *such meats, meat products, meat byproducts, and articles* distributed by meat packinghouses as described in sections A and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, as are embraced in "food, food preparations and food ingredients" from points in VA to CA, OR and WA. Restrictions: (1) All authority sought herein is to be restricted to transportation in vehicles equipped with mechanical refrigeration. (2) All authority sought herein is to exclude commodities in bulk. (3) All authority sought herein is restricted to the transportation of shipments which originate at or are destined to points in NY, CT, MA, RI, NJ, PA, MD, DE, VA, DC, KY, NC, SC, TN, GA, AL, FL, MS, AR, LA, OK, TX, AZ, CA, and NM. (4) All of the authority herein shall expire on December 18, 1978, unless on or prior to that date the Commission shall renew the Certificate issued to carrier in MC 107515 (Sub-No. 799). The purpose of this filing is to eliminate the gateway of Bristol, TN, and VA.

No. MC 107515 (Sub-No. E618), filed February 13, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Part, GA 33050. Applicant's representative: Alan E. Serby, Suite 375, 3379 Peachtree Road NE., Atlanta, GA 30326. *Meats, meat products, meat byproducts and articles* distributed by meat packinghouses, as described in sections A and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766, fresh and frozen, in vehicles equipped with mechanical refrigeration, (1) from points in CT, MA, RI, NY, NJ, PA, DE, MD, VA, and DC, to points in CA and points in OR on or west of Interstate Hwy 5. (2) From points in MA, RI, CT, NJ, PA, MD, VA, Washington, DC, DE, and points in that portion of NY on, south, or east of a line beginning at the PA-NY State line at or near Ceres, PA and extending over NY Hwy 17 to junction NY Hwy 21, then over NY Hwy 21 to Lake Ontario at or near Pulteyville, NY; and points in that portion of PA on, south or east of a line beginning at the NY-PA State line and extending over PA Hwy 446 to junction U.S. Hwy 6, then over U.S. Hwy 6 to PA Hwy 66, then over PA Hwy 66 to junction PA Hwy 68, then over PA Hwy 68 to junction PA Hwy 8, then over PA Hwy 8 to Pittsburgh, then along U.S. Hwy 19 to the PA-WV State line, to points in WA on or west of Interstate Hwy 5 and Renton, WA, (3) from points in VA, MD, DE, NJ, CT, RI, MA, and DC; that portion of PA on and east of a line commencing at the WV-PA State line and extending over Interstate Hwy 70 to junction U.S. Hwy 119, then over U.S. Hwy 119 to junction U.S. Hwy 22, then over U.S. Hwy 22 to junction PA Hwy 286, then along PA Hwy 286 to junction U.S. Hwy 219, then U.S. Hwy 219 to PA Hwy 879, then over PA Hwy 879 to junction PA Hwy 144, then over PA Hwy 144 to junction U.S. Hwy 6, then over U.S. Hwy 6 to junction U.S. Hwy 15, then over U.S. Hwy 15 to the PA-NY State line; and that portion of NY on and east of a line commencing at the NY-PA State line and extending on U.S. Hwy 15 to junction NY Hwy 17, then over NY Hwy 17 to junction NY Hwy 13, then over NY Hwy 13 to junction U.S. Hwy 11, then over U.S. Hwy 11 to junction NY Hwy 13, then over NY Hwy 13 to Lake Ontario at or near Port Ontario, NY, to points in CA, OR and WA. Restrictions: (1) All authority sought herein is to be restricted to transportation in vehicles equipped with mechanical refrigeration. (2) All authority sought herein is to exclude commodities in bulk. (3) All authority sought herein is restricted to the transportation of shipments which originate at or are destined to points in NY, CT, MA, RI, NJ, PA, MD, DE, VA, DC, KY, NC, SC, TN, GA, AL, FL, MS, AR, LA, OK, TX, AZ, CA, and NM. (4) All of the authority herein shall expire on December 18, 1978, unless on or prior to that date the Commission shall renew the Certificate issued to carrier in MC 107515 (Sub-No. 799). The purpose of this filing is to eliminate the gateway of Bristol, TN, and VA.

No. MC 107515 (Sub-No. E619), filed February 13, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: Alan E. Serby, Suite 375-3379 Peachtree Road NE., Atlanta, GA 30326. *Unfrozen meats and meat products,* in vehicles equipped with mechanical refrigeration, and *fresh fruits and vegetables* in packages, (1) from points in VA, on, south or east of a line beginning at the VA-NC State line and extending over U.S. Hwy 258 to junction U.S. Hwy 17, then over U.S. Hwy 17 north to junction VA Hwy 171, then over VA Hwy 171 to the Chesapeake Bay at or near Poquoson, VA, and points in Northampton County, VA, to points in OH, WI, MN, IL, MI, and IN; (2) from points in VA, on, south or east of a line beginning at the NC-VA State line, over U.S. Hwy 301, to junction U.S. Hwy 360, then over U.S. Hwy 360 to the Chesapeake Bay, and points in VA, on the DE-MD-VA Peninsula, to

points in IL, WI, MN, and points in IN, on or west of a line beginning at the KY-IN State line and extending over U.S. Hwy 41 to junction U.S. Hwy 24, then over U.S. Hwy 24 to junction U.S. Hwy 421, then over U.S. Hwy 421 to Lake Michigan at or near Michigan City, IN; (3) from points in VA, MD, and PA, on or east of U.S. Hwy 1 and Washington, DC, and points in DE, to Cairo, IL; (4) from Norfolk, VA, to points in MD, on and west of U.S. Hwy 15; points in PA on or west of a line beginning at the MD-PA State line and extending over Interstate Hwy 83 to junction Interstate Hwy 81, then over Interstate Hwy 81 to junction PA Hwy 309, then over PA Hwy 309 to junction PA Hwy 29, then over PA Hwy 29 to NY-PA State line; points in NY on, west or north of a line beginning at the NY-PA State line at or near Hale Eddy, NY, and extending over NY Hwy 17 to junction Interstate Hwy 84, thence over Interstate Hwy 84 to the NY-CT State line; points in CT, on, north or east of a line beginning at NY-CT State line; points in CT, on, north or east of a line beginning at the NY-CT State line and extending over Interstate Hwy 84 to junction CT Hwy 58, then over CT Hwy 58 to Long Island Sound at or near Bridgeport, CT, and points in RI, MA, VT, NH, and ME; (5) from points in that part of VA, on or south of a line beginning at Bristol, VA, and extending along U.S. Hwy 58 to junction U.S. Hwy 258, then over U.S. Hwy 258 to VA Hwy 10, then over VA Hwy 10 to junction VA Hwy 31, then over VA Hwy 31 to junction Colonial National Historic Parkway, then over Colonial National Historic Parkway to Chesapeake Bay at or near Yorktown, VA, to points in ME, NH, and RI and points in that part of CT, on or east of a line beginning at Long Island at or near Guilford, CT, then over CT Hwy 77 to junction CT Hwy 17, then over CT Hwy 17 to junction U.S. Hwy 5, then over U.S. Hwy 5 to junction Interstate Hwy 91, then over Interstate Hwy 91 to the CT-MA State line; points in MA, on or east of Interstate Hwy 91; points in VT, on and east of a line beginning at the VT-MA State line and extending over Interstate Hwy 91 to junction Interstate Hwy 89, then over Interstate Hwy 89 to Lake Champlain. Restrictions: (1) All authority sought herein is to be restricted to transportation in vehicles equipped with mechanical refrigeration. (2) All authority sought herein is to exlcude commodities in bulk. (3) All authority sought herein is restricted against the transportation of bananas, to Louisville, KY. (4) All authority sought herein is restricted to the transportation of shipments which originate at or are destined to points in NY, CT, MA, RI, NJ, PA, MD, DE, VA, DC, KY, NC, SC, TN, GA, AL, FL, MS, AR, LA, OK, TX, AZ, CA, and NM. (5) All of the authority herein shall expire on December 18, 1978, unless on or prior to that date the Commission shall renew the Certificate issued to carrier in MC 107515 (Sub-No. 799). The purpose of this filing is to eliminate the gateway of Gatesville, NC.

No. MC 107515 (Sub-No. E620), filed February 13, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: Alan E. Serby, Suite 375, 3379 Peachtree Rd. NE., Atlanta, GA 30326. *Meats, meat products* and *meat byproducts*, as described in section A of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766, except commodities in bulk: (1) From points in that part of VA on and east of a line beginning at the VA-NC State line and extending along U.S. Hwy 220 to its junction U.S. Hwy 58, thence over U.S. Hwy 58 to junction U.S. Hwy 360, thence over U.S. Hwy 360 to junction Interstate Hwy 85, thence over Interstate Hwy 85 to junction Interstate Hwy 95, thence along Interstate Hwy 95 to junction Interstate Hwy 495, thence along Interstate Hwy 495 to the Potomac River at or near Alexandria, VA; points in that part of MD on and east of a line beginning at the Potomac River at or near Oxen Hill, MD, and extending along Interstate Hwy 495 to Silver Spring, MD, thence along U.S. Hwy 29 to its junction with MD Hwy 198, thence along MD Hwy 198 to its junction with the Balitmore-Washington Parkway, thence along the Balitmore-Washington Parkway to its junction with Interstate Hwy 695, thence along Interstate Hwy 695 to its junction with Interstate Hwy 95, thence along Interstate Hwy 95 to junction the MD-DE State line, points in that part of DE on and south of Interstate Hwy 95; parts of PA and NJ on and east of U.S. Hwy 1; New York, NY, and points in that part of NY in and south of Interstate Hwy 287; points in CT and RI; and points in that part of MA on and east of U.S. Hwy 5, to KS. (2) From Washington, DC, to points in KS on and south of U.S. Hwy 24. (3) From that part of VA on and east of U.S. Hwy 15, to points in that part of KS on, south or west of a line beginning at the KS-MO State line and extending along U.S. Hwy 160 to its junction with U.S. Hwy 69, thence along U.S. Hwy 69 to its junction with KS Hwy 57, thence along KS Hwy 57 to junction with KS Hwy 47, thence along KS Hwy 47 to junction with U.S. Hwy 75, thence along U.S. Hwy 75 to junction with U.S. Hwy 54, thence along U.S. Hwy 54 to its junction with U.S. Hwy 77, thence along U.S. Hwy 77 to its junction with Interstate Hwy 70, thence along Interstate Hwy 70 to its junction with U.S. Hwy 283, thence along U.S. Hwy 283 to the KS-NE State line. Restrictions: (1) All authority sought herein is to be restricted to the transportation in vehicles equipped with mechanical refrigeration. (2) All authority sought herein is to exclude commodities in bulk. (3) All authority sought herein is restricted to the transportation of shipments which originate at or are destined to points in NY, CT, MA, RI, NJ, PA, MD, DE, VA, DC, KY, NC, SC, TN, GA, AL, FL, MS, AR, LA, OK, TX, AZ, CA, and NM. The purpose of this filing is to eliminate the gateway of Smithfield, VA.

No. MC 107515 (Sub-No. E621), filed February 13, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: Alan E. Serby, Suite 375, 3379 Peachtree Rd. NE., Atlanta, GA 30326. *Canned foodstuffs*, (1) from Norfolk, VA, to MO and KS and that part of IL on, south or west of a line beginning at the IL-IN State line and extending along U.S. Hwy 460 to its junction with U.S. Hwy 50, thence along U.S. Hwy 50 to its junction with U.S. Hwy 51, thence along U.S. Hwy 51 to its junction with IL Hwy 29, thence along IL Hwy 29 to its junction with U.S. Hwy 136, thence along U.S. Hwy 136 to its junction with U.S. Hwy 67, thence along U.S. Hwy 67 to the IL-IA State line. (2) From points in VA on and east of U.S. Hwy 301, to points in KS and that part of MO on, south, or west of a line beginning at the IL-MO State line and extending along U.S. Hwy 40 to its junction with MO Hwy 13, thence along MO Hwy 13 to its junction with U.S. Hwy 136, thence along U.S. Hwy 136 to the MO-NE State line. Restrictions: (1) All authority sought herein is to be restricted to transportation in vehicles equipped with mechanical refrigeration. (2) All authority sought herein is to exclude commodities in bulk. (3) All authority sought herein is restricted to the transportation of shipments which originate at or are destined to points in NY, CT, MA, RI, NJ, PA, MD, DE, VA, DC, KY, NC, SC, TN, GA, AL, FL, MS, AR, LA, OK, TX, AZ, CA, and NM. (4) All of the authority herein shall expire on December 18, 1978, unless on or prior to that date the Commission shall renew the certificate issued to the carrier in MC 107515 (Sub-No. 799). The purpose of this filing is to eliminate the gateway of Lewisburg, TN.

No. MC 107515 (Sub-No. E635), filed February 13, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: Alan E. Serby, Suite 375-3379 Peachtree Road NE. Atlanta, GA 30326. *Frozen foods:* (1) From points in Louisiana on or south of Interstate Hwy 20, to

points in MA, CT, NJ, DE, MD, and DC and that portion of VA on or east of a line commencing at the VA-NC State line and extending over U.S. Hwy 501 to junction U.S. Hwy 60, then over U.S. Hwy 60 to junction Interstate Hwy 81, then over Interstate Hwy 81 to the VA-MD State line; points in that portion of PA on or east of a line commencing at the PA-MD State line and extending over U.S. Hwy 219 to junction PA Hwy 879, then over PA Hwy 879 to junction Interstate Hwy 80, then over Interstate Hwy 80 to junction U.S. Hwy 15, then over U.S. Hwy 15 to the PA-NY State line; and points in NY on or east of U.S. Hwy 15. (2) From points in MS on or south of Interstate Hwy 20, to the territory in (1) above. (3) From points in MS, to points in MA, CT, NJ, DE, and DC, and points in VA on or east of Interstate Hwy 95; points in MD on or east of U.S. Hwy 15; points in PA on or east of a line commencing at the PA-MD State line and extending over U.S. Hwy 15 to junction Interstate Hwy 81, then over Interstate Hwy 81 to NY-PA State line; and points in NY on or south of NY Hwy 7. (4) From points in MS on or south of Interstate Hwy 10, to points in MD; that portion of VA on or east of a line beginning at the VA-NC State line and extending over U.S. Hwy 501 to junction Interstate Hwy 81, then over Interstate Hwy 81 to junction U.S. Hwy 250, then over U.S. Hwy 250 to the VA-WV State line; points in PA on or east of a line commencing at the PA-MD State line and extending over U.S. Hwy 219 to junction PA Hwy 56, then over PA Hwy 56 to junction U.S. Hwy 119, then over U.S. Hwy 119 to junction Interstate Hwy 80, then over Interstate Hwy 80 to junction PA Hwy 66, then over PA Hwy 66 to junction PA Hwy 36, then over PA Hwy 36 to junction U.S. Hwy 62, then over U.S. Hwy 62 to NY-PA State line; points in NY on, north or east of a line commencing at the NY-PA State line and extending over U.S. Hwy 219 to junction U.S. Alternate Hwy 20, then over U.S. Hwy Alternate 20 to junction Interstate Hwy 90, then over Interstate Hwy 90 to Buffalo, NY. Restrictions: (1) All authority sought herein is to be restricted to transportation in vehicles equipped with mechanical refrigeration. (2) All authority sought herein is to exclude commodities in bulk. (3) All authority sought herein is restricted to the transportation of shipments which originate at or are destined to points in MY, CT, MA, RI, NJ, PA, MD, DE, VA, DC, KY, NC, SC, TN, GA, AL FL, MS, AR, LA OK, TX, AZ, CA, and NM. (4) All of the authority herein shall expire on December 18, 1978, unless on or prior to that date of the Commission shall renew the Certificate issued to carrier in MC 107515 (Sub-No. 799). The purpose of this filing is to eliminate the gateways of Atlanta, GA; Charlotte, NC; any point in VA; and Rocky Mount, NC.

No. MC 107515 (Sub-No. E636), filed February 13, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: Alan E. Serby, Suite 375-3379 Peachtree Road, NE, Atlanta, GA 30326. *Prepared dough,* (1) from Boston, MA, to Denver, CO (2) From points in MD on, south or east of Interstate Hwy 95; points in PA on, south, or east of Interstate Hwy 95; Philadelphia, PA; points in DE; points in NJ on, south or east of Interstate Hwy 95; New York, NY; points in CT and RI on, south or east of Interstate Hwy 95; and points in MA on or east of U.S. Hwy 1, to points in NM, AZ, that portion of UT on or south of U.S. Hwy 40, that portion of NV on or south of U.S. Hwy 40, that portion of CA on or south of Interstate Hwy 80. (3) From that portion of PA on, south or east of a line beginning at the MD-PA State line and extending over Interstate Hwy 83 to junction U.S. Hwy 30, then over U.S. Hwy 30 to junction U.S. Hwy 222, then over U.S. Hwy 222 to the junction U.S. Hwy 22, then over U.S. Hwy 22 to the PA-NJ State line; to those portions of AZ, NM, NV and CA specified in (2) above. Restrictions: (1) All authority sought herein is to be restricted to transportation in vehicles equipped with mechanical refrigeration. (2) All authority sought herein is to exclude commodities in bulk. (3) All authority sought herein is restricted to the transportation of shipments which originate at or are destined to points in NY, CT, MA, RI, NJ, PA, MD, DE, VA, DC, KY, NC, SC, TN, GA, AL, FL, MS, AR, LA, OK, TX, AZ, CA, and NM. (4) All of the authority herein shall expire on December 18, 1978, unless on or prior to that date the Commission shall renew the Certificate issued to carrier in MC 107515 (Sub-No. 799). The purpose of this filing is to eliminate the gateway of East Point, GA.

No. MC 107515 (Sub-No. E637), filed February 13, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: Alan E. Serby, Suite 375-3379 Peachtree Road, NE, Atlanta, GA 30326. *Pie fillings, jellies, jams and fondant icings,* (1) From VA, DE, MD, NJ, PA, NY, CT, RI, MA, and DC, to Los Angeles, CA. (2) From points in VA, MD, DE, NJ, CT, RI, MA, Washington, DC, points in PA on or east of Interstate Hwy 81; and points in NY on or east of Interstate Hwy 81, to Phoenix, AZ, and points in CA on or south of Interstate Hwy 10. (3) From points in VA, DE, NJ, CT, RI, MA, Washington, DC; that portion of MD on, south or east of Interstate Hwy 81; that portion of NY on, south or east of a line beginning at the NY-NJ State line and extending over Interstate Hwy 84 to junction Taconic State Parkway, then over Taconic State Parkway to junction Interstate Hwy 90, then along Interstate Hwy 90 to the NY-MA State line and that portion of PA on, south or east of a line beginning at the PA-MD State line and extending over Interstate Hwy 81 to junction U.S. Hwy 22, then over U.S. Hwy 22 to junction PA Turnpike, then over the PA Turnpike to junction U.S. Hwy 209, then over U.S. Hwy 209 to the PA-NY-NJ State line at or near Port Jervis, NY, to San Francisco, CA. Restrictions: (1) All authority sought herein is to be restricted to transportation in vehicles equipped with mechanical refrigeration. (2) All authority sought herein is to exclude commodities in bulk. (3) All authority sought herein is restricted against the transportation of sugar (4) All authority sought herein is restricted to the transportation of shipments which originate at or are destined to points in NY, CT, MA, RI, NJ, PA, MD, DE, VA, DC, KY, NC, SC, TN, GA, AL, FL, MS, AR, LA, OK, TX, AZ, CA, and NM. (5) All of the authority herein shall expire on December 18, 1978, unless on or prior to that date the Commission shall renew the Certificate issued to carrier in MC 107515 (Sub-No. 799). The purpose of this filing is to eliminate the gateway of Pensacola, FL.

No. MC 107515 (Sub-No. E638), filed February 13, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: Alan E. Serby, Suite 375—3379 Peachtree Rd. NE., Atlanta, GA 30326. *Prepared dough,* except in bulk, in vehicles equipped with mechanical refrigeration, from points in VA on or south of a line commencing at the VA-NC State line and extending over U.S. Hwy 220 to Martinsville, then over VA Hwy 57 to junction U.S. Hwy 29, then over U.S. Hwy 29 to junction VA Hwy 40, then over VA Hwy 40 to junction VA Hwy 10, then over VA Hwy 10 to junction U.S. Hwy 17, then over U.S. Hwy 17 to junction U.S. Hwy 60 to Norfolk, then over U.S. Hwy 60 to the Atlantic Ocean; Norfolk, VA, to MI. Restrictions: (1) All authority sought herein is restricted to the transportation of shipments which originate at or are destined to points in NY, MA, RI, NJ, PA, MD, DE, VA, DC, KY, NC, SC, TN, GA, AL, FL, MS, AR, LA, OK, TX, AZ, CA, and NM; (2) All of the authority herein shall expire on December 18, 1978, unless on or prior to that date the Commission shall renew the Certificate issued to carrier in MC 107515 (Sub-No. 799). The purpose of this filing is to eliminate the gateway of Greensboro, NC.

No. MC 107515 (Sub-No. E639), filed February 13, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: Alan E. Serby, Suite 375—3379 Peachtree Rd. NE., Atlanta, GA 30326. *Prepared dough*, (1) From points in that part of MA on and east of Interstate Hwy 91; points in CT on and east of a line commencing at the CT-MA State line and extending over Interstate Hwy 91 to Hartford, then along Interstate Hwy 84 to CT-NY State line; New York, NY; points in MD, NJ, and PA on and east of U.S. Hwy 1; points in DE; Washington, DC; and points in that part of VA on or east of U.S. Hwy 29, to points in that part of IN commencing at the IN-KY State line at or near Cannelton, IN, and extending over IN Hwy 66 to junction U.S. Hwy 231, then over U.S. Hwy 231 to junction IN Hwy 68, then over IN Hwy 68 to junction Interstate Hwy 64, then over Interstate Hwy 64 to IN-IL State line; and points in that part of IL on or south of a line commencing at the IL-IN State line and extending over U.S. Hwy 460 to junction IL Hwy 14, then over Il Hwy 14 to junction U.S. Hwy 51, then over U.S. Hwy 51 to junction IL Hwy 154, then over IL Hwy 154 to junction IL Hwy 3, then over IL Hwy 3 to junction IL Hwy 155, then over IL Hwy 155 to Mississippi River at or near Ft. Chartrues, IL; (2) From points in that part of VA on or south or east of a line commencing at the VA-NC State line and extending over U.S. Hwy 220 to Martinsville, VA, then over U.S. Hwy 58 to Danville, VA, then over U.S. Hwy 29 to junction VA Hwy 6, then over VA Hwy 6 to junction U.S. Hwy 360, then over U.S. Hwy 360 to the Chesapeake Bay, to IL and points in that part of IN on, south, or west of a line commencing at the IN-OH State line, then over U.S. Hwy 224 to junction IN Hwy 5, then over IN Hwy 5 to junction U.S. Hwy 30, then over U.S. Hwy 30 to junction IN Hwy 49, then over IN Hwy 49 to Lake Michigan. Restrictions: (1) All authority sought herein is to be restricted to transportation in vehicles equipped with mechanical refrigeration. (2) All authority sought herein is to exclude commodities in bulk. (3) All authority sought herein is restricted to the transportation of shipments which originate at or near destined to points in NY, CT, MA, RI, NJ, PA, MD, DE, VA, DC, KY, NC, SC, TN, GA, AL, FL, MS, AR, LA, OK, TX, AZ, CA, and NM. (4) All of the authority herein shall expire on December 18, 1978, unless on or prior to that date the Commission shall renew the Certificate issued to carrier in MC 107515 (Sub-No. 799). The purpose of this filing is to eliminate the gateway of Greensboro, NC.

No. MC 107515 (Sub-No. E640), filed February 13, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: Alan E. Serby, Suite 375-3379, Peachtree Road NE., Atlanta, GA 30326. *Prepared dough*, except in bulk, in vehicles equipped with mechanical refrigeration, (1) from points in VA on, east or south of a line commencing at the VA-NC State line and extending over U.S. Hwy 29 to Danville, VA, then over U.S. Hwy 58 to Norfolk, VA, to points in WV on and west of a line commencing at the WV-VA State line and extending over Interstate Hwy 77 to junction U.S. Hwy 33, then over U.S. Hwy 33 to the WV-OH State line; (2) from Danville, VA, to Parkersburg and Morgantown, WV. Restrictions: (1) All authority sought herein is restricted to the transportation of shipments which originate at or are destined to points in NY, CT, MA, RI, NJ, PA, MD, DE, VA, DC, KY, NC, SC, TN, GA, AL, FL, MS, AR, LA, OK, TX, AZ, CA, and NM; (2) all of the authority herein shall expire on December 18, 1978, unless on or prior to that date the Commission shall renew the certificate issued to carrier in MC 107515 (Sub-No. 799). The purpose of this filing is to eliminate the gateway of Greensboro, NC.

No. MC 115331 (Sub-No. E24) (correction), filed May 16, 1974, published in the FEDERAL REGISTER issue of February 8, 1978, and republished, as corrected, this issue. Applicant: TRUCK TRANSPORT, INC., 230 St. Clair Avenue, East St. Louis, IL 62201. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street NW., Washington, DC 20001. (37) *Dry fertilizer and urea*, from Nebraska City, NE, to points in IL, IN, MI, and OH. The purpose of this filing is to eliminate the gateway of Fort Madison, IA.

NOTE.—The purpose of this correction is to correct the docket number which read as "114019" instead of "115331." The remainder of the letter notice remains as published.

No. MC 117574 (Sub-No. E102), filed July 16, 1975. Applicant: DAILY EXPRESS, INC., P.O. Box 39, Carlisle, PA 17013. Applicant's representative: E. S. Moore, Jr. (same as above). *Tractors, cranes, or industrial and processing machinery, and attachments and parts therefor: self-propelled construction and materials handling machines, construction, and materials handling machines*, withouth undercarriages, any of which are tractors, cranes, or industrial and processing machinery, and attachments, and parts for the machines described above from Waukesha, WI, to points in DE, MD (except Garrett County), points in that portion of NC in and east of Almance, Caswell, Chatham, Moore, and Scotland Counties, and points in that portion of VA in and east of Amherst, Augusta, Campbell, Pittsylvania, and Rockbridge Counties, VA. The purpose of this filing is to eliminate the gateway of Carlisle and Shady Grove, PA.

No. MC 117574 (Sub-No. E105), filed July 16, 1975. Applicant: DAILY EXPRESS, INC., P.O. Box 39, Carlisle, PA 17013. Applicant's representative: E. S. Moore, Jr. (same as above). *Tractors* (other than truck-tractors) with or without attachments, except those which because of size or weight require special handling or the use of special equipment, and *parts for such tractors*, from Minneapolis, MN, to points in that portion of NC in and east of Cabarrus, Davidson, Forsyth, Michlenburg, Rowan, and Stokes Counties, points in that portion of SC in and east of Berkley, Charleston, Clarendon, Dorchester, Kershaw, Lancaster, and Sumper Counties, and points in VT. The purpose of this filing is to eliminate the gateway of Carlisle and Waynesboro, PA. 000

No. MC 118831 (Sub-No. E67), filed April 2, 1976. Applicant: CENTRAL TRANSPORT, INC., P.O. Box 5388, High Point, NC 27263. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street NW, Washington, DC 20001. *Liquid chemicals* (except petrochemicals), in bulk, in tank vehicles, from Orangeburg, SC, to Greenville, TN. The purpose of this filing is to eliminate the gateway of Charlotte, NC.

No. MC 118831 (Sub-No. E68), filed April 2, 1976. Applicant: CENTRAL TRANSPORT, INC., P.O. Box 5388, High Point, NC 27263. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street NW, Washington, DC 20001. *Liquid chemicals* (except petrochemicals), in bulk, in tank vehicles, from points in SC on and east of a line beginning on U.S. Hwy 21 at the boundary between NC and SC, then over U.S. Hwy 21 to its junction with SC Hwy 72-121, to its junction with SC Hwy 901, to its junction with SC Hwy 9, to its junction with U.S. Hwy 21, to its junction with SC Hwy 97, to its junction with U.S. Hwy 601, to its junction with Interstate Hwy 20, to its junction with U.S. Hwy 521, to its junction with SC Hwy 261, to its junction with U.S. Hwy 15, to its junction U.S. Hwy 301, to its junction with U.S. Hwy 521, to its junction with U.S. Hwy 52, to its junction with SC Hwy 45, then over SC Hwy 45 to McClellanville, then east to the Atlantic Ocean; to IL (except the East St. Louis commercial zone), IN, KY, MI, MO (except the St. Louis commercial zone), OH, TN, and WI. The purpose of this filing is to eliminate the gateway of Charlotte, NC.

No. MC 118831 (Sub-No. E69), filed April 2, 1976. Applicant: CENTRAL TRANSPORT, INC., P.O. Box 5388, High Point, NC 27263. Applicant's rep-

resentative: E. Stephen Heisley, 666 Eleventh Street NW, Washington, DC 20001. *Liquid chemicals* (except petrochemicals), in bulk, in tank vehicles, from Greenville, SC, to points in (1) MI; (2) WI ; (3) that portion of MO (except the ST. Louis commercial zone), which lies on, north and west of a line beginning at the boundary between MO and AR on MO Hwy 5, then over MO Hwy 5 to its junction with U.S. Hwy 60, to its junction with U.S. Hwy 63, to its junction with Interstate Hwy 44, to the IL boundary; (4) that portion of IL (except the East St. Louis commercial zone) which lies on, north and west of a line beginning at the boundary between IL and MO on Interstate Hwy 44, then over Interstate Hwy 44 to its junction with Interstate Hwy 57, to its junction with Interstate Hwy 74, to its junction with IL Hwy 1, to its junction with U.S. Hwy 24, then over U.S. Hwy 24 to the IN boundary; (5) that portion of IN which lies on and north of a line beginning at the boundary between IN and IL on U.S. Hwy 24, then over U.S. Hwy 24 to its junction with U.S. Hwy 41, to its junction with IN Hwy 14, to its junction with IN Hwy 25, to its junction with U.S. Hwy 30, then over U.S. Hwy 30 to the OH boundary; and (6) that portion of OH which lies on, north and east of a line beginning at the boundary between OH and IN on U.S. Hwy 30, then over U.S. Hwy 30 to its junction with U.S. Hwy 127, to its junction with U.S. Hwy 33, to its junction with U.S. Hwy 68, to its junction with OH Hwy 72, to its junction with U.S. Hwy 35, to its junction with OH Hwy 93, to its junction with OH Hwy 233, to its junction with OH Hwy 141, to its junction with OH Hwy 378, then over OH Hwy 278 to Getaway and then, by unnumbered road, to Chesapeake, OH. The purpose of this filing is to eliminate the gateway of Charlotte, NC.

NO. MC 118831 (Sub-No. E70), filed April 2, 1976. Applicant: CENTRAL TRANSPORT, INC., P.O. Box 5388, High Point, NC 27263. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street NW., Washington, DC 20001. *Liquid chemicals* (except petrochemicals), in bulk, in tank vehicles, from Beaufort, SC, to points in IL (except the East St. Louis commercial zone), IN, KY, MI, MO (except the St. Louis commercial zone), OH, and WI and to points in TN which lie on and north of a line beginning at the boundary between TN and NC on U.S. Hwy 25, then to its junction with Interstate Hwy 40, to its junction with U.S. Hwy 70, to its junction with TN Hwy 104, to its junction with TN Hwy 20, then over TN Hwy 20 to the boundary between TN and AR. The purpose of this filing is to eliminate the gateway of Charlotte, NC.

No. MC 118831 (Sub-No. E71), filed April 2, 1976. Applicant: CENTRAL TRANSPORT, INC., P.O. Box 5388, High Point, NC 27263. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street NW., Washington, DC 20001. *Liquid chemicals* (except petrochemicals), in bulk, in tank vehicles, from points in SC which lie on and east of a line beginning at the boundary between SC and GA on Interstate Hwy 85, then over Interstate Hwy 85 to its junction with U.S. Hwy 178, to its junction with SC Hwy 8, to its junction with SC Hwy 186, to its junction with U.S. Hwy 276, to then over U.S. Hwy 276 to the boundary between NC and SC; to points in WI. The purpose of this filing is to eliminate the gateway of Charlotte, NC.

No. MC 118831 (Sub-No. E117), filed April 2, 1976. Applicant: CENTRAL TRANSPORT, INC., P.O. Box 5388, High Point, NC 27263. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street NW., Washington, DC 20001. *Liquid petrochemicals* (except anhydrous ammonia, fertilizer, and fertilizer materials), in bulk, in tank vehicles, from points in NC on and east of a line beginning at the boundary between NC and SC on NC Hwy 9, to its junction with an unnumbered highway to Spindale, then over U.S. Hwy 74 to its junction with an unnumbered highway, to its junction with NC 226, to its junction with an unnumbered highway, to its junction with NC Hwy 226, to its junction with an unnumbered highway to NC Hwy 10 near Casar, then over NC Hwy 10 to its junction with NC Hwy 18, to its junction with an unnumbered highway to Connelly Springs, then over unnumbered highway through Baton and Whitnel to Lenoir, then over NC Hwy 18 to its junction with NC Hwy 268, to its junction with U.S. Hwy 601, to its junction with U.S. Hwy 52, then over U.S. Hwy 52 to the boundary between NC and VA; to points in MO (except the St. Louis commercial zone). The purpose of this filing is to eliminate the gateway of points in SC and Charlotte, NC.

No. MC 118831 (Sub-No. E118), filed April 2, 1976. Applicant: CENTRAL TRANSPORT, INC., P.O. Box 5388, High Point, NC 27263. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street NW., Washington, DC 20001. *Liquid petrochemicals* (except anhydrous ammonia, fertilizer, and fertilizer materials), in bulk, in tank vehicles, from points in NC on, east and south of a line beginning at the boundary between NC and SC on NC Hwy 150, then over NC Hwy 150 to its junction with Interstate Hwy 77, to its junction near Oswalt with U.S. Hwy 21, to its junction with Interstate Hwy 40, to its junction with U.S. Hwy 601, to its junction with U.S. Hwy 64, to its junction with U.S. Hwy 29, then over U.S. Hwy 29 through Lexington and High Point to its junction with Interstate Hwy 85, then over Interstate Hwy 85 to the boundary between NC and VA; to points in IN. The purpose of this filing is to eliminate the gateways of points in SC and Charlotte, NC.

No. MC 118831 (Sub-No. E119), filed April 2, 1976. Applicant: CENTRAL TRANSPORT, INC., P.O. Box 5388, High Point, NC 27263. Applicant's representative: E. Stephen Heisley, 666 11th St. NW., Washington, DC 20001. *Liquid petrochemicals* (except anhydrous ammonia, fertilizer, and fertilizer materials), in bulk, in tank vehicles, from points in NC on, east, and south of a line beginning at the boundary between NC and SC on U.S. Alternate Hwy 221, to its junction with NC Hwy 120, to its junction with U.S. Hwy 74, to Shelby, then over NC Hwy 150 to its junction with NC Hwy 152, to its junction with U.S. Hwy 52, to its junction with NC Hwy 27, to its junction with U.S. Hwy 220, to its junction with NC Hwy 211, to its junction U.S. Hwy 401, to its junction with NC Hwy 24, to its junction with U.S. Hwy 117, to its junction with NC Hwy 210, to its junction with U.S. Hwy 17, to its junction with NC Hwy 132, to its junction with U.S. Hwy 74, then over U.S. Hwy 74 to Wrightsville Beach; to points in OH. The purpose of this filing is to eliminate the gateway of points in SC and Charlotte, NC.

No. MC 118831 (Sub-No. E120), filed April 2, 1976. Applicant: CENTRAL TRANSPORT, INC., P.O. Box 5388, High Point, NC 27263. Applicant's representative: E. Stephen Heisley, 666 11th St. NW., Washington, DC 20001. *Liquid petrochemicals* (except anhydrous ammonia, fertilizer, and fertilizer materials), in bulk, in tank vehicles, from Rocky Mount, N.C. to points in MO (except the St. Louis Commercial Zone), WI, MI, IN, IL, (except the east St. Louis commerical zone), points in TN which lie on and west of a line beginning at the boundary between NC and TN on U.S. Hwy 19W, to its junction with U.S. Hwy 19W-23, to its junction with U.S. Hwy 23, to Kingsport, to the boundary between KY and TN; points in KY which lie on and west of a line beginning at the boundary between KY and VA on U.S. Hwy 23, to its junction with U.S. Hwy 23-119, to its junction with KY Hwy 197, to its junction with VA Hwy 80, to Belcher, KY, then over U.S. Hwy 460 to its junction with U.S. Hwy 23-460, to its junction with U.S. Hwy 23, to Louisa, to the boundary between KY and WV; points in OH on and west of a line beginning at Aberdeen, then over U.S. Hwy 52 to its junction with U.S. Hwy 62, to its junction U.S. Hwy 23 at Columbus, to its junction with OH Hwy 53, to its junction with OH Hwy 18, to its junction with OH Hwy

199, to Toledo. The purpose of this filing is to eliminate the gateway of points in SC and Charlotte, NC.

No. MC 118831 (Sub-No. E121), filed April 2, 1976. Applicant: CENTRAL TRANSPORT, INC., High Point, NC. Applicant's representative: E. Stephen Heisley, 666 11th St. NW., Washington, DC 20001. *Liquid petrochemicals* (except anhydrous ammonia, fertilizer, and fertilizer materials), in bulk, in tank vehicles, from Plymouth, NC to points in MO (except the St. Louis commercial zone), IL (except the east St. Louis commercial zone), WI, MI, IN; points in TN which lie on and west of a line beginning at the TN-NC boundary on U.S. Hwy 19W, then to its junction with U.S. Hwy 19W-23, to its junction with U.S. Hwy 23, to its junction with U.S. Hwy 11E-19, to Bristol; points in KY which lie on and west of a line beginning at the KY-VA boundary on U.S. Hwy 23, then to its junction with U.S. Hwy 23-119 to its junction KY Hwy 197, to its junction with VA Hwy 80 to Belcher, then over U.S. Hwy 460 to its junction with U.S. Hwy 23-460, to its junction with U.S. Hwy 23, to Louisa, to the KY-WV boundary; points in OH which lie on and west of a line beginning at Aberdeen, then over U.S. Hwy 52 to its junction with U.S. Hwy 62, to its junction with U.S. Hwy 23 at Columbus, to its junction with OH Hwy 53, to its junction with OH Hwy 18, to its junction with OH Hwy 199, to Toledo. The purpose of this filing is to eliminate the gateway of Points in SC and Charlotte, NC.

No. MC 141364 (Sub-No. E1), filed December 24, 1975. Applicant: AFFILIATED VAN LINES, INC., 2124 Washington Street, Lawton, OK 73501. Applicant's representative: Charles J. Kimball, 350 Capital Life Center, 1600 Sherman St., Denver, CO 80203. *Household goods,* As defined by the Commission, (1) between points in KS, on the one hand, and, on the other, (A) those points in TX, on and east and south of a line beginning at the OK-TX State line and extending along Interstate Hwy 35 to junction Interstate Hwy 35W, then along Interstate Hwy 35W to junction U.S. Hwy 81, then along U.S. Hwy 81 to the international boundary between the United States and Mexico; (B) points in LA; (C) those points in AR, on, west, south, and east of a line beginning at the AR-OK State line, then along U.S. Hwy 62 to junction U.S. Hwy 71, then along U.S. Hwy 71 to junction U.S. Hwy 64, then along U.S. Hwy 64 to junction U.S. Hwy 167, then along U.S. Hwy 167 to junction AR Hwy 25, then along AR Hwy 25 to junction U.S. Hwy 67, then along U.S. Hwy 67 to the MO-AR State line; (D) those points in MO, on, east, south and west of a line beginning at the MO-AR State line, then along U.S. Hwy 67 to junction MO Hwy 53, to its junction with the western boundary of Dunklin County, MO, and points in Dunklin and Pemiscot Counties, MO. The purpose of this filing is to eliminate the gateways of points in OK on and east of U.S. Hwy 77. (2) Between points in KS on, south, and west of a line beginning at the CO-KS State line, then along Interstate Hwy 70 to junction U.S. Hwy 81, then along U.S. Hwy 81 to junction U.S. Hwy 54, then along U.S. Hwy 54 to junction U.S. Hwy 77, then along U.S. Hwy 77 to the KS-OK State line, on the one hand, and, on the other, (A) those points in TX on, east and south of a line beginning at the TX-OK State line, then along Interstate Hwy 35 to junction Interstate Hwy 35W, then along Interstate Hwy 35W to junction U.S. Hwy 81 to Laredo and the international boundary between the United States and Mexico; (B) points in LA; (C) points in AR; (D) those points in Illinois on and south of a line beginning at the IL-KY State line, then along IL Hwy 13 to junction IL Hwy 149, then along IL Hwy 149 to junction IL Hwy 3, then along IL Hwy 3 to Chester, then along the unnumbered highway running southwest from Chester to junction MO Hwy 51 and the IL-MO State line; (E) those points in MO on, south, east and west of a line beginning at the IL-MO State line, then along MO Hwy 51 to junction MO Hwy 72, then along MO Hwy 72 to junction MO Hwy 21, then along MO Hwy 21 to junction MO Hwy 8, then along MO Hwy 8 to junction U.S. Hwy 66, then along U.S. Hwy 66 to the MO-KS State line. The purpose of this filing is to eliminate the gateway of points in OK on and east of U.S. Hwy 77. (3) Between points in KS on and east of U.S. Hwy 81 on the one hand, and, on the other, (A) those points in TX on and south of a line beginning at the TX-OK State line, then along U.S. Hwy 66 to junction U.S. Hwy 60, then along U.S. Hwy 60 to the NM-TX State line; (B) those points in NM on, south and west of a line beginning at the TX-NM State line, then along U.S. Hwy 60 to junction NM Hwy 41, then along NM Hwy 41 to junction U.S. Hwy 66, then along U.S. Hwy 66 to the AZ-NM State line; (C) points in LA; (D) those points in AR on, west, south and east of a line beginning at the AR-OK State line, then along U.S. Hwy 62 to junction U.S. Hwy 71, then along U.S. Hwy 71 to junction U.S. Hwy 64, then along U.S. Hwy 64 to junction U.S. Hwy 167, then along U.S. Hwy 167 to junction AR Hwy 25, then along AR Hwy 25 to junction U.S. Hwy 67, then along U.S. Hwy 67 to the MO-AR State line; (E) those points in MO on, east, south, and west of a line beginning at the MO-AR State line then along U.S. Hwy 67 to Poplar Bluff, then along MO Hwy 53 to junction the eastern boundary of Dunklin County, MO, and points in Dunklin and Pemiscot Counties, MO. The purpose of this filing is to eliminate the gateways of points in OK on and east of U.S. Hwy 77. (4) Between those points in KS beginning at the KS-MO State line, then along the western boundaries of Summer and Sedgwick Counties, KS, the northern boundary of Sedgwick County, KS, and the eastern boundary of Sedgwick, County, KS., to junction U.S. Hwy 54, then along U.S. Hwy 54 to junction U.S. Hwy 77, then along U.S. Hwy 77 to the OK-KS State line, on the one hand, and, on the other, (A) points in LA; (B) points in AR; (C) points in IL; (D) those points in MO on, east, and south of a line beginning at the KS-MO State line, then along U.S. Hwy 66 to junction MO Hwy 47, then along MO Hwy 47 to junction U.S. Hwy 61, then along U.S. Hwy 61 to the MO-IA State line; (E) those points in IA on, east and north of a line beginning at the MO-IA State line, then along U.S. Hwy 61 to junction U.S. Hwy 34, then along U.S. Hwy 34 to junction U.S. Hwy 63, then along U.S. Hwy 63 to junction U.S. Hwy 30, then along U.S. Hwy 30 to junction U.S. Hwy 69, then along U.S. Hwy 69 to junction U.S. Hwy 20, then along U.S. Hwy 20 to junction U.S. Hwy 169, then along U.S. Hwy 169 to junction U.S. Hwy 18, then along U.S. Hwy 18 to junction U.S. Hwy 59, then along U.S. Hwy 59 to the IA-MN State line; (F) those points in NE on and west of a line beginning at the SD-NE State line, then along U.S. Hwy 385 to junction NE Hwy 19, then along NE Hwy 19 to the NE-CO State line; (G) those points in CO on, west, and north of a line beginning at the CO-WY State line, then along U.S. Hwy 85 to junction U.S. Hwy 87, then along U.S. Hwy 87 to junction U.S. Hwy 24, then along U.S. Hwy 24 to junction U.S. Hwy 285, then along U.S. Hwy 285 to junction CO Hwy 291, then along CO Hwy 291 to Salida, then along U.S. Hwy 50 to junction U.S. Hwy 285, then along U.S. Hwy 285 to the CO-NM State line; (H) those points in TX on and south of U.S. Hwy 66; (I) those points in NM on, south and west of a line beginning at the TX-NM State line, then along U.S. Hwy 66 to junction NM Hwy 104, then along NM Hwy 104 to Las Vegas, then along NM Hwy 3 to the CO-NM State line. The purpose of this filing is to eliminate the gateway of points in OK on and east of U.S. Hwy 77.

By the Commission.

H. G. Homme, Jr.,
Acting Secretary.

[FR Doc. 78-6224 Filed 3-8-78; 8:45 am]

[7035-01]

IRREGULAR-ROUTE MOTOR COMMON CARRIERS OF PROPERTY

Elimination of Gateway Letter Notices

MARCH 3, 1978.

The following letter-notices of proposals to eliminate gateways for the purpose of reducing highway congestion, alleviating air and noise pollution, minimizing safety hazards, and conserving fuel have been filed with the Interstate Commerce Commission under the Commission's Gateway Elimination Rules (49 CFR Part 1065), 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 March 20, 1978. 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.

The following applicants seek to operate as a common carrier, by motor vehicles, over irregular routes.

No. MC 40215 (Sub-No. E2) (Correction), filed May 17, 1974, published in the FEDERAL REGISTER issue of August 26, 1976, and republished, as corrected, this issue. Applicant: RICHARDSON TRANSFER & STORAGE CO., INC., 246 North Fifth Street, Salina, KS 67401. Applicant's representative: James F. Flint, Suite 600, 1250 Connecticut Avenue NW., Washington, D.C. 20036. *Household goods*, as defined by the Commission: (A) From points in AZ on and south and east of a line beginning at the AZ-NM State line and extending along Interstate Hwy 10 to junction U.S. Hwy 666, then south along U.S. Hwy 666 to the international boundary line between the United States and Mexico, to points in CO on and east of a line beginning at the CO-WY State line and extending south along U.S. Hwy 85 to junction of U.S. Hwy 34, then along U.S. Hwy 34 to junction CO Hwy 71, to junction U.S. Hwy 50, to junction CO Hwy 101, to junction U.S. Hwy 160, to junction U.S. Hwy 287, to the CO-OK State line; (B) from points in AZ south of a line beginning at the AZ-CA State line and extending east along Interstate Hwy 10 to junction U.S. Hwy 80, then southwest along U.S. Hwy 80 to the international boundary line between the United States and Mexico, to points in CO on and east of a line beginning at the CO-WY State line and extending south along Interstate Hwy 25 to junction U.S. Hwy 50, then east along U.S. Hwy 50 to junction CO Hwy 101, then south along CO Hwy 101 to junction U.S. Hwy 160, then east along U.S. Hwy 160 to junction U.S. Hwy 287, then south along U.S. Hwy 287 to the CO-OK State line. The purpose of this filing is to eliminate the gateway of Coolidge, KS.

NOTE.—The purpose of this republication is to correct the territorial description.

No. MC 40215 (Sub-No. E5) (correction), filed May 17, 1974, published in the FEDERAL REGISTER issue of September 1, 1976, and republished in FEDERAL REGISTER issue of October 28, 1976, and partially republished as corrected this issue. Applicant: RICHARDSON TRANSFER & STORAGE CO., INC., 246 North Fifth Street, Salina, KS 67401. Applicant's representative: James Flint, Ephraim and Polydoroff, Suite 600, 1250 Connecticut Avenue NW., Washington, D.C. 20036. *Household goods*, as defined by the Commission: (1)(A) From points in CO to points in VA; (B) from points in CO to points in VA on and east of a line beginning at the VA-WV State line, and extending along U.S. Hwy 52 to the VA-NC State line; (C) from points in CO on and northwest of a line beginning at the CO-UT State line, and extending along Interstate Hwy 70, to junction U.S. Hwy 85, then north along U.S. Hwy 85 to the CO-WY State line, to points in VA (Marysville, KS and Ravenna, OH*). (2) From points in CO to points in WV (Kansas City, KS, or Topeka, KS and Ravenna, OH*). (3) From points in CO to points in IA on and east of a line beginning at the IA-MN State line and then extending south along U.S. Hwy 218 to junction IA Hwy 14, then extending south along IA Hwy 14 to junction IA Hwy 5, then south along IA Hwy 5 to the IA-MN State line (Marysville, KS, or Garden City, KS*). (4) From points in CO to points in OK beginning at the KS-OK State line, and extending along U.S. Hwy 283, then south along U.S. Hwy 283 to the OK-TX State line (Liberal, KS*). The purpose of this filing is to eliminate the gateways indicated by asterisks above.

NOTE.—The purpose of this partial republication is to correct the territorial description. The remainder of this letter-notice stands as previously published.

No. MC 40215 (Sub-No. E8), filed May 17, 1974. Applicant: RICHARDSON TRANSFER & STORAGE CO., INC., 246 North 5th Street, Salina, KS 67401. Applicant's representative: Theodore Polydoroff, Suite 600, 1250 Connecticut Avenue NW., Washington, D.C. 20036. *Household goods*, as defined by the Commission: (1) From points in ID to points in AR (Garden City, KS.*) (2) From points in ID to points in DC. (Garden City, and Ravenna, OH.*) (3) From points in ID to those points in CO on and north of a line beginning at the NM-CO State line, and extending along Interstate Hwy 25 junction U.S. Hwy 350, then northeast to junction U.S. Hwy 50, then east along U.S. Hwy 50 to the CO-KS State line. (Coolidge, KS.*) (4) From those points in ID on and south of a line beginning at the OR-ID State line, and extending along Interstate Hwy 80 to junction Interstate Hwy 15W, then along Interstate Hwy 15W to junction U.S. Hwy 30, to junction U.S. Hwy 89, then east along U.S. Hwy 89 to the ID-WY State line, to points in IL (Garden City, KS.*) (5)(A) From points in ID on and south of a line beginning at the MT-ID State line, and extending along U.S. Hwy 93, then along U.S. Hwy 93 to junction of ID Hwy 21, then along ID Hwy 21 to junction ID Hwy 52, then along ID Hwy 52 to the ID-OR State line, to points in IN; (5)(B) from points in ID to those points in IN on and south of a line beginning at the IL-IN State line, and extending along U.S. Hwy 40, then east abng U.S. Hwy 40 to the IN-OH State line.((1) Garden City, KS; (2) Hutchinson, KS.*) (6)(A) From those points in ID on and south of a line beginning at the ID-OR State line, and extending along ID Hwy 52, then along ID Hwy 52 to junction ID Hwy 21, then along ID Hwy 21 to junction U.S. Hwy 93, then along U.S. Hwy 93 to the ID-NV State line, to those points in IA on and north of a line beginning at the IA-IL State line, and extending along IA Hwy 2 to junction Interstate Hwy 35, to junction U.S. Hwy 20, then along U.S. Hwy 20 to the IA-NE State line; (6)(B) from points in ID to those points in IA on and south and east of a line beginning at the IA-MO State line, and extending along IA Hwy 5 to junction IA Hwy 2, thence along IA Hwy 2 to the IA-IL State line. (Garden City KS.*) (7)(A) From points in ID on and north and west of a line beginning at the ID-NV State line, and extending along U.S. Hwy 93, then along U.S. Hwy 93 to the MT-ID State line, to those points in KS bounded by a line beginning at the KS-CO State line, and extending along Interstate Hwy 70 and U.S. Hwy 24, then along U.S. Hwy 24 to junction U.S. Hwy 81, then south along U.S. Hwy 81 to U.S. Hwy 50, then along U.S. Hwy 50 to the KS-CO State line, (Syracuse, KS.*) (7)(B) From points in ID to those points in KS on and east of a line beginning at the KS-NE State line, and extending along U.S. Hwy 81, then along U.S. Hwy 81 to junction U.S. Hwy 50, then along U.S. Hwy 50 to Garden City, KS, then east along U.S. Hwy 50 Alternate to U.S. Hwy 81, then east along U.S. Hwy 81 to junction KS Hwy 99, then along KS Hwy 99 to junction KS Hwy 4, then along KS Hwy 4 to junction U.S. Hwy

24, then east along U.S. Hwy 24 to the KS-MO State line. (Wichita, KS.*) (8) From points in ID to points in KY (Fort Scott, KS.*) (9) From points in ID to points in MD. (Garden City, KS, and Ravenna, OH.*) (10)(A) From points and places in ID on and south of a line beginning at the ID-OR State line, and extending east along U.S. Hwy 12 to the ID-MT State line, to those points in MI on and south of a line beginning at the Lake Michigan and extending east along U.S. Hwy 10 to junction U.S. Hwy 25, then east and north along U.S. Hwy 25 to Lake Huron. (10)(B) From points in ID to those points in MI north and east of a line beginning at the OH-MO State line, and extending along U.S. Hwy 127 to junction of Interstate Hwy 96, to junction MI Hwy 57, then along MI Hwy 57 to junction MI Hwy 15, then along MI Hwy 15 to junction Interstate Hwy 10, then along Interstate Hwy 10 to Lake Michigan (Hutchinson, KS.*) (11) From points in ID to points in MO (Kansas City, KS.*) (12) From points in ID to points in NE on, north and east of a line beginning at the KS-NE State line, and extending north along U.S. Hwy 81 to junction Interstate Hwy 80, then along east along Interstate Hwy 80 to the NE-IA State line. (Topeka, KS, or Garden City, KS.*) (13) From points in ID to points in NY (Garden City, KS and Ravenna, OH.*) (14) From points in ID to points in OH. (Garden City, KS.*) (15) From points in ID to points in OK. (Coolidge, KS.*) (16) From points in ID to points in PA (Garden City, KS, and Ravenna, OH.*) (17) From points in ID to points in TN. (Independence, KS.*) (18)(A) From points in ID to those points in TX east of line beginning at the TX-NM line, and extending south along U.S. Hwy 285 to junction TX Hwy 17, then along TX Hwy 17 southwest to junction U.S. Hwy 67, then along U.S. Hwy 67 to the international boundary line between United States and Mexico. (Garden City, KS.*) (18)(B) From points in ID on and north of a line beginning at the ID-WA State line, and extending along Interstate Hwy 90 to junction U.S. Hwy 95, to junction ID Hwy 200, then southeast along ID Hwy 200 to the ID-MT State line, to points in TX. (Garden City, KS.*) (19) From points in ID to points in VA on and east of a line beginning at the VA-WV State line, and extending south along U.S. Hwy 52 to the VA-NC State line. (Garden City, KS and Revenna, OH.*) (20)(A) From points in ID to points in WV on and east of a line beginning at the OH-WV State line, and extending south along Interstate Hwy 77 to junction U.S. Hwy 33, then east along U.S. Hwy 33 to junction WV Hwy 16, then south along WV Hwy 16 to junction U.S. Hwy 60, then east along U.S. Hwy 60 to junction U.S. Hwy 219, to WV-VA State line. (Garden City, KS and Ravenna, OH.*) (20)(B) From points in ID on and south of a line beginning at the ID-OR State line, and extending along ID Hwy 19 to junction Interstate Hwy 80N, then along Interstate Hwy 80N to junction Interstate Hwy 15, then along Interstate Hwy 15W to junction Interstate Hwy 15, then along Interstate Hwy 15 to junction ID Hwy 26, then along ID Hwy 26 to the ID-WY State line, to points in WV (Garden City, KS. and Ravenna, OH.*) (21) From points in ID on and south of a line beginning at the ID-MT State line, and extending south and east along U.S. Hwy 93 to junction ID Hwy 21, then along west along ID Hwy 21 to junction ID Hwy 55, then south and east along ID Hwy 55 to the ID-OR State line, to points in WI on and east and south of a line beginning at the WI-IL State line, and extending north along WI Hwy 78 to junction U.S. Hwy 51, then north along U.S. Hwy 51 to junction WI Hwy 64, then east along WI Hwy 64 to the WI-MI State line. (Garden City, KS.*) The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 40215 (Sub-No. E9) (correction), filed May 17, 1974, published in the FEDERAL REGISTER issue of October 6, 1976, and partially republished, as corrected, this issue. Applicant: RICHARDSON TRANSFER & STORAGE CO., INC., 246 North Fifth Street, Salina, KS 67401. Applicant's representative: James Flint, Ephraim and Polydoroff, Suite 600, 1250 Connecticut Avenue NW., Washington, DC 20036. *Household goods,* as defined by the Commission, (1) from points in IL, to points in ID on and south of a line beginning at the ID-OR State line, and extending south and east along Interstate Hwy 80 north to junction Interstate Hwy 15 west, then east along Interstate Hwy 15 west to junction U.S. Hwy 30 north, to junction U.S. Hwy 89 at Montpelier, ID, then east along U.S. Hwy 89 to the ID-WY State line. (Garden City, KS*) (2) From points in IL to points in KS on and east of a line beginning at the KS-NE State line and extending along U.S. Hwy 77, then south along U.S. Hwy 77 to junction U.S. Hwy 24, then along U.S. Hwy 24 to junction KS Hwy 18 (formerly U.S. Hwy 40) to Junction City, KS, then along U.S. Hwy 77 to junction U.S. Hwy 56 (formerly U.S. Hwy 50N) to Larned, KS, then west on U.S. Hwy 156 (formerly U.S. Hwy 50N) to Garden City, KS, then east on U.S. Hwy 50 to junction KS Hwy 99 to junction KS Hwy 4, then along Kasnsas Hwy 4 to U.S. Hwy 24 at Topeka, KS, then east along U.S. Hwy 24 to the KS-MO State line. (Kansas City, Mo*) (3) From points in IL to points in NV (Garden City, KS*) (4) From points in IL to points in NM) (Garden City, KS*). (5) From points in IL on and north of a line beginning at the MO-IL State line, and extending along IL Hwy 177 to junction IL Hwy 15, then east along IL Hwy 15 to the IL-IN State line, to points in OK. (Kansas City, KS, Ft. Scott, KS, or Galena, KS*) (6) From points in IL to points in OK except those points east of U.S. Hwy 271. (Kansas City, KS or Galena, KS*) (7) From points in IL to points in TX on and west of a line beginning at the Gulf of Mexico and extending along TX Hwy 288, then north along TX Hwy 288 to junction U.S. Hwy 59, then north along U.S. Hwy 59 to junction U.S. Hwy 259, then north on U.S. Hwy 259 to junction U.S. Hwy 271, then north along U.S. Hwy 271 to the OK-TX State line. (Galena, KS*) (8) From points in IL on and north of a line beginning at the MO-IL State line, and extending along U.S. Hwy Bypass 50 then southeast along U.S. Hwy Bypass 50 to junction IL Hwy 158, then on IL Hwy 158 to junction IL Hwy 177, then along IL Hwy 177 to junction IL Hwy 160, then along IL Hwy 160 to junction IL Hwy 15, then along IL Hwy 15 to the IL-IN State line, to points in TX. (Galena, KS*) (9) From points in IL to points in UT. (Kansas City, KS, or Garden Cty, KS*) The purpose of this filing is to eliminate the gateways indicated by asterisks.

NOTE.—The purpose of this partial correction is to correct the territorial description. The remainder of this letter-notice remains as previously published.

No. MC 40215 (Sub-No. E3) (correction), filed May 17, 1974, published in the FEDERAL REGISTER issue of August 10, 1977, and partially republished, as corrected, this issue. Applicant: RICHARDSON TRANSFER & STORAGE CO., INC., 246 North Fifth Street, Salina, KS 67401. Applicant's representative: James Flint, Ephraim and Polydoroff, Suite 600, 1250 Connecticut Avenue NW., Washington, DC 20036. *Household goods,* as defined by the Commission (1)(B) from points in AR on and north of a line beginning at the AR-OK State line and extending along U.S. Hwy 270, then east on U.S. Hwy 270 to junction U.S. Hwy 79, then northeast along U.S. Hwy 79 to junction U.S. Hwy 49, then east on U.S. Hwy 49 to the AR-TN State line, to points in AZ (Garden City, KS*). (8)(A) From points in AR on and north of a line beginning at the OK-AR State line and extending along Interstate Hwy 40, then extending east along Interstate Hwy 40 to junction U.S. Hwy 64, then east along U.S. Hwy 64 to the AR-TN State line to points in NM on and north of a line beginning at the TX-NM State line, and extending along U.S. Hwy 380, then southwest along U.S. Hwy 380 to junction U.S. Hwy 70, then west along U.S. Hwy 70 (and 380) to junction U.S. Hwy 54, then south along U.S. Hwy 54 to

the NM-TN State line. (Garden City, KS*). The purpose of this filing is to eliminate the gateways indicated by the asterisks above.

NOTE.—The purpose of this partial republication is to correct the territorial description. The remainder of this filing is to remain as previously published.

No. MC 40215 (Sub-No. E10) (correction), filed May 17, 1974, published in the FEDERAL REGISTER issue of October 6, 1976, and partially republished, as corrected, this issue. Applicant: RICHARDSON TRANSFER & STORAGE CO., INC., 246 North Fifth Street, Salina, KS 67401. Applicant's representative: Theodore Polydoroff, Suite 600, 1250 Connecticut Avenue NW., Washington, DC 20036. *Household goods,* as defined by the Commission (1) from points in IN to points in UT. (Garden City, KS*). (2) From points in IN on and north of a line beginning at the KY-IN State line, and extending along U.S. Hwy 231, then north on U.S. Hwy 231 to junction U.S. Hwy 50, then east along U.S. Hwy 50 to the IN-OH State line, to points in TX on and west of a line beginning at the OK-TX State line and extending along U.S. Hwy 271, then along south U.S. Hwy 24 to junction Interstate Hwy 45, then south along Interstate Hwy 45 to the Gulf of Mexico. (Wichita, KS, or Arkansas City, KS; or Chetopa, KS*). (3) From points in IN to points in OK (Garden City, KS, or Kansas City, MO, or Arkansas City, KS*). (4) From points in IN, to points in OK on and north of a line beginning at the AR-OK State line and extending along OK Hwy 83, then west along OK Hwy 83 to junction U.S. Hwy 271, then southwest on U.S. Hwy 271 to the OK-TX State line. (Garden City, OK, or Kansas City, KS, or Arkansas City, KS*). (5) From points in IN to points in NM. (Garden City, KS*). (6) From points in IN to points in NE on and west of a line beginning at the KS-NE State line, then north along U.S. Hwy 183 to junction U.S. Hwy 30, then west on U.S. Hwy 30 to junction NE Hwy 61, then north on NE Hwy 61 to junction U.S. Hwy 26, then west along U.S. Hwy 26 to the NE-WY State line. (Concordia, KS*). (7) From points in IN to points in NV. (Garden City, KS*). (8) From points in IN to those points in MO on and west of a line beginning at the MO-IA State line, and extending along U.S. Hwy 69 to junction MO Hwy 13, then along MO Hwy 13 to junction U.S. Hwy 54, then along U.S. Hwy 54 to junction U.S. Hwy 71, then along U.S. Hwy 71 to the MO-AR State line. (Kansas City, KS*). The purpose of this filing is to eliminate the gateways noted above by asterisks.

NOTE.—The purpose of this partial republication is to correct the territorial description. The remainder of this letter-notice remains as previously published.

No. MC 83539 (Sub-No. E13) (correction), filed May 17, 1974, published in the FEDERAL REGISTER issue of November 3, 1976, and partially republished as corrected, this issue. Applicant: RICHARDSON TRANSFER & STORAGE CO., INC., 246 North Fifth Street, Salina, KS 67401. Applicant's representative: James Flint, Suite 600, 1250 Connecticut Avenue NW., Washington, DC 20036. *Household goods,* as defined by the Commission, (1) from points in KY on and north of a line beginning at the KY-WV State line, and extending along Interstate Hwy 64, then along Interstate Hwy 64 to the IN-KY State line, to points in AR (Galena, KS*); (2) from points in KY to points in CA (points in KS*); (3) from points in KY to points in CO (Garden City, Topeka, or Salina, KS*); (4) from points in KY to points in IA on and west of a line beginning at the MN-IA State line, and extending along U.S. Hwy 69, then south along U.S. Hwy 69 to the IA-MO State line, (Kansas City, KS, or Atchison, KS*); (5) from points in KY to those points in MN, on and south and west of a line beginning at the SD-MN State line, and extending along U.S. Hwy 212 to junction MN Hwy 7, then along MN Hwy 7 to junction U.S. Hwy 71, then south along U.S. Hwy 71 to the MN-IA State line (Topeka, KS, or Kansas City, KS*); (6) from points in KY to those points in MO on and west of a line beginning at the MO-IA State line, and extending along U.S. Hwy 65, then south along U.S. Hwy 65 to the MO-AR State line (Kansas City, KS, or Galena, KS*); (7) from points in KY to points in NE (Kansas City, KS, or Atchison, KS*); (8) from points in KY to points in NV (Pittsburgh, KS, or Kansas City, KS*); (9) from points in KY to points in NM (points in KS*); (10) from points in KY to points in OK on, north and west of a line beginning at the OK-AR State line, and extending along U.S. Hwy 271, then south along U.S. Hwy 271 to the OK-TX State line (points in KS*); (11) from points in KY to points in SD (Kansas City, KS, or Manhattan, KS*); (12) from points in KY to points in UT (points in KS*); (13) from points in KY to points in WY (Kansas City, KS*); (14) from points in KY to those points in TX on and west of a line beginning at the TX-OK State line, and extending along south U.S. Hwy 83 to junction U.S. Hwy 287, then east along U.S. Hwy 287 to junction U.S. Hwy 183, then along U.S. Hwy 183 to junction U.S. Hwy 281, then along south U.S. Hwy 281 to the Gulf of Mexico (points in KS*). The purpose of this filing is to eliminate the gateways of those noted above by asterisks.

NOTE.—The purpose of this partial republication is to correct the territorial description. The remainder of this letter-notice remains as previously published.

No. MC 40215 (Sub-No. E14), (Clarification), filed May 17, 1974, published in the FEDERAL REGISTER issue of October 6, 1976, and republished, as corrected, this issue. Applicant: RICHARDSON TRANSFER & STORAGE CO., INC., 246 North Fifth Street, Salina, KS 67401. Applicant's representative: James Flint, Suite 600, 1250 Connecticut Avenue NW., Washington, D.C. 20036. *Household goods,* as defined by the Commission, (1) from points in LA, to those points in OK on and north of a line beginning at the MO-OK State line and extending along U.S. Hwy 60, then west along U.S. Hwy 60 to junction U.S. Hwy 64, then west on U.S. Hwy 64 to the OK-NM State line (Galena, KS, or Arkansas City, KS*); (2) from points in LA to those points in MO on and west of a line beginning at the MO-IA State line, and extending south along U.S. Hwy 69 to junction MO Hwy 13, then south along MO Hwy 13 to junction U.S. Hwy 54, then west along U.S. Hwy 54 to junction MO Hwy 39, then south along MO Hwy 39 to junction MO Hwy 89, then south along MO Hwy 89 to the MO-AR State line (Kansas City, KS, or Galena, KS*), (A) from points in LA to those points in WI on and north of a line beginning at Lake Superior and extending along U.S. Hwy 53, then east on U.S. Hwy 53 to junction U.S. Hwy 2, then east along U.S. Hwy 2 to junction WI Hwy 122, then north on WI Hwy 122 to the WI-MI State line; (B) from points in LA on and south and west of a line beginning at the AR-LA State line, and extending along U.S. Hwy 167, then south along U.S. Hwy 167 to junction LA Hwy 14, then along LA Hwy 14 to junction LA Hwy 82, then west along LA Hwy 82 to Port Arthur, Sabine Lake, to points in WI on and west of a line beginning at Lake Superior, and extending east on WI Hwy 13, then along WI Hwy 13 to junction U.S. Hwy 12, then along U.S. Hwy 12 to junction U.S. Hwy 18, then west along U.S. Hwy 18 to junction WI Hwy 78, then south on WI Hwy 78 to the WI-IL State line (Independence-Manhattan, KS*). The purpose of this filing is to eliminate the gateways noted above by asterisks.

NOTE.—The purpose of this republication is to include those sections, previously omitted. The remainder of this letter-notice remains as previously published.

No. MC 60014 (Sub-No. E273), filed August 28, 1976. Applicant: AERO TRUCKING, INC., P.O. Box 308, Monroeville, PA 15146. Applicant's representative: William J. Rorison, (same as above). *Iron and steel angles, bars, channels, conduit, fencing, flooring, joists, lath, mesh, piling, pipe, posts, rails, rods, roof bolt mats, roofing, strip, structurals, tank parts, tubing, and wire,* in coils, between points in NJ on the one hand, and, on

the other, points in OH. The purpose of this filing is to eliminate the gateways of points in PA, and points in Columbiana, Cuyahoga, Mahoning, Summit, and Trumbull Counties, OH.

No. MC 60014 (Sub-No. E277), filed August 28, 1976. Applicant: AERO TRUCKING, INC., P.O. Box 308, Monroeville, PA 15146. Applicant's representative: William J. Rorison (same as above). *Iron and steel angles, bars, channels, conduit, fencing, flooring, joists, lath, mesh, piling, pipe, posts, rails, rods, roof bolt mats, roofing, strip, structurals, tank parts, tubing, and wire in coils,* between points in WV, on the one hand, and, on the other, points in NH, RI, and MA within 35 miles of Boston, MA. The purpose of this filing is to eliminate the gateways of points in NY, and between points in that part of MA, on and east of a line beginning at the MA-NH State line and extending southwardly along U.S. Hwy 202 to junction MA Hwy 68 (at or near Baldwinville, MA), thence along MA Hwy 68 to junction MA Hwy 56 (at or near Hubbardston, MA), then over MA Hwy 56 to junction MA Hwy 12 (near Rochdale, MA), thence along MA Hwy 12 to the MA-CT State line (except points in Barnstable, Dukes, and Nantucket Counties, MA).

No. MC 83539 (Sub-No. E583), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Heavy machinery,* between points in the State of IN, on the one hand, and, on the other, points in the State of NC. The purpose of this filing is to eliminate the gateway of points in VA. Restriction: The authority requested immediately above is subject to the condition that the carrier shall not transport aircraft and missiles, and parts thereof.

No. MC 83539 (Sub-No. E584), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, CO., INC., P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Heavy machinery,* between IN, on the one hand, and, on the other, points in SC (VA and NC*). Restriction: The authority granted immediately above is subject to the condition that the carrier shall not transport aircraft and missiles, and parts thereof. The purpose of this filing is to eliminate the gateways indicated by the asterisks above.

No. MC 83539 (Sub-No. E589), filed May 31, 1977. Applicant: C. & H. TRANSPORTATION, P.O. Box 5976, Dallas, TX 75222. Applicant's representative: Douglas Anderson (same as above). *Heavy machinery,* between points in KY, on the one hand, and, on the other, points in VT. The purpose of this filing is to eliminate the gateway of Philadelphia, PA, and Worcester, MA.

No. MC 107012 (Sub-No. E267), filed July 7, 1977. Applicant: NORTH AMERICAN VAN LINES, INC., P.O. Box 988, Fort Wayne, IN 46801. Applicant's representatives: David D. Bishop and Gary M. Crist (same as above). *New household furnishings, crated* (except new furniture), from points in ND, to points in CT, DE, IN, KY, MD, MA, NJ, NY, OH, PA, RI, WV, and DC, and Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, Saint Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muckegon, Ottawa, Saint Joseph, and Van Buren counties, MI, and Bollinger, Butler, Cape Girardeau, Carter, Dunklin, Iron, Madison, Mississippi, New Madrid, Oregon, Pemiscot, Perry, Reynolds, Ripley, St. Francois, Ste. Genevieve, Scott, Shannon, Stoddard, and Wayne Counties, MO. The purpose of this filing is to eliminate the gateway of Chicago, IL.

No. MC 107012 (Sub-No. E280), filed July 7, 1977. Applicant: NORTH AMERICAN VAN LINES, INC., P.O. Box 988, Fort Wayne, IN 46801. Applicant's representatives: David D. Bishop and Gary M. Crist (same as above). *Carpets, crated,* from Glasgow, VA, to points in IL; points in IA; Ballard, Caldwell, Calloway, Carlisle, Crittenden, Daviess, Fulton, Graves, Hancock, Henderson, Hickman, Hopkins, Livingston, Lyon, Marshall, McCracken, McLean, Trigg, Union, Webster Counties, KY; Baraga, Gogebic, Houghton, Iron, Keweenaw, Ontonagon, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, presque Isle, Roscommon, Wexford, Alger, Delta, Dickinson, Marquette, Menominee, Schoolcraft, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, Saint Joseph, Van Buren, Chippewa, Luce, Mackinac Counties, MI; points in MN; points in MO; points in WI. The purpose of this filing is to eliminate the gateway of Evansville and Milan, IN.

No. MC 107012 (Sub-No. E283), filed July 7, 1977. Applicant: NORTH AMERICAN VAN LINES, INC., P.O. Box 988, Fort Wayne, IN 46801. Applicant's representatives: David D. Bishop and Gary M. Crist, (same as above). *New household furnishings crated* (except new furniture), (1) from points in WA to points in CT, DE, DC, IN, KY, MD, MA, NJ, NY, OH, PA, RI, and WV, (2) from points in Clark, Cowlitz, Klickitat, Lewis, Pacific, Pierce, Skamania, Thurston, Wahkiakum, and Yakima Counties, WA, to points in (a) Benton, Cedar, Clinton, Davis, Des Moines, Dubuque, Henry, Iowa, Jackson, Jefferson, Johnson, Jones, Keokuk, Lee, Linn, Louisa, Muscatine, Scott, Van Buren, Wapello, and Washington Counties, IA, (b) Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, St. Clair, Sanilac, Shiawassee, Iuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, St. Joseph, Van Buren, Chippewa, Luce, and Mackinac Counties, MI, and (c) Bollinger, Butler, Cape Girardeau, Carter, Dunklin, Iron, Madison, Mississippi, New Madrid, Oregon, Pemiscot, Perry, Reynolds, Ripley, St. Francois, Ste. Genevieve, Scott, Shannon, Stoddard, Wayne, Adair, Audrain, Clarke, Knox, Lewis, Linn, Macon, Marion, Monroe, Pike, Putnam, Ralls, Randolph, Schuyler, Scotland, Shelby, and Sullivan Counties, MO, (3) from points in Ferry, Lincoln, Okanogan, Pend Oreille, Spokane, and Stevens Counties, WA, to points in Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, St. Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Manistee, Mason, Mecosta, Presque Isle, Roscommon, Wexford, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, St. Joseph, and Van Buren Counties, MI, and Bollinger, Butler, Cape Girardeau, Carter, Dunklin, Iron, Madison, Mississippi, New Madrid, Oregon, Pemiscot, Perry, Reynolds, Ripley, St. Francois, Ste. Genevieve, Scott, Shannon, Stoddard, Wayne, Adair, Audrain, Clarke, Knox, Lewis, Linn, Macon, Marion, Monroe, Pike, Putnam, Ralls, Randolph, Schuyler, Scotland, Shelby, and Sullivan Counties, MO, (4) from points in Clallam, Grays Harbor, Jef-

ferson, Kitsap, Mason, and San Juan Counties, WA, to points in (a) Benton, Cedar, Clinton, Davis, Des Moines, Dubuque, Henry, Iowa, Jackson, Jefferson, Johnson, Jones, Keokuk, Lee, Linn, Louisa, Muscatine, Scott, Van Buren, Wapello, and Washington Counties, IA, (b) Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, St. Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, St. Joseph, Van Buren, Chippewa, Luce, and Mackinac Counties, MI, and (c) Bollinger, Butler, Cape Girardeau, Carter, Dunklin, Iron, Madison, Mississippi, New Madrid, Oregon, Pemiscot, Perry, Reynolds, Ripley, St. Francois, Ste. Genevieve, Scott, Shannon, Stoddard, Wayne, Adair, Audrain, Clarke, Knox, Lewis, Linn, Macon, Marion, Monroe, Pike, Putnam, Ralls, Randolph, Schuyler, Scotland, and Sullivan Counties, MO, (5) from points in Adams, Asotim, Benton, Columbia, Franklin, Garfield, Walla Walla, and Whitman Counties, WA, to points in Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, St. Clair, Sanilac, Shiawassee, Iuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, St. Joseph, and Van Buren Counties, MI, and Bollinger, Butler, Cape Girardeau, Carter, Dunklin, Iron, Madison, Mississippi, New Madrid, Oregon, Pemiscot, Perry, Reynolds, Ripley, St. Francois, Ste. Genevieve, Scott, Shannon, Stoddard, and Wayne Counties, MO, and (6) from points in Chelan, Douglas, Grant, Island, King, Kittitas, Skagit, Snohomish, and Whatcom Counties, WA, to points in (a) Benton, Cedar, Clinton, Davis, Des Moines, Dubuque, Henry, Iowa, Jackson, Jefferson, Johnson, Jones, Keokuk, Lee, Linn, Louisa, Muscatine, Scott, Van Buren, Wapello, and Washington Counties, IA, (b) Bay, Clinton, Genesee, Gratiot, Hillsdale, Huron, Ingham, Jackson, Lapeer, Lenawee, Livingston, Macomb, Midland, Monroe, Oakland, Saginaw, St. Clair, Sanilac, Shiawassee, Tuscola, Washtenaw, Wayne, Alcona, Alpena, Antrim, Arenac, Benzie, Charlevoix, Cheboygan, Clare, Crawford, Emmet, Gladwin, Grand Traurse, Iosco, Isabella, Kalkaska, Lake, Leelanau, Manistee, Mason, Mecosta, Missaukee, Montmorency, Newaygo, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, Wexford, Allegan, Barry, Berrien, Branch, Calhoun, Cass, Eaton, Ionia, Kalamazoo, Kent, Montcalm, Muskegon, Ottawa, St. Joseph, and Van Buren Counties, MI, and (c) Bollinger, Butler, Cape Girardeau, Carter, Dunklin, Iron, Madison, Mississippi, New Madrid, Oregon, Pemiscot, Perry, Reynolds, Ripley, St. Francois, Ste. Genevieve, Scott, Shannon, Stoddard, Wayne, Adair, Audrain, Clarke, Knox, Lewis, Linn, Macon, Marion, Monroe, Pike, Putnam, Ralls, Randolph, Schuyler, Scotland, Shelby, and Sullivan Counties, MO. The purpose of this filing is to eliminate the gateway of Chicago, IL.

No. MC 107064 (Sub-No. E298), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in CA to points in TX on, south, and east of a line commencing at the TX-OK State line and extending along U.S. Hwy 62 to its intersection with U.S. Hwy 83, then along U.S. Hwy 83 to the Gulf of Mexico. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, and points in that part of TX on west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E299), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in LA to points in OR. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX., points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E300), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221.Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in AR on and south of U.S. Hwy 70 to points in NM. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E301), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in OK (except points in Cimarron, TX., and Beaver County, OK). The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, and points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, Tx.

No. MC 107064 (Sub-No. E302), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in Oldham, Potter, Carson, Gray, Deaf Smith, Randall, Armstrong, Donley, Parmer, Castro, Swisher, Briscoe, Hall, Bailey, Lamb, Hale, Floyd, and Motley Counties, TX, and points on and west of U.S. Hwy 83 in Wheeler, Collingsworth, Childress, and Cottle Counties, TX. The purpose of this filing is to eliminate the gateways of the points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E303), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Such fertilizer and fertilizer ingredients as are petroleum products,* in bulk, in tank vehicles, from points in Lea, Eddy, and Chaves Counties, NM, to points in WI. The purpose of this filing is to eliminate the gateway of the facilities of Goodpasture, Inc., in Terry County, TX.

No. MC 107064 (Sub-No. E304), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Such fertilizer and fertilizer ingredients as are petroleum products,* in bulk, in tank vehicles, from points in Lea, Eddy, and Chaves Counties, NM, to points in WA. The purpose of this filing is to eliminate the gateway of the facilities of Goodpasture, Inc., in Terry County, TX.

No. MC 107064 (Sub-No. E305), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in UT in and south of Millard, Sevier, Wayne, and San Juan counties, UT, to points, in TN. The purpose of this filing is to eliminate the gateway of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E306), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in AZ to points, in LA. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E307), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in AZ to points, in KY. The purpose of this filing is to eliminate the gateway of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E308), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in AL to points in UT. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E331), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). (1) *Such fertilizer and fertilizer ingredients as are petroleum products,* in bulk, in tank vehicles, from points in Lea, Eddy, and Chaves Counties, NM, to points in MI, and (2) *such potash, potash products, and potash byproducts as are fertilizer and fertilizer ingredients,* in bulk, from points in Lea and Eddy Counties, NM, to points in MI. The purpose of this filing is to eliminate the gateway of the facilities of Goodpasture, Inc., in Terry County, TX.

No. MC 107064 (Sub-No. E332), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). (1) *Such potash, potash products, and potash byproducts as are fertilizer and fertilizer ingredients,* in bulk, from points in Lea and Eddy Counties, NM, to points in TX on, south, and east of a line commencing at the TX-OK State line and extending along U.S. Hwy 62 to its intersection with U.S. Hwy 83, then along U.S. Hwy 83 to the Gulf of Mexico, and (2) *fertilizer and fertilizer ingredients as are petroleum products,* in bulk, in tank vehicles, from points in Lea, Eddy, and Chaves Counties, NM, to the destinations in (1) above. The purpose of this filing is to eliminate the gateway of the facilities of Goodpasture, Inc., in Terry County, TX.

No. MC 107064 (Sub-No. E333), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in LA to points in UT. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E334), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Such fertilizer and fertilizer ingredients as are petroleum products,* in bulk, in tank vehicles, from points in Lea, Eddy, and Chaves Counties, NM, to points in LA. The purpose of this filing is to eliminate the gateway of the facilities of Goodpasture, Inc., in Terry County, TX.

No. MC 107064 (Sub-No. E 335), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX, 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum productions and potash), from points in AZ to points in AR. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Highway 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E336), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in OR to points in AR. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co., in Hale County, TX, and points in that part of TX on and west of U.S. Highway 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E 337), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998 Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertrilizer ingredients* (except petroleum products and potash), from points in TX on, south, and east of a line commencing at the TX-OK State line and extending along U.S. Highway 62 to its intersection with U.S. Highway 83, thence along U.S. Highway 83 to the Gulf of Mexico, to points in WY. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Highway 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E338), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in Cochran, Hockley, Lubbock, Crosby, Dickens, Yoakum, Terry, Lynn, Garza, Kent, Gaines, Dawson, Borden, Scurry, Andrews, Martin, Howard, Mitchell, and Nolan Counties, TX, and points on and west of U.S. Highway 83 in King, Stonewall, Fisher, Jones, and Taylor Counties, TX, to points in WA. The purpose of this filing is to eliminate the gateway of the facilities of Goodpasture, Inc., in Terry County, TX.

No. MC 107064 (Sub-No. E339), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX. 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in AL to points in

AR. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Highway 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E340), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in Oldham, Potter, Carson, Gray, Deaf Smith, Randall, Armstrong, Donley, Parmer, Castro, Swisher, Briscoe, Hall, Bailey, Lamb, Hale, Floyd, and Motley Counties, TX, and points on and west of U.S. Highway 83 in Wheeler, Collingsworth, Childress, and Cottle Counties, TX, to points in UT. The purpose of this filing is to eliminate the gateway of the facilities of Goodpasture, Inc., in Castro County, TX.

No. MC 107064 (Sub-No. E341), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Such fertilizer and fertilizer ingredients as are petroleum products,* in bulk, in tank vehicles, from points in Lea, Eddy, and Chaves Counties, NM, to points in ND. The purpose of this filing is to eliminate the gateway of the facilities of Goodpasture, Inc., in Terry County, TX.

No. MC 107064 (Sub-No. E416), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in CA., to point in LA.

The purpose of this filing is to eliminate the gateways of the plant site and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E417), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in AZ to point in TN.

The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, and points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E418), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in AL to point in NM, restricted against the transportation of chemicals from points in AL.

The purpose of this filing is to eliminate the gateways of the plant site and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E419), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in AZ to points in IA.

The purpose of this filing is to eliminate the gateways of the plant site and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Highway 83 and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E420), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in SC to points in CO on and west of U.S. Highway 87.

The purpose of this filing is to eliminate the gateways of the plant site and storage facilities of Occidental Chemical Co. in Hale County, TX, and points in that part of TX on and west of U.S. Highway 83 and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E421), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in AZ to points in IL.

The purpose of this filing is to eliminate the gateways of the plant site and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Highway 83 and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E422), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in Cochran, Hockley, Lubbock, Crosby, Dickens, Yoakum, Terry, Lynn, Garza, Kent, Gaines, Dawson, Borden, Scurry, Andrews, Martin, Howard, Mitchell, and Nolan Counties, TX, and points on and west of U.S. Highway 83 in King, Stonewall, Fisher, Jones and Taylor Counties, TX, to points in ID.

The purpose of this filing is to eliminate the gateway facilities of Goodpasture, Inc., in Terry County, TX.

No. MC 107064 (Sub-No. E423), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in VT to points in UT in and south of Millard, Sevier, Wayne, and San Juan Counties, UT.

The purpose of this filing is to eliminate the gateways of the plant site and storage facilities of Occidental Chemical Co., TX, and points in that part of TX on and west of U.S. Highway 83 and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E424), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in VA to points in UT in and south of Millard, Sevier, Wayne, and San Juan Counties, UT.

The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E425), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in NJ to points in UT in and south of Millard, Sevier, Wayne, and San Juan Counties, UT.

The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E426), filed January 22, 1976. Applicant: STEERE

TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in VT to points in NV on and south of U.S. Hwy 50.

The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E427), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in Cochran, Hockley, Lubbock, Crosby, Dickens, Yoakum, Terry, Lynn, Garza, Kent, Gaines, Dawson, Borden, Scurry, Andrews, Martin, Howard, Mitchell, and Nolan Counties, TX, and points on and west of U.S. Hwy 83 in King, Stonewall, Fisher, Jones, and Taylor Counties, TX, to points in MI.

The purpose of this filing is to eliminate the gateway of the facilities of Goodpasture, Inc., in Terry County, TX.

No. MC 107064 (Sub-No. E428), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in AZ to points in MO.

The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E429), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in AZ to points in WI. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E430), filed January 22, 1976. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in AR to points in CA. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, and points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E471), filed December 19, 1975. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except liquid sulphur and petroleum products), from points in SC on and south of a line beginning at the GA-SC State line extending along U.S. Hwy 378 to Conway, SC, then along U.S. Hwy 701 to the SC State line, to points in WY. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, and points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E472), filed December 19, 1975. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in Parmer, Castro, Swisher, Briscoe, Hall, Bailey, Lamb, Hale, Floyd, Motley, Cochran, Hockley, Lubbock, Crosby, Dickens, Yoakum, Terry, Lynn, Garza, and Kent Counties, TX, and points on and west of U.S. Hwy 83 in Childress, Cottle, King, and Stonewall Counties, TX, to points in SC. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E473), filed December 19, 1975. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in Parmer, Castro, Swisher, Briscoe, Hall, Bailey, Lamb, Hale, Floyd, Motley, Cochran, Hockley, Lubbock, Crosby, Dickens, Yoakum, Terry, Lynn, Garza, and Kent Counties, TX, and points on and west of U.S. Hwy 83 in Childress, Cottle, King, and Stonewall Counties, TX, to points in MT. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E474), filed December 19, 1975. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in WV to points in Parmer, Castro, Swisher, Briscoe, Hall, Bailey, Lamb, Hale, Floyd, Motley, Cochran, Hockley, Lubbock, Crosby, Dickens, Yoakum, Terry, Lynn, Garza, and Kent Counties, TX, and points on and west of U.S. Hwy 83 in Childress, Cottle, King, and Stonewall Counties, TX. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, and points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E475), filed December 19, 1975. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and liquid sulphur), from points in MS on and south of a line commencing at the AR-MS State line extending along U.S. Hwy 82 to the MS-AL State line, to points in CO. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E476), filed December 19, 1975. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in WA, to points in Parmer, Cartro, Swisher, Briscoe, Hall, Bailey, Lamb, Hale, Floyd, Motley, Cochran, Hockley, Lubbock, Crosby, Dickens, Yoakum, Terry, Lynn, Garza, and Kent Counties, TX., and points on and west of U.S. Hwy 83 in Childress, Cottle, King, and Stonewall Counties, TX. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Ocidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E477), filed December 19, 1975. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in Parmer, Castro, Swisher, Briscoe, Hall, Bailey, Lamb, Hale, Floyd, Motley, Cockran, Hockey, Lubbock, Crosby, Dickens, Yoakum, Terry, Lynn, Garza, and Kent Counties, TX, and points on and west of U.S. Hwy 83 to Childress, Cottle, King, and Stonewall Counties, TX, to points in WV. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E478), filed December 19, 1975. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer solutions and liquid fertilizer ingredients,* in bulk, in tank vehicles, from points in NM on, south, and west of a line beginning at the CO-NM State line extending along U.S. Hwy 84 to junction U.S. Hwy 66, then along U.S. Hwy 66 to the NM-TX State line, to points in IL on and south of IL Hwy 2. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E479), filed December 19, 1975. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in Parmer, Castro, Swisher, Briscoe, Hall, Bailey, Lamb, Hale, Floyd, Motley, Cochran, Hockley, Lubbock, Crosby, Dickens, Yoakum, Terry, Lynn, Garza, and Kent Counties, TX, and points on and west of U.S. Hwy 83 in Childress, Cottle, King, and Stonewall Counties, TX, to points in WA. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, points in that part of TX on and west of U.S. Hwy 83, and the facilities of Goodpasture, Inc., in Terry and Castro Counties, TX.

No. MC 107064 (Sub-No. E480), filed December 19, 1975. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients,* in bags, and in mixed loads of bulk and bags, from points in NM on and south of U.S. Hwy 66 to points in AR. The purpose of this filing is to eliminate the gateway of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX.

No. MC 107064 (Sub-No. E481), filed December 19, 1975. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer solutions and liqutd fertilizer ingredients,* in bulk, in tank vehicles, from points in NM on and south of U.S. Hwy 66, to points in AR. The purpose of this filing is to eliminate the gateway of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX.

No. MC 107064 (Sub-No. E482), filed December 19, 1975. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in NC to points, in Parmer, Castro, Swisher, Briscoe, Hall, Bailey, Lamb, Hale, Floyd, Motley, Cochran, Hockley, Lubbock, Crosby, Dickens, Yoakum, Terry, Lynn, Garza, and Kent Counties, TX, and points on and west of U.S. Hwy 83 in Childress, Cottle, King, and Stonewall Counties, TX. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, and points in that part of TX on and west of U.S. Hwy 83.

No. MC 107064 (Sub-No. E483), filed December 19, 1975. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in OH, to points in Parmer, Castro, Swisher, Briscoe, Hall, Bailey, Lamb, Hale, Floyd, Motley, Cochran, Hockley, Lubbock, Crosby, Dickens, Yoakum, Terry, Lynn, Garza, and Kent Counties, TX, and points on and west of U.S. Hwy 83 in Childress, Cottle, King, and Stonewall Counties, TX. The purpose of this filing is to eliminate the gateways of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX, and points in that part of TX on and west of U.S. Hwy 83.

No. MC 107064 (Sub-No. 547), (Correction), filed December 20, 1975, published in the FEDERAL REGISTER issue of February 15, 1978, and republished, as corrected, this issue. Applicant: STEERE TANK LINES, INC., P.O. Box 2998, Dallas, TX 75221. Applicant's representative: H. L. Rice, Jr. (same as above). *Fertilizer and fertilizer ingredients* (except petroleum products and potash), from points in Parmer, Castro, Swisher, Briscoe, Hall, Bailey, Lamb, Hale, Floyd, Motley, Cochran, Hockley, Lubbock, Crosby, Dickens, Yoakum, Terry, Lynn, Garza, and Kent Counties, TX, and those points on and west of U.S. Hwy 83 in Childress, Cattle, King, and Stonewall Counties, TX, to points in WY. The purpose of this filing is to eliminate the gateway of the plantsite and storage facilities of Occidental Chemical Co. in Hale County, TX.

NOTE.—The purpose of this correction is to correct the territorial description.

No. MC 107515 (Sub-No. E520), filed January 27, 1975. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: R. M. Tettlebaum, Suite 375, 3379 Peachtree Road Northeast, Atlanta, GA 30326. (1) *Frozen foods, fresh and cured meats, and dairy products:* (a) from all points in AL to all points in NC, SC, that portion of VA on and east of a line beginning at the VA-NC State line on U.S. Hwy 52 to junction Interstate Hwy 81, then along Interstate Hwy 81 to junction VA Hwy 100, than along VA Hwy 100 to junction U.S. Hwy 219, then along U.S. Hwy 219 to the VA-WV State line, (b) from that portion of AL on and south of U.S. Hwy 278 to all points in WV and VA, (c) from that portion of AL on and south of a line beginning at the AL-GA State line on U.S. Hwy 80 to junction Interstate Hwy 85, then along Interstate Hwy 85 to junction U.S. Hwy 31, then along U.S. Hwy 31 to junction AL Hwy 14, then along AL Hwy 14 to junction U.S. Hwy 80, then along U.S. Hwy 80 to AL-MS State line, to that portion of KY on and east of a line beginning at the TN-KY State line on U.S. Hwy 25E to junction Interstate Hwy 75, then along Interstate Hwy 75 to the KY-OH State line, (d) from that portion of AL on and south of a line beginning at the GA-AL State line along U.S. Hwy 80 to junction Interstate Hwy 85, then along Interstate Hwy 85 to junction Interstate Hwy 65, then along Interstate Hwy 65 to junction AL Hwy 59, then along AL Hwy 59 to junction Interstate Hwy 10, then along Interstate Hwy 10 to the AL-MS State line, to that portion of KY on and east of a line beginning at the KY-TN State line on KY Hwy 61 to junction Interstate Hwy 65, then along Interstate Hwy 65 to the KY-IN State line; (2) *bananas,* from Mobile, Al, to territory in I(d) above and all points in VA, WV, NC, and SC; (3) *canned vegetables,* from Uniontown, AL, to points in VA, NC, and SC. The

purpose of this filing is to eliminate the gateway of Atlanta, GA.

No. MC 107515 (Sub-No. E622), filed February 13, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 33050. Applicant's representative: Alan E. Serby, Suite 375, 3379 Peachtree Road NE., Atlanta, GA 30326. *Meats, meat products and meat byproducts,* (1) from points in DE, NJ, CT, RI, MA, VA, and the DC and that portion of MD on, south or east of Interstate Hwy 81; points in PA on or east of a line beginning at the PA-MD State line and extending over Interstate Hwy 81 to junction U.S. Hwy 15, then over U.S. Hwy 15 to the NY-PA State line; and points in that portion of NY on or east of a line beginning at the NY-PA State line and extending over NY Hwy 14 to junction NY Hwy 13, then over NY Hwy 13 to the junction of Interstate Hwy 81, then over Interstate Hwy 81 to the St. Lawrence River at or near Wellsley, NY, to Evansville, IN; points in IL on or south of a line beginning at the IL-IN State line, and extending over U.S. Hwy 460 to its junction IL Hwy 14, then over IL Hwy 14 to junction U.S. Hwy 51, then over U.S. Hwy 51 to junction IL Hwy 13, then over IL Hwy 13 to junction IL Hwy 149, then over IL Hwy 149 to junction IL Hwy 3, then over IL Hwy 3 to the IL-MO State line; and points in MO on, south or east of a line commencing at the MO-IL State line and extending over MO Hwy 51 to junction Interstate Hwy 55, then over Interstate Hwy 55 to junction MO Hwy 32, then over MO Hwy 32 to junction MO Hwy 8, then over MO Hwy 8 to junction U.S. Hwy 66, then over U.S. Hwy 66 to junction MO Hwy 17, then over MO Hwy 17 to junction MO Hwy 52, then over MO Hwy 52 to junction U.S. Hwy 65, then over U.S. Hwy 65 to junction Interstate Hwy 70, then over Interstate Hwy 70 to the MO-KS State line at or near Kansas City, MO. (2) From points in that portion of VA on, south or east of a line beginning at Hampton, VA, and extending over U.S. Hwy 258 to Smithfield, VA, then over VA Hwy 10 to junction VA Hwy 32, then over VA Hwy 32 to VA-NC State line, to point in IN on, south or west of a line commencing at the KY-IN State line and extending over U.S. Hwy 31 to junction Interstate Hwy 74, then over Interstate Hwy 74 to junction U.S. Hwy 41, then over U.S. Hwy 41 to junction IN Hwy 28, then over IN Hwy 28 to the IL-IN State line; points in that part of IL on, south or west of a line commencing at the IL-IN State line and extending over IL Hwy 119 to junction U.S. Hwy 136, then over U.S. Hwy 136 to junction Interstate Hwy 74, then over Interstate Hwy 74 to junction IL Hwy 88, then over IL Hwy 88 to junction IL Hwy 78, then over IL Hwy 78 to junction U.S. Hwy 20, then over U.S. Hwy 20 to the IL-IA State line; points in WI on, north or west of a line commencing at the WI-IL State line and extending over U.S. Hwy 151 to junction WI Hwy 23, then over WI Hwy 23 to Lake Michigan at or near Sheboygan, MI, and points in MO, IA, and MN. (3) From points in DE and RI; points in NJ on and east of U.S. Hwy 1 and on and south of Interstate Hwy 78; points in PA on or east of Interstate Hwy 95; New York City, NY; points in CT on, east or south of CT Hwy 15; and points on, south or east of a line commencing at the CT-MA State line and extending over MA Hwy 15, to junction Interstate Hwy 90, then over Interstate Hwy 90 to junction MA Hwy 12, then over MA Hwy 12 to junction Interstate Hwy 290, then over Interstate Hwy 290 to junction Interstate Hwy 495, then over Interstate Hwy 495 to junction MA Hwy 28, then over MA Hwy 28 to MA-NH State line, to points in IL on, south or west of a line commencing at the IL-KY State line and extending over IL Hwy 13 to junction U.S. Hwy 51, then over U.S. Hwy 51 to junction IL Hwy 127, then over IL Hwy 127 to junction IL Hwy 16, then over IL Hwy 16 to junction IL Hwy 4, then over IL Hwy 4 to junction IL Hwy 108, then over IL Hwy 108 to junction IL Hwy 96, then over IL Hwy 96 to junction U.S. Hwy 54, then over U.S. Hwy 54 to the IL-MO State line; and points in that part of MO on, south or west of a line commencing at the IL-MO State line and extending over U.S. Hwy 154, then over MO Hwy 154 to junction U.S. Hwy 24, then over U.S. Hwy 24 to junction MO Hwy 5, then over MO Hwy 5 to junction U.S. Hwy 36, then over U.S. Hwy 36 to junction U.S. Hwy 69, then over U.S. Hwy 69 to junction U.S. Hwy 136, then over U.S. Hwy 136 to junction U.S. Hwy 169, then over U.S. Hwy 169 to the MO-IA State line. (4) From points in MA, RI, CT, NY, PA, NJ, DE, VA, MD, and Washington, DC, to that portion of MO on or south of a line beginning at the MO-IL State line and extending over MO Hwy 51 to junction MO Hwy 72, then over MO Hwy 72 to junction MO Hwy 32, then over MO Hwy 32 to junction U.S. Hwy 54, then over U.S. Hwy 54 to the KS-MO State line; and points in that part of IL on, south or west of a line commencing at the IL-KY State line and extending over U.S. Hwy 45 to junction IL Hwy 146, then over IL Hwy 146 to junction U.S. Hwy 51, then over U.S. Hwy 51 to junction IL Hwy 13, then over IL Hwy 13 to junction IL Hwy 149, then over IL Hwy 149 to junction IL Hwy 3, then over IL Hwy 3 to Chester, IL and IL-MO State line. Restrictions: (1) All authority sought herein is to be restricted to transportation in vehicles equipped with mechanical refrigeration, (2) all authority sought herein is to exclude commodities in bulk, (3) all authority sought herein is restricted to the transportation of shipments which originate at or are destined to points in NY, CT, MA, RI, NJ, PA, MD, DE, VA, DC, KY, NC, SC, TN, GA, AL, FL, MS, AR, LA, OK, TX, AZ, CA, and NM, (4) all of the authority herein shall expire on December 18, 1978, unless on or prior to that date the Commission shall renew the Certificate issued to carrier in MC 107515 (Sub-No. 799). The purpose of this filing is to eliminate the gateway of Adairville, KY.

No. MC 114019 (Sub-No. E454) (Partial correction), filed December 20, 1976, published in the FEDERAL REGISTER issue of February 2, 1978, and republished, as corrected, this issue. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, Chicago, IL 60629. Applicant's representative: Arthur J. Sibik (same as above). *Such merchandise other than malt beverages,* as is dealt in by wholesale food business houses, and equipment, materials, and supplies used in conduct of such businesses, (1) between points in WI on the one hand, and, on the other, points in IN, OH, WV, PA, NY, Baltimore and Sparrows Points, MD, and points in NJ within 30 miles of New York, NY, and points in DE, NJ, and MD within 30 miles of Philadelphia, PA. The purpose of this filing is to eliminate the gateway of Chicago, IL.

NOTE.—The purpose of this partial correction is to state the correct territorial description. The remainder of this letter-notice remains as previously published.

No. MC 114019 (Sub-No. E466) (Partial correction), filed December 20, 1976, published in the FEDERAL REGISTER issue of February 15, 1978, and republished, as corrected, this issue. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, Chicago, IL 60629. Applicant's representative: Arthur J. Sibik (same as above). *Such foodstuffs as is dealt in by wholesale food business houses,* (F) between points in Dane, Columbia, Dodge, Fond du Lac, Marquette, and Green Lake Counties, WI, and points in that part of WI on and west of U.S. Hwy 45 beginning at Fond du Lac and extending to the WI-MI State line and on and east of WI Hwy 13 beginning at the Wisconsin Dells and extending to the WI-MN State line, and points in and north of Columbia, and Dodge Counties, WI, on the one hand, and, on the other, points in that part of IL on and south of a line beginning at Lake Michigan and extending west along IL Hwy 68 to its junction with IL Hwy 53, then south along IL Hwy 53 to its junction with U.S. Hwy 66, then south along U.S. Hwy 66 to its junction with U.S. Hwy 36, then west

along U.S. Hwy 36 to the Mississippi River. The purpose of this filing is to eliminate the gateways of Chicago and Lansing, IL.

NOTE.—The purpose of this partial correction is to state the correct territorial description. The remainder of this letter-notice remains as previously published.

No. MC 114019 (Sub-No. E480) (Partial correction), filed December 20, 1976, published in the FEDERAL REGISTER issue of February 2, 1978, and republished, as corrected, this issue. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, Chicago, IL 60629. Applicant's representative: Arthur J. Sibik (same as above). *Structural, architectural and ornamental iron, steel and metal work,* from points in Cook County, IL, and Lake County, IN, to points in WI within the area bounded on the east by U.S. Hwy 45, on the north by WI Hwy 60, on the west by U.S. Hwy 12 and WI Hwy 69, and on the south by WI-IL State line and to points in IA, north and west of a line beginning at the Mississippi River and extending west on U.S. Hwy 18 to junction U.S. Hwy 69, then south U.S. Hwy 69 to junction U.S. Hwy 20, then west on U.S. Hwy 20 to junction U.S. Hwy 71, then south along U.S. Hwy 71 to junction IA Hwy 175, then west on IA Hwy 175 to the Missouri River. The purpose of this filing is to eliminate the gateways of Milwaukee, WI, and Waukegan, IL.

NOTE.—The purpose of this partial correction is to include Part (3). The remainder of this filing is to remain as previously published.

No. MC 114552 (Sub-No. E152), filed August 25, 1975. Applicant: SENN TRUCKING CO., P.O. Drawer 220, Newberry, SC 29108. Applicant's representative: William P. Jackson, Jr., 919 18th Street NW., Washington, DC 20006. *Composition board* (except commodities in bulk), from points in SC, on and east of a line beginning at the NC-SC State line, and then extending along U.S. Hwy 1 to junction U.S. Hwy 401, then along U.S. Hwy 401 to junction Interstate Hwy 95, then along Interstate Hwy 95 to the NC-SC State line, to those points in ND, on and west of a line beginning at the ND-SD State line, then extending along ND Hwy 6 to junction U.S. Hwy 83, then along U.S. Hwy 83 to junction ND Hwy 256, then along ND Hwy 256 to the International Boundary line between United States and Canada, and those points in SD, on and west of a line beginning at the ND-SD State line, then along U.S. Hwy 281 to junction U.S. Hwy 12, then along U.S. Hwy 12 to junction U.S. Hwy 83, then along U.S. Hwy 83 to junction Interstate Hwy 90, then along Interstate Hwy 90 to junction U.S. Hwy 183, then along U.S. Hwy 183 to the SD-NE State line. The purpose of this filing is to eliminate the gateways of points in Wayne County, NC and Greenwood, SC.

No. MC 114552 (Sub-No. E153), filed August 25, 1975. Applicant: SENN TRUCKING CO., P.O. Drawer 220, Newberry, SC 29108. Applicant's representative: William P. Jackson, Jr., 919 18th Street NW., Washington, DC 20006. *Composition board* (except commodities in bulk), from points in SC, on and south of a line beginning at the NC-SC State line, then extending along U.S. Hwy 401 to juction U.S. Hwy 52, then along U.S. Hwy 52 to junction SC Hwy 45, then along SC Hwy 45 to the Atlantic Ocean, to points in NE, those points in OK, on and west of Interstate Hwy 35, those points in TX, on and west of a line beginning at the TX-OK State line, then extending along Interstate Hwy 35 to junction U.S. Hwy 377, then along U.S. Hwy 377 to junction U.S. Hwy 281, then along U.S. Hwy 281 to junction U.S. Hwy 183, then along U.S. Hwy 183 to junction U.S. Hwy 87, then along U.S. Hwy 87 to the Gulf of Mexico, those points in MN, on and north of MN Hwy 210, then points in ND and SD, and those points in KS, on and west of U.S. Hwy 77. The purpose of this filing is to eliminate the gateways of points in Wayne County, NC and Greenwood, SC.

No. MC 114552 (Sub-No. E154), filed August 25, 1975. Applicant: SENN TRUCKING CO., P.O. Drawer 220, Newberry, SC 29108. Applicant's representative: William P. Jackson, Jr., 919 18th Street NW., Washington, DC 20006. *Composition board* (except commodities in bulk), from points in NC, on and east of a line beginning at the NC-SC State line, then extending along U.S. Hwy 76 to junction SC Hwy 41, then along SC Hwy 41 to junction SC Hwy 51, then along SC Hwy 51 to the Winyah Bay, to points in WI, MN, TX, OK, KS, IA, and those points in MO, on and west of a line beginning at the MO-AR State line, then extending along MO Hwy 5 to junction U.S. Hwy 54, then along U.S. Hwy 54 to junction U.S. Hwy 63, then along U.S. Hwy 63 to the MO-IA State line. The purpose of this filing is to eliminate the gateways of points in Wayne County, NC and Greenwood, SC.

No. MC 114552 (Sub-No. E155), filed September 4, 1975. Applicant: SENN TRUCKING CO., P.O. Drawer 220, Newberry, SC 29108. Applicant's representative: William P. Jackson, Jr., 919 18th Street NW., Washington, DC 20006. *Particleboard* (except commodities in bulk), from points in SC, on and east of a line beginning at the NC-SC State line, then extending along U.S. Hwy 52 to junction U.S. Hwy 521, then along U.S. Hwy 521 to the Winyah Bay, to points in NM. The purpose of this filing is to eliminate the gateway of points in Wayne County, NC and Thomson, GA.

No. MC 114552 (Sub-No. E156), filed September 4, 1975. Applicant: SENN TRUCKING CO., P.O. Drawer 220, Newberry, SC 29108. Applicant's representative: William P. Jackson, Jr., 919 Eighteenth Street NW., Washington, DC 20006. *Such lumber as is useful in the manufacture and distribution of roofing materials,* except commodities in bulk, plywood and veneer, from points in MD, to those points in GA, on and south of a line beginning at the SC-GA State line, then extending along GA Hwy 72, to junction GA Hwy 8, then along GA Hwy 8 to the GA-AL State line, and points in LA. The purpose of this filing is to eliminate the gateway of Rocky Mount, NC, and points in Wayne County, NC.

No. MC 114552 (Sub-No. E158), filed September 4, 1975. Applicant: SENN TRUCKING CO., P.O. Drawer 220, Newberry, SC 29108. Applicant's representative: William P. Jackson, Jr., 919 Eighteenth Street NW., Washington, DC 20006. *Plywood,* except commodities in bulk, from Tupper Lake, NY, to points in FL and LA. The purpose of this filing is to eliminate the gateway of Rocky Mount, NC, and Wayne County, NC.

No. MC 114552 (Sub-No. E159), filed September 4, 1975. Applicant: SENN TRUCKING CO., P.O. Drawer 220, Newberry, SC 29108. Applicant's representative: William P. Jackson, Jr., 919 Eighteenth Street NW., Washington, DC 20006. *Plywood,* (except commodities in bulk), from Tupper Lake, NY, to those points in TX, on and south of a line beginning at the TX-AR State line, then extending along Interstate Hwy 30 to junction Interstate Hwy 20, then along Interstate Hwy 20 to junction U.S. Hwy 87, then along U.S. Hwy 87 to junction U.S. Hwy 180, then along U.S. Hwy 180 to the TX-NM State line. The purpose of this filing is to eliminate the gateways of Rocky Mount, NC points in Wayne County, NC, and Greenwood, SC.

No. MC 114552 (Sub-No. E160), filed September 4, 1975. Applicant: SENN TRUCKING CO., P.O. Drawer 220, Newberry, SC 29108. Applicant's representative: William P. Jackson, Jr., 919 Eighteenth Street NW., Washington, DC 20006. *Plywood,* (except commodities in bulk), from the plantsite of Ply-Gem Corp. in Queens County, NY, to points in TX, and those points in OK, on and south of Interstate Hwy 40. The purpose of this filing is to eliminate the gateways of Franklin, VA, points in Wayne County, NC, and Greenwood, SC.

No. MC 114552 (Sub-No. E167), filed September 4, 1975. Applicant: SENN TRUCKING CO., P.O. Drawer 220, Newberry, SC 29108. Applicant's repre-

sentative: William P. Jackson, Jr., 919 Eighteenth Street NW., Washington, DC 20006. *Particleboard*, except commodities in bulk, from Camden, NJ, to points in NM. The purpose of this filing is to eliminate the gateways of Franklin, VA, points in Wayne County, NC, and Thomson, GA.

No. MC 114552 (Sub-No. E246), filed September 22, 1975. Applicant: SENN TRUCKING CO., P.O. Drawer 220, Newberry, SC 29108. Applicant's representative: William P. Jackson, Jr., 919 Eighteenth Street NW., Washington, DC 20006. *Such composition boards as are also materials, supplies and accessories used in the manufacture and installation of composition boards*, except commodities in bulk, from points in MA, on and east of U.S. Hwy 5, and points in NH, to points in LA, on and west of a line beginning at the Gulf of Mexico, then extending along LA Hwy 317 to junction U.S. Hwy 90, then along U.S. Hwy 90 to junction LA Hwy 26, then along LA Hwy 26 to junction U.S. Hwy 190, then along U.S. Hwy 190 to the LA-TX State line. The purpose of this filing is to eliminate the gateway of Roaring River, NC, and points in Wayne County, NC.

No. MC 115554 (Sub-No. E4) (partial correction), filed June 4, 1974, published in the FEDERAL REGISTER issue of August 30, 1974, and republished, as corrected, this issue. Applicant: SCOTT'S TRANSPORTATION SERVICE, INC., P.O. Box 136, Cedar Rapids, IA 52406. Applicant's representative: James R. Madler, 120 West Madison Street, Chicago, IL 60606. *Refrigerators, refrigeration and electrical equipment, appliances, and parts, materials, and supplies* used in the manufacture, repair, and distribution of such commodities, (2) between points in MI, on the one hand, and, on the other, points in WY on and south of U.S. Hwy 16 and points in ID on and south of a line beginning at the WY-ID State line, then west on U.S. Hwy 16 to junction Interstate Hwy 80N, then west on Interstate Hwy 80N to the ID-OR State line; (3) between points in the Lower Peninsula of MI, on the one hand, and, on the other, points in WA and WY; (4) between points in the Upper Peninsula of MI on and east of MI Hwy 95 and U.S. Hwy 41, on the one hand, and, on the other, points in WA and WY; (5) between points in MI on and south of MI Hwy 72, on the one hand, and, on the other, points in MT and SD; (6) between points in MI on and south of U.S. Hwy 10, on the one hand, and, on the other, points in ND on and west of ND Hwy 1; (7) between points in the Lower Peninsula of MI on the one hand, and, on the other, points in ID; (8) between points in the Upper Peninsula of MI on and east of U.S. Hwy 41, on the one hand, and, on the other, points in ID; *(9) between points in MI, on the one hand, and, on the other, points in NV. The purpose of this filing is to eliminate the gateway of Amana, IA.

NOTE.—The purpose of this partial correction is to state sections (2)-(9) which were omitted in the previous publication. The remainder of this letter-notice remains as previously published.

No. MC 115554 (Sub-No. E12) (partial correction), filed June 4, 1974, published in the FEDERAL REGISTER issue of september 4, 1974, and republished, as corrected, this issue. Applicant: SCOTT'S TRANSPORTATION SERVICE, INC., P.O. Box 1136, Cedar Rapids, IA 52406. Applicant's representative: James R. Madler, 120 West Madison Street, Chicago, IL 60606. *Refrigerators, refrigeration and electrical equipment, appliances, and parts, materials, and supplies* used in the manufacture, repair, and distribution of such commodities, (2) between points in WI on, west and north of a line beginning at the IL-WI State line, then north on WI Hwy 83 to junction County Hwy F at or near Burlington, WI, then north on County Hwy F to junction WI Hwy 164, then along north on WI Hwy 164 to junction U.S. Hwy 41, then north on U.S. Hwy 41 to junction U.S. Hwy 45, then north on U.S. Hwy 45 to junction WI Hwy 28, then east on WI Hwy 28 to Lake Michigan, on the one hand, and, on the other, points in AR on, west and south of a line beginning at the AR-MO State line, then south on U.S. Hwy 167 to junction AR Hwy 14, then east on AR Hwy 14 to junction AR Hwy 1, then south on AR Hwy 1 to junction U.S. Hwy 49, then east on U.S. Hwy 49 to the AR-MS State line; (3) between points in WI on, west and north of a line beginning at the WI-IL State line, then north on WI Hwy 83 to junction WI Hwy 36, then northwest on WI Hwy 36 to Lake Michigan at or near Milwaukee, WI, on the one hand, and, on the other, points in MO on and west of MO Hwy 19 and on and south of Interstate Hwy 70 (except Kansas City); (4) between points in WI on, west and north of a line beginning at the IL-WI State line, then north on WI Hwy 67 to junction WI Hwy 59, then northeast on WI Hwy 59 to junction U.S. Hwy 18, then east on U.S. Hwy 18 to Lake Michigan at or near Milwaukee, WI, on the one hand, and, on the other, points in MS on and south of Interstate Hwy 20; (5) between points in WI on, north and west of a line beginning at the IL-WI State line, then north on WI Hwy 104 to junction U.S. Hwy 151, then northeast on U.S. Hwy 151 to Lake Michigan, on the one hand, and, on the other, points in MS on and south of a line beginning at the MS-AL State line, then west on U.S. Hwy 78 to junction MS Hwy 6, thence west on MS Hwy 6 to junction U.S. Hwy 61, then northwest on unnumbered highway to Friars Point, MS; (6) between points in WI, on the one hand, and, on the other, points in FL on and south of a line beginning at the Gulf of Mexico, then east on FL Hwy 78 to junction FL Hwy 70, then east on FL Hwy 70 to the Atlantic Ocean; (7) between points in WI, on, west and north of a line beginning at the IL-WI State line, then north on WI Hwy 67 to junction WI Hwy 59, then northeast on WI Hwy 59 to junction WI Hwy 164, then northeast on WI Hwy 164 to junction WI Hwy 74, then east on WI Hwy 74 to junction U.S. Hwy 41, then west on U.S. Hwy 41 to U.S. Hwy 45, then north on U.S. Hwy 45, to WI Hwy 28, then northeast on WI Hwy 28 to Lake Michigan, on the one hand, and, on the other, points in FL; (8) between points in WI on, north and west of a line beginning at the IL-WI State line, then north on Interstate Hwy 90 to junction WI Hwy 26, then northeast on WI Hwy 26 to junction U.S. Hwy 151, then northeast on U.S. Hwy 151 to Lake Michigan, on the one hand, and, on the other, points in AL on and south of U.S. Hwy 80; (9) between points in WI on, west and north of a line beginning at the IL-WI State line, then west on Interstate Hwy 90 to junction WI Hwy 73, then north on WI Hwy 73 to junction U.S. Hwy 151, then northeast on U.S. Hwy 151 to junction WI Hwy 57, then north on WI Hwy 57 to Green Bay, on the one hand, and, on the other, points in GA on and south of U.S. Hwy 80; (10) between points in WI on, north and west of a line beginning at the IL-WI State line, then north on Interstate Hwy 900 to junction U.S. Hwy 151, then northeast on U.S. Hwy 151 to Lake Michigan, on the one the hand, and, on the other, points in AR, MS, and AL on and south of U.S. Hwy 80 and FL. The purpose of this filing is to eliminate the gateway of Amana, IA.

NOTE.—The purpose of this partial correction is to state sections (2)-(10) which were omitted in the previous publication. The remainder of this letter-notice remains as previousy published.

No. MC 115554 (Sub-No. E19) (partial correction), filed June 4, 1974, published in the FEDERAL REGISTER issue of September 3, 1974, and republised, as corrected, this issue. Applicant: SCOTT'S TRANSPORTATION SERVICE, INC., P.O. Box 1136, Cedar Rapids, IA 52406. Applicant's representative: James R. Madler, 120 West Madison Street, Chicago, IL 60606. *Refrigerators, refrigeration and electrical equipment, appliances, and parts, materials, and supplies* used in the manufacture, repair, and distribution of such commodities, (2) between points in IN on and north of a line beginning at the OH-IN State line, then west on IN Hwy 18 to junction IN Hwy 9, then

south on IN Hwy 9 to junction U.S. Hwy 35, then west on U.S. Hwy 35 to junction U.S. Hwy 31, then south on U.S. Hwy 31 to junction IN Hwy 26, then west on IN Hwy 26 to the IN-IL State line, on the one hand, and, on the other, points in TX on and west of a line beginning at the TX-OK State line, then west on Interstate Hwy 35 to junction Interstate Hwy 35E, then south on Interstate Hwy 35E to junction Interstate Hwy 35, then south on Interstate Hwy 35 to junction U.S. Hwy 77, then south on U.S. Hwy 77 to junction U.S. Hwy 87, then south on U.S. Hwy 87 to the Gulf of Mexico; (3) between points in IN on the one hand, and, on the other, points in CO, points in KS on, west and north of a line beginning at the KS-NE State line, then west on U.S. Hwy 383 to junction U.S. Hwy 24, then west on U.S. Hwy 24 to junction the CO-KS State line; and points in NM on and west of a line beginning at the NM-CO State line, then west on Interstate Hwy 25, to junction U.S. Hwy 84, then south on U.S. Hwy 84 to junction NM Hwy 219, then south on NM Hwy 219 to junction U.S. Hwy 285, then south on U.S. Hwy 285 to junction U.S. Hwy 70, then west on U.S. Hwy 70 to junction U.S. Hwy 54, then south on U.S. Hwy 54 to the NM-TX State line; (4) between points in IN on and north of a line beginning at the IN-OH State line, then west on IN Hwy 124, to junction U.S. Hwy 24, then west on U.S. Hwy 24 to the IN-IL State line, on the one hand, and, on the other, points in OK on and west of OK Hwy 99; (5) between points in IN on and north of a line beginning at the IN-OH State line, then west on U.S. Hwy 36 to junction Interstate Hwy 74, then west on Interstate Hwy 74 to the IL-IN State line, on the one hand, and, on the other, points in KS on and west of a line beginning at the KS-NE State line, then south on KS Hwy 99 to junction U.S. Hwy 24, then west on U.S. Hwy 24 to junction KS Hwy 177, then south on KS Hwy 177 to Interstate Hwy 35, then southwest on Interstate Hwy 35 to the KS-OK State line; (6) between points in IN on and north of a line beginning at the IN-OH State line, then west on IN Hwy 14 to junction Interstate Hwy 65, then south on Interstate Hwy 65 to junction U.S. Hwy 24, then west on U.S. Hwy 24 to the IL-IN State line, on the one hand, and, on the other, points in NM, points in OK on and west of OK Hwy 99, and points in TX on and west of U.S. Hwy 75. The purpose of this filing is to eliminate the gateway of Amana, IA.

NOTE.—The purpose of this partial correction is to state sections (2)-(6) which were omitted in the previous publication. The remainder of this letter-notice remains as previously published.

No. MC 107515 (Sub-No. E70), filed July 16, 1975. Applicant: DAILY EXPRESS, INC., P.O. Box 39, Carlisle, PA 17013. Applicant's representative: E. S. Moore, Jr. (same as above). *Agricultural implements, agricultural machinery, tractors (other than truck tractors), incidental machinery, attachments and parts* when moving with such implements, machinery or tractors, (except commodities requiring special equipment), (A) between points in Brunswick and Columbia Counties, NC, on the one hand, and, on the other, points in CA, CO, ID, IA, LA, MI, MN, MT, NE, NV, ND, OR, SD, UT, WA, WI, WY, and points in AZ, on, north and west of a line commencing at the AZ-Mexico border along and proceeding U.S. Hwy 89 to its junction with Interstate Hwy 10, then along Interstate Hwy 10 to the AZ-NM State line; points in IL on and north of a line commencing at the MO-IL State line and proceeding along U.S. Hwy 136 in to its junction with IL Hwy 29 then along IL Hwy 29 to its, junction with U.S. Hwy 24, then along U.S. Hwy 24 to its junction with U.S. Hwy 66, then along U.S. Hwy 66 to Hwy its junction with IL Hwy 17, then along IL Hwy 17 to the IL-IN State line; points in IN on and north of a line commencing at the IL-IN State line and proceeding along IN Hwy 10 to its junction with IN Hwy 19, then along IN Hwy 19 to its junction with IN Hwy 8, then along IN Hwy 8 to the IN-OH State line; points in KS on, north and west of a line commencing at the OK-KS State line and proceeding along U.S. Hwy 56 to its junction with U.S. Hwy 77, then along U.S. Hwy 77 to its junction with U.S. Hwy 24, then along U.S. Hwy 24 to its junction with KS Hwy 63, then along KS Hwy 63 to its junction with KS Hwy 16, then along KS Hwy 116 to the KS-MO State line; points in MO on and north of a line commencing at the KS-MO State line and proceeding along U.S. Hwy 36 to its junction with MO Hwy 11, then along MO Hwy 11 to its junction with MO Hwy 81, then along MO Hwy 81 to the IL-MO State line; points in NM on, north and west of a line commencing at the AZ-NM State line and proceeding along Interstate Hwy 10 to its junction with U.S. Hwy 85, then along U.S. Hwy 85 to its junction with U.S. Hwy 56, then along U.S. Hwy 56 to OK-NM State line; points in OH on north and east of a line commencing at the OH-IN State line and proceeding along OH Hwy 18 to its junction with OH Hwy 15, then along OH Hwy 15 to its junction with U.S. Hwy 23, then along U.S. Hwy 23 to its junction with OH Hwy 229, then along OH Hwy 220 to its junction with U.S. Hwy 36, then along U.S. Hwy 36 to its junction with OH Hwy 16, then along OH Hwy 16 to its junction with OH Hwy 83, then along OH Hwy 83 to its junction with OH Hwy 78, then along OH Hwy 78 to the OH-WV State line; points in OK north and west of a line commencing at OK-NM line and proceeding along U.S. Hwy 56 to OK-KS State line; points in WV on and north of a line commencing at the OH-WV State line and proceeding along U.S. Hwy 250 to its junction with WV Hwy 7, then along WV Hwy 7 to the MD-WV State line, then along the State line in a southerly direction to U.S. Hwy 50, then along U.S. Hwy 50 to the WV-VA State line; (B) between points in Bladen, and Sampson Counties, NC, on the one hand, and, on the other, points CA, CO, ID, MI, MN, MT, NE, NV, ND, OR, SD, UT, WA, WI, WY, and points in AZ on and north of a line commencing at the AZ-Mexico border and proceeding along U.S. Hwy 80 to its junction with U.S. Hwy 60, then to the AZ-NM State line; points in IL on and north of a line commencing at the IA-IL State line and proceeding along U.S. Hwy 34 to its junction with IL Hwy 17, then along IL Hwy 17 to its junction with U.S. Hwy 66, then along U.S. Hwy 66 to its junction with U.S. Hwy 6, then along U.S. Hwy 6 to IL-IN State line; points in IN on and north of a line commencing at the IL-IN State line and proceeding along U.S. Hwy 6 to its junction with U.S. Hwy 421, then along U.S. Hwy 421 to its junction with U.S. Hwy 20, then along U.S. Hwy 20 to its junction with IN Hwy 9, then along IN Hwy 9 to its junction with IN Hwy 8, then along IN Hwy 8 to the IN-OH State line; points in IA on and northwest of a line commencing at the IA-MO State line and proceeding along IA Hwy 81 to its junction with IA Hwy 2, then along IA Hwy 2 to the IA-IL State line; points in KS on and north of a line commencing at the OK-KS State line and proceeding along U.S. Hwy 56 to its junction with KS Hwy 23, then along KS Hwy 23 to its junction with KS Hwy 4, then along KS Hwy 4 to its junction with U.S. Hwy 281, then along U.S. Hwy 281 to its junction with U.S. Hwy 24, then along U.S. Hwy 24 to its junction with U.S. Hwy 77, then along U.S. Hwy 77 to its junction with U.S. Hwy 36, then along U.S. Hwy 36 to the KS-MO State line; points in MD on and west of Interstate Hwy 81; in MO on and north of a line commencing at the KS-MO State line and proceeding along U.S. Hwy 26 to its junction with U.S. Hwy 69, then along U.S. Hwy 69 to its junction with MO Hwy 6, then along MO Hwy 6 to its junction with MO Hwy 5, then along MO Hwy 5 to its junction with U.S. Hwy 136, then along U.S. Hwy 136 to its junction with MO Hwy 81, then along MO Hwy 81 to the MO-IA State line; points in NM on and north of a line commencing at the AZ-NM State line and proceeding along U.S. Hwy 60 to its junction with U.S. Hwy 85, then along U.S. Hwy 85 to its junction with U.S. Hwy

84, then along U.S. Hwy 84 to its junction with U.S. Hwy 64, then along U.S. Hwy 64 to the OK-NM State line; points in OH on and north of a line commencing at the IN-OH State line and proceeding along U.S. Hwy 6 to its junction with OH Hwy 199, then along OH Hwy 199 to its junction with OH Hwy 587, then along OH Hwy 587 to its junction with OH Hwy 67, then along OH Hwy 67 to its junction with U.S. Hwy 30N, then along U.S. Hwy 30N to its junction with U.S. Hwy 30, then along U.S. Hwy 30 to its junction with U.S. Hwy 250, then along U.S. Hwy 250 to the OH-WV State line; points in OK on and west of U.S. Hwy 56; points in WV on and north of a line commencing at the OH-WV State line and proceeding along U.S. Hwy 250 to its junction with U.S. Hwy 50, then along U.S. Hwy 50 to the VA-WV State line; The purpose of this filing is to eliminate the gateway of Carlisle, Shadygrove, and Waynesboro, PA.

No. MC 117574 (Sub-No. E71), filed July 16, 1975. Applicant: DAILY EXPRESS INC., P.O. Box 39, Carlisle, PA, 17013. Applicant's representative: E. S. Moore, Jr. (same as above). (1) *Agriculture implements, agricultural machinery, tractors, (other than truck tractors), incidental machinery, attachments and parts* when moving with such implements, machinery or tractors, (except commodities requiring special equipment), (2)(a) *sewage, water, and refuse treatment systems,* the transportation of which because of size or weight requires the use of special equipment, which is also industrial or processing machinery and (b) *tools, materials and supplies* used in connection with the erection and construction of sewage, water, and refuse systems (except commodities in bulk), which are also attachments, accessories and parts of industrial or processing machinery. (A) Between points in Charles City, James City, King William, and New Kent Counties, VA, on the one hand, and, on the other, points in AZ, CA, CO, DE, ID, IL, IN, IA, KS, MI, MN, MO, MT, NE, NV, NM, ND, OK, OR, SD, TX, UT, WA, WI, WY, and points in AR on, north and west of a line commencing at the AR-LA State line and proceeding along U.S. Hwy 167 to its junction with U.S. Hwy 79, then along U.S. Hwy 79 to its junction with Interstate Hwy 55, then along Interstate Hwy 55 to its junction with U.S. Hwy 63, then along U.S. Hwy 63 to its junction with AR Hwy 1, then along AR Hwy 1 to its junction with AR Hwy 25, then along AR Hwy 25 to the AR-MS State line; points in KY on and north of a line commencing at the KY-TN State line and proceeding along U.S. Hwy 45 to its junction with KY Hwy 80, then in and along KY Hwy 80 to its junction with U.S. Hwy 641, then along U.S. Hwy 641 to its junction with U.S. Hwy 60, then along U.S. Hwy 60 to its junction with U.S. Hwy 231, then along U.S. Hwy 231 to the KY-OH State line; points in LA on and west of a line commencing at the LA-Gulf of Mexico coast and proceeding along LA Hwy 333 to its junction with LA Hwy 82, then along LA Hwy 82 to its junction with U.S. Hwy 167, then along U.S. Hwy 167 to the AR-LA State line; points in OH south and east of a line commencing at the KY-OH State line and proceeding along OH Hwy 41 to its junction with U.S. 50, then along U.S. Hwy 50 to the OH-WV State line; points in WV on and north of a line commencing at the OH-WV State line and proceeding along U.S. Hwy 50 to its junction with Hwy 19, then along U.S. Hwy 19 to its junction with U.S. Hwy 119, then along U.S. Hwy 119 to the PA-WV State line; (B) between points in Culpepper, Greene, Madison, Orange, and Rappahannack Counties, VA, on the one hand, and, on the other points in AZ, AR, CA, CO, ID, IL, IN, IA, KS, LA, MI, MN, MO, MT, NE, NV, NM, ND, OK, OR, SD, TX, UT, WA, WI, WY, and points in AL on and west of a line commencing at the FL-AL State line and proceeding along AL Hwy 21 to its junction with AL Hwy 89, then along AL Hwy 89 to its junction with AL Hwy 41, then along AL Hwy 41 to its junction with AL Hwy 14, then along AL Hwy 14 to its junction with AL Hwy 5, then along AL Hwy 5 to its junction with U.S. Hwy 72, then along U.S. Hwy 72 to the AL-MS State line; points in FL on and south of a line commencing at the Atlantic Ocean-FL State line and proceeding along FL Hwy 192 to its junction with U.S. Hwy 27, then along U.S. Hwy 27 to its junction with FL Hwy 50, then along FL Hwy 50 to the west coast of FL and west of a line commencing at Pensacola, FL, and proceeding along Interstate Hwy 29 in a northerly direction to the FL-AL State line; points in KY on and west of a line commencing at the TN-KY State line and proceeding along Interstate Hwy 41 to its junction with Interstate Hwy 62, then along Interstate Hwy 62 to its junction with Interstate Hwy 65, then along Interstate Hwy 65 to its junction with Interstate Hwy 421, then along Interstate Hwy 421 to the KY-OH State line; points in MS on, south and west of a line commencing at the AL-MS State line and proceeding along Interstate Hwy 72 to the MS-TN State line; points in OH on and west of a line commencing at the KY-OH State line and proceeding along U.S. Hwy 40 to its junction with Interstate Hwy 50, then along Interstate Hwy 50 to its junction with Interstate Hwy 23, then along interstate Hwy 23 to its junction with Interstate Hwy 22, then along Interstate Hwy 22 to its junction with Interstate Hwy 77, then along Interstate Hwy 77 to its junction with Interstate Hwy 80, then along Interstate Hwy 80 to the OH-PA State line; points in TN on and west of a line commencing at the MS-TN State line and proceeding along TN Hwy 45 in a northerly direction to its junction with Interstate Hwy 70, then along Interstate Hwy 70 to its junction with TN Hwy 13, then along TN Hwy 13 to the TN-KY State line; and (C) between points in the Amherst and Nelson Counties, VA, on the one hand, and, on the other, points in AZ, CA, CO, ID, IA, KS, MI, MN, MT, NE, NV, NM, ND, OR, SD, UT, WA, WI, WY, and points in IL, on and north of U.S. Hwy 66, points in IN, on and north of U.S. Hwy 30, points in MO, on and north of a line commencing at the OK-MO State line along Interstate Hwy 44 to its junction with U.S. Hwy 65, then along U.S. Hwy 65 to its junction with U.S. Hwy 40, then along U.S. Hwy 40 to the IL-MO State line; points in OH, on and north of U.S. Hwy 30; points in OK, on, north and west of U.S. Hwy 66; points in TX, on and west of a line commencing at the TX-Gulf of Mexico coast and proceeding along Texas Hwy 100 to its junction with U.S. Hwy 83, then along U.S. Hwy 83 to its junction with U.S. Hwy 62, then along U.S. Hwy 62 to the OK-TX State line. The purpose of this filing is to eliminate the gateway of Carlisle, Shadygrove, and Waynesboro, PA.

No. MC 117574 (Sub-No. E88), filed June 29, 1975. Applicant: DAILY EXPRESS, INC., P.O. Box 39, Carlisle, PA 17013. Applicant's representative: E. S. Moore, Jr. (same as above). (1) *Sewage, water, and refuse treatment systems* the transportation of which, because of size or weight, requires the use of special equipment, which are also industrial or processing machinery, and (2) *tools, materials, and supplies* used in connection with the erection and construction of sewage, water, and refuse treatment systems (except commodities in bulk), which are also attachments, accessories, or parts of industrial or processing machinery: (a) between points in Fayette and Kanawha Counties, WV, on the one hand, and, on the other, points in OR, WA, CA, on and west of a line commencing at the CA-Mexico international boundary line over CA Hwy 111 to junction Interstate Hwy 10, then over Interstate Hwy 10 to junction Interstate Hwy 15, then over Interstate Hwy 15 to the CA-NV State line; NV on and west of a line commencing at the CA-NV State line over Interstate Hwy 15 to junction U.S. Hwy 93, then over U.S. Hwy 93 to junction U.S. Hwy 50, then over U.S. Hwy 50 to junction NV Hwy 51, then over NV Hwy 51 to junction U.S. Hwy 40, then over U.S. Hwy 40 to junction NV Hwy 51, then over NV Hwy 51 to the NV-ID State line; ID on and west

of a line commencing at the NV-ID State line over ID Hwy 51 to junction ID Hwy 68, then over ID Hwy 68 to junction U.S. Hwy 93, then over U.S. Hwy 93 to the ID-MT State line; and MT on and west of a line commencing at the ID-MT State line over U.S. Hwy 93 to junction U.S. Hwy 2, then over U.S. Hwy 2 to junction Interstate Hwy 15, then over Interstate Hwy 15 to the MT-Canada international boundary line; and (b) between points in Harrison, Tyler, and Wetzel Counties, WV, on the one hand, and, on the other, points in CA, NV, OR, WA, ID, AZ, on and west of a line commencing at the AZ-Mexico international boundary line over the AZ-NM State line to junction U.S. Hwy 180, then over U.S. Hwy 180 to junction U.S. Hwy 89, then over U.S. Hwy 89 to the AZ-UT State line; UT on and west of a line commencing at the AZ-UT State line over U.S. Hwy 89 to junction Interstate Hwy 70, then over Interstate Hwy 70 to junction UT Hwy 10, then over UT Hwy 10 to junction U.S. Hwy 6, then over U.S. Hwy 6 to junction UT Hwy 33, then over UT Hwy 33 to junction U.S. Hwy 40, then over U.S. Hwy 40 to junction U.S. Hwy 189, then over U.S. Hwy 189 to the UT-WY State line; WY on and west of a line commencing at the UT-WY State line over U.S. Hwy 189 to junction Interstate Hwy 80, then over Interstate Hwy 80 to junction U.S. Hwy 187, then over U.S. Hwy 187 to junction WY Hwy 28, then over WY Hwy 28 to junction WY Hwy 789, then over WY Hwy 789 to junction U.S. Hwy 20, then over U.S. Hwy 20 to junction U.S. Hwy 310, then over U.S. Hwy 310 to the WY-MT State line; and MT on and west of a line commencing at the WY-MT State line over U.S. Hwy 310 to junction U.S. Hwy 10, then over U.S. Hwy 10 to junction U.S. Hwy 87, then over U.S. Hwy 87 to junction MT Hwy 19, then over MT Hwy 19 to junction U.S. Hwy 191, then over U.S. Hwy 191 to junction U.S. Hwy 2, then over U.S. Hwy 2 to junction MT Hwy 247, then over MT Hwy 247 to the MT-Canada international boundary line. The purpose of this filing is to eliminate the gateway of Carlisle, Shadygrove, and Waynesboro, PA.

No. MC 117574 (Sub-No. E94), filed July 1, 1975. Applicant: DAILY EXPRESS, INC., P.O. Box 39, Carlisle, PA 17013. Applicant's representative: E. S. Moore, Jr. (same as above). *Agricultural implements and agricultural machinery, tractors with or without attachments, cranes, industrial and processing machinery, which are also agricultural, industrial or construction machinery, and equipment, or farm and logging equipment, or machinery* (except tractors with vehicle beds, bed frames and fifth wheels, and such commodities which because of size or weight require the use of special equipment) (1) from points in Oconee and Pickens, Counties, SC, to points in that portion of CA, on and west of a line beginning at Ukiah and extending along CA Hwy 20 to junction Interstate Hwy 5, then along Interstate Hwy 5 to junction CA Hwy 299, then along CA Hwy 299 to junction with U.S. Hwy 395, then along U.S. Hwy 395 to the CA-OR State Line, that portion of ID, on and north of U.S. Hwy 12, that portion of MT, on and north of a line beginning at the ID-MT State line and extending along U.S. Hwy 12 to junction with U.S. Hwy 91, then along U.S. Hwy 91 to its termination at the United States-Canadian international boundary line to points in that portion of OR, on and west of a line beginning at the CA-OR State line and extending along U.S. Hwy 395 to junction with OR Hwy 244, then along OR Hwy 244 to junction with OR Hwy 82, then along OR Hwy 82 to junction with OR Hwy 3, then along OR Hwy 3 to the OR-WA State line to points in that portion of WA, on and northwesterly of a line beginning at the OR-WA State Line and extending along WA Hwy 129 to junction with U.S. Hwy 12, then along U.S. Hwy 12 to the ID-WA State line; (2) from points in Greenville County, SC, to points in OR, WA, points in that portion of CA, on and north of a line beginning at the CA-NV State line and extending along U.S. Hwy 50 to junction with Interstate Hwy 80, then along Interstate Hwy 80 to its junction with CA Hwy 128, then along CA Hwy 128 to junction with CA Hwy 12, then along CA Hwy 12 to Santa Rosa and the Pacific Ocean, points in that portion of SD on and north of a line beginning at the MT-SD State line and extending along U.S. Hwy 93 to junction with SD Hwy 21, then along SD Hwy 21 to junction with SD Hwy 55, then along SD Hwy 55 to junction with SD Hwy 52, then along SD Hwy 52 to the SD-OR State line, then along the SD-OR State line to junction with the OR-NV State line, then along the OR-NV State line to its junction with U.S. Hwy 95, to points in that portion of MT on and west of a line beginning at the United States-Canadian international boundary line and extending along U.S. Hwy 91 to junction with MT Hwy 43, then along MT Hwy 43 to the MT-SD State line to points in that portion of NV on and west of a line beginning at the OR-NV State line and extending along U.S. Hwy 95 to junction with U.S. Hwy 50, then along U.S. Hwy 5 to the CA-NV State line. The purpose of this filing is to eliminate the gateway of Shady Grove, Waynesboro, and Belleville, PA.

No. MC 117574 (Sub-No. E98), filed July 16, 1975. Applicant: DAILY EXPRESS, INC., P.O. Box 39, Carlisle, PA 17013. Applicant's representative: E. S. Moore, Jr. (same as above). (1) *Heat exchangers or equalizers for air, gas, or liquids,* and (2) *equipment and machinery for heating, cooking, conditioning, humidifying and dehumidifying* when such is industrial and processing machinery, and attachments, accessories, and parts of all of the above described commodities, from La-Crosse, WI, to points in that portion of NC, in and east of Rockingham, Guilford, Randolph, Montgomery, and Anson Counties, and points in Chesterfield, Darlington, Florence, Williamsburg, Georgetown, Marlboro, Dillon, Marion, and Horry Counties, SC. The purpose of this filing is to eliminate the gateway of Shadygrove, PA.

No. MC 117574 (Sub-No. E100), filed July 16, 1975. Applicant: DAILY EXPRESS, INC., P.O. Box 39, Carlisle, PA 17013. Applicant's representative: E. S. Moore, Jr. (same as above). (1) *Pressure vessels, storage tanks, condensers, evaporators, heat exchangers,* and (2) *incidental equipment and parts designed for installation of the items in* (1) above, when used as industrial and processing machinery, and attachments, accessories and parts of (1) and (2) above, from Downingtown, PA, to points in AL, AZ, AR, CA, CO, FL, GA, ID, KS, LA, MS, MT, NE, NV, NM, ND, OK, OR, SD, TX, UT, WA, and WY. The purpose of this filing is to eliminate the gateway of Carlisle, PA.

No. MC 117574 (Sub-No. E101), filed July 16, 1975. Applicant: DAILY EXPRESS, INC., P.O. Box 39, Carlisle, PA 17013. Applicant's representative: E. S. Moore, Jr. (same as above). *Compressors, pumps, blowers, condensers, drilling equipment, electric and pneumatic tools, heat exchangers, hoisting equipment, engines* (except aircraft, rocket and missile engines), and *mining equipment* when used as industrial and processing machinery and attachments, accessories, and parts of the above-described commodities from Painted Post, NY, Athens, PA, and Phillipsburg, NJ, to points in AZ, AR, CO, KS, LA, MS, NM, OK, and TX. The purpose of this filing is to eliminate the gateway of Carlisle, PA.

No. MC 117574 (Sub-No. E103), filed July 16, 1975. Applicant: DAILY EXPRESS, INC., P.O. Box 39, Carlisle, PA 17013. Applicant's representative: E. S. Moore, Jr. (same as above). *Lift and hoist trucks, cranes, tractors (other than truck tractors), and attachments and accessories therefor, which are also tractors with or without attachments, cranes, industrial and processing machinery and attachments, accessories or parts of the above described commodities,* from the plantsite of Towmotor Corp. at Mentor, OH, to points in that portion of GA in, south and east of Baker,

Bibb, Crisp, Dooly, Dougherty, Houston, Jefferson, Lee, Miller, Peach, Richmond, Seminole, Twiggs, Washington and Wilkinson Counties, points in that portion of NC in and east of Guilford, Randolph, Rockingham, Stanley, and Union Counties, and points in that portion of SC in and east of Aiken, Kershaw, Lancaster, Lexington, and Richland Counties, SC. The purpose of this filing is to eliminate the gateway of Carlisle, PA.

By the Commission.

H. G. HOMME, Jr.,
Acting Secretary.

[FR Doc. 78-6225 Filed 3-8-78; 8:45 am]

[7035-01]

[Notice No. 1]

MOTOR CARRIER BOARD TRANSFER PROCEEDINGS

The following publications include motor carrier, water carrier, broker, and freight forwarder transfer applications filed under sections 212(b), 206(a), 211, 312(b), and 410(g) of the Interstate Commerce Act.

Each application (except as otherwise specifically noted) 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.

Protests against approval of the application, which may include a request for oral hearing, must be filed with the Commission on or before April 10, 1978. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest must be served upon applicants' representative(s), or applicants (if no such representative is named), and the protestant must certify that such service has been made.

Unless otherwise specified, the signed original and six copies of the protest shall be filed with the commission. All protests must specify with particularity the factual basis, and the section of the Act, or the applicable rule governing the proposed transfer which protestant believes would preclude approval of the application. If the protest contains a request for oral hearing, the request shall be supported by an explanation as to why the evidence sought to be presented cannot reasonably be submitted through the use of affidavits.

The operating rights set forth below are in synopsis form, but are deemed sufficient to place interested persons on notice of the proposed transfer.

No. MC-FC-77514, filed January 17, 1978. Transferee: GEORGE KU, INC., 1480 Mount Jackson Road, New Castle, PA 16102. Transferor: Bessemer Hillsville Bus Co., 310 East Liberty Street, Lowellville, OH 44436. Applicant's representative: Lewis S. Witherspoon, 88 East Broad Street, Suite 930, Columbus, OH 16102. Authority sought for purchase by transferee of the operating rights set forth in Certificate No. MC 31422 issued March 18, 1954: *Passengers and their baggage* over a specified regular route between Youngstown, OH, and Bessemer, PA, serving all intermediate points and between Hillsville, PA, and New Castle, PA (restricted to the transportation of passengers moving in carrier's vehicles to or from Campbell, OH) over a regular route. Transferee holds no Commission authority and does seek section 210a(b) temporary authority.

No. MC-FC-77517, filed January 19, 1978. Transferee: FRANCIS J. GORRELL, d.b.a. TOPLIFF TRUCK LINE, 746 North Santa Fe, Salina, KS 67401. Transferor: Salton Truck Line, Inc., 740 North 11th, Salina, KS 67401. Applicant's representative: Clyde N. Christey, 514 Capitol Federal Building, 700 Kansas Avenue, Topeka, KS 66603. Authority sought for purchase by transferee of the operating rights set forth in Certificate No. MC 135040 and MC 135040 (Sub-No. 1) issued November 1, 1971, and July 6, 1972, respectively: *General commodities* over KS Hwy. 181 between the junction of KS Hwys 18 and 181 and Tipton, KS, and between Salina, KS, and Stockton, KS, over a specified regular route. Transferee holds no Commission authority and does not seek section 210a(b) authority.

No. MC-FC-77520, filed January 20, 1978. Transferee: SAMUEL ODUS COFFEY, d.b.a. COFFEY TRUCKING, Route 1, Box 339A, Deale, MD 20751. Transferor: Potter Transfer, Inc., Box 127, White Plains, MD 20695. Applicant's representative: Harry J. Jordan, 1000 16th Street NW., Washington, DC 20036. Authority sought for purchase by transferee of a portion of the operating rights set forth in Certificate No. MC 127147 (Sub-No. 1) issued December 22, 1971: *Lumber* (except veneer and plywood) from points in Calvert, Charles, and St. Mary's Counties, MD, to points in NJ, NY, OH, and PA. Transferee holds no Commission authority and does not seek section 210a(b) authority.

No. MC-FC-77530, filed February 6, 1978. Transferee: BOB'S TRUCK SERVICE, INC., P.O. Box 528, Middletown, OH 45042. Transferor: Subler Transfer, Inc., Versailles, OH 45380. Applicant's representatives: Paul F. Beery, 275 East State Street, Columbus, OH 43215 and E. Stephen Heisley, Ames, Hill, and Ames, 666 11th Street NW., Washington, DC 20001. Authority sought for purchase by transferee of a portion of the operating rights set forth in Certificate No. MC 117883 (Sub-No. 93) issued June 30, 1972, as follows: *Wire, iron, brass, and steel products* from Carey, Fostoria, Franklin, Middletown, Moraine, and Toledo, OH, to Chicago, IL. Transferee presently holds no authority from this Commission and does not seek section 210a(b) authority.

No. MC-FC-77534, filed February 2, 1978. Transferee: PRAY FOR TRANSPORTATION, INC., Ellsworth Street, Dows, IA 50071. Transferor: P. J. Quigley, d.b.a. QUIGLEY TRUCKING, Rural Route 2, Belmond, IA 50421. Applicant's representative: James M. Hodge, 1980 Financial Center, Des Moines, IA 50309. Authority sought for purchase by transferee of the operating rights set forth in Permit No. MC 138759 (Sub-No. 1) issued February 20, 1976: *Dry animal and poultry feed and feed ingredients,* between the plantsite of Central Soya Co., Inc., at Belmond, IA, on the one hand, and, on the other, points in 13 specified countries in MN and seven counties in WI. Transferee holds no Commission authority and does seek section 210a(b) temporary authority.

No. MC-FC-77536, filed February 10, 1978. Transferee: DELILA JANE ROSS and RALPH L. ROSS, a partnership, d.b.a. SYRACUSE TRANSFER, 320 Swanson Drive, Syracuse, NE 68446. Transferor: William D. Mehlhop, d.b.a. Syracuse Transfer, 886 Poplar, Syracuse, NE 68446. Applicant's representative: Delia Jane Ross (same address as transferee). Authority sought for purchase by transferee of the operating rights of transferor, as set forth in Certificate of Registration No. MC 98876 (Sub-No. 1), issued January 12, 1971 as follows: *General commodities,* with certain exceptions, over specified regular routes from and to Syracuse and Omaha, NE, and over irregular routes between points and places in Otoe County, on the one hand, and, on the other, points and places within a 200-mile radius of Syracuse, NE. Transferee is presently authorized to operate as a common carrier pursuant to MC-FC-76739 consummated February 15, 1977, and assigned No. MC 57711 (Sub-No. 1). Application has not been filed for temporary authority under section 210a(b).

No. MC-FC-77540, filed February 10, 1978. Transferee: GREENMOUNT STORAGE WAREHOUSE, INC., 2604 Greenmount Avenue, Baltimore, MD 21218. Transferor: Acme Moving & Storage Corp. (Internal Revenue Service, Successor-In-Interest), 5620 Lafayette Place, Edmonston, MD 20781. Applicant's representative: Thomas R. Kingsley, Attorney-at-Law, Suite 1000, 1819 H Street NW., Washington, D.C. 20006. Authority sought for purchase by transferee of that portion of the operating rights of transferor, as set forth in Certificate No. MC 88904 (Sub-No. 2), issued July 28, 1977, as

follows: *Household goods,* as defined by the Commission, over irregular routes, between Washington, DC except points in the commercial zone within Montgomery County, MD, on the one hand, and, on the other, points in MD (except Indian Head and points in MD within 5 miles thereof), MA, NJ, NY, OH, PA, VA, and WV. Transferee holds authority from this Commission in MC 684. Request for joinder and application for elimination of gateway were filed concurrently. Application has not been filed for temporary authority under section 210a(b).

No. MC-FC-77541, filed February 13, 1978. Transferee: TIFTON TRANSPORT, INC., P.O. Box 160, Bartow, FL 33830. Transferor: Milton McCombs, Jr., P.O. Box 1324, Tifton, GA 31794. Applicant's representative: Dan R. Schwartz, 1729 Gulf Life Tower, Jacksonville, FL 32207. Authority sought for purchase by transferee of the operating rights set forth in Certificate No. MC 138552 (Sub-Nos. 2 and 3) issued July 12, 1976 and July 26, 1977 as follows: *Wet gypsum* from points in FL to points in AL and GA and from Jackson County, MS to points in AL, FL, and GA. Transferee holds no Commission authority and does not seek section 210a(b) authority.

No. MC-FC-77542 filed February 14, 1978. Transferee: R. F. CLEMENS & SONS, INC., R.D. No. 1, Munyan Road, Putnam, CT, 06260. Transferor: Ovila Gosselin, d.b.a. GOSSELIN'S EXPRESS, 96 Bates Avenue, Putnam, CT, 06260. Applicant's representative: Ovila Gosselin (same address as transferor). Authority sought for purchase by transferee of the operating rights of transferor, as set forth in Certificate No. MC 2308 issued August 27, 1940, as follows: *Household goods,* between Putnam, CT and points and places in CT within 10 miles of Putnam, on the one hand, and points and places in CT, RI, MA, and NY on the other. Transferee is presently authorized to operate as a contract carrier under Permit No. MC 29674. Application has not been filed for temporary authority under section 210a(b).

No. MC-FC-77544, filed February 14, 1978. Transferee: TEXAS CONTRAN, INC., 4242 Southwest Freeway, Suite 507, Houston, TX 77027. Transferor: Continental Transport, Inc. (Harry E. Lindsey, d.b.a. CONTINENTAL TRANSPORT, INC., Successor-in-Interest), 4627 Dagg Road, Houston, TX 77048. Applicant's representative: Donald L. Martin, Esquire, 3303 Louisiana, Suite 133, Houston, TX 77006. Authority sought for purchase by transferee of the operating rights of transferor, as set forth in Certificate of Registration No. MC 121037 (Sub-No. 1), issued August 13, 1969, as follows: *Specified commodities,* including but not limited to, household goods, used office furniture and equipment, livestock, livestock feedstuffs, farm machinery and grain, reinforcing steel, steel forms, oilfield equipment, and pipe, wholly within the State of TX. Transferee presently holds no authority from this Commission. Application has not been filed for temporary authority under section 210a(b).

No. MC-FC-77546, filed February 15, 1978. Transferee: BUFFALO HORSE TRANSPORT, INC., a New York corporation, Box 699, Streetsville, ON, Canada. Transferor: John R. Morgan Co., a Michigan corporation, 19251 McIntyre, Detroit, MI 48219. Applicant's representative: Robert D. Gunderman, Suite 710, Statler Hilton, Buffalo, NY 14202. Authority sought for purchase by transferee of the operating rights set forth in Certificate No. MC 13964 issued August 15, 1967 as follows: *Horses* (other than ordinary), *mascots, equipment, and tack* between points in the lower peninsula of MI, on the one hand, and, on the other, points in PA, NC, SC, GA, FL, and TN and horses (other than ordinary) and in the same vehicle with such horses, stable supplies, and equipment used in their care and exhibition, mascots, and the personal effects of their attendants between points in MI, OH, IN, IL, and KY. Transferor will retain the household goods portion of this certificate. Transferee holds Commission authority under Certificate No. MC 115235 (Sub-No. 1) and does not seek section 210a(b) authority.

No. MC-FC-77551, filed February 21, 1978. Transferee: B. V. & G. TRANSPORT, CO., a corporation, P.O. Box 723, Granite City, IL 62040. Transferor: Aloysius A. Holtman, d.b.a. HOLTMAN TRUCK SERVICE, 465 North 11th Street, Breese, IL 62230. Applicant's representative: Joel H. Steiner, Esquire, 39 South LaSalle Street, Chicago, IL 60603. Authority sought for purchase by transferee of the operating rights of transferor as set forth in Certificate No. MC 69938 issued October 17, 1949, as follows: *General commodities,* with exceptions, over regular routes, between Germantown, IL and St. Louis, MO. Transferee presently holds no authority from this Commission. Application has not been filed for temporary authority under section 210a(b).

H. G. Homme, Jr.,
Acting Secretary.

[FR Doc. 78-6216 Filed 3-8-78; 8:45 am]

[7035-01]

[Rule 19; Ex Parte No. 241; Exemption No. 146]

PITTSBURGH AND LAKE ERIE RAILROAD, CO.

Exemption Under Provision of Mandatory Car Service Rules

Because of congestion following severe winter storms, the Pittsburgh and Lake Erie Railroad Co. is unable to furnish shippers gondola cars of suitable ownership to maintain operations thereby threatening to close factories and create substantial economic loss.

It is ordered, That pursuant to the authority vested in me by Car Service Rule 19:

The Pittsburgh and Lake Erie Railroad Co. is authorized to accept from shippers general service plan gondola cars less than 61-ft. in length and bearing mechanical designations "GA", "GB", "GD", "GH", "GS", and "GT" as listed in the Official Railway Equipment Register, I.C.C.-R.E.R. No. 406, issued by W. J. Trezise, or successive issues thereof, regardless of the provisions of Car Service Rules 1 and 2.

It is further ordered, That: This exemption shall not apply to cars of Mexican or Canadian ownership or to cars subject to Interstate Commerce Commission or Association of American Railroads' Orders requiring return of cars to owners.

Effective February 22, 1978.

Expires March 15, 1978.

Issued at Washington, D.C., February 22, 1978.

Interstate Commerce Commission,
Joel E. Burns,
Agent.

[FR Doc. 78-6220 Filed 3-8-78; 8:45 am]

[7035-01]

[No. MC-C-10032]

DALLAS, TX—TULSA, OK, SUPERHIGHWAY OPERATIONS

Filing of Petition for Declaratory Order

AGENCY: Interstate Commerce Commission.

ACTION: Notice of filing of petition for declaratory order.

SUMMARY: By petition filed November 30, 1977, petitioner Graves Truck Line, Inc., seeks a ruling as to whether its operations between Dallas, TX, and Tulsa, OK, are in accordance with the Superhighway Rules—Motor Common Carriers of Property, 49 CFR 1042.3.

DATE: Comments on or before April 10, 1978.

ADDRESS: Send comments to: The Secretary, Interstate Commerce Commission, Washington, D.C.

FOR FURTHER INFORMATION CONTACT:

Michael Erenberg, 202-275-7292.

SUPPLEMENTARY INFORMATION: Petitioner indicates that it holds regular-route general commodities (with certain exceptions) authority to operate between Dallas, TX, and Tulsa, OK, as follows: From Dallas, TX, over U.S. Hwy 77 to Oklahoma City, OK, then over I Hwy 35 to junction I Hwy 44, then over I Hwy 44 to Tulsa, OK, and return over the same route. That portion of the above-described route extending between Dallas, TX, and Oklahoma City, OK, is leased by petitioner from Western Gillette, Inc., pursuant to temporary authority granted by the Commission in No. MC-F-13161. That portion of the above-described route extending between Oklahoma City, OK, and Tulsa, OK, is embraced within an alternate route for operating convenience only authorization which appears in petitioner's Certificate No. MC 53965 (Sub-No. 96).

With regard to petitioner's described alternate-route authority, it is noted that the underlying route between the departure and return points referred to in the Property Motor Carrier Superhighway Rules is specified as, must be, a service route. *Puget Sound Truck Lines, Inc.—Invest. and Revoc.*, 120 MCC 892, 896-897 (1975); and *Crouse Cartage Co. Invest. & Revoc. of Certif.*, 128 MCC 157, 163-164 (1977). This excludes alternate routes since alternate routes, of course, by definition are not service routes. It appears that petitioner has regular service route authority between Oklahoma City and Tulsa that could be joined with the described leased route. These routes appear to be as follows: From Oklahoma City, OK, over U.S. Hwy 66 to El Reno, OK, then over U.S. Hwy 81 to Enid, OK, then over U.S. Hwy 64 to junction OK Hwy 15, then over OK Hwy 15 to junction U.S. Hwy 177, then over U.S. Hwy 177 to junction OK Hwy 11, then over OK Hwy 11 via Pahuska, OK, to Tulsa, OK, and return over the same route.

Petitioner performs the following operation pursuant to its interpretation of the Property Motor Carrier Superhighway Rules: Between Dallas, TX, and Tulsa, OK, as points of departure from and points of return to the purported regular service route, from Dallas, TX, over U.S. Hwy 75 to junction U.S. Hwy 69 at or near Atoka, OK, then over U.S. Hwy 69 to junction Indian Nation Turnpike at or near Halley, OK, then over Indian Nation Turnpike to junction U.S. Hwy 75 at or near Henryetta, OK, then over U.S. Hwy 75 to Tulsa, OK, and return over the same route, serving no intermediate points.

It is petitioner's contention that the above-described superhighway operations between Dallas and Tulsa are consistent with the Property Motor Carrier Superhighway Rules for the following reasons: (1) The distance over the described superhighway route between the alleged point of departure from and the alleged point of return to the described certificated regular routes upon which petitioner bases his superhighway operations is not less than 80 percent (i.e., petitioner claims 83 percent) of the distance between such points over these described certificated regular routes. See Superhighway rules—motor common carriers of property, 49 CFR 1042.3(a)(2); (2) it is petitioner's position that it may conduct operations under the Property Motor Carrier Superhighway Rules where a portion of the underlying regular route is leased from another carrier. Concerning this proposition, petitioner points out that the Property Motor carrier Superhighway Rules contain no express restriction against superhighway operations where a portion of the underlying service route is leased. In this context, petitioner also notes that alternate routes based upon outstanding underlying leased operating rights between the termini (i.e., the departure-return points) have been authorized in such proceedings as *Burgess Extension—Atoka, OK*, 62 MCC 253 (1953); (3) that portion of U.S. Hwy 75 between Durant, OK, and Atoka, OK, and that portion of U.S. Hwy 69 between Atoka, OK, and junction Indian Nation Turnpike, which are included in petitioner's involved superhighway operations, fall under the definition of superhighways because each is a "direct existing highway, not a limited-access highway, located immediately adjacent to a planned superhighway." Superhighway rules—motor common carriers of property, 49 CFR 1042.3(c). Petitioner submits a letter written by an official of the Oklahoma Department of transportation which states this department's plans for improving these highway sections in support of the contention that each is located immediately adjacent to a planned superhighway; (4) if the highway sections set forth in (3) above do not fall under the definition of superhighways contained in the Property Motor Carrier Superhighway Rules, petitioner asserts that the resulting nonsuperhighway portion is not a significant portion of the total superhighway-nonsuperhighway operation which petitioner presently conducts. Petitioner claims that mileage over these two highway sections represents 21.6 percent of the total involved and that this mileage therefore falls within the permissible range for superhighway operations as indicated in *Property Motor Carrier Superhighway Rules*, 117 MCC 119 (1972).

Petitioner requests a formal ruling of the Commission that the above-described superhighway operations are within the scope of the Property Motor Carrier Superhighway Rules. It does not appear that such ruling will have a significant effect on the quality of the human environment.

No oral hearing is contemplated, however, any person (including petitioner) desiring to participate in this proceeding shall file an original and 11 copies (wherever possible) of written representations, views, and arguments. A copy of each representation shall be filed on petitioner's representative.

Written material or suggestions submitted will be available for public inspection at the Office of the Interstate Commerce Commission, 12th and constitution Ave., Washington, D.C., during regular business hours.

Notice to the general public of the matters herein under consideration will be given by depositing a copy of this notice in the Office of the Secretary of the Commission for public inspection and by filing a copy thereof with the Director, Office of the Federal Register.

By the Commission.

H. G. HOMME, Jr.,
Acting Secretary.

[FR Doc. 78-6258 Filed 3-8-78; 8:45 am]

[6110-01]

ADMINISTRATION CONFERENCE OF THE UNITED STATES

COMMITTEE ON AGENCY ORGANIZATION AND PERSONNEL

Meeting

Pursuant to the Federal Advisory Committee Act (Pub. L. 92-463), notice is hereby given of a meeting of the Committee on Agency Organization and Personnel of the Administrative Conference of the United States, to be held at 10 a.m., March 22, 1978, in the library of the Administrative Conference, the Gelman Building, 2120 L Street NW., Suite 500, Washington, D.C.

The Committee will meet for further consideration of a report and proposed recommendation on the effects on policy of the separation of rulemaking and adjudication under the Occupational Safety and Health Act.

Attendance is open to the interested public, but limited to the space available. Persons wishing to attend should notify this office at least 2 days in advance. The Committee Chairman, if he deems it appropriate, may permit members of the public to present oral statements at the meeting; any member of the public may file a written statement with the Committee before, during or after the meeting.

For further information concerning this meeting contact Richard K. Berg,

202-254-7020. Minutes of the meeting will be available on request.

RICHARD K. BERG,
Executive Secretary.

MARCH 1, 1978.

[FR Doc. 78-6099 Filed 3-8-78; 8:45 am]

[3410-07]

DEPARTMENT OF AGRICULTURE

Farmers Home Administration

[Notice of Designation Number A576]

MISSOURI

Designation of Emergency Areas

The Secretary of Agriculture has determined that farming, ranching, or aquaculture operations have been substantially affected in certain Missouri Counties as a result of various adverse weather conditions shown in the following:

MISSOURI—24 COUNTIES

NATURAL DISASTERS AND INCIDENCE PERIODS

1. *Adair County.*—Drought: April 1, 1977 to August 1, 1977. Excessive Rainfall: August 1, 1977 to December 7, 1977. Hail: September 30, 1977. Windstorm: November 8, 1977 and November 9, 1977.

2. *Caldwell County.*—Drought: June 1, 1977 to August 30, 1977. Excessive Rainfall: September 1, 1977 to December 20, 1977.

3. *Clark County.*—Drought: January 1, 1977 to July 1, 1977. Excessive Rainfall: July 1, 1977 to November 26, 1977. Heavy Snowfall: November 26, 1977 to December 31, 1977.

4. *Daviess County.*—Drought: June 1, 1977 to August 30, 1977. Excessive Rainfall: September 1, 1977 to December 20, 1977.

5. *Gentry County.*—Drought: June 1, 1977 to August 25, 1977. Excessive Rainfall: October 1, 1977 to December 20, 1977. Flooding: October 24, 1977 and October 25, 1977. Unseasonably Hot Winds: July 24, 1977. Early Heavy Snow: December 20, 1977 to January 20, 1978.

6. *Grundy County.*—Drought: June 1, 1977 to August 3, 1977. Heavy Rainfall: August 3, 1977 to December 25, 1977. Heavy Snowfall: December 1, 1977 to December 25, 1977.

7. *Harrison County.*—Drought: June 1, 1977 to July 31, 1977. Excessive Rainfall: August 1, 1977 to December 1, 1977. Early Snowfall: December 1, 1977 to December 20, 1977.

8. *Knox County.*—Drought: January 1, 1977 to August 1, 1977. Hailstorm: September 30, 1977. Excessive Rainfall and Snowfall: during period August 1, 1977 to January 20, 1977.

9. *Lewis County.*—Drought: January 1, 1977 to July 1, 1977. Excessive Rainfall: July 1, 1977 to November 26, 1977. Snow: November 26, 1977 to December 31, 1977.

10. *Livingston County.*—Drought: April 1, 1977 to July 15, 1977. Excessive Rainfall and Flooding: October 22, 1977 and November 25, 1977.

11. *Macon County.*—Drought: January 1, 1977 to August 6, 1977. Excessive Rainfall: August 6, 1977 to December 31, 1977.

12. *Marion County.*—Drought: January 1, 1977 to September 30, 1977. Excessive Rainfall and Heavy Snowfall: during period October 1, 1977 to January 20, 1978.

13. *Mercer County.*—Drought: January 1, 1977 to August 3, 1977. Excessive Rainfall: August 3, 1977 to October 29, 1977. Severe Winds: November 8, 1977. Heavy Snowfall: November 8, 1977 to January 20, 1978.

14. *Monroe County.*—Drought: May 1, 1977 to August 6, 1977. Heavy Snows and Ice: November 26, 1977 to December 15, 1977. Excessive Rainfall: August 15, 1977 to November 26, 1977.

15. *Nodaway County.*—Hail and Windstorm: June 28, 1977. Unseasonably Hot Weather: July 1, 1977 to August 1, 1977. Drought: January 1, 1977 to August 1, 1977. Excessive Rainfall: August 9, 1977 to November 30, 1977. Flooding: September 10 and 11, 1977, October 30 and 31, 1977. Ice and Heavy Snow: December 5, 1977 to December 9, 1977.

16. *Pike County.*—Drought: January 1, 1977 to August 1, 1977. Excessive Rainfall: August 1, 1977 to December 15, 1977. Early Snowfall: November 15, 1977 to January 20, 1978.

17. *Ralls County.*—Drought: January 1, 1977 to September 30, 1977. Excessive Rainfall and Heavy Snowfall: during period December 1, 1977 to January 20, 1978.

18. *Randolph County.*—Drought: June 1, 1977 to August 10, 1977. Excessive Rainfall: September 15, 1977 to December 15, 1977.

19. *Schuyler County.*—Drought: June 5, 1977 to July 25, 1977. High Winds: October 31, 1977 and November 1 and 2, 1977. Excessive Rainfall: October 1, 1977 to November 20, 1977. Snowstorm: November 25, 1977 and December 2, 1977 and December 5, 1977.

20. *Scotland County.*—Drought: January 1, 1977 to August 1, 1977. Hailstorm: September 30, 1977. Excessive Rainfall and Early Snowfall: during period August 1, 1977 to January 20, 1978.

21. *Shelby County.*—Drought: January 1, 1977 to August 1, 1977. Excessive Rainfall: August 15, 1977 to December 31, 1977. Heavy Snowfall: December 15, 1977 to January 20, 1978.

22. *Sullivan County.*—Drought: June 1, 1977 to August 5, 1977. Excessive Rainfall and Snowfall: during period August 5, 1977 to December 31, 1977. Extreme Unseasonable Heat: July 1, 1977 to July 10, 1977. Unusual Warm Winter Temperatures: December 1, 1977 to December 31, 1977.

23. *Vernon County.*—Excessive Rainfall and Flooding: September 1, 1977 to October 30, 1977.

24. *Worth County.*—Drought: January 1, 1977 to August 1, 1977. Wind and Hail Damage: June 1, 1977 to June 30, 1977. Unseasonably Hot Weather: July 1, 1977 to August 1, 1977. Excessive Rainfall and Flooding: September 1, 1977 to November 30, 1977. Ice and Snow Damage: December 4, 1977 to December 9, 1977.

Therefore, the Secretary has designated these areas as eligible for emergency loans pursuant to the provisions of the Consolidated Farm and Rural Development Act, as amended, and the provisions of 7 CFR 1904 Subpart C, exhibit B, paragraph V B, including the recomendation of Governor Joseph P. Teasdale that such designation be made.

Applications for emergency loans must be received by this Department no later than August 18, 1978, for physical losses and February 20, 1979, for production losses, except that qualified borrowers who receive initial loans pursuant to this designation may be eligible for subsequent loans. The urgency of the need for loans in the designated areas makes it impracticable and contrary to the public interest to give advance notice of proposed rulemaking and invite public participation.

Done at Washington, D.C., this 2nd day of March 1978.

GORDON CAVANAUGH
Administrator,
Farmers Home Administration.

[FR Doc 78-6214 Filed 3-8-78; 8:45 am]

sunshine act meetings

This section of the FEDERAL REGISTER contains notices of meetings published under the "Government in the Sunshine Act" (Pub. L. 94-409), 5 U.S.C 552b(e)(3).

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[6320-01]

1

[M-104, Amdt. 1; Mar. 6, 1978]

NOTICE OF DELETION OF ITEMS FROM THE MARCH 9, 1978 AGENDA

CIVIL AERONAUTICS BOARD.

TIME AND DATE: 10 a.m., March 9, 1978.

PLACE: Room 1027, 1825 Connecticut Avenue NW., Washington, D.C. 20428.

SUBJECT: 2. Docket 31737, Proposed Amendment of Separation of Functions Rule (section 300.4) (Memo No. 7473-B, OGC). 12. Docket 31459, request of Edward Katz and Arthur Rosenblatt d.b.a. Choice Air Courier Service, an air freight forwarder, for an exemption from section 403 of the Act and Parts 296.11(a) and 296.72 of the Board's Economic Regulations (Memo No. 7735, BPDA, BAS).

STATUS: Open.

PERSON TO CONTACT:

Phyllis T. Kaylor, the Secretary, 202-673-5068.

SUPPLEMENTARY INFORMATION: Item 2 is being deleted to give the Board more time to review the staff's analysis of two late-filed comments in this proceeding and the staff's recommendation on a final rule. Item 12 is being withdrawn by the staff and will be resubmitted later in connection with a related matter. Accordingly, the following Members have voted that agency business requires the deletion of items 2 and 12 from the March 9, 1978 agenda and that no earlier announcement of these deletions was possible

Chairman, Alfred E. Kahn
Vice Chairman, G. Joseph Minetti
Member, Lee R. West
Member, Richard J. O'Melia

[S-515-78 Filed 3-7-78; 3:53 pm]

[6320-01]

2

[M-105; Mar. 6, 1978]

CIVIL AERONAUTICS BOARD.

TIME AND DATE: 10 a.m., March 15, 1978.

PLACE: Room 1027, 1825 Connecticut Avenue NW., Washington, D.C. 20428.

SUBJECT: Eastern Air Lines to make a presentation on its current financial situation, improved efficiency and general economies which have been affected during the past year.

STATUS: Open.

PERSON TO CONTACT:

Phyllis T. Kaylor, the Secretary, 202-673-5068.

[S-516-78 Filed 3-7-78; 3:53 pm]

[6320-01]

3

[M-106; Mar. 7, 1978]

CIVIL AERONAUTICS BOARD.

TIME AND DATE: 9:30 a.m., March 7, 1978.

PLACE: Room 1011, 1825 Connecticut Avenue NW., Washington, D.C. 20428.

SUBJECT: Docket 32183, Fares and Services of Braniff Airways, Inc. and British Caledonian Airways between Texas and London.

STATUS: Closed.

PERSON TO CONTACT:

Phyllis T. Kaylor, the Secretary, 202-673-5068.

SUPPLEMENTARY INFORMATION: On February 28, 1978, the Board transmitted to the President an order concerning the fares of Braniff and British Caledonian Airways. On March 6, 1978. the President sent a letter to the Board which stated:

I note, however, that negotiations with the British government concerning this matter began on February 10 and resume today for the period March 6 through March 17. I am confident that during these negotiations the British government will adopt a position consistent with Bermuda II, and I therefore request that you withdraw your order at this time. If a satisfactory resolution with the British is not reached by March 17, I will reconsider the need for unilateral action by the United States.

So that the Board can promptly meet and consider the President's letter, the following Members have voted that agency business requires that the Board meet on less than seven days' notice and that no earlier announcement of the meeting was possible:

Chairman, Alfred E. Kahn
Vice Chairman, G. Joseph Minetti
Member, Lee R. West
Member, Richard J. O'Melia
Member, Elizabeth E. Bailey

This meeting will concern what steps the Board will take in response to the President's March 6, 1978 communication. The Board's discussion of this matter will be likely to involve the formulation of the United States' negotiating position in the ongoing discussions with the United Kingdom. Premature public disclosure of the options, plans and opinions of the Board could seriously compromise the United States' ability to successfully resolve this dispute in the best interests of the United States.

Accordingly, the following Members have voted that public observation of this meeting would involve matters the premature disclosure of which would be likely to significantly frustrate implementation of proposed agency action within the meaning of the exemption provided under 5 U.S.C. 552b (c)(9)(B) and 14 CFR section 310b.5 (9)(B) and that the meeting will be closed:

Chairman, Alfred E. Kahn
Vice Chairman, G. Joseph Minetti
Member, Lee R. West
Member, Richard J. O'Melia
Member, Elizabeth E. Bailey

PERSONS EXPECTED TO ATTEND

Board Members.—Chairman, Alfred E. Kahn; Vice Chairman, G. Joseph Minetti; Member, Lee R. West; Member, Richard J. O'Melia; and Member, Elizabeth E. Bailey.

Assistant to Board Members.—Mr. Mike Roach, Mr. James Casey, Mr. John Golden, Mr. Elias Rodriguez, and Mr. Ford Cole.

Office of the Managing Director.—Mr. Dennis Rapp and Mr. John Hancock.

Bureau of International Aviation.—Mr. Donald Farmer, Mr. Donald Litton, Mr. Joseph Chesen, Mr. Tony Largay, and Ms. Mary Pett.

Bureau of Pricing and Domestic Aviation.—Mr. Michael Levine and Ms. Barbara Clark.

Bureau of Fares and Rates.—Mr. Herbert Aswall, Mr. James Deegan, and Mr. James Greene.

Office of the General Counsel.—Mr. Philip Bakes, Mr. Gary Edles, Mr. Peter Schwarzkopf, Ms. Melissa Osborne, and Mr. Mitchell Black.

Office of Economic Analysis.—Mr. Darius Gaskins.

Office of the Secretary.—Mrs. Phyllis T. Kaylor and Ms. Deborah A. Lee.

Reporter.—North American Reporting.

GENERAL COUNSEL CERTIFICATION

I certify that this meeting may be closed to the public under 5 U.S.C. 552b (c)(9)(B) and 14 CFR section 310b.5 (9)(B).

PHILIP T. BAKES, Jr.,
General Counsel.

[S-517-78 Filed 3-7-78; 3:53 pm]

[6335-01]

4

COMMISSION ON CIVIL RIGHTS.

DATE AND TIME: Monday, March 13, 1978, 9 a.m.-11:30 a.m.; 1 p.m.-4 p.m. Tuesday, March 14, 1978, 9 a.m.-12 noon.

PLACE: Room 512, 1121 Vermont Avenue NW., Washington, D.C. 20425.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED:

MONDAY, MARCH 13, 9 A.M.-11:30 A.M.

I. Approval of agenda.
II. Approval of minutes from last meeting.
III. Staff Director's report:
  A. Status of funds.
  B. Personnel report.
  C. Correspondence:
    1. Letters re Age Discrimination Study—Senator Pete Domenici and Congressman William Wampler.
    2. Letters re Volume V Followup—Agriculture Secretary Bob Bergland, Home Loan Bank Board Chairman Robert McKinney, HUD Assistant Secretary Chester McGuire, VA Assistant Administrator Charles Clark, and GSA Director of Administration Janice Mendenhall.
    3. Letters re Battered Women Consultation—Congresswoman Lindy Boggs, Women's Bureau Director Alexis Herman, and DOJ Task Force Director Stewart Oneglia.
    4. Letter from Valparaiso School of Law Student John Johnson.
    5. Report on Hispanic Dialogue Conference.
  D. Office Directors' reports.
IV. Report on civil rights developments in the northwest region.
V. Approve interim appointments to Alaska and Washington Advisory Committees.
VI. Review Wyoming Advisory Committee Report on Abortion Services.
VII. Review Commission policy on open meetings.
VIII. Review memorandum for project on police abuse.

MONDAY, MARCH 1-4 P.M.

Discussion of whether Title I ESEA funds should follow the child in school desegregation situations.

TUESDAY, MARCH 14, 9 A.M.-12 NOON.

CONTINUATION OF AGENDA

IX. Review comments on employee selection guidelines.
X. Discussion of voting rights enforcement activities.
XI. Review proposal for school desegregation monograph.

FOR FURTHER INFORMATION CONTACT:

Loretta Ward, Public Affairs Unit, 202-254-6697.

[S-505-78 Filed 3-7-78; 8:44 am]

[3410-05]

5

COMMODITY CREDIT CORPORATION.

TIME AND DATE: 10 a.m., March 16, 1978.

PLACE: Room 218-A, Administration Building, U.S. Department of Agriculture, Washington, D.C.

STATUS: Open meeting.

MATTERS TO BE CONSIDERED:

1. Minutes of CCC Board meeting on March 1, 1978.
2. Docket TCP 66a re: 1978-crop honey loan and purchase program.
3. Docket TCP 109a re: 1978 gum naval stores loan program.
4. Docket SCP 98a, Amendment 2 re: Milk price support program, 1977-78.

CONTACT PERSON FOR MORE INFORMATION:

Bill Cherry, Acting Secretary, Commodity Credit Corporation, Room 202-W, Administration Building, U.S. Department of Agriculture, Washington, D.C. 20013, telephone 202-447-7583.

[S-509-78 Filed 3-7-78; 12:00 pm]

[6730-01]

6

FEDERAL MARITIME COMMISSION.

TIME AND DATE: 10 a.m., March 16, 1978.

PLACE: Room 12126, 1100 L Street NW., Washington, D.C. 20573.

STATUS: Parts of the meeting will be open to the public. The rest of the meeting will be closed to the public.

MATTERS TO BE CONSIDERED:

Portions open to the public:

1. Agreement Nos. 8770-6 and 9988-5: Amendments to the United Kingdom/USA Gulf Westbound Rate Agreement and the Continental U.S. Gulf Freight Association, respectively, expanding their scope to include cargo moving to points within the United States via South Atlantic ports.
2. Agreement No. 10270: Restatement of the Gulf European Freight Association Agreement.
3. Agreement No. 57-109: Application for unlimited extension of the intermodal authority of the Pacific Westbound Conference.
4. Proposed amendment to Rule 262 of the Commission's Rules of Practice and Procedure to provide for uniform application of the rule relating to replies to petitions for reconsideration.

Portion closed to the public:

1. Agreements Nos. 9847-3 and 10028-5 providing for pooling of cargo in the U.S./Brazil trade—Petition of Sea-Land Service, Inc. for reconsideration of Commission's approval.

CONTACT PERSON FOR MORE INFORMATION:

Francis C. Hurney, Secretary, 202-523-5727.

[S-514-78 Filed 3-7-78; 3:53 pm]

[6210-10]

7

FEDERAL RESERVE SYSTEM (Board of Governors).

"FEDERAL REGISTER" CITATION OF PREVIOUS ANNOUNCEMENT: 43 FR 8225, February 28, 1978.

PREVIOUSLY ANNOUNCED TIME AND DATE OF THE MEETING: 10 a.m., Monday, March 6, 1978.

CHANGES IN THE MEETING: One of the items announced for inclusion at this meeting was consideration of any agenda items carried forward from a previous meeting; the following such closed item was added:

Personnel appointments within the Board's staff. This matter was originally announced for a meeting on February 1, 1978.

CONTACT PERSON FOR MORE INFORMATION:

Mr. Joseph R. Coyne, Assistant to the Board, 202-452-3204.

Dated: March 6, 1978.

GRIFFITH R. GARWOOD,
Deputy Secretary of the Board.

[S-506-78 Filed 3-7-78; 8:44 pm]

[6750-01]

8

FEDERAL TRADE COMMISSION.

TIME AND DATE: 10 a.m., Tuesday, March 14, 1978.

PLACE: Room 432, Federal Trade Commission Building, 6th Street and Pennsylvania Avenue NW., Washington, D.C. 20580.

STATUS: Closed.

MATTERS TO BE CONSIDERED: The Commission has not yet scheduled any matters for discussion at this meeting. If no item is placed on the agenda by 10 a.m., on Tuesday, March 14, 1978, the meeting will automatically be cancelled. Any item that is placed on the agenda before that time will be announced in accordance with the Additional Information procedures posted with Commission Meeting Notices outside Room 130 of the Federal Trade Commission Building.

CONTACT PERSON FOR MORE INFORMATION:

Wilbur T. Weaver, Office of Public Information, 202-523-3830. Recorded message: 202-523-3806.

[S-507-78 Filed 3-7-78; 12:00 pm]

[6750-01]

9

FEDERAL TRADE COMMISSION.

TIME AND DATE: 10 a.m., Wednesday, March 15, 1978.

PLACE: Room 432, Federal Trade Commission Building, 6th Street and Pennsylvania Avenue NW., Washington, D.C. 20580.

STATUS: Open.

MATTERS TO BE CONSIDERED: The Commission has not yet scheduled any matters for discussion at this meeting. If no item is placed on the agenda by 10 a.m., on Wednesday, March 15, 1978, the meeting will automatically be cancelled. Any item that is placed on the agenda before that time will be announced in accordance with the Additional Information procedures posted with Commission Meeting Notices outside Room 130 of the Federal Trade Commission.

CONTACT PERSON FOR MORE INFORMATION:

Wilbur T. Weaver, Office of Public Information, 202-523-3830. Recorded message: 202-523-3806.

[S-508-78 Filed 3-7-78; 12:00 pm]

[7910-01]

10

RENEGOTIATION BOARD.

DATE AND TIME: Tuesday, March 7, 1978; 10 a.m.

PLACE: Conference Room, 4th Floor, 2000 M Street NW., Washington, D.C. 20446.

STATUS: Open to the public.

MATTER TO BE CONSIDERED: Extension of the comment period on Notice of Proposed Rulemaking concerning segmentation analysis.

CONTACT PERSON FOR MORE INFORMATION:

Kelvin H. Dickinson, Assistant General Counsel-Secretary, 2000 M Street NW., Washington, D.C. 20446, 202-254-8277.

Dated: March 6, 1978.

GOODWIN CHASE,
Chairman.

[S-511-78 Filed 3-7-78; 2:27 pm]

[7910-01]

11

RENEGOTIATION BOARD.

DATE AND TIME: Tuesday, March 14, 1978; 10 a.m.

PLACE: Conference Room, 4th Floor, 2000 M Street NW., Washington, D.C. 20446.

Status: Matters 1 through 8 are open to the public. Matter 9 is closed to the public. Matters 10 and 11 are not applicable for status.

MATTERS TO BE CONSIDERED:

1. Approval of minutes of meeting held February 14, 1978, and other Board meetings, if any.
2. Report of the Chairman concerning:
   a. Budget
   b. Case processing
   c. Personnel actions
   d. Organization progress of the staff
   e. Rulemaking and regulations
3. Recommended clearances without assignment (List 1894):
   a. American Air Filter Co., Inc., fiscal year ended Oct. 31, 1975.
   b. Raymond Engineering, Inc., fiscal years ended Dec. 31, 1974 and 1975.
   c. Charles Kurz and Co., fiscal years ended Dec. 31, 1974 and 1975.
   c-1 Keystone Shipping Co., fiscal year ended Dec. 31, 1975.
   d. BCS Associates, Inc., fiscal year ended Dec. 31, 1975.
   e. Kaman Corp. (Holding Company), fiscal year ended Dec. 31, 1975.
4. Principles and Concepts for the Application of the Statutory Factors.
5. Recommended Clearance Without Assignment (List 1895):
   Colt Industires, Inc., fiscal years ended Dec. 31, 1973 and 1974, consolidated with: Colt Industries Operating Corp., Crucible, Inc., Chandler Evans, Inc., CII Seafarer, Inc.
   Recommendation to Appoint a Division:
   The Entwistle Co., concurrent with: the Entwistle Co., SII to Van Zelm Associates, Inc., fiscal year ended Sept. 29, 1968.
7. Recommended Clearances Without Assignment (List 1896):
   a. Magline Inc., fiscal years ended June 30, 1975 and 1976.
   b. Lionel Corp., fiscal years ended Dec. 31, 1973, 1974 and 1975.
8. Regional Board Workshops.
9. Court of Claims case: *Piper Industries, Inc.* v. *United States* Ct. Cl. Nos. 342-74, et al.
10. Approval of Agenda for meeting to be held March 28, 1978.
11. Approval of Agenda for other meetings, if any.

CONTACT PERSON FOR MORE INFORMATION:

Kelvin H. Dickinson, Assistant General Counsel-Secretary, 2000 M Street NW., Washington, D.C. 20446, 202-254-8277.

Dated: March 7, 1978.

GOODWIN CHASE,
Chairman.

[S-512-78 Filed 3-7-78; 2:27 pm]

[7910-01]

12

RENEGOTIATION BOARD.

DATE AND TIME: Tuesday, March 14, 1978; 2 p.m.

PLACE: Conference Room, 4th Floor, 2000 M Street NW., Washington, D.C. 20446.

STATUS: Closed to public observation.

MATTER TO BE CONSIDERED: Special Board Meeting concerning: Review of Organizational and Operational Developments at the Regional Boards.

CONTACT PERSON FOR MORE INFORMATION:

Kelvin H. Dickinson, Assistant General Counsel-Secretary, 2000 M Street NW., Washington, D.C. 20446, 202-254-8277.

Dated: March 7, 1978.

GOODWIN CHASE,
Chairman.

[S-513-78 Filed 3-7-78; 2:27 am]

[8010-01]

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SECURITIES AND EXCHANGE COMMISSION.

"FEDERAL REGISTER" CITATION OF PREVIOUS ANNOUNCEMENT: 43 FR 8923, March 3, 1978.

CHANGE IN THE MEETING: Additional item to be considered.

The following additional item will be considered by the Commission at the closed meeting scheduled for Monday, March 6, 1978, at 3 p.m.:

Discussion of confidentiality of certain financial and operating information of regulated entities.

Commissioners Loomis, Evans, Pollack, and Karmel determined that Commission business required consideration of the matter and that no earlier notice thereof was possible.

MARCH 6, 1978.

[S-510-78 Filed 3-7-78; 1:59 pm]

federal register

THURSDAY, MARCH 9, 1978
PART II



DEPARTMENT OF TRANSPORTATION

Coast Guard

■

BOATS AND ASSOCIATED EQUIPMENT

Personal Flotation Devices Information Pamphlet and Labeling Rewording Requirements

[4910-14]

Title 33—Navigation and Navigable Waters

CHAPTER I—COAST GUARD, DEPARTMENT OF TRANSPORTATION

[CGD 75-008a]

PART 181—MANUFACTURER REQUIREMENTS

Personal Flotation Devices Information Pamphlet

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises the regulations governing boats and associated equipment to require a manufacturer of personal flotation devices (PFD's) to provide an information pamphlet with each PFD and specifies the minimum information which must be in the pamphlet.

Improper selection, use, or care of PFD's, or misinterpretation of the wording of the label on PFD's are all factors which can lead to otherwise avoidable boating fatalities. In an effort to reduce the number of such fatalities, pertinent information must be available to the consumer at the time a PFD is purchased so that the PFD that is best for the intended use can be selected.

EFFECTIVE DATE: This amendment is effective on September 1, 1978.

FOR FURTHER INFORMATION CONTACT:

Captain George K. Greiner, Marine Safety Council (G-CMC/81), Room 8117, Department of Transportation, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590, 202-426-1477.

SUPPLEMENTARY INFORMATION: Amendments to the PFD marking requirements in Part 160 of Title 46, Code of Federal Regulations, appear elsewhere in this issue of the FEDERAL REGISTER (CGD 75-008).

The National Boating Safety Advisory Council has been consulted on this proposal at a meeting held on May 29, 1975, the minutes of which are available from the Commandant (G-BA), U.S. Coast Guard, Washington, D.C. 20590 or in Room 4244, 2100 Second Street SW., Washington, D.C.

A notice of proposed rulemaking concerning this amendment was published in the FEDERAL REGISTER issue of December 20, 1976 (41 FR 55478). A correction to this notice of proposed rulemaking was also published in the FEDERAL REGISTER issue of January 27, 1977 (42 FR 5107). Interested persons were invited to submit written comments concerning the proposed rulemaking to the Coast Guard before February 3, 1977.

DRAFTING INFORMATION

The principal persons involved in drafting this rule are: Mr. S. E. Wehr, Office of Merchant Marine Safety, and LTJG M. L. Welsh, Office of Boating Safety, Project Managers, and LT G. S. Karavitis, Project Attorney, Office of Boating Safety.

DISCUSSION OF MAJOR COMMENTS

There were a total of 18 persons or groups which commented on the proposed rule. Some of these made multiple comments.

More than half of the comments were in support of the pamphlet. These comments emphasized that an overwhelming majority of boaters are unaware of proper selection, care, and use of PFD's; and that the pamphlet represents a positive effort to educate the public in a very important area.

One commenter suggested that manufacturers of ring buoys be relieved of the necessity of furnishing the material in the second part of the pamphlet. This commenter felt that since this part of the pamphlet concerns wearable PFD's, its inclusion with life ring buoys would confuse the consumer-purchaser. Additionally, he noted that the sales volume of life ring buoys is much lower than that of other PFD's, thus the cost per unit would be comparatively greater for these manufacturers. This comment was not adopted for two reasons. First, while the unit cost for supplying a pamphlet probably would be higher, it will not be significantly increased (if at all) by supplying the full pamphlet as opposed to an abbreviated version. Second, a large portion of paragraph (b) applies to all users of PFD's and should thus be made available to purchasers of ring buoys along with other PFD consumers. An example of material in paragraph (b) which all consumers should have is the section on hypothermia. Further, the Coast Guard believes that the wording in the pamphlet makes it sufficiently clear to the average reader which parts of the pamphlet apply to wearable PFD's, which parts apply to throwable PFD's and which parts apply to both.

One commenter agreed with the intent of the pamphlet but felt the added cost was counterproductive. The cost has been determined to be about 1 cent per PFD and regardless of the increased cost, boaters are required by law to buy the PFD's. Thus, the cost cannot discourage people from purchasing PFD's and the pamphlet should enable the boater to invest his PFD dollars more wisely.

There were two commenters who suggested that parts or all of the pamphlet be supplied with new boats. Since boat owners must procure PFD's for each person on the boat anyway, it would be redundant to supply them with the pamphlet at the time the boat is purchased. Since the information is of greatest value when deciding which PFD to buy and because a PFD must be on board for every person, it was determined that requiring the information be supplied with the devices was the most efficient method of distribution.

One commenter suggested it be explained that PFD's are designed to perform as described in calm waters and with no other flotation material. The Coast Guard agreed and has added a note to reflect this fact.

Another comment suggested that the wording "A Type I PFD has the greatest buoyancy; be changed because there are may Type III PFD's with greater buoyancy than Type I". This is not true at present. However, there could be Type III designs in the future that do have greater buoyancy than Type I. Thus, the phrase has been altered to read "* * * greatest required buoyancy."

One commenter requested clarification of the word "designed" in the phrase "designed to turn an unconscious person". This comment stated that "designed" implied an absolute performance characteristic. The Type I device will turn the large majority of people; it does not turn, however, all people 100 percent of the time. The commenter did not propose an alternative phrase. The real problem appears not to be with the word "designed" but with the lack of a qualification statement that this is not an absolute standard. The Coast Guard has substituted the phrase "designed to turn most unconscious persons," which should prevent any misunderstanding on this point.

It was noted that the Type I devices also offer universal adult and child sizing and are reversible. These are significant emergency sizing and donning features. A description of these features has thus been added to the description of the device. Universal and emergency sizing are also features of the adult Type II devices. This change has also been made to the description of those devices.

Two comments were received on the turning moment of the Type II device. One commenter stated that he was pleased with the deletion of the phrase "designed to turn an unconscious person" because the previous wording implied absolute performance which has not always been the case. The other stated that the old wording should be reinstated because the Type II device provided a measure of safety greater than the Type III device. There was no indication of this in the new wording. This fact should be reflected in the information so the old wording was reinstated but qualified with the statement; "The turning action is not as pronounced as with a Type I device and the device will not

turn some persons under the same conditions as the Type I." This qualification was added so that there could be no confusion about "absolute" performance as noted by the 1st commenter.

In keeping with the above comments, the description of the Type III devices also required alteration. The wording "can maintain that position with a miniumum of effort" was changed to "the device will maintain the wearer in that position and have no tendency to turn the wearer face down." This wording is more consistent with the regulations and the design objectives for the Type III devices.

One commenter stated that the phrase "A Type III is the most comfortable * * *" should be changed to "* * * can be the most comfortable * * *" because competitive pressures have introduced some which are less comfortable. The change has been made because the Coast Guard agrees that this is a more accurate statement. This commenter also stated that the use of the phrase "* * * such as skiing," in describing appropriate uses for Type III devices is too limiting. The Coast Guard agrees, and has expanded the phrase to read "* * * such as skiing, hunting, fishing, canoeing, and kayaking".

Two comments were received which suggested that the Type IV should not be recommended for swift water and that a warning should be given "most elusive in a sudden capsizing." The Coast Guard feels that any PFD which is not worn is elusive in a sudden capsizing and it is inaccurate to say that the Type IV is most elusive. An additional section has been inserted which addresses some of the things that should be considered when choosing a PFD. This section makes the point that Coast Guard approval does not imply that particular PFD's are ideal for specific use, a point which was raised by another commenter.

There were several comments regarding the section on hypothermia. One emphasized that the techniques for "drownproofing", although fine in warm water where hypothermia is not the greatest danger to survival, can be extremely dangerous in cold water. It was recommended that under subparagraph (1) of the section on hypothermia, the following statement be added: "Do not use drownproofing methods, keep your head out of the water. This will greatly lessen heat loss and increase your survival time." It appears that the important issue here is not the danger of drownproofing methods but that much of the body's heat is lost from the head, chest, and shoulder areas. Thus it is important to keep as much of this part of the body as possible from becoming submerged. The pamphlet has been amended to reflect this.

One commenter objected to the reference made in subparagraph (3) to "huddling" while waiting to be rescued. He felt it was a bad recommendation because the term "huddling" could be associated with a specific technique which involves three persons opening their PFD's so as to expose the front of their bodies and touch each other in a huddle. The method has been challenged as to whether greater heat can be maintained by this method or by the insulation provided by the PFD. The subparagraph does not suggest this particular method and it is believed that the term "huddle" as commonly used is easily understood as meaning to draw together closely. The same commenter was opposed to making this recommendation even in the general sense because he felt that the proper course of action may vary with the particular conditions of each situation. Thus there was, in his opinion, no general rule appropriate in all cases. The guidance provided in this subparagraph is designed to assist an individual in making a judgment based on the particular conditions of his situation. Thus, no change has been made.

Two comments suggested that the section on hypothermia are appeared to be out of place since the effects of hypothermia indirectly related to PFD carriage and use. This comment has been adopted. The section has been placed immediately preceding the section "Safe Boating is No Accident". This will afford greater emphasis on those sections which are directly related to PFD carriage and use.

Another comment regarding hypothermia suggested that a statement be added that "water temperatures below 70° F. can deprive the body of heat, and temperatures below 50° F. are exceedingly dangerous". It is felt that the correlation between decrease in water temperature and decreased survival time is adequately represented in the table in that section and further elaboration is unnecessary. This addition, therefore, has not been made.

Several editorial changes have been made to the section "Each Of These Devices Is Intended To Help You Save Your Own Life". The subparagraphs have been renumbered accordingly. These were the result of one commenter's remarks that it would make the section easier to read. One commenter remarked that the statement in subparagraph (5) "Use your PFD only for the purpose for which it is intended" is misleading. He felt that it may be misinterpreted to mean that a PFD used for fishing shouldn't be used for sailing. The balance of the original statement reads "Do not use it as a boat fender or kneeling pad." Since the intended meaning of the statement is to discourage misuse of the PFD and not proper use in various activities, it has been reworded to "Your PFD is not intended for use as a fender or kneeling pad" in order to preclude confusion.

Several comments were submitted by one individual with respect to a variety of factors to consider when selecting a PFD and trying it out before using it. One recommendation was to mention that the device be tried on with all possible combinations of clothing normally used with the device. It was also suggested that if intended for use in swift water, it should be tried out in swift water. These recommendations were not incorporated because it was felt that the section "Why do you need a PFD?" adequately addressed the need to try out the PFD in the water. Also, it is not possible to predict or simulate all of the conditions which will exist at the crucial point at which an accident occurs and a PFD is needed. It is therefore impractical to suggest that a person enter the water under extreme conditions to test a PFD. However, a warning that the PFD may perform differently under different conditions, such as in swift water or with bulky clothing, has been added as a result of this comment.

This proposal has been reviewed for economic effects under Department of Transportation "Policies to Improve Analysis and Review of Regulations" (41 FR 16200). The proposed amendments should result in a cost to industry of approximately $100,000 per year, or 1 cent per PFD. This cost should result in an increase of less than two-tenths of 1 percent for the least expensive PFD. The benefit of the proposed amendments is the prevention of casualties, including loss of life.

In consideration of the foregoing the regulation is adopted as set forth below:

Part 181 of Title 33, Code of Federal Regulations is amended by reserving Subparts D, E, and F, and adding a new Subpart G to read as follows:

Subparts D, E, and F—[Reserved]

Subpart G—Instruction Pamphlet for Personal Flotation Devices

Sec.

181.701 Applicability.
181.703 PFD information pamphlet; manufacturer requirements.
181.705 PFD information pamphlet; contents.

AUTHORITY: 46 U.S.C. 1454, 1488; 49 CFR 1.46(n)(1).

Subparts D, E, and F—[Reserved]

Subpart G—Instruction Pamphlet for Personal Flotation Devices

§ 181.701 Applicability.

This subpart applies to all personal flotation devices that are sold or of-

fered for sale for use on recreational boats.

§ 181.703 PFD information pamphlet; manufacturer requirements.

Each manufacturer of a Type I, II, III, IV, or V personal flotation device that is sold or offered for sale for use on a recreational boat shall furnish the text required by § 181.705 with each device by meeting one of the following:

(a) If the personal flotation device package is not transparent—

(1) The text in paragraph (a) of § 181.705 of this subpart must be provided in a manner such that it can be read prior to purchase; and

(2) The text in paragraph (b) of § 181.705 of this subpart must be printed in a pamphlet and the pamphlet must be enclosed in each package.

(b) If the personal flotation device package is transparent—

(1) The text in paragraph (a) of § 181.705 of this subpart must be printed in a pamphlet and the pamphlet must be enclosed in each package so that the text can be read through the package; and

(2) The text in paragraph (b) of § 181.705 of this subpart must be printed on the remaining pages of the pamphlet or in another pamphlet which must be enclosed in each package.

(c) If the personal flotation device is not in a package, a pamphlet that meets § 181.705 of this subpart must be attached to each personal flotation device so that a purchaser can read the text of paragraph (a) of § 181.705 of this subpart prior to purchase.

§ 181.705 PFD information pamphlet; contents.

Each manufacturer of a Type I, II, III, IV, or V personal flotation device shall furnish with each PFD that is sold or offered for sale for use on a recreational boat the text specified in the following paragraphs. Additional information, instructions, or illustrations may be included.[1]

(a) The following text must be visible or in an attached pamphlet.

FEDERAL REGULATIONS REQUIRE PERSONAL FLOTATION DEVICES

Coast Guard regulations in Part 175 of Title 33, Code of Federal Regulations require personal flotation devices in the following three situations:

(*a*) No person may use a recreational boat less than 16 feet in length or a canoe or kayak unless at least one personal flotation device (PFD) of the following types is on board for each person: (1) Type I PFD, (2) Type II PFD, (3) Type III PFD, and (4) Type IV PFD.

(*b*) No person may use a recreational boat 16 feet or more in length, except a canoe or kayak, unless at least one personal flotation device of the following types is on board for each person: (1) Type I PFD, (2) Type II PFD, and (3) Type III PFD.

(*c*) No person may use a recreational boat 16 feet or more in length, except a canoe or kayak, unless at least one Type IV PFD is on board in addition to the PFD's required in paragraph (*b*).

THERE ARE FIVE TYPES OF PERSONAL FLOTATION DEVICES

This is a Type (I, II, III, IV or V) PFD.

NOTE: The following types of PFD's are designed to perform as described in calm water and when the wearer is not wearing any other flotation material (such as a wetsuit).

Type I.—A Type I PFD has the greatest required buoyancy and is designed to turn most unconscious persons in the water from a face down position to a vertical and slightly backward position and to maintain the person in the vertical and slightly backward position and, therefore, greatly increase his or her chances of survival. The Type I PFD is suitable for all waters, especially for cruising on waters where there is a probability of delayed rescue, such as large bodies of water where it is not likely that a significant number of boats will be in close proximity. This type PFD is the most effective of all the types in rough water. The Type I PFD is easiest to don in any emergency because it is reversible and available in only two sizes—Adult (90 lb. or more) and child (less than 90 lb.) which are universal sizes (designed to fit all persons in the appropriate category).

(*Illustration of Type I PFD*)

Type II.—A Type II PFD is designed to turn the wearer to a vertical and slightly backward position in the water. The turning action is not as pronounced as with a Type I and the device will not turn as many persons under the same conditions as the Type I. The Type II PFD is usually more comfortable to wear than the Type I. This type PFD is normally sized for ease of emergency donning and is available in the following sizes: Adult (more than 90 lb.)—Medium Child (50 lb. to 90 lb.), and two categories of Small Child (less than 50 lb. or less than 30 lb.). Additionally, some models are sized by chest sizes. You may prefer to use the Type II where there is a probability of quick rescue such as areas where it is common for other persons to be engaged in boating, fishing, and other water activities.

(*Illustration of Type II PFD*)

Type III.—The Type III PFD is designed so that the wearer can place himself or herself in a vertical and slightly backward position, and the device will maintain the wearer in that position and have no tendency to turn the wearer face down. A Type III can be the most comfortable, comes in a variety of styles which should be matched to the individual use, and is usually the best choice for water sports, such as skiing, hunting, fishing, canoeing, and kayaking. This type PFD normally comes in many chest sizes and weight ranges; however, some universal sizes are available. You may also prefer to use the Type III where there is a probability of quick rescue such as areas where it is common for other persons to be engaged in boating, fishing, and other water activities.

(*Illustration of Type III PFD*)

Type IV.—A Type IV PFD is designed to be grasped and held by the user until rescued as well as to be thrown to a person who has fallen overboard. While the Type IV is acceptable in place of a wearable device in certain instances, this type is suitable only where there is a probability of quick rescue such as areas where it is common for other persons to be engaged in boating, fishing, and other water activities. It is not recommended for non-swimmers and children.

(*Illustration of Type IV PFD*)

Type V.—A Type V PFD is a PFD approved for restricted uses. No Type V PFD is currently approved for use on recreational boats to meet the mandatory carriage requirements listed in paragraph (*a*), (*b*), or (*c*) above.

(b) The following text must also be supplied.

YOUR PERSONAL FLOTATION DEVICE

You are required by Federal Regulations to have at least one Coast Guard approved personal flotation device (PFD) for each person in your recreational boat. You may not use your recreational boat unless all your PFD's are in serviceable condition, are readily accessible, are legibly marked with the Coast Guard approval number, and are of an appropriate size (within the weight range and chest sizes marked on the PFD) for each person on board.

WHY DO YOU NEED A PFD?

Your PFD provides buoyancy to help keep your head above the water and to help you remain in a satisfactory position in the water. The average weight of an adult is only 10 to 12 pounds in the water and the buoyancy provided by the PFD will support that weight in water. Unfortunately, your body weight does not determine how much you will weigh in water. In fact, your weight in water changes slightly throughout the day. There is no simple method of determining your weight in water. You should try the device in the water to make sure it supports your mouth out of the water. Remember, all straps, zippers, and tie tapes must be used and of course the PFD must be the proper size (size limitations are on the label).

THINGS TO CONSIDER ABOUT PFD'S

(1) USCG approval of a PFD does not imply that it is ideal for all uses. For instance, there are a number of PFD's which are better suited for water skiing and others for white water canoeing and kayaking. These and other PFD's are labeled accordingly.

(2) Some PFD's are more rugged and durable than others but usually cost more. You should evaluate the trade-offs of cost, your intended use, and how often the PFD will have to be replaced.

(3) The use of most Type IV throwable PFD's usually requires you to grasp the device until rescued, which could prove difficult if there is an extended delay or if you are overcome by hypothermia (loss of body heat to the water). Also it implies that if you find yourself in the water there will be someone available to throw it to you.

[1] The illustrations required by paragraph (a) of § 181.705 may be photographs or drawings. Each manufacturer should use illustrations of his own products. If this is not possible, illustrations of other Coast Guard approved PFD's may be used.

EACH OF THESE DEVICES IS INTENDED TO HELP YOU SAVE YOUR OWN LIFE

For your PFD to function properly, follow these suggestions to insure that it fits, floats, and remains in good condition:

(1) Try your wearable PFD on and adjust it until it fits comfortably in and out of the water.

(2) Try your PFD out in the water. This will show you how it works and will give you confidence when you use it. You should be aware that your PFD may perform differently under different conditions such as in swift water, with bulky clothing, etc.

(3) Mark your PFD with your name if you are the only wearer.

(4) Do not alter your PFD. If it doesn't fit properly, get one that does. An altered device is no longer Coast Guard approved.

(5) Your PFD is not intended for use as a fender or kneeling pad.

(6) Inspect your PFD periodically to ensure that it is free of rips, tears, or holes, that the flotation pads have no leaks, and that all seams and joints are securely sewn.

(7) Keep your PFD away from sharp objects which may rip the fabric or puncture the flotation pads.

(8) If your PFD contains kapok, the kapok fibers may become waterlogged and lose their buoyancy after the vinyl inserts are split or punctured. When the kapok becomes hard or if the kapok is soaked with water, the PFD is no longer serviceable. It may not work when you need it and must be replaced.

(9) If your PFD is wet, allow it to dry throughly before storing it. Store it in a well ventilated area.

(10) Do not dry your PFD in front of a radiator or other source of direct heat.

(11) If you must swim while wearing your PFD use a back or side stroke.

PFD'S AND CHILDREN

A child is difficult to float in a safe position because of the distribution of body weight and because a child tends to panic when suddenly in an unfamiliar environment. The violent movement of the arms and legs in an attempt to "climb out" of the water tends to nullify the stability of the PFD. An approved device will keep a child afloat, but not always in a face up position. A child should be taught how to put on the device and should be allowed to try it out in the water. It is important that the child feels comfortable and knows what the PFD is for and how it functions. Parents should note, however, that PFD's are not a substitute for adult supervision.

WEAR YOUR PFD

Your personal flotation device won't help you if you don't have it on. If you don't choose to wear it at all times, you should keep it handy and put it on when heavy weather threatens, or when danger is imminent. Don't wait until it is too late; nonswimmers and childen especially should wear their PFD's at all times when on or near the water.

HYPOTHERMIA

Hypothermia, the loss of body heat to the water, is a major cause of deaths in boating accidents. Often the cause of death is listed as drowning; but, most often the primary cause is hyothermia and the secondary cause is drowning. After an individual has succumbed to hypothermia, he will lose consciousness and then drown. The following chart shows the effects of hypothermia:

Water temperature (degrees Fahrenheit)	Exhaustion or unconsciousness	Expected time of survival
32.5	Under 15 min	Under 15 to 45 min.
32.5 to 40	15 to 30 min	30 to 90 min.
40 to 50	30 to 60 min	1 to 3 h.
50 to 60	1 to 2 h	1 to 6 h.
60 to 70	2 to 7 h	2 to 40 h.
70 to 80	3 to 12 h	3 h. to indefinite.
Over 80	Indefinite	Indefinite.

PFD's can increase survival time because of the insulation they provide. Naturally, the warmer the water, the less insulation one will require. When operating in cold waters (below 40° F.) consideration should be given to using a coat or jacket style PFD as they cover more of the body than the vest style PFD's.

Some points to remember about hypothermia protection:

(1) While afloat in the water, do not attempt to swim unless it is to reach a nearby craft, fellow survivor, or a floating object on which you can lean or climb. Unnecessary swimming increases the rate of body heat loss. In cold water drownproofing methods that require putting your head in the water are not recommended. Keep your head out of the water. This will greatly lessen heat loss and increase your survival time.

(2) Keep a positive attitude about your survival and rescue. This will improve your chances of extending your survival time until rescue. Your will-to-live does make a difference!

(3) If there is more than one person in the water, huddling is recommended while waiting to be rescued. This action tends to reduce the rate of heat loss and thus increase the survival time.

(4) Always wear your PFD. It won't help you fight off the effects of hypothermia if you don't have it on when you go into the water.

REMEMBER—SAFE BOATING IS NO ACCIDENT

If you need more information about PFD's and safe recreational boating, contact your state boating authority, U.S. Coast Guard Auxiliary, U.S. Power Squadron, Red Cross, or your nearest unit of the U.S. Coast Guard.

(46 U.S.C. 1454, 1488; 49 CFR 1.46(n)(1).)

NOTE.—The Coast Guard has determined that this document does not contain a major proposal requiring preparation of an Inflation Impact Statement under Executive Order 11821 and OMB Circular A-107.

Dated: March 1, 1978.

O. W. SILER,
Admiral, U.S. Coast Guard
Commandant.

[FR Doc. 78-5885 Filed 3-8-78; 8:45 am]

[4910-14]

Title 46—Shipping

CHAPTER I—COAST GUARD, DEPARTMENT OF TRANSPORTATION

[CGD 75-008]

PART 160—LIFESAVING EQUIPMENT

Personal Flotation Devices, Label Rewording

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises the regulations governing personal flotation devices (PFD's) to shorten the marking requirements. This change is being made because a change to part 181 of title 33 CFR requires the manufacturers of PFD's to provide an information pamphlet with PFD's sold for use in recreational boating. These changes will make PFD markings less confusing, while giving the consumer more information with greater detail in the pamphlet.

EFFECTIVE DATE: This amendment is effective on September 1, 1978.

FOR FURTHER INFORMATION CONTACT:

Captain George K. Greiner, Marine Safety Council (G-CMC/81), room 8117, Department of Transportation, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590, 202-426-1477.

SUPPLEMENTARY INFORMATION: Amendments to the regulations government boats and associated equipment in part 181 of title 33, Code of Federal Regulations, appear elsewhere in this issue of the FEDERAL REGISTER (CGD 75-008a).

In the FEDERAL REGISTER of December 20, 1976, the Coast Guard published proposed rule (41 FR 55480) concerning these amendments. Interested persons were given until February 3, 1977, to submit comments. Five comments were received.

DRAFTING INFORMATION

The principal persons involved in drafting this rule are: Mr. S. E. Wehr of the Office of Merchant Marine Safety and LTJG M. L. Welsh, Office of Boating Safety, Project Managers, and LT G. S. Karavitis, Office of Boating Safety, Project Attorney.

DISCUSSION OF MAJOR COMMENTS

Several comments were received which simply expressed support for the rule or which favored the rule but requested additions or changes in the rule which are discussed along with the other comments that follow.

One commenter objected to the removal of the performance characteris-

tic wording because "the information was informative and more useful to the user than some of the new information, such as flotation material, and should be retained instead of being relegated to the pamphlet which is transitory in nature." The Coast Guard feels that while the performance characteristic was informative on the label, it was not particularly meaningful since it could not be explained fully nor could one type device be compared with the other three types of PFD's available to recreational boaters. As to the transitory nature of the pamphlet, anyone who wishes to have the information may certainly retain the pamphlet. For these reasons the comment was not incorporated.

One commenter suggested that the year of manufacture be added to the labels to help determine life of the PFD and material durability. The year of manufacture is already retrievable from the label either directly or through the manufacturer's code. Thus, the comment was not incorporated.

One commenter stated that buoyant cushions are legal on "all canoes and kayaks," which is true and was overlooked in the original document. The subparts governing Type IV PFD's have been changed to reflect this fact.

One commenter suggested that reference to Underwriters Laboratories should be made to show their role in inspection and testing of the devices. The UL listing mark already appears on every device for which they are responsible for inspection and testing. Thus no change was made to the labeling requirements to further emphasize UL's role.

One commenter stated that the category "less than 50 pounds" as stated on all the labels for Type II and Type III PFD's should be divided into two categories "30 to 50 pounds" and "less than 30 pounds." He also stated that the category "less than 30 pounds" must always be a Type II as opposed to Type III. There is no basis for these changes in subparts 160.047, 160.052, and 160.060 which require devices approved under this category to be for persons "less than 50 lb." However, under § 160.064 the Coast Guard does approve devices for persons in the ranges "30 to 50 lb." and "less than 30 lb." Thus the marking requirements under § 160.064 have been changed accordingly.

This commenter also would like to see the lable revised so that the individual model labels inventory can be reduced. This reduction would be accomplished by a group listing of Approval Numbers and stating, "This device is manufactured in accordance with one of the Approval Numbers listed." This comment was not incorporated because the proposed change would make it more difficult for the Coast Guard to keep track of the individual approvals and hamper recall and other corrective action which may be necessary.

It was noted that the warning in §§ 160.048 and 160.049 that Type IV cushions should not be worn on the back has traditionally been larger than the other lettering. Wording was added to require that this larger lettering be continued.

One commenter noted that there are other good and appropriate means of labeling PFD's under § 160.053-5 other than stitching on a label. The Coast Guard agrees and the paragraph was changed to allow any clear, waterproof method of marking.

It was noted that there are Type V PFD's approved for restricted uses under § 160.055 in addition to Type I PFD's for unrestricted use. Wording was added to allow the Commandant to require Type V marking when appropriate.

Since the changes require revising the label on all PFD's, they are made effective as follows:

Manufacturers of PFD's that have approval numbers issued before September 1, 1978 may continue to mark the devices under the terms of that approval until September 1, 1979. Those manufacturers that have approval numbers issued after September 1, 1978, shall meet the requirements of this subpart.

This minimizes the cost to manufacturers and allows enough time to have the labels changed.

This proposal has been reviewed for economic effects under Department of Transportation "Policies to Improve Analysis and Review of Regulations" (41 FR 16200). Because of the 12-month grace period during which a manufacturer could exhaust his stock of labels, this proposal should result in little or no cost increases. With the proposal for a PFD information pamphlet, published elsewhere in this issue of the FEDERAL REGISTER, the benefit of this proposal will be the prevention of casualties, including loss of life.

In consideration of the foregoing the regulation is adopted as set forth below:

Part 160 of title 46, Code of Federal Regulations, is amended as follows:

1. By revising paragraph (b) of § 160.002-6 to read as follows:

§ 160.002-6 Marking.

* * * * *

(b) In letters that can be read at a distance of 2 feet:

Type I Personal Flotation Device.
Inspected and tested in accordance with U.S. Coast Guard regulations.
Kapok buoyant material provides a minimum buoyant force of (25 lb. or 16½ lb.).
Do not snag or puncture inner plastic cover.
Approved for use on all vessels by persons weighing (90 lb. or more, or less than 90 lb.).
U.S. Coast Guard Approval No. 160.002/(assigned manufacturer's No.)/(Revision No.); (Model No.).
(Name and address of manufacturer or distributor.).
(Lot No.).

2. By revising paragraph (b) of § 160.005-6 to read as follows:

§ 160.005-6 Marking.

* * * * *

(b) In letters that can be read at a distance of 2 feet:

Type I Personal Flotation Device.
Inspected and tested in accordance with U.S. Coast Guard regulations.
Fibrous glass buoyant material provides a minimum buoyant force of (25 lb. or 16½ lb.).
Approved for use on all vessels by persons weighing (90 lb. or more, or less than 90 lb.).
U.S. Coast Guard Approval No. 160.005/(assigned manufacturer's No.)/(Revision No.); (Model No.).
(Name and address of manufacturer or distributor.).
(Lot No.).

3. By revising paragraph (b) of § 160.009-6 to read as follows:

§ 160.009-6 Marking.

* * * * *

(b) On the cover:

Type IV Personal Flotation Device.
Inspected and tested in accordance with U.S. Coast Guard regulations.
(Cork or Balsa wood) buoyant material provides a minimum buoyant force of (32 lb. or 16½ lb.).
Approved for use on recreational boats less than 16 feet in length and all canoes and kayaks, and only as a throwable device on all other vessels.
Approved U.S. Coast Guard (inspection date) (Marine Inspection Office identification letters).
(Name and address of manufacturer or distributor.).
U.S. Coast Guard Approval No. 160.009/(assigned manufacturer's No.)/(Revision No.); (Model No.).
(Size.).
(Lot No.).

4. By revising paragraph (a) of § 160.047-6 to read as follows:

§ 160.047-6 Marking.

(a) Each buoyant vest must have the following information clearly marked in waterproof lettering that can be read at a distance of 2 feet:

Type II Personal Flotation Device.
Inspected and tested in accordance with U.S. Coast Guard regulations.
(Kapok or Fibrous glass) buoyant material provides a minimum buoyant force of (16 lb., 11 lb., or 7¼ lb.).
Dry out thoroughly when wet.
Do not snag or puncture inner plastic cover.

If pads become waterlogged, replace device.
Approved for use on all recreational boats and on uninspected commercial vessels less than 40 feet in length not carrying passengers for hire by persons weighing (over 90 lb., 50 to 90 lb., or less than 50 lb.).
U.S. Coast Guard Approval No. 160.047/(assigned manufacturer's No.)/(Revision No.); (Model No.).
(Name and address of manufacturer or distributor.).
(Lot No.).

* * * * *

5. By revising paragraph (a) of § 160.048–6 to read as follows:

§ 160.048–6 Marking.

(a) Each buoyant cushion must have the following information clearly marked in waterproof lettering:

(1) In letters that can be read at a distance of 2 feet:

Type IV Personal Flotation Device.
Inspected and tested in accordance with U.S. Coast Guard regulations.
Dry out thoroughly when wet.
(Kapok or Fibrous glass) buoyant material provides a minimum buoyant force of 20 lb.
Do not snag or puncture inner plastic cover.
If pads become waterlogged, replace device.
Approved for use on recreational boats less than 16 feet in length and all canoes and kayaks, and only as a throwable device on all other recreational boats.
U.S. Coast Guard Approval No. 160.048/(assigned manufacturer's No.)/(Revision No.); (Model No.).
(Name and address of manufacturer or distributor.).
(Lot No.).
(Size; width, thickness, and length, including both top and bottom for trapezoidal cushions.).

(2) In letters that are distinctively set off or larger than all other marking, and are at least one-fourth of an inch in height:

WARNING: DO NOT WEAR ON BACK

* * * * *

6. By revising paragraph (a) of § 160.049–6 to read as follows:

§ 160.049–6 Marking.

(a) Each buoyant cushion must have the following information clearly marked in waterproof lettering:

(1) In letters that can be read at a distance of 2 feet:

Type IV Personal Flotation Device.
Inspected and tested in accordance with U.S. Coast Guard regulations.
(Name of buoyant material) buoyant material provides a minimum buoyant force of 20 lb.
Dry out thoroughly when wet.
Approved for use on recreational boats less than 16 feet in length and all canoes and kayaks, and only as a throwable device on all other recreational boats.
U.S. Coast Guard Approval No. 160.049/(assigned manufacturer's No.)/(Revision No.); (Model No.).
(Name and address of manufacturer or distributor.).
(Lot No.).
(Size; width, thickness, and length, including both top and bottom for trapezoidal cushions.).

(2) In letters that are distinctively set off or larger than all other marking, and are at least one-fourth of an inch in height:

WARNING: DO NOT WEAR ON BACK

* * * * *

7. By revising paragraph (a) of § 160.050–6 to read as follows:

§ 160.050–6 Marking.

(a) Each ring buoy must have the following information in waterproof lettering:

Type IV Personal Flotation Device.
Inspected and tested in accordance with U.S. Coast Guard regulations.
(Name of buoyant material) buoyant material provides a minimum buoyant force of (82 lb. or 16½ lb.).
Approved for use on recreational boats less than 16 feet in length and all canoes and kayaks, and only as a throwable device on all other vessels.
U.S. Coast Guard Approval No. 160.050/(assigned manufacturer's No.)/(Revision No.); (Model No.).
(Name and address of manufacturer or distributor).
(Size).
USCG (Marine Inspection Office identification letters).
(Lot No.).

* * * * *

8. By revising the heading and paragraph (a) of § 160.052–8 to read as follows:

§ 160.052–8 Marking.

(a) Each buoyant vest must have the following information clearly marked in waterproof lettering that can be read at a distance of 2 feet:

Type II Personal Flotation Device.
Inspected and tested in accordance with U.S. Coast Guard regulations.
(Name of buoyant material) provides a minimum buoyant force of (15½ lb., 11 lb., or 7 lb.).
Dry out thoroughly when wet.
Approved for use on all recreational boats and on uninspected commercial vessels less than 40 feet in length not carrying passengers for hire by persons weighing (over 90 lb., 50 to 90 lb., or less than 50 lb.).
U.S. Coast Guard Approval No. 160.050/(assigned manufacturer's No.)/(Revision No.); (Model No.).
(Name and address of manufacturer or distributor).
(Lot No.).

9. By revising paragraph (a) of § 160.053–5 to read as follows:

§ 160.053–5 Marking.

(a) Each work vest must have the following information clearly printed in waterproof lettering that can be read at a distance of 2 feet:

Type V Personal Flotation Device.
Inspected and tested in accordance with U.S. Coast Guard regulations.
(Name of buoyant material) buoyant material provides a minimum buoyant force of 17½ lbs.
Approved for use on Merchant Vessels as a work vest.
U.S. Coast Guard Approval No. 160.053/(assigned manufacturer's No.)/(Revision No.); (Model No.).
(Name and address of manufacturer or distributor).
(Lot No.).
This vest is filled with (name of buoyant material), which will not be harmed by repeated wetting. Hang up and dry thoroughly when vest is wet.

* * * * *

10. By revising the heading and paragraph (b) of § 160.055–8 to read as follows:

§ 160.055–8 Marking.

* * * * *

(b) In letters that can be read at a distance of 2 feet:

Type I or Type V Personal Flotation Device.
Inspected and tested in accordance with U.S. Coast Guard regulations.
(Name of buoyant material) buoyant material provides a minimum buoyant force of (22 lb. or 11 lb.).
Approved for use on all vessels by persons weighing (90 lb. or more, or less than 90 lb.).
U.S. Coast Guard Approval No. 160.055/(assigned manufacturer's No.)/(Revision No.); (Model No.).
(Name and address of manufacturer or distributor).
(Lot No.).

11. By revising the heading and paragraph (a) of § 160.060–8 to read as follows:

§ 160.060–8 Marking.

(a) Each buoyant vest must have the following information clearly marked in waterproof lettering:

Type II Personal Flotation Device.
Inspected and tested in accordance with U.S. Coast Guard regulations.
Polyethylene foam buoyant material provides a minimum buoyant force of (15½ lb., 11 lb., or 7 lb.).
Dry out thoroughly when wet.
Approved for use on all recreational boats and on uninspected commercial vessels less than 40 feet in length not carrying passengers for hire by persons weighing (more than 90 lb., 50 to 90 lb., or less than 50 lb.).
U.S. Coast Guard Approval No. 160.060/(assigned manufacturer's No.)/(Revision No.); (Model No.).
(Name and address of manufacturer or distributor).
(Lot No.).

12. By revising paragraph (a)(1) of § 160.064–4 to read as follows:

§ 160.064-4 Marking.

(a) * * *

(1) For devices to be worn:

(Type II or Type III) Personal Flotation Device.
Inspected and tested in accordance with U.S. Coast Guard regulations.
(Name of buoyant material) buoyant material provides a minimum buoyant force of (15½ lb., 11 lb., or 7 lb.).
(Special purpose intended.).
Approved for use on all recreational boats and on uninspected commercial vessels less than 40 feet in length not carrying passengers for hire by persons weighing (more than 90 lb., 50 to 90 lb., 30 to 50 lb., or less than 30 lb.).
U.S. Coast Guard Approval No. 160.064/(assigned manufacturer's No.)/(Revision No.); (Model No.).
(Name and address of manufacturer or distributor).
(Lot No.).

(2) For devices to be thrown:

Type IV Personal Flotation Device.
Inspected and tested in accordance with U.S. Coast Guard regulations.
(Name of buoyant material) buoyant material provides a minimum buoyant force of (16½ lb., 18 lb., or 20 lb.).
(Special purpose intended).
Approved for use on all recreational boats less than 16 feet in length and all canoes and kayaks, and only as a throwable device on all other recreational boats.
U.S. Coast Guard Approval No. 160.064/(assigned manufacturer's No.)/(Revision No.); (Model No.).
(Name and address of manufacturer or distributor).
(Lot No.).

* * * * *

13. By adding the following footnote to §§ 160.002-5, 160.005-5, 160.009-5, 160.047-5, 160.048-5, 160.049-5, 160.050-5, 160.052-7, 160.055-7, 160.060-7, and 160.064-33:

[1]The manufacturer of a personal flotation device must meet 33 CFR 181.701 through 33 CFR 181.705 which require an instruction pamphlet for each device that is sold or offered for sale for use on recreational boats.

(46 U.S.C. 375, 416, 526p, 1454, 1488; 49 U.S.C. 1655(b)(1); 49 CFR 1.46(b), (n)(1).)

NOTE.—The Coast Guard has determined that this document does not contain a major proposal requiring preparation of an Inflation Impact Statement under Executive Order 11821 and OMB Circular A-107.

O. W. SILER,
Admiral, U.S. Coast Guard,
Commandant.

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