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federal register

Monday
June 16, 1980

Highlights

40561 **Nuclear Regulatory Commission** Reorganization Plan No. 1 of 1980

40577 **Selective Service System** SSS provides revised procedures for administration of registration in the event that the President issues his Proclamation directing that registration be conducted; comments by 7-16-80

40954 **Grants—Community Development Block Programs** HUD/CPD proposes rule to update and clarify requirements for making technical assistance awards; comments by 8-15-80 (Part V of this issue)

40581 **Grant Programs—Education** HHS/PHS issues regulations that govern the award of grants to health professions schools for scholarships for full-time first-year students of exceptional financial need; effective 6-16-80

40617 **Gasohol** DOE/FERC proposes exemption from incremental pricing for distillers who produce fuel grade alcohol blended to form gasohol; comments by 7-18-80; hearing 7-22-80

40868 **Public Housing** HUD establishes prototype cost limits for low-income public housing; effective 6-16-80 (Part III of this issue)

CONTINUED INSIDE



Highlights

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There are no restrictions on the republication of material appearing in the **Federal Register.**

Questions and requests for specific information may be directed to the telephone numbers listed under INFORMATION AND ASSISTANCE in the READER AIDS section of this issue.

40576 **Health Care** Justice/DEA issues rules regarding use and handling of controlled substances in emergency kits at Long Term Care Facilities; effective 6–16–80

40585 **Motor Vehicle Safety** DOT/NHTSA amends requirements for speedometers and odometers; effective 9–1–81 for odometers; 6–16–80 for speedometers

40595 **Motor Vehicle Safety** DOT/NHTSA issues final rules to allow use of alternative chemical foaming agent for molding test dummy's flesh parts; effective 6–16–80

40613 **Banks and Banking** Treasury/Comptroller in a proposed rulemaking is considering whether to revise rules as to use of data processing technology and services by national banks; comments by 8–15–80

40854 **Environmental Quality** DOT/FRA revises its procedures for considering environmental impacts; effective 6–16–80 (Part II of this issue)

40669 **Outer Continental Shelf** Interior/GS seeks to establish regulations requiring all materials, equipment, tools and containers to be color-coded, stamped or labeled prior to use; comments by 8–15–80

40934 **Budget Authority** OMB issues cumulative report on rescissions and deferrals as of 6–1–80 (Part IV of this issue)

40572, 40574, 40575 **Charter Flights** CAB issues final rules reducing minimum charter size for pro rata and single entity charters; effective 6–10–80 (4 documents)

40633 **Petroleum** DOE/ERA issues bi-monthly notice of crude oil cost data for November 1978 through March 1980

40958 **Endangered and Threatened Wildlife** Interior/FWS announces completion of five year review and proposes to permit commercial importation of kangaroos; comments by 7–16–80 (Part VI of this issue)

40646 **Privacy Act Documents** FEMA

40763 **Sunshine Act Meetings**

Separate Parts of This Issue

40854 **Part II, DOT/FRA**
40868 **Part III, HUD**
40934 **Part IV, OMB**
40954 **Part V, HUD/CPD**
40958 **Part VI, Interior/FWS**

Contents

Federal Register
Vol. 45, No. 117
Monday, June 16, 1980

The President
ADMINISTRATIVE ORDERS:
40561 Nuclear Regulatory Commission (Reorg. Plan No. 1 of 1980)

Executive Agencies

Agricultural Marketing Service
RULES
40565 Grapefruit grown in Fla.
40565 Grapes grown in Calif.
PROPOSED RULES
Milk marketing orders:
40606 Georgia

Agriculture Department
See also Agricultural Marketing Service.
NOTICES
Committees; establishment, renewals, terminations, etc.:
40628 Task Force on Agricultural Mechanization Research

Army Department
NOTICES
Meetings:
40632 Armed Forces Institute of Pathology Scientific Advisory Board
40633 Medical Research and Development Advisory Panel
40632 ROTC Affairs Advisory Panel
40633 Science Board
40633 U.S. Military Academy, Board of Visitors

Chrysler Corporation Loan Guarantee Board
NOTICES
40763 Meetings; Sunshine Act

Civil Aeronautics Board
RULES
Charters:
40572, 40574, 40575 Pro rata and single entity charters; reduction in minimum size (4 documents)
NOTICES
40629 Certificates of public convenience and necessity and foreign air carrier permits
Hearings, etc.:
40628 Air New England, Inc.
40629 Frontier et al.; subsidy rate
40763 Meetings; Sunshine Act (2 documents)

Civil Rights Commission
NOTICES
Meetings; State advisory committees:
40630 Florida
40630 Massachusetts et al; change to regional meeting
40630 Michigan
40630 Minnesota
40630 Vermont; correction
40630 Washington

Coast Guard
PROPOSED RULES
Navigation areas, regulated:
40621 New Haven Harbor, Conn.

Commerce Department
See International Trade Administration; Minority Business Development Agency; National Oceanic and Atmospheric Administration

Commodity Futures Trading Commission
NOTICES
40763 Meetings; Sunshine Act
Self-regulatory organizations; proposed rule changes:
40632 Chicago Board of Trade; correction

Community Planning and Development, Office of Assistant Secretary
PROPOSED RULES
Community development block grants:
40954 Technical assistance awards; update and clarification of requirements

Comptroller of Currency
PROPOSED RULES
40613 Data processing services; interpretive ruling; advance notice

Defense Department
See Army Department

Drug Enforcement Administration
RULES
40576 Controlled substances in emergency kits for long term care facilities; policy statement
NOTICES
Registration applications, etc.; controlled substances:
40742 Henning, Chynel F., M.D.; revocation
40743 Moore, Thomas W., Jr., M.D.

Economic Regulatory Administration
NOTICES
Crude oil, domestic; entitlements program cost data, 1978–1980:
40633 November through March

Energy Department
See Economic Regulatory Administration; Energy Research Office; Federal Energy Regulatory Commission.

Energy Research Office
NOTICES
Meetings:
40643 Energy Research Advisory Board

Environmental Protection Agency
RULES
Air quality implementation plans; approval and promulgation; various States, etc.:
40579 Minnesota
40578 Missouri

PROPOSED RULES
Air quality implementation plans; approval and promulgation; various States, etc.:
40623 Washington
NOTICES
Meetings:
40646 National Air Pollution Control Techniques Advisory Committee
40646 Technology Assessment and Pollution Control Committee

Equal Employment Opportunity Commission
RULES
40603 Freedom of Information Act; implementation; field offices reorganization and authority delegation to grant or deny requests

Federal Aviation Administration
RULES
Airports, Metropolitan Washington:
40572 National and Dulles International airports; solicitation and leafletting procedures; correction
Airworthiness directives:
40571 Mooney
40572 Transition areas
PROPOSED RULES
Airworthiness directives:
40615 Bell
40616 Transition areas
NOTICES
40750 Flight Service Station Modernization Plan; proposed plan and inquiry; extension of time

Federal Communications Commission
PROPOSED RULES
Radio broadcasting:
40626 Class II daytime-only AM stations; increase in presunrise broadcasting

Federal Emergency Management Agency
PROPOSED RULES
Flood elevation determinations:
40624, 40625 Alabama et al.; correction (2 documents)
40625 New Jersey et al.; correction
NOTICES
40646 Privacy Act; systems of records

Federal Energy Regulatory Commission
PROPOSED RULES
Natural Gas Policy Act of 1978:
40617 Incremental pricing; distillers who produce fuel grade alcohol blended to form gasohol; four-year exemption
NOTICES
Hearings, etc.:
40645 Alabama-Tennessee Natural Gas Co.
40643 Distrigas Corp. et al.
40643 Gas Research Institute
40644 Granite State Gas Transmission, Inc.
40644 North Carolina Electric Membership Corp.
40645 Transcontinental Gas Pipe Line Corp.
40763 Meetings; Sunshine Act

Federal Highway Administration
NOTICES
Environmental statements; availability, etc.:
40755 Louisville, Jefferson County, Ky.; intent to prepare

Federal Home Loan Bank Board
NOTICES
40764 Meetings; Sunshine Act

Federal Maritime Commission
NOTICES
Casualty and nonperformance, certificates:
40665 American Global Line Inc. et al. (2 documents)
40665 Seawise Foundations, Inc., et al. (2 documents)

Federal Railroad Administration
NOTICES
40854 National Environmental Policy Act; implementation

Federal Reserve System
NOTICES
Applications, etc.:
40665 Fidelity Banc Corp.

Fish and Wildlife Service
PROPOSED RULES
Endangered and threatened species:
40958 Kangaroos; completion of five year status review and proposed commercial importation

General Accounting Office
NOTICES
40666 Regulatory reports review; proposals, approvals, violations, etc. (FTC, NRC)

Geological Survey
NOTICES
Outer Continental Shelf; oil, gas, and sulphur operations:
40669 Equipment marking requirements
40666, 40667 Gulf of Mexico; operations in vicinity of existing pipelines and other hazards; survey requirement (2 documents)

Health, Education, and Welfare Department
See Health and Human Services Department.

Health and Human Services Department
See Public Health Service.

Housing and Urban Development Department
See also Community Planning and Development, Office of Assistant Secretary.
RULES
Low income housing:
40868 Public housing programs; development phase; prototype cost limits

Indian Affairs Bureau
NOTICES
40672 Tribal Managers Corps; eligibility criteria and request for applications

Interior Department
See Fish and Wildlife Service; Geological Survey; Indian Affairs Bureau; Land Management Bureau; National Park Service; Surface Mining Office.

International Trade Administration
RULES
40575 Import certificate and delivery verification procedure; revision of CFR references for U.S. munitions import list

Interstate Commerce Commission
RULES
Railroad car service orders; various companies:
40597, 40599 Chicago, Rock Island & Pacific Railroad Co. (2 documents)
40596 St. Louis-San Francisco Railway Co.; appeal denied
NOTICES
Motor carriers:
40675, 40679 Finance applications (2 documents)
40683 Released rates applications
40701 Temporary authority applications
40680 Temporary authority applications; special procedures
40684 Transportation of Government traffic; special certificate letter
40687 Petitions, applications, finance matters (including temporary authorities), alternate route deviations, intrastate applications, gateways, and pack and crate
Petitions filed:
40701 Southern Railway Co.; charges for guaranteed annual supply of grain cars; postponement of filing date, etc.
40683, 40684 Railroad applications for long and short haul relief (2 documents)
Railroad services abandonment:
40683 Norfolk & Western Railway Co.
40684 Seaboard Coast Line Railroad Co.

Justice Department
See Drug Enforcement Administration.

Land Management Bureau
NOTICES
Authority delegations:
40673 California District Managers et al., land use
Outer Continental Shelf; oil and gas lease sales:
40674 Simultaneous lease application (BLM Form 3112–1), revised; required used

Management and Budget Office
NOTICES
40748 Agency forms under review
40934 Budget rescissions and deferrals
Improving Government regulations:
40748 Semiannual agenda for directives; publication delay
Meetings:
40748 National Agenda for the Eighties, President's Commission (3 documents)

Minority Business Development Agency
NOTICES
40631 Financial assistance application announcements

National Capital Planning Commission
NOTICES
40744 Citizen participation; revised procedures; inquiry

National Highway Traffic Safety Administration
RULES
40595 Anthropomorphic test dummies; flesh molding and neck calibration specifications
Motor vehicle safety standards:
40585 Speedometers and odometers; marking and tampering requirements and maximum speed standard

National Oceanic and Atmospheric Administration
NOTICES
40631 Outer Continental Shelf; oil and gas exploration, development, or production; Fishermen's Contingency Fund, claims notification

National Park Service
NOTICES
Concession permits, etc.:
40674 Dinosaur National Monument
Environmental statements; availability, etc.:
40674 Picture Rocks National Lakeshore, Mich., general management plan; extension of time
Pipeline construction plans of operation; availability, etc.:
40674 Padre Island National Seashore, Tex.

National Transportation Safety Board
NOTICES
40746 Rail rapid transit safety; fire safety, emergency evacuation procedures and training; hearing

Nuclear Regulatory Commission
NOTICES
Applications, etc.:
40747 University of California Regents; establishment of Atomic Safety and Licensing Board
Meetings:
40746, 40747 Reactor Safeguards Advisory Committee (2 documents)
40747 Screening Committee for Technical Vacancies on Licensing Board Panel
40765 Meetings; Sunshine Act

Oceans and Atmosphere, National Advisory Committee
NOTICES
40744 Meetings

Public Health Service
RULES
Grants:
40581 Teaching facilities, construction, etc.; health professions schools; scholarships for first-year students of exceptional financial need

Research and Special Programs Administration, Transportation Department
PROPOSED RULES
Hazardous materials:
40627 Transportation incidents involving packagings containing low risk materials; elimination of reporting requirements

NOTICES
Hazardous materials:
40755, 40757, 40760, 40761 Applications; exemptions, renewals, etc. (4 documents)

Securities and Exchange Commission
NOTICES
40765 Meetings; Sunshine Act

Selective Service System
RULES
40577 Administration of registration; revised procedures; cross reference
PROPOSED RULES
40621 Administration of registration; revised procedures

Small Business Administration
NOTICES
Applications, etc.:
40750 Kitty Hawk Capital, Ltd.

Surface Mining Office
PROPOSED RULES
Permanent program submissions; various States:
40619 Kansas; comment period and hearing

Transportation Department
See Coast Guard; Federal Aviation Administration; Federal Highway Administration; Federal Railroad Administration; National Highway Traffic Safety Administration; Research and Special Programs Administration, Transportation Department.

Treasury Department
See Comptroller of Currency.

Wage and Hour Division
RULES
40601 American Samoa, industries in; establishment of minimum wage rates

MEETINGS ANNOUNCED IN THIS ISSUE

CIVIL RIGHTS COMMISSION
40630 Florida Advisory Committee, 7–2–80
40630 Michigan Advisory Committee, 7–11–80
40630 Minnesota Advisory Committee, 7–11–80
40630 Washington Advisory Committee, 7–8–80

DEFENSE DEPARTMENT
Army Department—
40632 Armed Forces Institute of Pathology's Scientific Advisory Board, 7–10 and 7–11–80
40632 Army Advisory Panel on ROTC Affairs, 7–8–80
40633 Army Science Board, 7–7 through 7–11–80
40633 Board of Visitors, United States Military Academy, 7–8 and 7–9–80
40633 United States Army Medical Research and Development Advisory Panel Ad Hoc Study Group on Surgery, 7–11–80

ENERGY DEPARTMENT
Energy Research Office—
40643 Gas Research Institute Study Group of the Energy Research Advisory Board, 6–24–80

ENVIRONMENTAL PROTECTION AGENCY
40646 National Air Pollution Control Techniques Advisory Committee, 7–9 and 7–10–80
40646 Technology Assessment and Pollution Control Committee, 7–8 and 7–9–80

MANAGEMENT AND BUDGET OFFICE
President's Commission for a National Agenda for the Eighties:
40748 Panel III (Science and Technology), 6–23–80
40748 Panel IV (Social Justice), 6–23–80
40748 Panel VI (Regulation), 6–25–80

NUCLEAR REGULATORY COMMISSION
40747 Reactor Safeguards Advisory Committee, Reliability and Probabilistic Assessment Subcommittee, 7–1–80
40747 Screening Committee for Technical Vacancies on the Licensing Board Panel, 6–26 and 6–27–80

AMENDED MEETINGS

CIVIL RIGHTS COMMISSION
40630 Regional Advisory Committee, 6–23 and 6–24–80, originally scheduled as Massachusetts Advisory Committee

OCEANS AND ATMOSPHERE NATIONAL ADVISORY COMMITTEE
40744 Meeting, 6–19 and 6–20–80, agenda change

POSTPONED MEETING

NUCLEAR REGULATORY COMMISSION
40746 Reactor Safeguards Advisory Committee, Emergency Core Cooling Systems, postponed indefinitely

HEARINGS

INTERIOR DEPARTMENT
Surface Mining Office—
40619 Kansas Permanent Regulatory Program, 7–14–80

NATIONAL TRANSPORTATION SAFETY BOARD
40746 Rail rapid transit safety—fire safety, emergency evacuation procedures and training, 7–28 and 7–29–80

CFR PARTS AFFECTED IN THIS ISSUE

A cumulative list of the parts affected this month can be found in the Reader Aids section at the end of this issue.

3 CFR
Administrative Orders:
Reorganization Plans:
No. 1 of 1980 40561

7 CFR
913 40565
925 40565
Proposed Rules:
1007 40606

12 CFR
Proposed Rules:
7 40613

14 CFR
39 40571
71 40572
159 40572
207 40572
208 40574
212 40575
214 40575
Proposed Rules:
39 40615
71 40616

15 CFR
368 40575

18 CFR
Proposed Rules:
282 40617

21 CFR
Ch. II 40576

24 CFR
841 40868
Proposed Rules:
570 40954

29 CFR
697 40601
1610 40603

30 CFR
Ch. VII 40619

32 CFR
1611 40577
1612 40577
1613 40577
1615 40577
1617 40577
1619 40577
1621 40577
Proposed Rules:
1611 40621
1612 40621
1613 40621
1615 40621
1617 40621
1619 40621
1621 40621

33 CFR
Proposed Rules:
128 40621

40 CFR
52 (2 documents) 40578, 40579
Proposed Rules:
52 40623

42 CFR
57 40581

44 CFR
Proposed Rules:
67 (3 documents) 40624, 40625

47 CFR
Proposed Rules:
73 40626

49 CFR
571 40585
572 40595
1033 (3 documents) 40596, 40597, 40599
Proposed Rules:
171 40627

50 CFR
Proposed Rules:
17 40958

Federal Register
Vol. 45, No. 117
Monday, June 16, 1980

Presidential Documents

Title 3—

The President

REORGANIZATION PLAN NO. 1 OF 1980

Prepared by the President and submitted to the Senate and the House of Representatives in Congress assembled March 27, 1980,[1] pursuant to the provisions of Chapter 9 of Title 5 of the United States Code.

Nuclear Regulatory Commission

Section 1. (a) Those functions of the Nuclear Regulatory Commission, hereinafter referred to as the "Commission", concerned with:

(1) policy formulation;

(2) rulemaking, as defined in section 553 of Title 5 of the United States Code, except that those matters set forth in 553(a)(2) and (b) which do not pertain to policy formulation orders or adjudications shall be reserved to the Chairman of the Commission;

(3) orders and adjudications, as defined in section 551 (6) and (7) of Title 5 of the United States Code;

shall remain vested in the Commission. The Commission may determine by majority vote, in an area of doubt, whether any matter, action, question or area of inquiry pertains to one of these functions. The performance of any portion of these functions may be delegated by the Commission to a member of the Commission, including the Chairman of the Nuclear Regulatory Commission, hereinafter referred to as the "Chairman", and to the staff through the Chairman.

(b)(1) With respect to the following officers or successor officers duly established by statute or by the Commission, the Chairman shall initiate the appointment, subject to the approval of the Commission; and the Chairman or a member of the Commission may initiate an action for removal, subject to the approval of the Commission:

(i) Executive Director for Operations,

(ii) General Counsel,

(iii) Secretary of the Commission,

(iv) Director of the Office of Policy Evaluation,

(v) Director of the Office of Inspector and Auditor,

(vi) Chairman, Vice Chairman, Executive Secretary, and Members of the Atomic Safety and Licensing Board Panel,

(vii) Chairman, Vice Chairman and Members of the Atomic Safety and Licensing Appeal Panel.

(2) With respect to the following officers or successor officers duly established by statute or by the Commission, the Chairman, after consultation with the Executive Director for Operations, shall initiate the appointment, subject to the approval of the Commission, and the Chairman, or a member of the Commission may initiate an action for removal, subject to the approval of the Commission:

(i) Director of Nuclear Reactor Regulation,

(ii) Director of Nuclear Material Safety and Safeguards,

[1] As amended May 5, 1980.

(iii) Director of Nuclear Regulatory Research,

(iv) Director of Inspection and Enforcement,

(v) Director of Standards Development.

(3) The Chairman or a member of the Commission shall initiate the appointment of the Members of the Advisory Committee on Reactor Safeguards, subject to the approval of the Commission. The provisions for appointment of the Chairman of the Advisory Committee on Reactor Safeguards and the term of the members shall not be affected by the provisions of this Reorganization Plan.

(4) The Commission shall delegate the function of appointing, removing and supervising the staff of the following offices or successor offices to the respective heads of such offices: General Counsel, Secretary of the Commission, Office of Policy Evaluation, Office of Inspector and Auditor. The Commission shall delegate the functions of appointing, removing and supervising the staff of the following panels and committee to the respective Chairmen thereof: Atomic Safety and Licensing Board Panel, Atomic Safety and Licensing Appeal Panel and Advisory Committee on Reactor Safeguards.

(c) Each member of the Commission shall continue to appoint, remove and supervise the personnel employed in his or her immediate office.

(d) The Commission shall act as provided by subsection 201(a)(1) of the Energy Reorganization Act of 1974, as amended (42 U.S.C. 5841(a)(1)) in the performance of its functions as described in subsections (a) and (b) of this section.

Section 2. (a) All other functions of the Commission, not specified by Section 1 of this Reorganization Plan, are hereby transferred to the Chairman. The Chairman shall be the official spokesman for the Commission, and shall appoint, supervise, and remove, without further action by the Commission, the Directors and staff of the Office of Public Affairs and the Office of Congressional Relations. The Chairman may consult with the Commission as he deems appropriate in exercising this appointment function.

(b) The Chairman shall also be the principal executive officer of the Commission, and shall be responsible to the Commission for developing policy planning and guidance for consideration by the Commission; shall be responsible to the Commission for assuring that the Executive Director for Operations and the staff of the Commission (other than the officers and staff referred to in sections (1)(b)(4), (1)(c) and (2)(a) of this Reorganization Plan) are responsive to the requirements of the Commission in the performance of its functions; shall determine the use and expenditure of funds of the Commission, in accordance with the distribution of appropriated funds according to major programs and purposes approved by the Commission; shall present to the Commission for its consideration the proposals and estimates set forth in subsection (3) of this paragraph; and shall be responsible for the following functions, which he shall delegate, subject to his direction and supervision, to the Executive Director for Operations unless otherwise provided by this Reorganization Plan:

(1) administrative functions of the Commission;

(2) distribution of business among such personnel and among administrative units and offices of the Commission;

(3) preparation of

(i) proposals for the reorganization of the major offices within the Commission;

(ii) the budget estimate for the Commission; and

(iii) the proposed distribution of appropriated funds according to major programs and purposes.

(4) appointing and removing without any further action by the Commission, all officers and employees under the Commission other than those whose ap-

pointment and removal are specifically provided for by subsections 1 (b), (c) and 2(a) of this Reorganization Plan.

(c) The Chairman as principal executive officer and the Executive Director for Operations shall be governed by the general policies of the Commission and by such regulatory decisions, findings, and determinations, including those for reorganization proposals, budget revisions and distribution of appropriated funds, as the Commission may by law, including this Plan, be authorized to make. The Chairman and the Executive Director for Operations, through the Chairman, shall be responsible for insuring that the Commission is fully and currently informed about matters within its functions.

Section 3. (a) Notwithstanding sections 1 and 2 of this Reorganization Plan, there are hereby transferred to the Chairman all the functions vested in the Commission pertaining to an emergency concerning a particular facility or materials licensed or regulated by the Commission, including the functions of declaring, responding, issuing orders, determining specific policies, advising the civil authorities and the public, directing, and coordinating actions relative to such emergency incident.

(b) The Chairman may delegate the authority to perform such emergency functions, in whole or in part, to any of the other members of the Commission. Such authority may also be delegated or redelegated, in whole or in part, to the staff of the Commission.

(c) In acting under this section, the Chairman, or other member of the Commission delegated authority under subsection (b), shall conform to the policy guidelines of the Commission. To the maximum extent possible under the emergency conditions, the Chairman or other member of the Commission delegated authority under subsection (b), shall inform the Commission of actions taken relative to the emergency.

(d) Following the conclusion of the emergency, the Chairman, or the member of the Commission delegated the emergency functions under subsection (b), shall render a complete and timely report to the Commission on the actions taken during the emergency.

Section 4. (a) The Chairman may make such delegations and provide for such reporting as the Chairman deems necessary, subject to provisions of law and this Reorganization Plan. Any officer or employee under the Commission may communicate directly to the Commission, or to any member of the Commission, whenever in the view of such officer or employee a critical problem or public health and safety or common defense and security is not being properly addressed.

(b) The Executive Director for Operations shall report for all matters to the Chairman.

(c) The function of the Directors of Nuclear Reactor Regulations, Nuclear Material Safety and Safeguards, and Nuclear Regulatory Research of reporting directly to the Commission is hereby transferred so that such officers report to the Executive Director for Operations. The function of receiving such reports is hereby transferred from the Commission to the Executive Director for Operations.

(d) The heads of the Commission level offices or successor offices, of General Counsel, Secretary to the Commission, Office of Policy Evaluation, Office of Inspector and Auditor, the Atomic Safety and Licensing Board Panel and Appeal Panel, and Advisory Committee on Reactor Safeguards shall continue to report directly to the Commission and the Commission shall continue to receive such reports.

Section 5. The provisions of this Reorganization Plan shall take effect October 1, 1980, or at such earlier time or times as the President shall specify, but no

sooner than the earliest time allowable under Section 906 of Title 5 of the United States Code.

LEGISLATIVE HISTORY:

WEEKLY COMPILATION OF PRESIDENTIAL DOCUMENTS:
Vol. 16, No. 13: Mar. 31, Presidential message transmitting Reorganization Plan No. 1 of 1980 to Congress.
Vol. 16, No. 19: May 12, Presidential message transmitting amendments to Reorganization Plan No. 1 of 1980. (Also printed as House Document No. 96–307.)
HOUSE REPORT No. 96–1043 (Comm. on Government Operations).
SENATE REPORT No. 96–790 (Comm. on Governmental Affairs).
CONGRESSIONAL RECORD, Vol. 126 (1980):
Mar. 27, H. Res. 624, resolution of disapproval, introduced in House and referred to Committee on Government Operations.
Mar. 28, S. Res. 397, resolution of disapproval, introduced in Senate and referred to Committee on Governmental Operations.
May 30, H. Res. 624, rejected by House.

[FR Doc. 80–18212
Filed 6–13–80; 10:15 am]
Billing code 3195–01–M

Rules and Regulations

Federal Register
Vol. 45, No. 117
Monday, June 16, 1980

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.
The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each month.

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

7 CFR Part 913

Grapefruit Grown in the Interior District in Florida; Public Member Eligibility Requirements and Nominating Procedure

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Final rule.

SUMMARY: This action establishes eligibility requirements and procedure for nominating the public member on the Interior Grapefruit Marketing Committee established under Marketing Order No. 913.

EFFECTIVE DATE: July 16, 1980.

FOR FURTHER INFORMATION CONTACT: Malvin E. McGaha, (202) 447–5975.

SUPPLEMENTARY INFORMATION: This amendment is issued under the marketing agreement and Order No. 913 (7 CFR Part 913) regulating the handling of grapefruit grown in the Interior District in Florida. The agreement and order are effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674). The amendment is based upon the recommendations and information submitted by the Interior Grapefruit Marketing Committee and upon other information.

Section 913.15 of the order specifies that the committee may be increased by one public member and alternate nominated by the committee and selected by the Secretary. This section further provides that the committee, with the approval of the Secretary, shall prescribe qualifications, term of office, and the procedure for nominating the public member and alternate.

The amendment specifies that the public member shall be neither a producer nor a handler of grapefruit grown in the regulation area and shall not be financially interested in the production or marketing of grapefruit. It also provides that the public member should attend committee activities regularly and become familiar with the background and economics of the grapefruit industry. The amendment specifies that the public member serve a one-year term of office which coincides with the term of industry members of the committee.

Notice of the proposed amendment was published in the May 9, 1980, issue of the **Federal Register** (45 FR 30638). No comments were received during the period provided in the notice for interested persons to submit written comments. It is found that this amendment is in accordance with the provisions of the order and will tend to effectuate the declared policy of the act.

This amendment has been reviewed under USDA criteria for implementing Executive Order 12044. A determination has been made that this action should not be classified "significant." An Impact Analysis is available from Malvin E. McGaha, Chief, Fruit Branch, Fruit and Vegetable Division, AMS, USDA, Washington, D.C. 20250, telephone 202–447–5975.

Therefore, a new § 913.160 is added as follows:

§ 913.160 Public member eligibility requirements and nomination procedure.

(a) The public member shall be neither a producer nor a handler of grapefruit produced in the regulation area and shall have no financial interest in the production or marketing of grapefruit.

(b) The public member should be able to devote sufficient time and express a willingness to attend committee activities regularly and become familiar with the background and economics of the industry.

(c) The public member must be a resident of the regulation area.

(d) The public member should be nominated by the Interior Grapefruit Marketing Committee and should serve a one-year term which coincides with the term of office of producer and handler members of the committee.

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

Dated: June 11, 1980.

D. S. Kuryloski,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[FR Doc. 80-18064 Filed 6-13-80; 8:45 am]
BILLING CODE 3410-02-M

7 CFR Part 925

[Docket No. F&V AO–79–2]

Grapes Grown in a Designated Area of Southeastern California; Order Regulating Handling

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Final rule.

SUMMARY: This final rule issues a Federal marketing order regulating the handling of grapes grown in southeastern California. Growers approved the marketing order in a referendum held May 1–2, 1980. The marketing order establishes a committee of 11 producer and handler members and one public member for local administration; authorizes grade, size, quality, maturity, pack, container, and volume regulations; and allows the committee to engage in production and marketing research and development projects financed by handler assessments. The primary objective is to promote orderly marketing of grapes. Consumers would benefit from a consistent supply of good quality fruit and growers would benefit from an expanded market.

EFFECTIVE DATE: August 1, 1980.

FOR FURTHER INFORMATION CONTACT: Malvin E. McGaha, Chief, Fruit Branch, Fruit and Vegetable Division, AMS, USDA, Washington, D.C. 20250, telephone: 202–447–5975. This action was anticipated under the provisions of the Secretary's Decision (45 FR 26967), and was specifically considered in the Final Impact Statement prepared for that action. The Final Impact Statement describing the options considered in developing this final rule and the impact of implementing each option is available from the above named individual.

SUPPLEMENTARY INFORMATION: This final action has been reviewed under USDA procedures established in Secretary's Memorandum 1955 to implement Executive Order 12044, and has been classified as "significant." Prior actions in this proceeding: Notice

of Hearing; issued November 23, 1979, and published in the **Federal Register** (44 FR 67990) on November 28, 1979; Public hearing on proposed marketing agreement and order held December 12–13, 1979, at Coachella, California; Notice of Recommended Decision; issued February 22, 1980, and published in the **Federal Register** (45 FR 12797) on February 27, 1980; and Decision and Referendum Order; issued April 16, 1980, and published in the **Federal Register** (45 FR 26967) on April 22, 1980.

Findings and Determinations

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 *et seq.*), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon a proposed marketing agreement and a proposed order, regulating the handling of grapes grown in a designated area in California.

Upon the basis of the record it is found that:

(1) The order, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the act;

(2) The order regulates the handling of grapes grown in the production area in the same manner as, and is applicable only to persons in the respective classes of commercial and industrial activity specified in a proposed marketing agreement and order upon which a hearing has been held;

(3) The order is limited in its application to the smallest regional production area which is practicable, consistently with carrying out the declared policy of the act, and the issuance of several orders applicable to subdivisions of the production area would not effectively carry out the declared policy of the act;

(4) There are no differences in the production and marketing of grapes grown in the production area which make necessary different terms and provisions applicable to different parts of such area; and

(5) All handling of grapes grown in the production area is in the current of interstate or foreign commerce or directly burdens, obstructs, or affects such commerce.

(c) *Determinations.* It is hereby determined that:

(1) The "Marketing Agreement Regulating the Handling of Grapes Grown in a Designated Area in California", upon which the aforesaid public hearing was held has been signed by handlers (excluding cooperative associations of producers who are not engaged in processing, distributing, or shipping grapes covered by the proposed order) who during the period January 1, 1979, to December 31, 1979, handled not less than 50 percent of the volume of such grapes covered by this order, and

(2) The issuance of this order is favored or approved by at least two-thirds of the producers who participated in a referendum on the question of its approval and who, during the period January 1, 1979, to December 31, 1979 (which has been deemed to be a representative period), have been engaged within the designated area in California in the production of grapes for market, such producers having also produced for market at least two-thirds of the volume of such commodity represented in the referendum.

Order Relative to Handling

It is therefore ordered, That on and after the effective date hereof, the handling of grapes grown in a designated area of southeastern California shall be in conformity to and in compliance with the following terms and conditions:

A new Part 925 is added to read as follows:

PART 925—GRAPES GROWN IN A DESIGNATED AREA OF SOUTHEASTERN CALIFORNIA

Definitions

Sec.

925.1 Secretary.
925.2 Act.
925.3 Person.
925.4 Grapes.
925.5 Production area.
925.6 Varieties.
925.7 Producer.
925.8 Handler.
925.10 Handle.
925.11 Pack.
925.12 Fiscal period.
925.13 Container.
925.14 Committee.

Administrative Body

925.20 Establishment and membership.
925.21 Term of office.
925.22 Nomination.
925.23 Selection.
925.24 Failure to nominate.
925.25 Acceptance.
925.26 Vacancies.
925.27 Alternate members.
925.28 Powers.
925.29 Duties.
925.30 Procedure.
925.31 Compensation and expenses.
925.32 Annual report.

Expenses and Assessments

925.40 Expenses.
925.41 Assessments.
925.42 Accounting.

Research and Market Development

925.45 Production research and market research and development.

Regulations

925.50 Marketing policy.
925.51 Recommendation for regulation.
925.52 Issuance of regulations.
925.53 Modification, suspension, or termination of regulations.
925.54 Special purpose shipments.

Inspection and Certification

925.55 Inspection and certification.

Reports

925.60 Reports.

Miscellaneous Provisions

925.61 Compliance.
925.62 Right of the Secretary.
925.63 Termination.
925.64 Proceedings after termination.
925.65 Effect of termination or amendment.
925.66 Duration of immunities.
925.67 Derogation.
925.68 Personal liability.
925.69 Separability.

Authority: 7 U.S.C. 601–674.

Definitions

§ 925.1 Secretary.

"Secretary" means the Secretary of Agriculture of the United States, or any officer or employee of the Department to whom authority has heretofore been delegated, or to whom authority may hereafter be delegated.

§ 925.2 Act.

"Act" means Public Act No. 10, 73d Congress (May 12, 1933), as amended and as reenacted and amended by the Agricultural Marketing Agreement Act of 1937, as amended (48 Stat. 31, as amended; 7 U.S.C. 601–674).

§ 925.3 Person.

"Person" means an individual, partnership, corporation, association, or any other business unit.

§ 925.4 Grapes.

"Grapes" means any variety of vinifera species table grapes grown in the production area.

§ 925.5 Production area.

"Production area" means Imperial County, California, and that part of Riverside County and San Diego County, California, situated east of a line drawn due north and south through the Post Office in White Water, California.

§ 925.6 Varieties.

"Varieties" means and includes all classifications or subdivisions of Vitis vinifera table grapes.

§ 925.7 Producer.

"Producer" is synonymous with "grower" and means any person who produces grapes for the fresh market and who has a proprietary interest therein.

§ 925.8 Handler.

"Handler" is synonymous with "shipper" and means any person (except a common or contract carrier of grapes owned by another person) who handles grapes or causes grapes to be handled.

§ 925.10 Handle.

"Handle" is synonymous with "ship" and means to pack, sell, deliver (including delivery to a storage facility), transport, or in any way to place grapes in the current of commerce within the production area or between the production area and any point outside thereof: *Provided,* That such term shall not include the sale of grapes on the vine and except when regulations are effective pursuant to § 925.52(a)(5) shall not include the transportation or delivery of grapes to a packinghouse within the production area for preparation for market.

§ 925.11 Pack.

"Pack" means the specific arrangement, weight, grade or size, including the uniformity thereof, of the grapes within a container: *Provided,* That when used in or with respect to § 925.52(a)(5) such term shall mean to place grapes into containers for shipment to market as fresh grapes.

§ 925.12 Fiscal period.

"Fiscal period" is synonymous with "fiscal year" and means the 12 month period beginning on December 1 of one year and ending the last day of November of the following year or such other period as the committee, with the approval of the Secretary, may prescribe.

§ 925.13 Container.

"Container" means any lug, box, bag, crate, carton, or any other receptacle used in packing grapes for shipment as fresh grapes, and includes the dimensions, capacity, weight, marking, and any pads, liners, lids, and any or all appurtenances thereto or parts thereof. The term applies, in the case of grapes packed in consumer packages, to the master receptacle and to any and all packages therein.

§ 925.14 Committee.

"Committee" means the California Desert Grape Administrative Committee established under § 925.20.

Administrative Body

§ 925.20 Establishment and membership.

(a) There is hereby established a California Desert Grape Administrative Committee consisting of 12 members, each of whom shall have an alternate who shall have the same qualifications as the member. Five of the members and their alternates shall be producers or officers or employees of producers (producer members). Five of the members and their alternates shall be handlers or officers or employees of handlers (handler members). One member and alternate shall be either a producer or handler or officer or employee thereof. One member and alternate shall represent the public.

(b) Not more than two members and not more than two alternate members shall be affiliated with the same handler entity.

(c) The committee may, with the approval of the Secretary, provide such other allocation of producer or handler membership, or both, as may be necessary to assure equitable representation.

§ 925.21 Term of office.

The term of office of the members and alternates shall be one fiscal period. Each member and alternate shall serve in such capacities for the portion of the term of office for which they are selected and have qualified and until their respective successors are selected and have qualified.

§ 925.22 Nomination.

(a) *Initial members.* Nominations for each of the initial members, together with nominations for the initial alternate members for each position, may be submitted to the Secretary by the Committee responsible for promulgation of this part. Such nominations may be made by means of a meeting of the growers and a meeting of the handlers. Such nominations, if made, shall be filed with the Secretary no later than the effective date of this part. In the event nominations for initial members and alternate members of the committee are not filed pursuant to, and within the time specified in, this section, the Secretary may select such initial members and alternate members without regard to nominations, but selections shall be on the basis of the representation provided in § 925.20.

(b) *Successor members.* The Secretary shall cause to be held, not later than November 15, of each year, meetings of producers and handlers for the purpose of making nominations for members and alternate members of the committee.

(c) Only producers, including duly authorized officers or employees of producers, who are present at such nomination meetings, may participate in the nomination and election of nominees for producer members and their alternates. Each producer entity shall be entitled to cast only one vote. If a person is both a producer and a handler of grapes, such person may participate in both producer and handler nominations.

(d) Only handlers, including duly authorized officers or employees of handlers, who are present at such nomination meetings, may participate in the nomination and election of nominees for handler members and their alternates. Each handler entity shall be entitled to cast only one vote.

(e) One member and alternate member shall be nominated by a vote of both producers and handlers and may be of either group.

(f) The public member and alternate member shall be nominated by the committee. The committee shall prescribe, with the approval of the Secretary, procedures for the nomination of the public member and qualification requirements for such member.

§ 925.23 Selection.

The Secretary shall select members and alternate members of the committee from persons nominated pursuant to § 925.22 or from other qualified persons.

§ 925.24 Failure to nominate.

If nominations are not made within the time and in the manner specified in § 925.22 the Secretary may select the members and alternate members of the committee without regard to nominations on the basis of the representation provided for in § 925.20.

§ 925.25 Acceptance.

Any person selected by the Secretary as a member or as an alternate member of the committee shall qualify by filing a written acceptance with the Secretary promptly after being notified of such selection.

§ 925.26 Vacancies.

To fill any vacancy occasioned by the failure of any person selected as a member or as an alternate member of the committee to qualify, or in the event of the death, removal, resignation, or disqualification of any member or alternate member of the committee, a successor for the unexpired term of such member or alternate member of the committee shall be nominated and selected in the manner specified in §§ 925.22 and 925.23. If the names of the nominees to fill any such vacancy are

not made available to the Secretary within a reasonable time after such vacancy occurs, the Secretary may fill such vacancy without regard to nominations, which selection shall be made on the basis of the representation provided for in § 925.20.

§ 925.27 Alternate members.

An alternate member shall act in the place of the member during such member's absence or at such member's request, and may be assigned other program duties by the chairman or the committee. In the event of the death, removal, resignation, or disqualification of a member the alternate shall act for the member until a successor for such member is selected and has qualified. In the event that both a member and that member's alternate are unable to attend a committee meeting, the member or committee members present may designate any other alternate to serve in such member's place at the meeting if such action is necessary to secure a quorum: *Provided,* That not more than two members or alternates acting for members who are affiliated with the same handler entity shall serve as members at the same meeting.

§ 925.28 Powers.

The committee shall have the following powers:

(a) To administer the provisions of this part in accordance with its terms;

(b) To receive, investigate, and report to the Secretary complaints of violations of the provisions of this part;

(c) To make and adopt rules and regulations to effectuate the terms and provisions of this part; and

(d) To recommend to the Secretary amendments to this part.

§ 925.29 Duties.

The committees shall have, among others, the following duties:

(a) To select a chairman and such other officers as may be necessary, and to define the duties of such officers;

(b) To appoint such employees, agents, and representatives as it may deem necessary, and to determine compensation and to define the duties of each;

(c) To submit to the Secretary as soon as practicable after the beginning of each fiscal period a budget for such period, including a report in explanation of the items appearing therein and a recommendation as to the rate of assessment for such period;

(d) To keep minutes, books, and records, which will reflect all of the acts and transactions of the committee and which shall be subject to examination by the Secretary;

(e) To prepare periodic statements of the financial operations of the committee and to make copies of each such statement available to growers and handlers for examination at the office of the committee;

(f) To cause its books to be audited by a competent public accountant at least once each fiscal period and at such times as the Secretary may request;

(g) To act as intermediary between the Secretary and any grower or handler;

(h) To investigate and assemble data on the growing, handling, and marketing conditions with respect to grapes;

(i) To submit to the Secretary the same notice of meetings of the committee as is given to its members;

(j) To submit to the Secretary such available information as may be requested; and

(k) To investigate compliance with the provisions of this part.

§ 925.30 Procedure.

(a) Eight members of the committee shall constitute a quorum and any action of the committee shall require at least eight concurring votes;

(b) The committee may vote by telephone, telegraph, or other means of communications; and any votes so cast shall be confirmed promptly in writing: *Provided,* That if an assembled meeting is held, all votes shall be cast in person.

§ 925.31 Compensation and expenses.

The members of the committee, and alternates when acting as members, shall serve without compensation but may be reimbursed for expenses necessarily incurred by them in the performance of their duties under this part: *Provided,* That the committee at its discretion may request the attendance of one or more alternates at any or all meetings notwithstanding the expected or actual presence of the respective members and may pay expenses as aforesaid.

§ 925.32 Annual report.

The committee should, as soon as practicable, after the close of each fiscal period, prepare and mail an annual report to the Secretary and make a copy available to each grower and handler who requests a copy of the report.

Expenses and Assessments

§ 925.40 Expenses.

The committee is authorized to incur such expenses as the Secretary finds are reasonable and likely to be incurred by the committee for its maintenance and functioning and to enable it to exercise its powers and perform its duties in accordance with the provisions of this part. The funds to cover such expenses shall be acquired in the manner prescribed in § 925.41.

§ 925.41 Assessments.

(a) Each person who first handles grapes shall pay to the committee, upon demand, such handler's pro rata share of the expenses which the Secretary finds are reasonable and likely to be incurred by the committee during a fiscal period. The payment of assessments for the maintenance and functioning of the committee may be required under this part throughout the period it is in effect irrespective of whether particular provisions thereof are suspended or become inoperative.

(b) The Secretary shall fix the rate of assessment to be paid by each such person during a fiscal period in an amount designed to secure sufficient funds to cover the expenses which may be incurred during such period and to accumulate and maintain a reserve fund equal to approximately one fiscal period's expenses. At any time during or after a fiscal period, the Secretary may increase the rate of assessment in order to secure sufficient funds to cover any later findings by the Secretary relative to the expenses which may be incurred. Such increase shall be applied to all grapes handled during the applicable fiscal period. In order to provide funds for the administration of the provisions of this part during the first part of a fiscal period before sufficient operating income is available from assessments in the current period's shipments, the committee may accept the payment of assessments in advance, and may also borrow money for such purpose.

(c) Any assessment not paid by a handler within a period of time prescribed by the committee may be subject to an interest or late payment charge, or both. The period of time, rate of interest, and late payment charge shall be recommended by the committee and approved by the Secretary. Subsequent to such approval, all assessments not paid within the prescribed time shall be subject to the interest or late payment charge, or both.

§ 925.42 Accounting.

(a) If, at the end of a fiscal period, the assessments collected are in excess of expenses incurred, such excess shall be accounted for in accordance with one of the following:

(1) If such excess is not retained in a reserve, as provided in subparagraph (2) of this paragraph, it shall be refunded proportionately to the persons from whom it was collected: *Provided,* That any sum paid by a person in excess of that person's pro rata share of the

expenses during any fiscal period may be applied by the committee at the end of such fiscal period to any outstanding obligations due the committee from such person.

(2) The committee, with the approval of the Secretary, may carry over such excess into subsequent fiscal periods as a reserve: *Provided,* That funds in the reserve shall not exceed approximately one fiscal period's expenses. Such reserve funds may be used (i) to defray expenses, during any fiscal period, prior to the time the assessment income is sufficient to cover such expenses; (ii) to cover deficits incurred during any fiscal period when assessment income is less than expenses; (iii) to defray expenses incurred during any period when any or all provisions of this part are suspended or are inoperative; or (iv) to cover necessary expenses of liquidation in the event of termination of this part. Upon such termination, any funds not required to defray the necessary expenses of liquidation shall be disposed of in such manner as the Secretary may determine to be appropriate: *Provided,* That to the extent practicable such funds shall be returned pro rata to the persons from whom such funds were collected.

(b) All funds received by the committee under this part shall be used solely for the purpose specified in this part and shall be accounted for in the manner provided in this part. The Secretary may at any time require the committee and its members to account for all receipts and disbursements.

(c) Upon the removal or expiration of the term of office of any member of the committee, such member shall account for all receipts and disbursements and deliver all property and funds in such member's possession to the committee, and shall execute such assignments and other instruments as may be necessary or appropriate to vest in the committee full title to all of the property, funds, and claims vested in such member pursuant to this part.

Research and Market Development

§ 925.45 Production research and market research and development.

The committee, with the approval of the Secretary, may establish or provide for the establishment of production research, marketing research and development projects designed to assist, improve or promote the marketing, distribution and consumption or the efficient production of grapes. The expense of such projects shall be paid from funds collected pursuant to this part.

Regulations

§ 925.50 Marketing policy.

Each season prior to making any recommendation pursuant to § 925.51 the committee shall submit to the Secretary a report setting forth its marketing policy for the ensuing marketing season. Such marketing policy report shall contain information relative to:

(a) The estimated total shipments of grapes produced within the production area;

(b) The expected general quality of grapes in the production area;

(c) The expected demand conditions for grapes;

(d) The probable prices for grapes;

(e) Supplies of competing commodities, including foreign produced grapes;

(f) Trend and level of consumer income;

(g) Other factors having a bearing on the marketing of grapes; and

(h) The type of regulations expected to be recommended during the marketing season.

§ 925.51 Recommendation for regulation.

Upon complying with the requirements of § 925.50 the committee may recommend regulations to the Secretary whenever the committee deems that such regulations as are provided in § 925.52 will tend to effectuate the declared policy of the act.

§ 925.52 Issuance of regulations.

(a) The Secretary shall regulate, in the manner specified in this section, the handling of grapes upon finding from the recommendations and information submitted by the committee, or from other available information, that such regulation would tend to effectuate the declared policy of the act. Such regulation may: (1) Limit the handling of any grade, size, quality, maturity, or pack, or any combination thereof, of any or all varieties of grapes during any period or periods; (2) limit the handling of any grade, size, quality, maturity, or pack of grapes differently for different varieties, or any combination of the foregoing during any period or periods; (3) limit the handling of grapes by establishing in terms of grades, sizes, or both, minimum standards of quality and maturity during any period when season average prices are expected to exceed the parity level; (4) fix the size, capacity, weight, dimensions, markings, materials, or pack of the container which may be used in handling of grapes; (5) establish holidays by prohibiting the packing of all varieties of grapes during a specified period or periods.

(b) No handler shall handle grapes that were packed during any period when such packing was prohibited by any regulation issued under paragraph (a)(5) of this section unless such grapes are handled under § 925.54.

§ 925.53 Modification, suspension, or termination of regulations.

(a) In the event the committee at any time finds that, by reason of changed conditions, any regulations issued pursuant to § 925.52 should be modified, suspended, or terminated, it shall so recommend to the Secretary.

(b) Whenever the Secretary finds from the recommendations and information submitted by the committee or from other available information that a regulation should be modified, suspended, or terminated with respect to any or all shipments of grapes in order to effectuate the declared policy of the act, the Secretary shall modify, suspend, or terminate such regulation. If the Secretary finds that a regulation obstructs or does not tend to effectuate the declared policy of the act, the Secretary shall suspend or terminate such regulation. On the same basis and in like manner the Secretary may terminate any such modification or suspension.

§ 925.54 Special purpose shipments.

(a) Regulations in effect pursuant to §§ 925.41, 925.52, or § 925.55 may be modified, suspended, or terminated to facilitate handling of grapes for purposes which may be recommended by the committee and approved by the Secretary.

(b) The committee shall, with the approval of the Secretary, prescribe such rules, regulations, and safeguards as it may deem necessary to prevent grapes handled under the provisions of this section from entering the channels of trade for other than the specific purposes authorized by this section.

Inspection and Certification

§ 925.55 Inspection and certification.

(a) Whenever the handling of any variety of grapes is regulated pursuant to § 925.52, each handler who handles grapes shall, prior thereto, cause such grapes to be inspected by the Federal or Federal-State Inspection Service and certified as meeting the applicable requirements of such regulation: *Provided,* That inspection and certification shall not be required for grapes which previously have been so inspected and certified if such prior inspection was performed within such period as may be established pursuant to paragraph (b) of this section. Promptly after the inspection and

certification each such handler shall submit, or cause to be submitted, to the committee a copy of the certificate of inspection issued with respect to such grapes.

(b) The committee may, with the approval of the Secretary, establish a period prior to shipment during which the inspection required by this section must be performed.

(c) The committee may enter into an agreement with the Federal and Federal-State Inspection Services with respect to the costs of the inspection required by paragraph (a) of this section, and may collect from handlers their respective pro rata share of such costs.

Reports

§ 925.60 Reports.

(a) Each handler shall furnish to the committee, at such times and for such periods as the committee may designate, certified reports covering, to the extent necessary for the committee to perform its functions, each shipment of grapes as follows: (1) The name of the shipper and the shipping point; (2) the car or truck license number (or name of the trucker), and identification of the carrier; (3) the date and time of departure; (4) the variety; (5) the number and type of containers in the shipment; (6) the destination; and (7) identification of the inspection certificate pursuant to which the grapes were handled.

(b) Upon request of the committee, made with the approval of the Secretary, each handler shall furnish to the committee, in such manner and at such times as it may prescribe, such other information as may be necessary to enable the committee to perform its duties under this part.

(c) Each handler shall maintain for at least two succeeding fiscal periods after the end of the fiscal period in which the transactions occurred, such records of the grapes received and disposed of by such handler as may be necessary to verify the reports such handler submits to the committee pursuant to this section.

(d) All reports and records submitted by handlers pursuant to the provisions of this section shall be received by, and at all times be in custody of one or more designated employees of the committee. No such employee shall disclose to any person, other than the Secretary upon request therefor, data or information obtained or extracted from such reports and records which might affect the trade position, financial condition, or business operation of the particular handler from whom received: *Provided,* That such data and information may be combined, and made available to any person, in the form of general reports in which the identities of the individual handlers furnishing the information are not disclosed and may be revealed to any extent necessary to effect compliance with the provisions of this part and the regulations issued thereunder.

Miscellaneous Provisions

§ 925.61 Compliance.

Except as provided in this part, no handler shall handle grapes except in conformity with the provisions of this part and the regulations issued thereunder.

§ 925.62 Right of the Secretary.

The members of the committee (including successors and alternates) and any agents, employees, or representatives thereof, shall be subject to removal or suspension by the Secretary at any time. Each and every regulation, decision, determination, or other act of the committee shall be subject to the continuing right of the Secretary to disapprove of the same at any time. Upon such disapproval, the disapproved action of the committee shall be deemed null and void, except as to acts done in reliance thereon or in accordance therewith prior to such disapproval by the Secretary.

§ 925.63 Termination.

(a) The Secretary shall terminate or suspend the operation of any and all of the provisions of this part whenever the Secretary finds that such provisions do not tend to effectuate the declared policy of the act.

(b) The Secretary shall terminate the provisions of this part whenever it is found by referendum or otherwise that such termination is favored by a majority of the growers: *Provided,* That such majority has during the current marketing season produced more than 50 percent of the volume of grapes which were produced within the production area for shipment in fresh form. Such termination shall become effective on the first day of December subsequent to the announcement thereof by the Secretary.

(c) The provisions of this part shall, in any event, terminate whenever the provisions of the act authorizing them cease to be in effect.

§ 925.64 Proceedings after termination.

(a) Upon the termination of the provisions of this part, the committee shall, for the purpose of liquidating the affairs of the committee, continue as trustees of all the funds and property then in its possession, or under its control, including claims for any funds unpaid or property not delivered at the time of such termination. Any action by said trustees shall require the concurrence of a majority of the trustees.

(b) The said trustees shall: (1) continue in such capacity until discharged by the Secretary; (2) from time to time account for all receipts and disbursements and deliver all property on hand, together with all books and records of the committee and of the trustees, to such persons as the Secretary may direct; (3) upon the request of the Secretary, execute such assignments or other instruments necessary or appropriate to vest in such person, full title and right to all of the funds, property, and claims vested in the committee or the trustees pursuant thereto.

(c) Any person to whom funds, property, or claims have been transferred or delivered, pursuant to this section, shall be subject to the same obligation imposed upon the committee and upon the trustees.

§ 925.65 Effect of termination or amendment.

Unless otherwise expressly provided by the Secretary, the termination of this part or any regulation issued pursuant to this part, or the issuance of any amendment to either thereof, shall not: (a) Affect or waive any right, duty, obligation, or liability which shall have arisen or which may thereafter arise in connection with any provision of this part or any regulation issued under this part; or (b) release or extinguish any violation of this part or any regulation issued under this part; or (c) affect or impair any rights or remedies of the Secretary or any other person with respect to any such violation.

§ 925.66 Duration of immunities.

The benefits, privileges, and immunities conferred upon any person by virtue of this part shall cease upon its termination, except with respect to acts done under and during the existence of this part.

§ 925.67 Derogation.

Nothing contained in this part is, or shall be construed to be, in derogation or in modification of the rights of the Secretary or of the United States: (a) To exercise any powers granted by the act or otherwise; or (b) in accordance with such powers, to act in the premises whenever such action is deemed advisable.

§ 925.68 Personal liability.

No member or alternate member of the committee and no employee or agent of the committee shall be held

personally responsible, either individually or jointly with others, in any way whatsoever, to any person for errors in judgment, mistakes, or other acts, either of commission or omission, as such member, alternate, employee, or agent, except for acts of dishonesty, willful misconduct, or gross negligence.

§ 925.69 Separability.

If any provision of this part is declared invalid or the applicability thereof to any person, circumstance, or thing is held invalid, the validity of the remainder of this part or the applicability thereof to any other person, circumstance, or thing shall not be affected thereby.

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

Effective date: August 1, 1980.

Signed at Washington, D.C., on June 10, 1980.

Jerry C. Hill,

Deputy Assistant Secretary for Marketing Services.

[FR Doc. 80-18068 Filed 6-13-80; 8:45 am]

BILLING CODE 3410-02-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 80-ASW-26; Amdt. 39-3791]

Airworthiness Directives; Mooney Aircraft Corp. Models M20E, M20F, and M20J Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: A new Airworthiness Directive (AD) is being issued to require the installation of a filter in the fuel line between the emergency fuel pump and the main fuel pump on Mooney Models M20E, M20F, and M20J airplanes. This AD is needed to preclude the failure of both fuel pumps due to a single fault.

DATES: Effective June 10, 1980. Compliance required within the next 25 hours time in service after the effective date of this AD.

ADDRESS: The Mooney Aircraft Corporation service bulletin specified in this directive may be obtained upon request to the Service Parts Department, Mooney Aircraft Corporation, Post Office Box 72, Kerrville, Texas 78028.

This document may also be examined at FAA, Southwest Region, 4400 Blue Mound Road, Fort Worth, Texas.

FOR FURTHER INFORMATION CONTACT: Martin J. Saunders, Propulsion Section (ASW-214), Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, Federal Aviation Administration, Post Office Box 1689, Fort Worth, Texas 76101; telephone (817) 624–4911, extension 524.

SUPPLEMENTARY INFORMATION: There have been sixty-nine (69) reported failures of the Dukes Model 4140–00–19A electric fuel pumps on Mooney Models M20E, M20F, and M20J airplanes. Most of the failure modes result in a pump's not operating but do not constitute an immediate hazard unless the engine driven pump also fails on the same flight. One failure mode, that of a vane breakage, can cause debris to enter the engine driven pump and cause a check valve to stay open, making the engine driven pump inoperative. This has happened, causing total loss of fuel pressure and immediate loss of engine power. Therefore, the FAA has determined that a vane breakage on a Dukes Model 4140–00–19A fuel pump can cause loss of fuel pressure and immediate loss of engine power. Since this condition is likely to develop on other airplanes of the same type design, an airworthiness directive is being issued to require the installation of a fuel filter between the two pumps, within 25 hours time in service after the effective date of this AD on Mooney Aircraft Corporation Models M20E, M20F, and M20J airplanes.

Since a situation exists which requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this document effective in less than 30 days.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, 14 CFR 11.89 (31 FR 13697), Section 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new airworthiness directive:

Mooney: Applies to the following airplane models equipped with a Duke's Model 4140–00–19A electric emergency fuel pump: Model M20E (Serial Numbers 101 through 1217; 1219; 1221; 1223 through 1308; 670001 through 670062; 690001 through 690073; 700001 through 700039; 700041 through 700043; 700045 through 700052; 700055; 700056; 700060; 700061; 21–0001 through 21–0060; and 21–1161 through 21–1180); Model M20F (Serial Numbers 660002 through 660004; 670001 through 670363; 670365 through 670385; 670387 through 670482; 670484 through 670539; 680001 through 680206; 690003 through 690090; 690092; 700001 through 700061; 700063 through 700066; 700070 through 700072; 22–0001 through 22–0078; and 22–1179 through 22–1438); Model M20J (Serial Numbers 24–0002 through 24–1030 airplanes. (Airworthiness Directive Docket No. 80–ASW–26.)

Compliance is required within the next 25 hours time in service after the effective date of this AD unless already accomplished.

To prevent loss of both fuel pumps, accomplish the following:

(a) Install an Air-Maze Model No. 00736ASSYR9W1822 fuel filter in accordance with Mooney Service Bulletin No. M20–222, "Installation of Inline Fuel Filter Between Dukes Auxiliary Fuel Pump and Engine Driven Pump," dated April 21, 1980, or FAA-approved equivalent.

Note.— As an approved alternate to installing the Air-Maze fuel filter, as required by paragraph (a) above, the Dukes Model 4140–00–19A fuel pump can be replaced by a Dukes Model 1499–00–19 fuel pump.

(b) Special flight permits may be issued in accordance with FAR 21.197 and FAR 21.199 to fly airplanes to a base where this AD can be accomplished.

(c) Any alternate equivalent method of compliance with this AD must be approved by the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, Federal Aviation Administration.

The manufacturer's specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1). All persons affected by this directive who have not already received these documents from the manufacturer may obtain copies upon request to the Service Parts Department, Mooney Aircraft Corporation, Post Office Box 72, Kerrville, Texas 78028. These documents may also be examined at the Office of the Regional Counsel, Southwest Region, FAA, 4400 Blue Mound Road, Fort Worth, Texas, and at the FAA Headquarters, 800 Independence Avenue, S.W., Washington, D.C. A historical file on this AD, which includes the incorporated material in full, is maintained by the FAA at their headquarters in Washington, D.C., and at the Southwest Regional Office in Fort Worth, Texas.

This amendment becomes effective June 20, 1980.

(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 involves a regulation which is not significant under Executive Order 12044, as implemented by Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 28, 1979).

Issued in Fort Worth, Texas, on May 28, 1980.

F. E. Whitfield,

Acting Director, Southwest Region.

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

[FR Doc. 80-18012 Filed 6-13-80; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 80-ASW-9]

Designation of Federal Airways, Area Low Routes, Controlled Airspace, and Reporting Points; Designation of Transition Area: Chickasha, Okla.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The nature of the action being taken is to designate a transition area at Chickasha, Okla. The intended effect of the action is to provide controlled airspace for aircraft executing new instrument approach procedures to the Chickasha Municipal Airport. The circumstances which created the need for the action are the new VOR/DME Runway 17 approach and a RNAV Runway 35 approach to the Chickasha Municipal Airport. Coincident with this action, the airport is changed from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR).

EFFECTIVE DATE: September 4, 1980.

FOR FURTHER INFORMATION CONTACT: Kenneth L. Stephenson, Airspace and Procedures Branch (ASW-535), Air Traffic Division, Southwest Region, Federal Aviation Administration, P.O. Box 1689, Fort Worth, Texas 76101; telephone 817-624-4911, extension 302.

SUPPLEMENTARY INFORMATION:

History

On April 10, 1980, a notice of proposed rule making was published in the **Federal Register** (45 FR 24494) stating that the Federal Aviation Administration proposed to designate the Chickasha, Okla., transition area. Interested persons were invited to participate in this rule making proceeding by submitting written comments on the proposal to the Federal Aviation Administration. Comments were received and one commentor objected to the proposal.

Discussion of Comments

The Department of the Air Force representative commented negatively to the proposed rule. The commentor objected because of the possible effect the proposal might have on Military Training Routes IR-114 and IR-116. The main concern is that the transition area and the instrument approach procedures associated with the proposal could infringe upon both military routes. The commentor stated that, because of this conflict, the military routes should remain unchanged and the transition area should not extend west of longitude 98°00'00"W. IFR traffic in controlled airspace will be separated by the appropriate air traffic control facility. Since the anticipated IFR traffic operating to and from the Chickasha Municipal Airport will not be of sufficient numbers to impact other IFR operations, the Federal Aviation Administration has determined that there will be no significant impact on IR-114 and IR-116. Except for editorial changes, this amendment is that proposed in the notice.

The Rule

This amendment to Subpart G of Part 71 of the Federal Aviation Regulations (14 CFR 71) designates the Chickasha, Okla., transition area. This action provides controlled airspace from 700 feet above the ground for the protection of aircraft executing instrument approach procedures to the Chickasha Municipal Airport.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, Subpart G of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) as republished (45 FR 445) is amended, effective 0901 GMT, September 4, 1980, as follows.

In Subpart G, 71.181 (45 FR 445), the following transition area is added:

Chickasha, Okla.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Chickasha Municipal Airport (latitude 35°05'44"N., longitude 97°58'09"W.), and within 3 miles each side of the 205°-radial of the Oklahoma City VORTAC (latitude 35°26'32"N., longitude 97°46'20.6"W.), extending from the 6.5-mile radius area to 9 miles northeast of the Chickasha Municipal Airport, and within 2.5 miles each side of the runway centerline extended 179° bearing from the 6.5-mile radius and to 7.5 miles south of the Chickasha Municipal Airport.

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

The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). Since this regulatory action involves an established body of technical requirements for which frequent and routine amendments are necessary to keep them operationally current and promote safe flight operations, the anticipated impact is so minimal that this action does not warrant preparation of a regulatory evaluation.

Issued in Fort Worth, Tex., on June 3, 1980.

F. E. Whitfield,

Acting Director, Southwest Region.

[FR Doc. 80-18013 Filed 6-13-80; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 159

[Docket No. 20200; Amdt. 159-18]

Solicitation and Leafletting Procedures at National and Dulles International Airports

Correction

In FR Doc. 80-15968 appearing on page 35314 in the issue for Tuesday, May 27, 1980, make the following correction:

In the middle column of page 35317, in the third paragraph, the word "*underscored*" appearing in both the second and fifteenth lines, should have read "italicized".

BILLING CODE 1505-01-M

CIVIL AERONAUTICS BOARD

14 CFR Part 207

[Reg. ER-1176; Docket No. 34533; Amdt. No. 24 of Part 207]

Amendment of Rules for Pro Rata and Single Entity Charters

AGENCY: Civil Aeronautics Board.

ACTION: Final rule.

SUMMARY: The CAB, in response to a petition by Trans International Airlines, is reducing the minimum charter size for pro rata and single entity charters from 40 to 20 seats, and requiring a notice in all solicitation materials for pro rata charters that warns participants of the lesser degree of consumer protection on those flights.

DATES: Adopted: June 10, 1980. Effective: The amendment of § 207.11 is effective June 10, 1980. The amendment of § 207.40 applies to solicitation materials distributed on or after August 15, 1980.

FOR FURTHER INFORMATION CONTACT: Patricia T. Szrom, Special Authorities Division, Bureau of Domestic Aviation, Civil Aeronautics Board, 1825 Connecticut Avenue, N.W., Washington, D.C. 20428; 202-673-5088.

SUPPLEMENTARY INFORMATION: In EDR-382, 44 FR 36065, June 20, 1979, the Board proposed two changes in the regulations governing pro rata, or "affinity," charters. Affinity charters are charters for which a qualifying group, such as a club or employee organization, contracts directly with an air carrier for air transportation and for which the

participants each pay a pro rata portion of the charter cost. The Board proposed to reduce the minimum contract size from 40 to 20 seats, and to require participant solicitation materials to state: THIS PROGRAM IS NOT COVERED BY GOVERNMENT REGULATIONS THAT LIMIT TOUR CHANGES AND PROTECT AGAINST LOSS OF PASSENGERS' MONEY.

Comments were filed by Trans International Airlines (TIA), and Arthurs Travel Center (Arthurs). Both supported the proposal to reduce the minimum contract size from 40 to 20 seats. Arthurs objected to the solicitation notice as misleading, unnecessary, and contrary to the Federal Aviation Act. TIA supported the solicitation notice, and reiterated its earlier requests that the Board eliminate certain existing regulations that apply only to affinity charters: That air carriers must list passenger addresses and phone numbers on the passenger manifests, that each passenger's passport number must be recorded on the passenger list for international flights, and that affinity charters may not generally be operated one-way or with intermingling of different groups.

Since there were no objections to the minimum contract size reduction, we are adopting it. The change will facilitate split-charter arrangements, where more than one group travel together on a single aircraft. The smaller minimum contract size will allow greater opportunities for groups to join together to use available charter capacity. The reduction from 40 to 20 seats will also bring affinity charters in line with the minimum charter size now in effect for public charters and overseas military personnel charters. The same minimum size decrease will apply to single-entity charters, in which a person or organization purchases charter capacity for its own use without contribution by individual travelers.

The proposed solicitation notice was based on the difference in consumer protection offered on affinity charters as compared to charters offered to members of the general public, who need not be members of an affinity group. On affinity charters, the organization signs the charter contract with the air carrier and arranges for any ground accommodations separately, usually through a travel agent. The individual participants do not sign a contract, and they divide the cost of the program evenly. On public charters, the individual participants each sign contracts with a charter operator, who is subject to consumer protection regulations that do not apply to affinity organizations acting on behalf of their members. Usually the public is not fully aware of the difference between these two types of charters.

The practical importance of the difference is that participants receive different levels of government-required protection under the two types of charters. A public charter operator must maintain a surety bond or equivalent and often an escrow account, to insure proper handling and expenditure of participant funds (14 CFR 380.34). Also, the public charter contract must satisfy CAB requirements that protect against significant changes in the tour itinerary and that insure disclosure of important aspects of the agreement (14 CFR 380.30 through 33a). These regulations cover both the air and the ground portions of the public charter package. By contrast, there are no bonding requirements for the affinity organization, and no individual participant contract is required by Board regulations. There is a requirement that the air carrier maintain a bond or an escrow account once it or its agent has been paid (14 CFR 207.4(b) and parallel provisions in Parts 208, 212, and 214), but this provision covers only the air transportation portion of the charter package, and it does not protect passenger funds while they are in the hands of the affinity organization. The notice proposed in EDR-382 was intended to alert prospective affinity charter participants of the lesser degree of consumer protection applicable to those types of charters.

Arthurs Travel, which organizes both affinity and public charters, objected that the proposed notice was misleading in stating that affinity charters are not covered by government consumer protection regulations. Arthurs pointed to the escrow and bonding requirements for air carriers, to the Board's rule that payment to the carrier's agent is considered payment to the carrier, to disclosure requirements applicable to affinity charter advertising materials (14 CFR 207.40 and 44) and to other consumer-oriented provisions of the charter rules (14 CFR 207.4a, 207.13, 207.26(b) and (d)) in arguing that affinity charter participants enjoyed substantial consumer protection under the Board's regulations. It contended that the notice as proposed in EDR-382 was untrue and unnecessary, and that it would instill in prospective participants an unjustified fear that would ruin the marketabilty of affinity charters. The impaired marketability would, it asserted, violate section 401(n)(2) of the Act, which states:

> No rule, regulation, or order issued by the Board shall restrict the *marketability*, flexibility, accessibility, or variety of charter trips provided under a certificate issued under this section except to the extent required by the public interest, and shall in *no event be more restrictive than those regulations regarding charter air transportation in effect on October 1, 1978.* (emphasis by Arthurs).

In the event that the Board decided that some sort of notice was necessary Arthur's suggested two alternative notices that it felt would serve the Board's purpose:

> THIS PROGRAM IS COVERED BY GOVERNMENT REGULATIONS DIFFERENT FROM THOSE APPLICABLE TO PROGRAMS FOR THE GENERAL PUBLIC. PROTECTION OF AIR TRANSPORTATION PAYMENTS IS THE RESPONSIBILITY OF THE AIRLINE. PROTECTION OF PAYMENTS FOR LAND ARRANGEMENTS IS THE RESPONSIBILITY OF [NAME OF ORGANIZER].
>
> or
>
> THIS PROGRAM IS NOT COVERED BY SOME GOVERNMENT REGULATIONS APPLICABLE TO PUBLIC CHARTERS.

We are sensitive to Arthur's concerns about creating undue anxiety among prospective affinity charter participants. On the other hand, it is clear that affinity charter regulations do not provide the same level of protection as public charter regulations, and we have decided that affinity members should be alerted to that fact before they pay their money. Thus, our task is to frame a notice that is accurate, but not so technical that it loses its efficacy as a notice to consumers. The notice, because it points out a weakness of affinity charters, may discourage participation. This is not a sufficient reason to dispense with the notice, but we agree with Arthurs that it should be phrased so as not to create alarm out of proportion to the potential harm.

We do not find the suggestions by Arthurs satisfactory for our purposes, since they do not identify the type of protections that affinity charters lack. It is not very informative to say only that affinity programs are covered by regulations different from public charter regulations, or that they lack some protections applicable to public charters. Further, it is not wholly correct that "protection of air transportation payments is the responsibility of the airline," because that responsibility does not accrue until the airline or its agent has been paid.

In response to Arthurs' concerns, we are changing the notice to indicate that affinity charters are subject to fewer protective regulations than are public charters. The notice we are adopting reads:

SOME OF THE FEDERAL RULES THAT PROTECT AGAINST TOUR CHANGES AND LOSS OF PASSENGERS' MONEY IN PUBLICLY-SOLD CHARTERS DO NOT APPLY TO THIS CHARTER FLIGHT.

We conclude that this notice will fairly apprise the public of the potential risks of affinity charter travel without creating undue alarm. We also find that this notice is consistent with section 401(n)(2) of the Act. As Arthurs recognized, Congress did not intend the restrictions in that section to limit the Board's authority to adopt regulations for the protection of consumers. *Conference Report No. 95–1779*, 95th Cong., 2d Sess. 68, *reprinted* in (1978) U.S. Code Cong. & Ad. News 3773, 3785. Since this is a valid consumer protection provision, it does not fall within the scope of section 401(n)(2).

TIA suggested that the printing specifications for the notice should be comparable to those for public charter operator-participant contracts—that is, printed "so as to contrast with the rest of the [brochure], by the use of bold-face type, capital letters, or a type size that is at least 50 percent larger than that used for the rest of the [brochure]." The proposal specified only that the notice be in bold-face, 10-point or larger type. The public charter contract specifications, of course, allow as much latitude as possible in choosing the style of printing, as long as the information contrasts with the rest of the contract. We seek to allow as much latitude as possible for the solicitation notice adopted here, too, but the difference between public charter contracts and solicitation materials causes us to adhere to our proposal. Charter contracts are normally printed in uniform color and type, which provides a consistent background against which the specified language may be contrasted. Solicitation materials, however, often contain a variety of type sizes and colors, and the question of whether a given format provides adequate contrast or is 50 percent larger than the rest of the brochure, is not so obvious. We are therefore specifying the type style to avoid uncertainty. TIA does not appear to anticipate any major difficulties with the proposed format, and since no other comments raised the point, we conclude that the proposed format will be workable.

We are denying TIA's renewed requests to eliminate passenger address and phone listing requirements, and to allow unlimited one-way travel and intermingling affinity charters. We have already proposed in EDR–394, 45 FR 2331, January 11, 1980, that the passport verification procedures be revoked. TIA's requests are based on the argument that these requirements make affinity charters less competitive with affinity group fares on scheduled service. But as we discussed fully in EDR–382, the requirements that TIA wants removed are designed to prevent public charter consumer protection requirements from being circumvented through illegitimate affinity charters. The Board has adopted the charter consumer protection rules to protect participants against the risks inherent in public charter travel, and we will not invite evasion of those rules. The possibility that scheduled tours may be offered competitively with charter tours does not eliminate the risks of charter travel, or the need for consumer protection regulations. We are considering in another proceeding whether scheduled tours should be covered by consumer protection provisions.[1] If TIA believes that affinity charters are suffering from competition by group scheduled fares, it is free to obtain scheduled authority and begin offering group scheduled fares itself. We therefore deny TIA's requests.

In voluntary compliance with Executive Order 12044 on improving government regulations, the Board has adopted a policy of stating its plans for evaluating all final rules that it issues. The Board will evaluate this rule if complaints from carriers, travel agents, and members of the public affected by it indicate a need to do so.

Because the reduction of the minimum group size relieves a restriction and creates no additional burden, the Board finds that 14 CFR 207.11, 208.6, 212.8, and 214.7 may become effective immediately. Section 207.40, 208.210, 212.40 and 214.30 will become effective August 15, 1980.

Accordingly, the Civil Aeronautics Board amends 14 CFR Part 207, *Charter Trips and Special Services*, as follows:

1. Section 207.11(b)(1) is amended to read:

§ 207.11 Charter flight limitations.

* * * * *

(b)(1) Each person engaging less than the entire capacity of an aircraft for the movement of persons and their personal baggage shall contract and pay for 20 or more seats.

* * * * *

2. Section 207.40 is amended by adding a new paragraph (e) to read:

§ 207.40 Solicitation of charter participants.

* * * * *

(e) Printed solicitation materials shall contain the following notice in boldface, 10-point or larger type—

SOME OF THE FEDERAL RULES THAT PROTECT AGAINST TOUR CHANGES AND LOSS OF PASSENGERS' MONEY IN PUBLICLY-SOLD CHARTERS DO NOT APPLY TO THIS PROGRAM.

(Sec. 204, 401, 411, Federal Aviation Act of 1958, as amended; 72 Stat. 743, 754, 769; (49 U.S.C. 1324, 1371, 1381))

By the Civil Aeronautics Board.

Phyllis T. Kaylor,

Secretary.

[FR Doc. 80–18066 Filed 6–13–80; 8:45 am]

BILLING CODE 6320–01–M

[1] SPDR–71, 44 FR 43481, July 25, 1979.

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14 CFR Part 208

[Reg. ER–1177; Docket No. 34533; Amdt. No. 24 of Part 208]

Amendment of Rules for Pro Rata and Single Entity Charters

AGENCY: Civil Aeronautics Board.

ACTION: Final rule.

SUMMARY: The CAB, in response to a petition by Trans International Airlines, is reducing the minimum charter size for pro rata and single entity charters from 40 to 20 seats, and requiring a notice in all solicitation materials for pro rata charters that warns participants of the lesser degree of consumer protection provisions on those flights. The reasons for the changes are explained in ER–1176, issued today.

DATES: Adopted: June 10, 1980. Effective: The amendment of § 208.6 is effective June 10, 1980. The amendment of § 208.210 applies to solicitation materials distributed on or after August 15, 1980.

FOR FURTHER INFORMATION CONTACT: Patricia T. Szrom, Special Authorities Division, Bureau of Domestic Aviation, Civil Aeronautics Board, 1825 Connecticut Avenue, NW., Washington, D.C. 20428, 202–673–5088.

The Civil Aeronautics Board amends 14 CFR Part 208, *Terms, Conditions, and Limitations of Certificates to Engage in Charter Air Transportation*, as follows:

1. Section 208.6(b)(1) is amended to read:

§ 208.6 Charter flight limitations.

* * * * *

(b)(1) Each person engaging less than the entire capacity of an aircraft for the movement of persons and their personal baggage shall contract and pay for 20 or more seats.

* * * * *

2. Section 208.210 is amended by adding a new paragraph (e), to read:

§ 208.210 Solicitation of charter participants.

* * * * *

(e) Printed solicitation materials shall contain the following notice in boldface, 10-point or larger type—

SOME OF THE FEDERAL RULES THAT PROTECT AGAINST TOUR CHANGES AND LOSS OF PASSENGERS' MONEY IN PUBLICLY-SOLD CHARTERS DO NOT APPLY TO THIS PROGRAM.

(Secs. 204, 401, 411 of the Federal Aviation Act of 1958, as amended; 72 Stat. 743, 754, 769; (49 U.S.C. 1324, 1371, 1381))

By the Civil Aeronautics Board.

Phyllis T. Kaylor,

Secretary.

[FR Doc. 80-18070 Filed 6-13-80; 8:45 am]

BILLING CODE 6320-01-M

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14 CFR Part 212

[Reg. ER-1178; Docket No. 34533; Amdt. No. 34 of Part 212]

Amendment of Rules for Pro Rata and Single Entity Charters

AGENCY: Civil Aeronautics Board.

ACTION: Final rule.

SUMMARY: The CAB, in response to a petition by Trans International Airlines, is reducing the minimum charter size for pro rata and single entity charters from 40 to 20 seats, and requiring a notice in all solicitation materials for pro rata charters that warns participants of the lesser degree of consumer protection provisions for those flights. The reasons for the changes are explained in ER-1176, issued today.

DATES: Adopted: June 10, 1980. Effective: The amendment of § 212.8 is effective June 10, 1980. The amendment of § 212.40 applies to solicitation materials distributed on or after August 15, 1980.

FOR FURTHER INFORMATION CONTACT: Patricia T. Szrom, Special Authorities Division, Bureau of Domestic Aviation, Civil Aeronautics Board, 1825 Connecticut Avenue, NW., Washington, D.C. 20428, 202-673-5088.

The Civil Aeronautics Board amends 14 CFR Part 212, *Charter Trips By Foreign Air Carriers*, as follows:

1. Section 212.8(b)(1) is amended to read:

§ 212.8 Charter flight limitations.

* * * * *

(b)(1) Each person engaging less than the entire capacity of an aircraft for the movement of persons and their personal baggage shall contract and pay for 20 or more seats.

* * * * *

2. Section 212.40 is amended by addiing a new paragraph (e), to read:

§ 212.40 Solicitation of charter participants.

* * * * *

(e) Printed solicitation materials shall contain the following notice in boldface, 10-point or larger type—

SOME OF THE FEDERAL RULES THAT PROTECT AGAINST TOUR CHANGES AND LOSS OF PASSENGERS' MONEY IN PUBLICLY-SOLD CHARTERS DO NOT APPLY TO THIS PROGRAM.

(Sec. 204, 402, 411 of the Federal Aviation Act of 1958, as amended; 72 Stat. 743, 757, 769 (49 U.S.C. 1324, 1372, 1381).)

By the Civil Aeronautics Board.

Phyllis T. Kaylor,

Secretary.

[FR Doc. 80-18069 Filed 6-13-80; 8:45 am]

BILLING CODE 6320-01-M

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14 CFR Part 214

[Reg. ER-1179; Docket No. 34533; Amdt. No. 30 of Part 214]

Amendment of Rules for Pro Rata and Single Entity Charters

AGENCY: Civil Aeronautics Board.

ACTION: Final rule.

SUMMARY: The CAB, in response to a petition by Trans International Airlines, is reducing the minimum charter size for pro rata and single entity charters from 40 to 20 seats, and requiring a notice in all solicitation materials for pro rata charters that warns participants of the lesser degree of consumer protection provisions for those flights. The reasons for the changes are explained in ER-1176, issued today.

DATES: Adopted: June 10, 1980. Effective: The amendment of § 214.7 is effective June 10, 1980. The amendment of § 214.30 applies to solicitation materials distributed on or after August 15, 1980.

FOR FURTHER INFORMATION CONTACT: Patricia T. Szrom, Special Authorities Division, Bureau of Domestic Aviation, Civil Aeronautics Board, 1825 Connecticut Avenue, NW., Washington, D.C. 20428, 202-673-5088.

The Civil Aeronautics Board amends 14 CFR Part 214, *Terms, Conditions, and Limitations of Foreign Air Carrier Permits Authorizing Charter Transportation Only*, as follows:

1. The second proviso following § 214.7(b)(8) is amended to read:

§ 214.7 Charter flight limitations.

* * * * *

(b) * * *

(8) * * *

Provided, * * *

And provided further, That each person engaging less than the entire capacity of the aircraft shall contract and pay for 20 or more seats.

(c) * * *

2. Section 214.30 is amended by adding a new paragraph (e) to read:

§ 214.30 Solicitation of charter participants.

* * * * *

(e) Printed solicitation materials shall contain the following notice in boldface, 10-point or larger type—

SOME OF THE FEDERAL RULES THAT PROTECT AGAINST TOUR CHANGES AND LOSS OF PASSENGERS' MONEY IN PUBLICLY-SOLD CHARTERS DO NOT APPLY TO THIS PROGRAM.

(Secs. 204, 402, 411, Federal Aviation Act of 1958, as amended; 72 Stat. 743, 757, 769; (49 U.S.C. 1324, 1372, 1381))

By the Civil Aeronautics Board.

Phyllis T. Kaylor,

Secretary.

[FR Doc. 80-18059 Filed 6-13-80; 8:45 am]

BILLING CODE 6320-01-M

DEPARTMENT OF COMMERCE

International Trade Administration

15 CFR Part 368

Revision of Citations to Other Parts of the CFR

AGENCY: Office of Export Administration, International Trade Administration, U.S. Department of Commerce.

ACTION: Final rule.

SUMMARY: This rule amends § 368.1(a)(2) to include the correct CFR citation for the U.S. Munitions Import List (27 CFR 47.21).

The previous citation, 26 CFR Part 180, was recodified when the Bureau of Alcohol, Tobacco and Firearms established its own regulations.

EFFECTIVE DATE: June 16, 1980.

FOR FURTHER INFORMATION CONTACT: Archie Andrews, Director, Exporters' Service Staff, Office of Export Administration, Telephone: (202) 377-5247 or 377-4811.

SUPPLEMENTARY INFORMATION: Section 13(a) of the Export Administration Act of 1979 ("the Act") exempts regulations promulgated thereunder from the public participation in rulemaking procedures of the Administrative Procedure Act. Section 13(b) of the Act, which expresses the intent of Congress that where practicable "regulations imposing controls on exports" be published in proposed form, is not applicable because these regulations do not impose controls on exports. It has been

determined that these regulations are not "significant" within the meaning of Department of Commerce Administrative Order 218-7 (44 FR 2082, January 9, 1979) and International Trade Administration Administrative Instruction 1-6 (44 FR 2093, January 9, 1979) which implement Executive Order 12044 (43 FR 12661, March 23, 1978), "Improving Government Regulations." Therefore these regulations are issued in final form.

Accordingly, Part 368 of the *Export Administration Regulations* (15 CFR 368) is amended by revising § 368.1(a)(2)(i)(c) and § 368.1(a)(2)(ii) to read as follows:

§ 368.1 Effect of regulations.

(a) * * *

(2)(i) * * *

(c) by agreement with the U.S. Treasury Department for commodities on the U.S. Munitions List (22 CFR Part 121) that do not appear on the more limited U.S. Munitions Import List (27 CFR 47.21).

(ii) *Treasury Department.* The U.S. Treasury Department, Bureau of Alcohol, Tobacco and Firearms, Washington, D.C. 20224, administers similar procedures with respect to arms, ammunition, and implements of war as enumerated in the U.S. Munitions Import List (27 CFR 47.21).

* * * * *

(Secs. 13, 15 and 21 Pub. L. 96-72, 93 Stat. 503, to be codified at 50 U.S.C. App. 2401 *et seq.*; Department Organization Order 10-3, 45 FR 6141 (January 25, 1980); and Department Organization Order 41-1, 45 FR 11862 (February 22, 1980))

Dated: June 10, 1980.

Eric L. Hirschhorn,

Deputy Assistant Secretary for Export Administration.

[FR Doc. 80-18045 Filed 6-13-80; 8:45 am]

BILLING CODE 3510-25-M

DEPARTMENT OF JUSTICE

Drug Enforcement Administration

21 CFR Ch. II

Controlled Substances in Emergency Kits for Long Term Care Facilities

AGENCY: Drug Enforcement Administration.

ACTION: Statement of policy.

SUMMARY: This policy provides the individual state licensing and regulatory boards with general guidelines under which they may, in trun, promulgate specific rules for the use and handling of controlled substances utilized in emergency kits at Long Term Care Facilities. This course of action should improve health care services to such patients and decrease the quantities of controlled substances which might otherwise accumulate at Long Term Care Facilities.

EFFECTIVE DATE: June 16, 1980.

FOR FURTHER INFORMATION CONTACT: Mr. Ronald W. Buzzeo, Chief, Compliance Division, Office of Compliance and Regulatory Affairs, 1405 I Street, Northwest, Room 518, Washington, D.C. 20537, Telephone Number (202) 633-1321.

SUPPLEMENTARY INFORMATION: On April 3, 1980, the Administrator of the Drug Enforcement Administration issued a Statement of Policy (45 FR 24128, April 9, 1980) which proposed general guidelines by which the individual state licensing and regulatory boards may promulgate specific rules for the use and handling of controlled substances in emergency kits at Long Term Care Facilities.

The Notice requested that responsive comments and objections be submitted to DEA on or before May 12, 1980. A total of five responses were received all in support of the Statement of Policy. Two of these respondents offered the following comments:

A private firm which operates several Long Term Care Facilities suggested that the DEA more forcefully encourage the individual states to approve the placement of controlled substances in emergency kits at Long Term Care Facilities. The DEA considered this suggestion and determined that it would not be appropriate for the DEA to prevail upon the individual states in matters involving the health care delivery systems as the responsibility for determining the medical needs at Long Term Care Facilities remains a state function and responsibility.

The second comment was received from the Commonwealth of Pennsylvania, Department of Health suggesting that the guidelines include quantity limitations and identification of the controlled substances which would be permitted to be utilized in these emergency kits. In response to this suggestion, the DEA wishes to emphasize that the Statement of Policy was intended to set forth minimum guidelines for the states to consider in the establishment of rules for the use of controlled substances in emergency kits and that the guideline set forth in paragraph (b) of the Statement of Policy would be sufficient. The DEA encourages the individual states to adopt more stringent guidelines as they find necessary to effectively monitor emergency kit use of these substances in Long Term Care Facilities.

Therefore, pursuant to the authority vested in the Attorney General by 21 U.S.C. 821 and 871(b) as delegated by 28 CFR 0.100 to the Administrator of the Drug Enforcement Administration, the Administrator hereby orders that this Statement of Policy be placed into effect as follows:

Statement of Policy: The placement of emergency kits containing controlled substances in Long Term Care Facilities (LTCF) not registered with DEA shall be deemed to be in compliance with the Comprehensive Drug Abuse Prevention and Control Act of 1970, if the appropriate state agency or regulatory authority specifically approves such placement and promulgates procedures which delineate:

A. The source from which a LTCF may obtain controlled substances for emergency kits. The source of supply must be a DEA registered hospital/clinic, pharmacy or practitioner.

B. Security safeguards for each emergency kit stored in the LTCF which include the designation of individuals who may have access to the emergency kits and a specific limitation of the type and quantity of controlled substances permitted to be placed in each emergency kit.

C. Responsibility for proper control and accountability for such emergency kits within the LTCF to include the requirement that the LTCF and the providing DEA registered hospital/clinic, pharmacy or practitioner maintain complete and accurate records of the controlled substances placed in the emergency kits the disposition of these controlled substances plus the requirement to take periodic physical inventories.

D. The emergency medical conditions under which the controlled substances may be administered to patients in the LTCF to include the requirement that medication be administered by authorized personnel only as expressly authorized by an individual practitioner and in compliance with the provisions of 21 CFR 1306.11 and 21 CFR 1306.21.

E. Prohibited activities which can result in the state revocation, denial, or suspension of the privilege of having or

placing emergency kits, containing controlled substances, in LTCF.

No further comments or objections were received, nor were there any requests for a hearing.

Dated: June 6, 1980.

Peter B. Bensinger,

Administrator.

[FR Doc. 80-18080 Filed 6-13-80; 8:45 am]

BILLING CODE 4410-09-M

SELECTIVE SERVICE SYSTEM

32 CFR Parts 1611, 1612, 1613, 1615, 1617, 1619, and 1621

Selective Service Regulations: Administration of Registration; Revised Procedures

AGENCY: Selective Service System.

ACTION: Regulations pursuant to section 13(b) of the Military Selective Service Act (50 U.S.C. App. 463(b)).

SUMMARY The Selective Service System is amending Selective Regulations (32 CFR Chapter XVI) to provide revised procedures for the administration of registration in the event that the President issues his Proclamation directing that registration be conducted.

DATES: Comment Date: Written comments received on or before July 16, 1980 will be considered in accord with section 13(b) of the Military Selective Service Act (50 U.S.C. App. 463(b)).

EFFECTIVE DATE: Subject to the comments received, in the absence of substantive changes the amendments will become effective upon republication in the **Federal Register** not earlier than July 18, 1980.

ADDRESS: Selective Service System, Attn: General Counsel, 600 E Street, NW., Washington, D.C. 20435.

FOR FURTHER INFORMATION CONTACT: Henry N. Williams, General Counsel, Selective Service System, 600 E Street, NW., Washington, D.C. Phone: (202) 724-0895.

SUPPLEMENTARY INFORMATION: These amendments to Selective Service Regulations are published pursuant to section 13(b) of the Military Selective Service Act, (50 U.S.C. App., section 463(b)), and Executive Order 11623. These Regulations implement the Military Selective Service Act, as amended (50 U.S.C. App., sections 451 *et seq.).*

The amendments are:

Amendments to Selective Service Regulations

32 CFR Chapter XVI

PART 1611—DUTY AND RESPONSIBILITY TO REGISTER [Revoked]

PART 1612—REGISTRATION DUTIES [Revoked]

PART 1613—REGISTRATION PROCEDURES [Revoked]

1. Parts 1611, 1612, and 1613 are revoked.

2. Part 1615 is established to read as follows:

PART 1615—ADMINISTRATION OF REGISTRATION

Sec.

1615.1 Registration.
1615.2 Responsibility of Director of Selective Service in Registration.
1615.3 Registration procedures.
1615.4 Duty of persons required to register.
1615.5 Persons not to be registered.
1615.6 Selective service number.
1615.7 Evidence of registration.
1615.8 Cancellation of registration.

Authority: Military Selective Service Act, 50 U.S.C. App. 451 *et seq.* and Executive Order 11623.

§ 1615.1 Registration.

(a) Registration under selective service law consists of (1) completing of the Registration Card prescribed by the Director of Selective Service by a person required to register and (2) the recording of the information furnished by the registrant on his Registration Card in the records (master computer file) of the Selective Service System. Registration is completed when both of these actions have been accomplished.

(b) The Director of Selective Service will furnish to each registrant a verfication notice that includes a copy of the information pertaining to his registration that has been recorded in the records of the Selective Service System together with a correction form. If the information is correct, the registrant should take no action. If the information is incorrect, the registrant should forthwith furnish the correct information to the Director of Selective Service. If the registrant does not receive the verification notice within 90 days after he completed a Registration Card, he shall advise in writing the Selective Service System, 600 E Street, NW., Washington, D.C. 20435, of the applicable facts.

§ 1615.2 Responsibility of Director of Selective Service in registration.

Whenever the President by proclamation or other public notice fixes a day or days for registration, the Director of Selective Service shall take the necessary steps to prepare for registration and, on the day or days fixed, shall supervise the registration of those persons required to present themselves for and submit to registration. The Director of Selective Service shall also arrange for and supervise the registration of those persons who present themselves for registration at times other than on the day or days fixed for any registration.

§ 1615.3 Registration procedures.

Persons required by selective service law and the Proclamation of the President to register shall be registered in accord with procedures prescribed by the Director of Selective Service.

§ 1615.4 Duty of persons required to register.

A person required by selective service law to register has the duty

(a) to complete the Registration Card prescribed by the Director of Selective Service and to record thereon his name, date of birth, sex, Social Security Account Number (SSAN), current mailing address, permanent mailing address, telephone number, date signed, and signature; and

(b) to submit for inspection evidence of his identity at the time he submits his completed Registration Card to a person authorized to accept it. Evidence of identity may be a birth certificate, motor vehicle operator's license, student's identification card, United States Passport, or a similar document.

§ 1615.5 Persons not to be registered.

No person who is not required by selective service law or the Proclamation of the President to register shall be registered.

§ 1615.6 Selective service number.

Every registrant shall be given a selective service number.

§ 1615.7 Evidence of registration.

The Director of Selective Service shall issue to each registrant written evidence of his registration. The Director of Selective Service will replace that evidence upon written request of the registrant, but such request will not be granted more often than once in any period of six months.

§ 1615.8 Cancellation of registration.

The Director of Selective Service may cancel the registration of any particular

registrant or of a registrant who comes within a specified group of registrants.

PART 1617—REGISTRATION CARD [REVOKED]

PART 1619—CANCELLATION OF REGISTRATION [REVOKED]

PART 1621—PREPARATION FOR CLASSIFICATION

§§ 1621.2 and 1621.3 [Revoked]

3. Parts 1617 and 1619 and §§ 1621.2 and 1621.3 are revoked.

Bernard Rostker,

Director.

June 12, 1980.

[FR Doc. 80-18170 Filed 6-13-80; 8:45 am]

BILLING CODE 8015-01-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[FRL 1490-5]

Missouri; Revision of Air Quality Implementation Plan

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The EPA approves variances for the Union Electric Company Labadie power plant, River Cement Company, and the Monsanto Company Queeny Plant K-Street boiler. These variances (compliance schedules) granted by the Missouri Air Conservation Commission (MACC), and submitted to EPA on July 2, 1979, require all three plants to meet a revised opacity limit. The Labadie plant is also required to meet a revised mass emission limit.

The Labadie and River Cement plants are located in areas which are designated attainment for total suspended particulate matter (TSP) at 40 CFR Part 81. The Monsanto Queeny plant is in a TSP primary nonattainment area. Emissions from these three plants are found to have no adverse impact on reasonable further progress (RFP) in the St. Louis TSP nonattainment area. The EPA believes the variances (compliance schedules) will not prevent or interfere with attainment or maintenance of the TSP standards in the nonattainment area, and will not consume any prevention of significant deterioration (PSD) increment in the attainment areas.

DATES: The approval of these variances is effective as of July 16, 1980.

ADDRESSES: Copies of these variances are available at the following locations:

Environmental Protection Agency
Region VII
324 East 11th Street
Kansas City, Missouri 64106

Environmental Protection Agency
Public Information Reference Unit
401 M Street, S.W.
Washington, D.C. 20460

Missouri Department of Natural Resources
2010 Missouri Boulevard
Jefferson City, Missouri 65101

FOR FURTHER INFORMATION CONTACT: Mary C. Carter at 816-374-3791 (FTS 758-3791).

SUPPLEMENTARY INFORMATION: The variances require these three plants to comply with the 20 percent opacity requirements of Missouri Rule 10 CSR 10-5.090, revised from 40 percent. No increased emissions above that required by Rule 10 CSR 10-5.090 prior to its revision will be allowed during the terms of the variances. The purpose of the variances is to allow the companies sufficient time to design and install control equipment to meet the more stringent requirements of Rule 10 CSR 10-5.090 as revised.

In addition to meeting the opacity requirement, the Labadie power plant is required to come into compliance with the mass emission rate contained in Rule 10 CSR 10-5.030 which was revised from 0.18 lb/million BTU to 0.12 lb/million BTU of heat input.

One comment was received in response to the proposal. This comment supported the proposed approval of the Labadie power plant variance.

A more complete discussion of the terms of the compliance schedules and the rationale for their approval can be found in Notice of Proposed Rulemaking, published on January 25, 1980, at 45 FR 6121. The rationale in the proposal is incorporated by reference in this notice.

ACTION: The EPA approves the variances (compliance schedules) for the Union Electric Company Labadie power plant, River Cement Company, and the Monsanto Company Queeny Plant K-Street boiler.

Under the Executive Order 12044, EPA is required to judge whether or not a regulation is "significant" and therefore subject to the procedural requirements of that order, or whether it may follow other specialized development procedures. EPA labels these other regulations "specialized". EPA has determined that this is a specialized regulation and not subject to the procedural requirements of Executive Order 12044.

This rulemaking is issued under section 110 of the Clean Air Act, as amended (42 U.S.C. 7410).

Dated: June 9, 1980.

Douglas M. Costle,

Administrator.

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

Subpart AA—Missouri

1. Section 52.1320 is amended by adding paragraph (c)(17) as follows:

§ 52.1320 Identification of Plan

* * * * *

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

* * * * *

(17) On July 2, 1979, the Missouri Department of Natural Resources submitted variances (compliance schedules) for Union Electric Company's Labadie power plant, River Cement Company, and Monsanto Company's Queeny plant. The compliance schedules require these sources to comply with revised Rule 10 CSR 10-5.090. In addition, the Labadie power plant is required to come into compliance with Rule 10 CSR 10-5.030.

2. Section 52.1335 is amended by adding the following compliance schedules to the end of the existing list in § 52.1335(a):

§ 52.1335 Compliance Schedules

* * * * *

Source	Location	Regulations involved	Date adopted	Effective date	Final completion date
Union Electric Labadie power plant	Labadie	10 CSR 10-5.090, 10 CSR 10-5.030.	June 20, 1979	30 days from date of publication.	Mar. 1, 1984.
Monsanto Company Queeny Plant K-Street boiler	St. Louis	10 CSR 10-5.090	Sept. 20, 1978	30 days from date of publication.	Dec. 31, 1981.
River Cement Company	Jefferson County	10 CSR 10-5.090	June 20, 1979	30 days from date of publication.	June 30, 1981.

[FR Doc. 80-18056 Filed 6-13-80; 8:45 am]

BILLING CODE 6560-01-M

40 CFR Part 52

[FRL 1515-4]

Approval and Promulgation of Implementation Plans; Minnesota

AGENCY: U.S. Environmental Protection Agency.

ACTION: Final rule.

SUMMARY: The United States Environmental Protection Agency (USEPA) announces today final approval of specific revisions to the Minnesota State Implementation Plan (SIP). The revisions are transportation control plans for the City of Duluth (St. Louis County), and the urbanized areas of Rochester (Olmsted County) and Minneapolis-St. Paul (Anoka, Washington, Hennepin, Ramsey, Carver, Dakota and Scott Counties). The purpose of these revisions is to implement measures designed to attain and maintain in these areas the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO), as expeditiously as practicable but not later than December 31, 1982.

EFFECTIVE DATE: This final rulemaking becomes effective on June 16, 1980.

ADDRESSES: Copies of these SIP revisions, public comments on the Notice of Proposed Rulemaking (44 FR 67675), and USEPA's evaluation and response to comments are available for inspection at the following addresses:

U.S. Environmental Protection Agency, Region V Air Programs Branch, 230 South Dearborn Street, Chicago, Illinois 60604.

U.S. Environmental Protection Agency, Public Information Reference Unit, 401 M Street SW., Washington, D.C. 20460.

FOR FURTHER INFORMATION CONTACT: Richard Clarizio, Air Programs Branch, U.S. Environmental Protection Agency, Region V, 230 South Dearborn Street, Chicago, Illinois 60604, Telephone: (312) 886-6035.

SUPPLEMENTARY INFORMATION: On March 3, 1979 (44 FR 8962), pursuant to the requirements of section 107 of the Clean Air Act as amended in 1977, USEPA designated the following areas as not meeting the National Ambient Air Quality Standards (NAAQS) for carbon monoxide: the Cities of Duluth, Rochester, St. Louis and the Twin Cities urban area (Anoka, Washington, Hennepin, Ramsey, Carver, Dakota and Scott Counties).

Part D of the Act added by the 1977 Amendments requires that each state revise its SIP to meet specific requirements for areas designated as nonattainment. These SIP revisions must demonstrate attainment of the primary NAAQS as expeditiously as practicable, but no later than December 31, 1982. Under certain conditions, the date may be extended to December 31, 1987.

For each of these designated nonattainment areas the Minnesota Pollution Control Agency (MPCA) proposed a revision to the SIP. The proposed revision for the St. Cloud Metropolitan Area was submitted on May 17, 1979, and for the other three areas on July 3, 1979 and July 27, 1979.

The proposed revisions consist of transportation control plans (TCPs). These TCPs contain provisions for the development and implementation of such programs as: Improved traffic signalization, expanded car-van pooling, improved traffic flow and improved public transit. The State demonstrated that the implementation of the TCP programs will result in reductions in the carbon monoxide levels sufficient to ensure attainment of the CO NAAQS by December 31, 1982.

USEPA evaluated the adequacy of the proposed revisions using the requirements for an approvable nonattainment area SIP which appeared in the April 4, 1979 **Federal Register** (44 FR 20372) the "USEPA–USDOT Guideline for Air Quality—Transportation Plans", and the Office of Transportation and Land Use Policy "Checklist for Transportation SIP's."

In the July 2, 1979 **Federal Register** (44 FR 3858), the USEPA proposed approval of the St. Cloud Metropolitan Area TCP as a revision to the SIP. Final approval of this SIP revision was published in the December 13, 1979 **Federal Register** (44 FR 72116) with an effective date of December 13, 1979.

In the November 27, 1979 **Federal Register** (44 FR 67675), USEPA proposed rulemaking on the TCPs developed for the Twin Cities, Duluth and Rochester Metropolitan Areas. In that **Federal Register**, USEPA noted that specific portions of each TCP did not meet all of the requirements for a Part D SIP revision. USEPA proposed to approve the TCP for the Duluth and Rochester Area and the CO component of the TCP for the Twin Cities if during the public comment period the State adequately corrected the specified deficiencies. A sixty day public comment period was provided for interested parties to submit written comments on the proposed revisions or on USEPA's proposed approval.

The public comment period ended on January 28, 1980. During that time the USEPA recieved comments only from the State of Minnesota. Additionally, after the close of the public comment period, the USEPA received a comment from the U.S. Department of Transportation—Federal Highway Administration (USDOT–FHWA). The comments from the State and USDOT–FHWA, as well as USEPA's response, are summarized below.

I. Reporting of Progress Requirements (Duluth, Rochester, and Minneapolis-St. Paul TCPs)

One of the requirements for an approvable TCP is that it include a procedure for performing an annual evaluation of the consistency and conformity of the TCP with the SIP. In the November 27, 1979 **Federal Register**, the USEPA noted that the TCPs for each of the three metropolitan areas did not include such procedures. Therefore, USEPA stated that for the individual TCPs to be approvable as revisions to the SIP, the State needed to submit to USEPA during the public comment period the procedures for the annual evaluation process for each metropolitan area's TCP.

Commentor—On January 30, 1980, the USEPA received a letter from USDOT–FHWA. In this letter USDOT–FHWA expressed the concern that approval by USEPA of the procedures for the annual evaluation of consistency/conformity of the TCPs with the SIP may be interpreted by the public as an approval of these procedures to meet the FHWA requirements of 23 U.S.C. 109(j).

USEPA's Response—USEPA recognizes that the procedures are intended to meet the requirements of both 176(c) of the Clean Air Act (Act) and 109(j) of 23 U.S.C. 109(j). Approval of these procedures in this rulemaking satisfies section 2176(c) of the Act. USEPA's approval is not intended to change any FHWA requirements.

State's Response—On January 25, 1980, the State submitted its procedure to be used in the annual consistency/conformity determination process for these three urbanized areas. The procedure utilizes portions of USEPA and DOT guidance and the Region V USEPA–FHWA–UMTA Standard Operating Procedures of November 1978. The Minnesota procedure was developed with input from the FHWA-Minnesota Division, the Minnesota DOT and the local metropolitan planning organizations (MPOs).

USEPA's Response—The USEPA has reviewed the procedures submitted by the State for each metropolitan area's TCP and has determined that they are sufficient to correct the deficiency.

II. Implementor Commitment Requirements (Duluth and Minneapolis-St. Paul TCPs)

A. Duluth Metropolitan Area TCP

In the November 27, 1979 **Federal Register**, the USEPA noted that the Duluth Metropolitan Area TCP did not contain a commitment from the Minnesota DOT to implement a strategy for which it is responsible. This strategy is for the synchronization of the traffic signals on 3rd Street to maintain a progressive flow of traffic.

State's Response—Included in the State's January 25, 1980 response was a copy of a letter dated January 8, 1980 from the Minnesota DOT. In the January 8, 1980, letter the Minnesota DOT formally committed itself to provide funding for the completion of the project during the 1980 construction season.

USEPA's Response—USEPA has reviewed the letter from the Minnesota DOT and has determined that it satisfies the deficiency noted in the Implementor Commitment portion of the Duluth TCP.

B. Minneapolis-St. Paul Metropolitan Area TCP

USEPA stated in the November 27, 1979 **Federal Register** that the Minneapolis-St. Paul TCP did not contain the necessary commitments from the City of Minneapolis and the Metropolitan Transit Commission (MTC) to implement specific strategies listed in the TCP. In particular, the City of Minneapolis had not committed itself to the development of Hennepin and First Avenue North as one-way pairs. Additionally, MTC had not committed itself to implement certain transit improvements and other projects specified in the TCP as their responsibility.

State's Response—In the January 25, 1980, letter the State submitted a copy of a Minneapolis City ordinance passed on December 4, 1979. This ordinance approves the implementation of the one-way pair project on a time frame that ensures emission reductions will occur prior to December 31, 1982. Additionally, the State included an MTC report and explanatory material from the Metropolitan Council. This material indicates that the MTC is currently implementing projects identified in the TCP.

USEPA's Response—USEPA has reviewed the Minneapolis City ordinance and the supplementary information submitted by the MTC and the Metropolitan Council and has determined that the deficiencies noted in the November 27, 1979 **Federal Register** for the Implementor Commitments portion of the Minneapolis-St. Paul TCP have been adequately corrected.

III. Technical Assessments Requirements (Minneapolis-St. Paul TCP)

In the Minneapolis-St. Paul TCP the State indicated that a small percentage of total carbon monoxide emissions was attributed to stationary sources. In the carbon monoxide emissions inventory however, the State did not quantify the amount of these emissions. USEPA noted in the November 27, 1979 **Federal Register**, that without the quantification of the stationary source emissions the carbon monoxide emissions inventory was incomplete and an accurate assessment of the adequacy of the TCP could not be completed.

State's Response—Along with the January 25, 1980 letter the State submitted data which indicate that the total contribution of carbon monoxide from stationary sources in the Minneapolis-St. Paul Metropolitan Area is only 62 tons per year (TPY).

USEPA's Response—The data submitted by the State corrects the deficiency noted by USEPA. USEPA believes that the stationary source contribution of carbon monoxide is minimal and that the carbon monioxide reductions predicted in the TCP will be sufficient to attain the carbon monoxide NAAQS in the Minneapolis-St. Paul nonattainment area by December 31, 1982.

As discussed above the USEPA has reviewed the State's response to the November 27, 1979 **Federal Register** and has determined that the State has adequately corrected the deficiencies noted in the Rochester, Duluth and Twin Cities Metropolitan Area TCPs. Therefore, USEPA has determined that these TCPs, proposed as revisions to the SIP, now satisfy the requirements of the Clean Air Act for transportation portions of a SIP.

Having determined that these TCPs satisfy the requirements of the Clean Air Act, the Administrator approves these revisions to the Minnesota SIP. The Rochester, Duluth and Minneapolis-St. Paul Metropolitan Area must attain and continue to maintain the carbon monoxide NAAQS by December 31, 1982. USEPA has determined that good cause exists for making these revisions immediately effective. By making this final rulemaking immediately effective, some of the restrictions on industrial growth contained in section 110(a)(2)(I) of the Clean Air Act will be lifted from the State of Minnesota. These restrictions are imposed for failure to have a State Implementation Plan which meets the requirements of Part D after the final date for SIP approval specified in the Act. USEPA has determined that these revisions to the Minnesota State Implementation Plan meet the requirements of Part D for carbon monoxide nonattainment areas. Therefore it would be contrary to the public interest to continue the restrictions on industrial growth in these carbon monoxide nonattainment areas for thirty days after the publication of this notice (July 16, 1980).

The 1978 edition of 40 CFR Part 52 lists in the subpart for each state the applicable deadlines for attaining ambient standards (attainment dates) required by section 110(a)(2)(A) of the Act. For each nonattainment area where a revised plan provides for attainment by the deadline required by section 172(a) of the Act, the new deadlines will be substituted on the attainment date charts. The earlier attainment dates under section 10(a)(2)(A) will be referenced in a footnote to the charts. Sources subject to plan requirements and deadlines established under section 110(a)(2)(A) prior to the 1977 Amendments remain obligated to comply with those requirements, as well as with the new section 172 plan requirements.

Congress established new deadlines under section 172(a) to provide additional time for previously regulated sources to comply with new, more stringent requirements and to permit previously uncontrolled sources to comply with newly applicable emission limitations. If these new deadlines were permitted to supersede the deadlines established prior to the 1977 Amendments, sources that failed to comply with pre-1977 plan requirements by the earlier deadlines would improperly receive more time to comply with those requirements. Congress, however, intended that the new deadlines apply only to new, additional control requirements and not to earlier requirements. As stated by Congressman Paul Rogers in discussing the 1977 Amendments:

> Section 110(a)(2) of the Act made clear that each source had to meet its emission limits "as expeditiously as practicable" but not later than three years after the approval of a plan. This provision was not changed by the 1977 Amendments. It would be a perversion of clear congressional intent to construe part D to authorize relaxation or delay of emission limits for particular sources. The added time for attainment of the national ambient air

quality standards was provided, if necessary, because of the need to tighten emission limits or bring previously uncontrolled sources under control. Delays or relaxation of emission limits were not generally authorized or intended under Part D.

(123 Cong. Rec. H 11958, daily ed. November 1, 1977).

To implement fully Congress' intention that sources remain subject to pre-existing plan requirements, sources, cannot be granted variances extending compliance dates beyond attainment dates established prior to the 1977 Amendments. Such variances would impermissibly relax existing requirements beyond the applicable section 110(a)(2)(A) attainment date under the plan. Therefore, for requirements adopted before the 1977 Amendments, EPA will not approve a compliance date extension beyond pre-existing 110(a)(2)(A) attainment dates, even though a section 172 plan revision with a later attainment date has been approved.

However, in certain exceptional circumstances, extensions beyond a pre-existing attainment date are permitted. For example, if a section 172 plan imposes new, more stringent control requirements that are incompatable with controls required to meet the pre-existing regulations, the pre-existing requirements and deadlines may be revised if a State makes a case-by-case demonstration that a relaxation or revocation is necessary. Any such exemption granted by a State will be reviewed and acted upon by USEPA as a SIP revision. In addition, as discussed in the April 4, 1979 **Federal Register** (44 FR 20373), an extension may be granted if it will not contribute to a violation of an ambient standard or a PSD increment.

Under Executive Order 12044, USEPA is required to judge whether a regulation is "significant" and therefore subject to the procedural requirements of the Order or whether it may follow other specialized development procedures. USEPA labels these other regulations "specialized". I have reviewed this regulation and determined that it is a specialized regulation not subject to the procedural requirements of Executive Order 12044.

Dated: June 9, 1980.

Douglas Costle,

Administrator.

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

1. Section 52.1220(c) is amended by adding new subparagraph (15) to read as follows:

§ 52.1220 Identification of Plan

* * * * *

(c) * * *

(15) Transportation control plans for the Metropolitan Areas of Duluth, Rochester and Minneapolis-St. Paul were submitted on July 3, 1979 and July 23, 1979 by the Minnesota Pollution Control Agency.

2. Section 52.1223 is revised to read as follows:

§ 52.1223 Approval Status.

With the exceptions set forth in this subpart, the Administrator approves Minnesota's plans for the attainment and maintenance of the national standards under Section 110 of the Clean Air Act. Furthermore, the Administrator finds the plan satisfies all requirements of Part D, Title 1, of the Clean Air Act as amended in 1977, except as noted below.

3. Section 52.1226 is revised to read as follows:

§ 52.1226 Attainment Dates for National Standards.

The following table presents the latest dates by which the national standards are to be attained. The dates reflect the information presented in Minnesota's plan except where noted.

Air quality control region and nonattainment area	TSP		SO_x		NO_x	CO	O_3
	Primary	Secondary	Primary	Secondary			
Central Minnesota Interstate (AQCR-127):							
a. Primary/Secondary Nonattainment Areas	*j*	h	h	h	h	f	*j*
b. Remainder of AQCR	c	*a*	d	d	d	d	d
Southeast Minnestoa-Lacrosse (Wisconsin Interstate (AQCR-128):							
a. Primary/Secondary Nonattainment Areas	h	*i*	*j*	h	h	f	*j*
b. Remainder of AQCR	c	*a*	*a*	*a*	d	d	d
Duluth (Minnesota)-Superior (Wisconsin) Interstate (AQCR-129):							
a. Primary/Secondary Nonattainment Areas	h	*i*	h	h	h	f	*j*
b. Remainder of AQCR	*a*	*a*	c	*a*	d	d	d
Metropolitan Fargo (North Dakota)-Moorhead (Minnesota) Interstate (AQCR-130):							
a. Primary/Secondary Nonattainment Areas	h	h	h	h	h	h	h
b. Remainder of AQCR	c	*a*	d	d	d	d	d
Minneapolis-St. Paul Interstate (AQCR-131)	*j*	*j*	*j*	h	h	*f*	*j*
Northwest Minnesota Interstate (AQCR-132):							
a. Primary/Secondary Nonattainment Areas	h	*i*	h	h	h	h	h
b. Remainder of AQCR	c	*a*	d	d	d	d	d
Southwest Minnesota Intrastate (AQCR-133)	d	d	d	d	d	d	d

a. July 1975.
b. 5 years from plan approval or promulgation.
c. Air quality levels presently below primary standards or area is unclassifiable.
d. Air quality levels presently below secondary standards or area is unclassifiable.
e. Transportation and/or land use control strategy to be submitted no later than April 15, 1978.
f. December 31, 1982.
g. December 31, 1987.
h. Not applicable.
i. 18-month extension granted.
j. Attainment dates to be specified in the future.

NOTE.—For actual nonattainment designations, refer to 40 CFR Part 81.

NOTE.—Dates or footnotes which are italicized are prescribed by the Administrator because the plan did not provide a specific date or the date provided was not acceptable.

NOTE.—Sources subject to plan requirements and attainment dates established under Section 110(a)(2)(A) prior to the 1977 Clean Air Act Amendments remain obligated to comply with those requirements by the earlier deadlines. The earlier attainment dates are set out at 40 CFR 52.1226 (1978).

[FR Doc. 80-8044 Filed 6-13-80; 8:45 am]

BILLING CODE 6560-01-M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Public Health Service

42 CFR Part 57

Scholarships for First-Year Students of Exceptional Financial Need

AGENCY: Public Health Service, HHS.

ACTION: Final regulations.

SUMMARY: These regulations govern the award of grants to health professions schools for scholarships for full-time first-year students of exceptional financial need. The regulations will implement provisions of the Public Health Service Act, as amended by the Health Professions Educational Assistance Act of 1967.

EFFECTIVE DATE: These regulations are effective June 16, 1980.

FOR FURTHER INFORMATION CONTACT: Mrs. Alice Swift, Associate Director for Planning, Evaluation, and Legislation, Division of Health Professions Training Support, Bureau of Health Professions, Health Resources Administration, 3700

East-West Highway, Center Building, Room G–66, Hyattsville, Md. 20782 (telephone 301–436–6788).

SUPPLEMENTARY INFORMATION: In the **Federal Register** of August 22, 1978 (43 FR 37199), the Assistant Secretary for Health, with the approval of the Secretary of Health, Education, and Welfare, added Subpart OC entitled, "Scholarships for First-Year Students of Exceptional Financial Need" to part 57 of Title 42 of the Code of Federal Regulations.

These regulations implemented section 758 of the Public Health Service Act (the Act).

Section 758 authorizes the Secretary to make grants to public or private nonprofit schools of medicine, osteopathy, dentistry, optometry, pharmacy, podiatry, or veterinary medicine for scholarships to be awarded by the individual schools to full-time first-year students of exceptional financial need. As required by statute, the regulations give preference in funding to schools of medicine, osteopathy, and dentistry.

Due to the need to implement requirements for the allocation of funds for the 1978–79 school year, these regulations were published as interim-final regulations, without the benefit of proposed rulemaking procedures. Notwithstanding the omission of these rulemaking procedures, interested persons were invited to submit comments not later than October 23, 1978. Following the close of the comment period, the regulations were to be revised as warranted by public comments received. Nine persons responded within this period. For clarity, the comments and responses are arranged according to the section numbers and titles of the interim-final regulations to which they pertain.

§ 57.2802 Definitions.

One respondent requested that the Department expand the definition of "health professions school" to include schools of allied health and add the degree of physician associate to the degrees eligible for scholarships in those schools.

The Department cannot accept this suggestion because section 758(a) of the Act determines which schools and degrees are eligible for support under this program. Since this statute does not include allied health schools or the physician associate degree, the Department made no change in this section.

§ 57.2803 Application.

One respondent suggested that the regulations should require applicant schools to submit a list of scholarship applicants at the school in order of greatest financial need.

In order to assure the distribution of scholarships in order of greatest financial need of the applicants, the Department has adopted this suggestion.

§ 57.2804 Eligibility of students for scholarships.

Many of the respondents commented on the provision for determining the "exceptional financial need" of scholarship applicants. The interim-final regulation provided that to be of exceptional financial need a student could have *no* financial resources to meet the cost of the first year of study at the school. Most of the commenters objected to this criteria as being overly restrictive.

In response to the concerns expressed in these comments, the Department has modified this requirement in the final regulation to permit a student who has resources of not more than the lesser of $5,000 or 50 percent of the cost of education at his or her school to be eligible for a scholarship.

Some respondents proposed that the Department adopt the criteria for determining exceptional financial need which are applied under the Supplemental Educational Opportunity Grants Program authorized in section 413c(a)(2)(C) of the Higher Education Act, as amended. The regulations implementing that program define a student as being in exceptional financial need if "his or her expected family contribution does not exceed 50 percent of his or her cost of education." (45 CFR 176.9(b)(1)). It was also suggested that the provision should require the establishment of a funding order by ranking student applicants according to greatest financial need up to an eligibility cut-off point based on the percentage of the cost of education at his or her school which the student's resources constitute.

As pointed out above, the Department has revised the definition of exceptional financial need. The modified provision differs from that of the Supplemental Educational Opportunity Grants Program in that the eligibility cutoff point for the amount of resources which a student may have is the lesser of $5,000 or 50 percent of the cost of education at his or her school. The Department has chosen $5,000 as the eligibility limitation based on the determination that $5,000 is approximately one-half of the average cost of attendance at health professions schools. Because of the high cost of attendance at some of the health professions schools, without this dollar limit, the 50 percent figure could result in the funding of students other than those for whom this Scholarship Program was designed to benefit. Furthermore, in order to afford priority to students of greatest financial need, § 57.2806 of the regulations requires the award of Scholarships according to students with *no* financial resources first. Depending upon the level of appropriations, after those students have been awarded scholarships, support will be available based on student resources in increments of $500. Information on the maximum allowable resources for which support will be available will be distributed on an annual basis through school application materials.

Some respondents objected to the provision for determining the "exceptional financial need" of scholarship applicants because it does not allow financial aid officers sufficient discretion in determining eligible students. In response to these comments, the Department has revised this section to permit the school to use one of the national needs analysis systems approved by the Secretary of Education and any additional information which the school has regarding the student's financial status, including student assets, in determining resources available to the student. Student summer earnings, educational loans, veterans (G.I.) benefits and student earnings during the school year will not be considered resources.

The Department has also revised this section to clarify the fact that in determining a student's resources, the school must take into account the expected contribution of parents, spouse, and other family members (regardless of the tax status of the student). The Department believes that where a student may reasonably be expected to receive necessary support from family members, the student should not receive a scholarship in view of the limited resources available in this program.

§ 57.2805 Amount of scholarship award.

One respondent requested that this section be amended to include "dental

instruments." Since the amount of the scholarship award includes the cost of dental intruments as "other reasonable educational expenses" for a dental student, the Department made no change in this provision.

§ 57.2806 Grant award.

Two respondents requested clarification of this section, which provides for the allocation of grant funds. They also suggested that the regulations should require use of a system which would be subject to audit. One commenter recommended that the grant award system use a list of eligible scholarship recipients in order of greatest financial need which could be required under § 57.2803 entitled, "Application." The Department has accepted these suggestions and has revised this section accordingly.

In addition, the Department has modified this provision to allow each school of medicine, dentistry, or osteopathy and then all other eligible schools, an equal chance of receiving grant funds, regardless of the number of scholarship applicants at each school. The Department made this change to prevent exaggerated estimates of the number of scholarship requests of each school.

This section has also been revised to implement the legislative intent to award scholarships to students of greatest financial need. It provides that the Secretary will first fulfill scholarship requests for students with no financial resources for the first year of study at the school. Then, with any remaining funds the Secretary will fulfill scholarship requests for other eligible students based on student resources in increments of $500.

§ 57.2810 Records, audit, and inspection.

Two respondents objected to the requirement of this section that the grantee carry out an annual audit by an independent, certified public accountant.

The section has been revised to delete this requirement, in accordance with the amendment of section 705 of the Act by the Health Services Research, Health Statistics, and Health Care Technology Act of 1978, Pub. L. 95–623. The regulations now refer the grantee to § 705, which requires a biennial, rather than annual audit and no longer requires that a certified public accountant perform this audit.

The final regulations have been restructured based on "Operation Common Sense", the Department's initiative to improve the quality and readability of its regulations. The grants administration and nondiscrimination provisions have either been revised to reflect current policy or deleted as duplicative of the Department's grants administration regulation (45 CFR Part 74). All provisions have been reorganized into a standardized format for health professions grants regulations.

Accordingly, Subpart CC of 42 CFR Part 57 is adopted as set forth below.

Date: May 23, 1980.

Julius B. Richmond,

Assistant Secretary for Health.

Approved: June 9, 1980.

Patricia Roberts Harris,

Secretary.

PART 57—GRANTS FOR CONSTRUCTION OF TEACHING FACILITIES, EDUCATIONAL IMPROVEMENTS, SCHOLARSHIPS AND STUDENT LOANS

Subpart CC—Scholarships for First-Year Students of Exceptional Financial Need

Sec.

57.2801 To what programs do these regulations apply?
57.2802 Definitions.
57.2803 How to apply for a grant.
57.2804 Students eligible for scholarships.
57.2805 Amount of scholarship award.
57.2806 How is the amount of grant award determined?
57.2807 For what purposes may grant funds be spent?
57.2808 What additional Department regulations apply to grantees?
57.2809 What other records, audit, and inspection requirements apply to grantees?
57.2810 Additional conditions.

Authority: Sec. 215 of the Public Health Service Act, 58 Stat. 690, as amended, 63 Stat. 35 (42 U.S.C. 216); sec. 758, Public Health Service Act, 90 Stat. 2289 (42 U.S.C. 294z).

§ 57.2801 To what programs do these regulations apply?

These regulations apply to grants under section 758 of the Public Health Service Act (42 U.S.C. 294z) for scholarships for full-time first-year students of exceptional financial need.

§ 57.2802 Definitions.

"Act" means the Public Health Service Act, as amended.

"First year of study" means the student's first year of post baccalaureate study at a health professions school leading to a degree specified in section 701(4) of the Act. For a health professions school with a course of study of more than 4 years, only the last 4 years will be considered as professional years and the first year of study will be the first of the last 4 years.

"Full-time student" means a student enrolled in a school and pursuing a course of study which constitutes a full-time academic workload, as determined by the school, leading to a degree from a health professions school, as specified in section 701(4) of the Act.

"Health professions school" or "school" means a public or private nonprofit school of medicine, osteopathy, dentistry, optometry, podiatry, pharmacy, or veterinary medicine providing a course of study, or a portion thereof, as defined in section 701(4) of the Act.

"National of the United States" means (1) a citizen of the United States, or (2) a person who, though not a citizen of the United States, owes permanent allegiance to the United States, as defined in the Immigration and Nationality Act, at 8 U.S.C. 1101(a)(22).

"Secretary" means the Secretary of Health and Human Services and any other officer or employee of the Department to whom the authority involved has been delegated.

"State" means in addition to the several States, only the District of Columbia, the Commonwealth of Puerto Rico, the Northern Mariana Islands, the Virgin Islands, Guam, American Samoa, and the Trust Territory of the Pacific Islands.

§ 57.2803 How to apply for a grant.

(a) Any health professions school located in a State may apply for a grant.

(b) In addition to other information that the Secretary may require, an application must contain:

(1) A listing of eligible scholarship recipients in order of greatest financial need, indicating resident or nonresident status as well.

(2) The name of the need analysis service used in evaluating the financial status of applicants.

§ 57.2804. Students eligible for scholarships.

(a) A scholarship may be awarded only to a student who:

(1) Is a national of the United States, or a permanent resident of the Trust Territory of the Pacific Islands or the Northern Mariana Islands or a lawful permanent resident of the United States, Puerto Rico, the Virgin Islands, or Guam.

(2) Has been accepted for enrollment as a full-time student in the first year of study by a health professions school.

(3) Has exceptional financial need as determined under paragraph (b) of this section.

(b)(1) For the purpose of this subpart, a student will have exceptional financial need if the school determines that his or her resources, as described in (b)(2) of this section, do not exceed the lesser of

$5,000 or one-half of the cost of attendance at the school.

(2) The school will determine the financial resources of a student by using one of the national need analysis systems or any other procedure approved by the Secretary of Education and published under 45 CFR 144.13 and other information which the school has regarding the student's financial status. The school must take into account, regardless of the tax status of the student, the expected contribution from parents, spouse, or other family members. Student summer earnings, educational loans, veterans (G.I) benefits and earnings during the school year will not be considered resources for purposes of this subpart.

(3) The school will determine cost of attendance at the school by considering expenses reasonably necessary for the student's attendance at the school, including any special needs and obligations which directly affect the student's ability to attend the school on a full-time basis. The school must document the criteria used for determining these costs.

(c) A recipient of a National Health Service Corps Scholarship, under section 751 of the Act, or an Indian Health Scholarship, under section 757 of the Act, is ineligible for a scholarship under this subpart.

§ 57.2805 Amount of scholarship award.

A scholarship will consist of:

(a) The tuition of the student for the first year of study;

(b) The cost of all other reasonable educational expenses including fees, books, and laboratory expenses of the student for the school year; and

(c) A stipend of $400 per month (adjusted in accordance with section 751(g)(3) of the Act) for 12 consecutive months beginning with the first month of the school year.

§ 57.2806 How is the amount of grant award determined?

(a) A school which receives a grant under this subpart must award each scholarship successively to the eligible individual as specified in § 57.2803(b)(1) of greatest financial need at that school.

(b) The Secretary will make a randomized list of all eligible applicant schools of medicine, dentistry and osteopathy and a second randomized list of all remaining eligible applicant schools. To the extent of available funds, the Secretary will award grant funds sufficient for one scholarship to each eligible applicant school on the first list, and then proceed to the list of all other eligible applicant schools and award one scholarship to each school in the same manner. These scholarships must go to students who have no financial resources for the first year of study at the school, as determined under § 57.2804. The Secretary will then allocate any remaining funds according to paragraph (c) of this section.

(c)(1) Proceeding in sequence through the list of schools of medicine, dentistry and osteopathy, the Secretary will award each school of medicine, dentistry, and osteopathy sufficient grant funds for a second scholarship which must be given to a student with no financial resources for the first year of study at the school, as determined under § 57.2804. This procedure will be repeated until all the scholarship requests of the applicant schools of medicine, osteopathy, and dentistry for scholarships for students with no financial resources have been satisfied or until all the available grant funds have been allocated. If there are additional grant funds, the Secretary will then proceed to the list of all other eligible applicant schools and will allocate scholarships for students with no financial resources using the same procedure.

(2) If additional grant funds remain after fulfilling all requests for scholarships for students with no financial resources at all eligible applicant schools, using the method described in paragraph (1) of this section the Secretary will allocate funds for scholarships to students who have resources from one to 500 dollars. With any remaining funds after completion of these awards, the Secretary will, in the same manner, award grants for scholarships to students with resources in increments of $500 until all grant funds are awarded or students who have $5,000 in resources or 50 percent of the cost of education at the school have received awards.

§ 57.2807 For what purposes may grant funds be spent?

(a) A grantee shall only spend funds it receives under this subpart according to the approved application, the authorizing legislation, terms and conditions of the grant award, and these regulations.

(b) The grantee must discontinue all scholarship payments and remit the unused balance of the scholarship to the Federal Government in the event that a recipient ceases to be a full-time student at the school.

§ 57.2808 What additional Department regulations apply to grantees?

Several other regulations apply to these grants. They include, but are not limited to:

42 CFR Part 50—PHS grant appeals process

45 CFR Part 16—Department grant appeals process

45 CFR Part 74—Administration of grants

45 CFR Part 80—Nondiscrimination under programs receiving Federal Assistance from the Department—Implements Title VI of the Civil Rights Act of 1964

45 CFR Part 81—Practice and procedure for hearings under Part 80

45 CFR Part 83—Nondiscrimination on the basis of sex in the admission of individuals to training programs

45 CFR Part 84—Nondiscrimination on the basis of handicap in Federally assisted programs

45 CFR Part 86—Nondiscrimination on the basis of sex in Federally assisted education programs

45 CFR Part 91 [1]—Nondiscrimination on the basis of age in Department programs or activities receiving Federal financial assistance

§ 57.2809 What other records, audit, and inspection requirements apply to grantees?

(a) Each grantee must, in addition to the requirements of 45 CFR Part 74, meet the requirements of section 705 of the Act concerning recordkeeping, audit, and inspection.

(b) The grantee must also maintain: (1) A record of all applications for scholarships, and the basis for approving or disapproving each application, including a copy of the total need analysis and determination of resources for each applicant and documentation for any changes made to the need analysis report used by the school; (2) A record of the amount of funds awarded to each recipient.

§ 57.2810 Additional conditions.

The Secretary may impose additional conditions on any grant award before or at the time of an award if he or she determines that these conditions are necessary to assure or protect the advancement of the approved activity, the interest of the public health, or the conservation of grant funds.

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[1] When issued.

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. 76-06; Notice 9]

Federal Motor Vehicle Safety Standards; Speedometers and Odometers

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Final rule (response to petitions for reconsideration and final action on notice of proposed rulemaking).

SUMMARY: This notice amends Federal Motor Vehicle Safety Standard (FMVSS) No. 127, *Speedometers and Odometers*. It responds to petitions for reconsideration of FMVSS 127 and takes final action on a notice of proposed rulemaking.

This notice grants petitions for facilitating compliance with the odometer marking option, clarifying the odometer marking requirements, and providing an additional optional method of compliance with the odometer tampering requirements. It also grants a petition to exempt all police vehicles from the provision limiting the maximum speed which speedometers may indicate. The standard is amended accordingly.

Pursuant to the proposal, this notice amends FMVSS 127 by exempting motorcycles from the odometer tampering requirements, specifying the four tampering methods that odometers complying with the irreversibility option must resist absent breakage, specifying the tools to be used in each of those methods, requiring the differentiation of replacement odometers and wheels, and clarifying and further specifying the requirements for odometers complying with the encapsulation option. These amendments make the standard more effective and objective and thereby facilitate compliance.

DATES: Effective dates: The odometer requirements in sections S4.2 through S5.2 become effective September 1, 1981. This is the effective date previously established in the final rule published March 22, 1979 (44 FR 17500). The amendment of the speedometer provisions of section S4.1.3 becomes effective June 16, 1980.

FOR FURTHER INFORMATION CONTACT: Mr. John W. Carson, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, D.C. 20590 (202-426-2720).

SUPPLEMENTARY INFORMATION: On March 16, 1978, the NHTSA published a final rule establishing Federal Motor Vehicle Safety Standard (FMVSS) No. 127, *Speedometers and Odometers* (43 FR 10919). With respect to odometers, the standard is intended to reduce the incidence of odometer tampering in order to prevent consumer fraud and the presence of potentially dangerous vehicles on the nation's highways. As originally written, the final rule required that odometers be immovable in the reverse direction and that they indicate when the distance traveled by a vehicle had exceeded 99,999 miles or kilometers.

On July 27, 1978, the NHTSA published a response to an initial set of petitions for reconsideration of the final rule (43 FR 3421). With regard to odometers, that response amended FMVSS 127 so that manufacturers could comply by choosing either (1) the marking option which required that odometers permanently mark the wheel registering ten thousands of miles or kilometers as it rotated, or (2) the irreversibility option which specified that odometers could be reversed up to a maximum of 10 miles but that any further reversal must render the odometer "permanently and totally inoperable."

Following receipt of a second set of petitions for reconsideration of the final rule, the agency published a response on March 22, 1979 (44 FR 17500). In that response, the irreversibility option was amended. The requirement that odometers be irreversible unless rendered "permanently and totally inoperable" was replaced with a less stringent one. It required that odometers be constructed so that reversal beyond 10 miles or kilometers could not be accomplished without breaking or destroying the odometer in one or more of five specified ways. In the preamble to the response to petitions, the agency designated the methods of tampering with which the five specified types of telltale breakage are associated and described ways in which manufacturers could ensure that these methods would result in the specified types of telltale breakage. The response to petitions also postponed the effective date of the odometer requirements from September 1, 1980, to September 1, 1981.

Following publication of the March 22, 1979, response to petitions for reconsideration, the agency received the third and current set of petitions for reconsideration. Petitions were submitted by General Motors Corporation, Ford Motor Company, Chrysler Corporation and Thomas D. Regan. The petitions address the provisions of FMVSS 127 as modified by the March 22, 1979, response to the second round of petitions for reconsideration. A discussion of the issues raised by these petitions and their resolution is presented in this notice in two parts, one concerning odometer requirements and the other concerning speedometer requirements. All petitions are denied except as otherwise noted.

Simultaneously with the publication of the March 22, 1979, response to petitions for reconsideration, the agency also issued a notice of proposed rulemaking (44 FR 17532, March 22, 1979). This notice did not propose that any changes be made in the marking option, but did propose that the irreversibility option be modified and reorganized into two separate but related options. It was proposed that the list of tampering methods which appeared in the preamble to the March 22, 1979, response to petitions be incorporated into the text of the irreversibility option. As published in the March 22, 1979, response to petitions, the irreversibility option required that odometers be constructed so that reversal beyond 10 miles or kilometers could not be accomplished at all or could not be accomplished without resulting breakage or destruction of the odometer in one or more of five specified ways which included breaking a rigid or semi-rigid shield that totally or partially encapsulated the odometer. The notice proposed that the encapsulation provision be taken out of the irreversibility option and made into a second option. Accordingly, compliance with the irreversibility option would require prevention of tampering by any of the designated methods, or alternatively resulting telltale breakage of the odometer, while the encapsulation option would require prevention of tampering, or alternatively resulting breakage of the encapsulation. The notice also requested comments concerning the possible need for further refinement of the odometer tampering provisions of FMVSS 127.

In addition, the notice of proposed rulemaking proposed that "each replacement wheel for an odometer and each wheel on a replacement odometer * * *" be visibly differentiated from wheels on odometer installed in new vehicles as original equipment. In the case of odometers built in compliance with the marking option, for example, the proposal was intended to prevent tamperers from replacing marked ten thousands wheels with identical new unmarked ones. In the case of odometers built to comply with the irreversiblity option, the proposal was

intended to prevent tamperers from simply removing reversal resistant odometers and replacing them with new identical odometers set to lower mileage readings. The notice also proposed to require that the ten thousand miles/kilometers wheel on each odometer be visibly differentiated from all other wheels on the odometer.

Today's final rule provides manufacturers with a wide range of compliance options which the agency believes will be reasonably effective in reducing the incidence of odometer tampering. However, manufacturers can improve the effectiveness of any option that they choose to adopt by notifying purchasers of the means they are using to deter and prevent tampering. The agency urges manufacturers to provide this information to purchasers of their vehicles and will monitor the efforts made to determine whether the provision of such information should be made mandatory.

Response to Petitions for Reconsideration Concerning Odometer Requirements

In their petitions for reconsideration, General Motors Corporation, Chrysler Corporation and Ford Motor Company all requested modification of the odometer marking option. General Motors requested that the agency either (1) suspend the effective date of the odometer requirements of FMVSS 127 and provide a period of at least three years between the issuance of a new final rule and its effective date, or (2) modify the odometer marking option to allow a system that marks each numeral on the 10,000 miles/kilometers will wheel within 500 miles or kilometers after that numeral disappears from view. The agency has decided that the second alternative should be granted. The information on which this decision rests includes a June 14, 1979, meeting reported in the docket at which General Motors demonstrated its system. Rather than marking each numeral on the 10,000 miles/kilometers wheel as the numeral turns out of the driver's view, the General Motors' system employs a continually moving stylus which faintly scratches the numeral and/or the background after each mile of operation, gradually removing the original color and revealing an underlying contrasting color. With each mile travelled, the contrasting color becomes more visible. By the time the vehicle has travelled 500 miles after the rotation of the 10,000's wheel, the contrasting color is visible enough so that but for the wheel having turned the numeral out of view in order to register increased mileage, the color would be visible to a person occupying the driver's position. In addition, the contrasting color can be easily seen by the driver when the numeral reappears. The agency has concluded that this system will reduce compliance costs without compromising achievement of FMVSS 127's objective of reducing odometer tampering. Language implementing this decision has been incorporated into section 4.2.6.1 of the final rule being published today.

General Motors also proposed in a May 10, 1979, meeting with NHTSA officials that the language of section 4.2.7.1 as it appeared in the March 22, 1979, response to petitions be clarified. Ford made the same request in its petition for reconsideration. Section 4.2.7.1 required that the odometer marking device mark by "permanent means, readily visible to the driver, each numeral on the wheel registering ten thousands of miles or kilometers as the numeral disappears from the driver's view." This provision has been clarified in section 4.2.6.1 of the final rule published today. Section 4.2.6.1(b) of today's final rule relaxes slightly the requirements for the location of the mark.

The agency suggests that manufacturers electing to use the marking option build their systems so that the numbers on the odometer wheels will not be totally obliterated and rendered illegible when marked. The course of action will ensure the readability of odometers on high mileage vehicles. The same suggestion is made for systems used to indicate (in accordance with section S4.2.3 of today's rule) that the number of miles/kilometers registered on the odometer has exceeded either 89,999 or 99,999. This suggestion has not been incorporated as a mandatory requirement in today's final rule due to the lack of notice. Further, NHTSA does not contemplate proposing the requirement since the agency believes that, due to consumer preferences, manufacturers would not be inclined to build odometers that will become unreadable after having recorded 100,000 miles.

General Motors and Chrysler both petitioned for deletion of the requirement that all odometers, including those built to comply with the requirements of the marking option, "* * * be movable in only the forward direction when driven through the odometer gear train * * * except as provided in S4.2.8." (S4.2.4, March 22, 1979, response to petitions). Section 4.2.8 indicated that this requirement would be moderated in the case of odometers built to comply with the irreversibility option to permit reversal up to a maximum distance of 10 miles. The petitioners stated that the section 4.2.4 requirement constituted a substantive change from the July 27, 1978, version of FMVSS 127, that it would not "enhance the security of marking type odometers, and that it would unnecessarily increase the cost of vehicles * * *" to consumers. The petitioners argued that an odometer complying with the marking provision alone would prevent rollbacks of 10,000 miles or more by providing a visible indication of those rollbacks. The marking option would also indirectly prevent rollbacks of lesser magnitude because such rollbacks are not cost effective to persons seeking to sell vehicles whose mileage has been altered.

The agency agrees with the petitioners that the gear train drivability requirement of section 4.2.4 would not appreciably enhance the effectiveness of marking-type odometers. Therefore, the agency is granting General Motors' and Chrysler's petitions by deleting this requirement to the extent that it applies to marking-type odometers. However, this requirement will continue to be applicable to odometers complying with the irreversibility or the encapsulation options included in the final rule published today.

In their petitions for reconsideration, both Ford and General Motors discussed the modifications made to the irreversibility option by the March 22, 1979, response to petitions. Ford petitioned for the deletion of the language which made the irreversibility requirements specifically applicable to all odometers regardless of whether they are installed in or removed from vehicles. Ford stated that by adding this language, the agency had both added additional detail to the requirements and failed to provide manufacturers with prior opportunity for comment, thus negating design work undertaken by the company in order to make its odometers more tamper resistant. General Motors stated that the language should have been subject to public comment, and that it provides further evidence of the need to suspend the effective date of the standard.

In its petition, Ford also questioned the practicability and effectiveness of the modified irreversibility requirements. Ford expressed doubt that any available mechanical odometer could meet the requirements subsequent to its removal from a vehicle. Pointing to the provisions requiring that odometers be irreversible absent the prerequisite performance of one of five specified operations, Ford stated that three of the

operations would not be obvious to a prospective vehicle owner and that the provision as a whole would "merely change the mode of operation . . ." of odometer tamperers. Ford also concluded that, by requiring that original equipment odometers be made more tamper resistant, the agency would simply encourage tamperers to substitute odometers from wrecks and stolen vehicles and would create another market for stolen parts.

The agency has concluded that Ford's petition should be denied. The agency does not agree that Ford and the other manufacturers have been deprived of an opportunity for comment. By specifically modifying the language of the final rule in the March 22, 1979, response to petitions, the agency simply clarified the language of earlier rulemaking actions concerning the applicability of the irreversibility requirements. Each of these rulemaking actions stated that Safety Standard No. 127 is both a vehicle and an equipment standard. It is applicable to specified vehicle types and to speedometers and odometers for use in those vehicle types. It also appears that Ford has been acting upon this same understanding about the broad applicability of the requirement since the company stated at a meeting with NHTSA officials on September 27, 1978, that it was designing an odometer that was difficult to remove from the vehicle. A description of this meeting may be found in the docket. Further, this requirement was included in the March 22, 1979, notice of proposed rulemaking and comments pertaining to any aspect of tamper resistance were requested.

The agency also rejects General Motors' comments regarding notice. The modification of the irreversibility option has the effect of easing the manufacturers' burden of compliance by providing more flexibility and greater opportunity to employ less costly and complicated technology. Further, as noted above, the March 22, 1979, proposal requested comments pertinent to these changes.

With respect to Ford's arguments concerning the practicability, effectiveness and probable consequences of the irreversibility requirements, the agency has reached the following conclusions. The modified requirements are practicable. This has been shown by, for example, the fact that Ford demonstrated at a meeting with NHTSA officials on April 4, 1979, an odometer that apparently meets the requirements of both of the March 22, 1979, rulemaking actions. It is true that if odometer reversal were accomplished after performance of three of the operations specified in the irreversibility option, it would not be obvious to the potential vehicle purchaser. However, the agency has concluded that an irreversibility option that will in all cases ensure that the potential purchaser sitting in the driver's seat is provided with evidence of tampering would be too costly at this time. Further, the irreversibility option as modified will serve the goal of decreasing the incidence of odometer tampering by making tampering more difficult and by providing evidence which investigators can detect.

With respect to Ford's statement that the irreversibility requirements will encourage greater use of odometers from wrecks or stolen vehicles, the agency agrees that this may be true in some cases. Partially in response to this potential problem, the agency proposed Section S4.2.9 of the notice of proposed rulemaking which would require that new replacement odometer components be different from original equipment components. The agency's action on that proposal is discussed at the end of this preamble.

In its petition, General Motors also took issue with the agency's statement in the preamble to the March 22, 1979, response to petitions that the tampering indicator used in the company's odometer design provided an insufficiently visible indication of reversal. General Motors' odometer operated so that upon an attempt to forcibly rotate any of the odometer wheels, a tear strip holding the opinion carrier plate tabs was torn and the carrier plates rotated to reveal shiny metal separations between the wheels rather than the normal black separations. At a meeting on June 14, 1979, General Motors stated that this design had been altered so that the carrier plates would rotate to reveal distinctively colored separations between the wheels and so that the tear strip could not be easily removed during tampering and then replaced afterward. General Motors stated in its petition that this modified design would comply with the requirements of the irreversibility option as published in the March 22, 1979, response to petitions, and therefore the agency should rescind its opinion that the odometer would not comply with FMVSS 127. The agency has concluded that this odometer design would be tamper resistant although it does not completely meet the requirements of any of the compliance options presented in the March 22, 1979, rulemaking actions. Consequently, the agency has granted General Motors' petition as it relates to this issue by incorporating a third tamper resistance option in section 4.2.5.3 of the final rule which will specifically enable this type of odometer to comply with FMVSS 127.

Mr. Thomas D. Regan submitted a petition seeking modification of FMVSS 127 as published on March 22, 1979, and resubmitted comments and petitions previously submitted in response to earlier versions of FMVSS 127. Since these earlier comments and petitions were considered and discussed in prior rulemaking actions, that discussion will not be repeated here. In his most recent petition, Mr. Regan requested that the agency amend FMVSS 127 by: (1) making the odometer requirements specifically applicable to all new and replacement odometers; (2) replacing the word "reversible" where it occurs, with the term "resettable" or "changeable in the forward or reverse direction at a rate not faster than its normal recording rate"; (3) restricting reversal to 10 miles for all types of devices; (4) prohibiting removal of component parts for all types of devices; (5) specifying that compliance with the irreversibility option requires that odometers be constructed so that they are resistant to tampering by any of the listed operations or so that performance of any of these operations will leave telltale damage; (6) specifying that compliance with the irreversibility option requires that odometers be constructed in accord with point 5 above or that they be encapsulated such that any attempt to breach the encapsulation would be obvious to anyone viewing the odometer while it is installed in the vehicle; (7) eliminating the marking option or requiring installation of a marking device that cannot be moved or removed without leaving telltale signs; and (8) revising the test procedures so that all odometers must be tested for compliance by a tester who would attempt to rollback the odometer.

The agency has taken the following action on Mr. Regan's petition. Point 1 of the petition is denied because FMVSS 127 already applies to all odometers intended for use in passenger cars, multipurpose passenger vehicles, trucks, and buses. Point 2 of the petition is denied. The agency agrees that replacing the word "reversible" with the word "resettable" would improve the irreversibility option in the final rule by making it specifically applicable to tampering accomplished both by turning the odometer wheels backward and by turning the wheels forward past zero. However, the agency is not including a specific requirement to this effect in today's final rule due to the lack of notice. Nonetheless, the agency urges

manufacturers who choose the irreversibility option to voluntarily build odometers resistant to tampering accomplished by moving the odometer wheels either forward or backward. The agency will monitor efforts made in this area in determining whether a mandatory requirement should be proposed. Point 3 of the petition is denied with respect to odometers complying with the marking option since, as discussed earlier, addition of the requirement would not enhance the tamper resistance of marking type odometers. Point 3 of the petition is moot with respect to odometers built in compliance with other options in the final rule since allowable reversal of such odometers is already limited to 10 miles. Point 4 of the petition is denied because it would be extremely difficult to measure compliance with a standard which prohibits removal of component parts from odometers. In support of Point 5 of his petition, Mr. Regan stated that the irreversibility option was faulty because it does not result in odometers that are resistant to tampering by the five specified operations and that these operations do not leave telltale evidence. Point 5 of the petition is denied for two reasons. First, the irreversibility option is not intended to prevent completely any reversal accomplished by one of the five specified operations. The option states that an odometer that can be reversed only as a result of one of these operations complies since performance of any one or more of these operations will generally leave telltale damage. Second, although in some cases the resulting telltale evidence will be apparent only to the trained investigator, the agency believes that making the requirements more stringent at this time would unduly increase the difficulty and cost of compliance. For the same reason, Point 6 of the petition is also denied. Point 7 of the petition is aimed at preventing premeditated alteration of vehicle mileage, i.e., the adjusting of a vehicle's odometer prior to sale of the vehicle in order to prevent proper recording of mileage or proper operation of a marking device. The agency does not believe that this type of tampering will be a significant problem. It is especially unlikely that individual vehicle owners, who own most vehicles, will engage in this sort of activity. Therefore, Point 7 of the petition is denied. Finally, Point 8 of the petition is denied because the agency lacks the wherewithal to test all odometers and because the petitioner's proposed test procedures are insufficiently objective and are unworkable since they put no limit on the time or ingenuity of the compliance tester who tries to tamper with an odometer. The agency believes that the testing procedures included in today's final rule and discussed later in this preamble provide a far more workable procedure.

The National Conference on Weights and Measures, a group comprised of Federal and State officials, did not submit a petition for reconsideration but did make suggestions pertinent to the March 22, 1979, response to petitions for reconsideration. The Conference suggested that section S4.2.2 of FMVSS 127 published March 22, 1979, be made consistent with the National Bureau of Standards' Handbook 44, *Code for Odometers*, which requires that odometers be capable of indicating distances in units of one-tenth of either a mile or of a kilometer. The Conference stated that this change would be desirable in order to promote uniformity of all requirements concerning odometers. Since most vehicles already meet the Conference's proposed requirement, the agency did not include it in any notice of proposed rulemaking. Further, the agency does not currently contemplate undertaking any rulemaking to establish it.

Response to Petitions for Reconsideration Concerning Speedometer Provisions

In its petition, General Motors requested that the agency exempt not only passenger cars sold to a law enforcement agency for law enforcement purposes, but all police vehicles from the requirement that speedometers not indicate speeds over 85 mph and 140 km/h (S4.1.4 in the March 22, 1979, response to petitions). The company indicated that law enforcement agencies are buying a significant number of multipurpose passenger vehicles and trucks and that these vehicles may be driven at high speeds. Based on its familiarity with several jurisdictions, the agency agrees. General Motors concluded and this agency agrees further that a speedometer that does not register over 85 mph (140 km/h) could be a safety hazard for the drivers of these vehicles. This agency therefore grants this portion of General Motors' petition for reconsideration and has included language to effect this action in section S4.1.3 of today's final rule.

In its petition, General Motors also requested that test conditions applicable to speedometer accuracy tests (section S5.2, FMVSS 127 as published March 22, 1979) be modified. According to General Motors, the requirement that the test vehicle be equipped with "tires recommended by the manufacturer" should be modified by insertion of the following language following the word "recommended": "and installed as original equipment. . . ." The company stated that it does not control the installation of tires owned by certain truck and bus purchasers and should not be held liable for the effects of these tires on speedometer accuracy.

This aspect of General Motors' petition was previously granted. The speedometer accuracy requirements were deleted from FMVSS 127 by a final rule published at 45 FR 6404, January 28, 1980. The petitions leading to the deletion of the speedometer accuracy requirements submitted by both General Motors and International Harvester stated that the accuracy of both speedometers and odometers is dependent upon the same factors and that these factors made full compliance with the accuracy requirements impossible. In responding to these petitions and deleting the speedometer accuracy requirements, the agency inadvertently omitted language to delete the odometer requirements. Since the rationale for deleting accuracy requirements whether applicable to speedometers or odometers is the same and has already been published in the **Federal Register** this notice deletes the odometer accuracy requirements (section S5 of the March 22, 1979, final rule) without further explanation.

Final Action on the Notice of Proposed Rulemaking

As previously described, the notice of proposed rulemaking published March 22, 1979, proposed requirements intended to deter tamperers from circumventing the marking and irreversibility provisions by using replacement parts and odometer assemblies. Other proposed requirements were intended to refine and improve the provisions of the irreversibility option. Each of the sections of the proposed amendments will be discussed in numerical order with reference made to the new section numbers of the final rule.

In the final rule being published today, section 4.2.4 (section 4.2.5 in the notice of proposed rulemaking) states that all odometers except motorcycle odometers must comply with one of the options set out in sections 4.2.5 or 4.2.6 (i.e., the irreversibility, encapsulation, reversal indicator, or marking options). Motorcycles have been excluded in response to comments which pointed out that motorcycles have a relatively short useful life (approximately 7,400–18,600 miles) and that buyers of used motorcycles rely more heavily on

inspection of the vehicles than on odometer readings in ascertaining the condition of the vehicles.

Section 4.2.6.1(a) of the proposed rule would have required that odometers not be reversible when subjected to any of four specified tampering techniques. One commenter stated that section 4.2.6.1 should apply only to the wheel registering ten thousands of miles or kilometers (the 10,000 miles/kilometers wheel) since this is the only wheel likely to be manipulated. Chrysler stated that only one type of odometer would comply with the requirements of S4.2.6 and that the section should be modified to reflect this. Such an odometer would be movable in the forward direction only when driven through the odometer gear train, it would not be removable from the speedometer/odometer assembly unless the material used to hold the rolls shaft were broken and it would have inseparable rolls.

The agency has decided not to limit the application of section S4.2.6.1 (renumbered as S4.2.5.1 in today's final rule) to the ten thousands wheel alone because this would result in an odometer which could be reset by forcing the pinions on lower distance wheels out of mesh and driving the ten thousands wheel backward through the gear train. The agency declines to incorporate Chrysler's proposed requirements into the standard because they would be too design restrictive and other odometer designs that meet the requirements of section S4.2.5.1 of the final rule have been demonstrated to the agency's engineering staff.

Two commenters generally questioned the effectiveness of section S4.2.6.1 in reducing the incidence of odometer tampering. Ford noted that if, for example, the breakable feature of an odometer were the drive teeth, a driver would not notice for as much as 9,000 miles that the ten thousands wheel was incapable of advancing and that his odometer had been subjected to tampering. The provisions being discussed here are designed to reduce the incidence of odometer tampering at a reasonable cost. Ford's example does not demonstrate that the standard is ineffective in reducing the incidence of odometer tampering. It demonstrates only that the standard, like other standards, may not be totally effective in all instances. In Ford's example, it is true that if a tamperer broke the drive teeth on the 10,000 miles wheel when the 1,000 miles wheel indicated 0 a driver might not notice that the 10,000 miles wheel was incapable of advancing until after having travelled 9,000 miles. However, there is equal probability that the 1,000 miles wheel would indicate some other number from 1 to 9 at the time that the tamperer broke the drive teeth of the 10,000 miles wheel. In such instances, the driver would notice the tampering sooner.

General Motors' comments suggested that the section fails, in several respects, to provide the objectivity and specificity required by the National Traffic and Motor Vehicle Safety Act. First, the company expressed concern that the section would require a manufacturer to foresee all possible methods of odometer tampering which might fall within the outlines of the methods described in proposed section S4.2.6.1. Second, the company argued that the proposed subsection S4.2.6.1(b) would not compensate for this lack of specificity despite its provision that odometers need not be resistant to the tampering methods in proposed section S4.2.6.1(a) if use of those methods would result in specified types of breakage. According to the company, information concerning the details of the tampering method, the dexterity to be used in employing that method and the physical characteristics of the tampering tool is a prerequisite for determining whether certain types of breakage will result from a given tampering technique and for producing replicable compliance test results. Finally, the company added that this section "invites compliance contractors to resort to extreme measures to demonstrate noncompliance which might include specially tailored tampering procedures and combinations of tools and techniques." The result would be, according to General Motors, that "any successful combination, whether it was ever used to defeat an odometer in the field . . . would constitute noncompliance."

Although the agency does not agree with all of General Motors' comments, it does agree that proposes section S4.2.6.1 should be changed. The agency has concluded that the most effective method for improving proposed section S4.2.6.1 (S4.2.5.1 of the final rule) and in resolving the issues raised by the comments is to indicate in section S5 of today's final rule the tools to be used during compliance testing.

The specified tools are similar to those mentioned in the proposal. The proposal suggested that a dental pick, an ice pick, a small screwdriver, or other similar instruments or a person's hands could be used to force odometer wheels out of mesh with the pinion gears. It also noted that the hands or other means (e.g., pliers) could be used to apply rotational pressure to odometer wheels. All of the tools mentioned in the preamble and specified in this notice are readily available and useful for grasping or prying. Since none of the commenters questioned the appropriateness of those tools or suggested the use of others, the agency has relied on these factors and on its knowledge of various odometer designs in specifying the tools to be used alone or in combination for each of the techniques in section S4.2.5.1(a) of the final rule in the event that the technique cannot be performed with the hands alone. The tools listed in section S5.1 of the final rule are of specified dimensions and include two types of pliers; a pick, which will serve as surrogate for any thin pointed instrument such as a dental pick or ice pick; and a probe, which will serve as a surrogate for any screwdriver or other type of flat blade. As to permissible combinations of tools, S4.2.5.1(a) and S5.2 of the final rule indicate the tools to be used for each tampering method.

General Motors also suggested that proposed section S4.2.6.1 should specify the precise details of each tampering technique and the dexterity to be employed in practicing the technique. The agency believes that the odometer is such a simple mechanism that the different ways in which the hands and the specified tools can be used to perform each tampering method are relatively few and do not differ substantially.

One commenter stated that complete enclosure of the odometer counter mechanism appeared to be the best means of adding tamper resistance but that this would be quite costly. According to the commenter, this cost could be reduced if proposed section S4.2.6.1(b) were amended to require that odometers be tamper resistant only when installed in the vehicle or upon removal of the entire instrument panel. In the commenter's view, this would permit use of such simple methods of ensuring tamper resistance or telltale breakage as riveting the speedometer/odometer assembly base plate to the instrument panel or connecting the speedometer/odometer assembly to the instrument panel with a lead seal, which would leave evidence of tampering if disturbed. The agency has not allowed the use of a lead seal because a tamperer could remove the seal, reset the odometer and then replace the seal without leaving any evidence. The agency has not permitted the riveting method because it would neither deter nor provide evidence of tampering accomplished while the speedometer/odometer assembly remained in the vehicle.

Under section 4.2.6.2(a) of the proposed rule, manufacturers could have elected to comply with FMVSS 127 by providing either (1) total encapsulation of each odometer or (2) partial encapsulation accompanied by secure fixing of the odometer shaft in the odometer assembly. Two commenters stated that the section should be modified to permit the protrusion beyond the encapsulation of functional components such as the drive gear or emissions control system maintenance reminder. The latter device, which may be a flag appearing on the odometer or any other type of visible or audible indicator, must be provided on vehicles whose emissions control systems require maintenance more frequently than every 50,000 miles of vehicle travel.

The agency agrees that the language of the section concerning partial encapsulation should be modified to indicate that the functional protrusions such as the drive gear or emissions control system maintenance reminder need not be encapsulated. This is because these devices as currently designed could not operate properly if encapsulated. If, for example, the drive gear on a mechanical partially encapsulated odometer were encapsulated, it would not engage with the other gear that eventually connects it to the speedometer cable input. This change has been added in section 4.2.5.2(a) of the final rule published today.

One commenter stated that total encapsulation is unnecessary since tampering could be discouraged by encapsulating only those odometer wheels registering thousands or ten thousands of miles or kilometers. The commenter added that fixing the odometer shaft as required in section 4.2.6.2(a)(2) of the proposed rule (4.2.5.2(a)(2) of the final rule) is unnecessary since any tampering accomplished by reorienting or rotating the shaft would be obvious to the driver. The agency has concluded that an odometer constructed so that only the 10,000 or 1,000 miles/kilometers wheel were encapsulated would be too vulnerable to tampering. Accordingly, the agency has not modified the final rule to permit this type of partial encapsulation. The agency believes, too, that the requirement for fixing the odometer shaft is necessary to deter tamperers from simply snapping out the partially encapsulated odometer drum, sliding the drum out of the capsule, resetting it, replacing it in the capsule and reinstalling the encapsulated drum in the speedometer/odometer assembly.

Section 4.2.6.2(b) of the proposed rule, would have required that no part of an encapsulated odometer be "contactable by fingers or by any instrument unless it is necessary to deflect, penetrate, or fracture the encapsulation in order to make that contact." One commenter raised four different objections to proposed section 4.2.6.2(b). First, that prevention of contact is unnecessary and unjustifiable if the contact cannot result in a rollback. Second, that compliance with the requirement is impossible because a thin instrument could be slipped through the clearance which must be provided in a partially encapsulated odometer between the end of the capsule and the drive gear so that the gear can turn. Third, that the designation of "any instrument" is too subjective. Fourth, that deflection (i.e., bending) of an odometer capsule would produce no evidence of tampering. The agency agrees with these comments and has rewritten the section (section 4.2.5.2(b) of the final rule). It now specifies, with two exceptions, that odometer wheels indicating tens of miles/kilometers or larger units of distance shall not be contactable by a straight rod .5 mm or more in diameter. The first exception permits contact which occurs when the rod is inserted essentially parallel to the odometer shaft. This exception makes compliance easier and rests on the fact that it would be extremely difficult if not impossible to tamper with an odometer built in compliance with the encapsulation option by using a rod inserted parallel to the odometer shaft. The second exception permits contact if it is necessary to first penetrate or visibly damage the encapsulation or other odometer components in order to make that contact. The size of the rod is specified so that manufacturers will be aware of the smallest size rod that may be used in compliance testing.

In section 4.2.6.2(c) of the proposed rule, the agency stated that the encapsulation requirements must be met without the speedometer face or the speedometer/odometer lens in place. The faces and lenses were excluded because of the agency's concern that the encapsulation requirement could be defeated if an easily removable lens or face were considered a part of the encapsulation. Commenters stated that this proposed requirement is design restrictive because it eliminates potential innovative designs which might, for example, make use of the face or lens as part of the encapsulation by using fastener techniques that make removal of the face difficult or leave visible evidence if removal is attempted. The agency believes that these comments are valid and has modified section 4.2.5.2.(c) of the final rule so that the face or lens will be considered part of the encapsulation so long as it cannot be removed by removal of fasteners such as screws which are easy to remove and do not leave evidence of removal.

In section 4.2.6.2(d) of the proposed rule, the agency proposed that material used for encapsulation have resistance to deflection, penetration and fracture equivalent to the resistance of a 2 mm thickness of Lucite in the configuration of the encapsulation. Commenters stated that a strength requirement should not be specified. They also stated that a strength requirement of 2 mm Lucite would be inappropriate since "Lucite" is a registered trade name, and ineffective since this material is not difficult to cut, drill or melt through and a weaker material would provide evidence of tampering. They also noted that current odometers cannot accommodate such a thick plastic without substantial redesign and retooling. It was stated, however, that a thinner encapsulation material would necessitate less extensive redesign and retooling. One of the commenters also noted that use of a material, weaker or more brittle than Lucite, would suffice since it would break easily and leave evidence. The commenter also suggested that the deflection resistance requirement should be deleted.

Although a brittle encapsulating material could provide evidence of tampering, the agency is concerned that use of an excessively brittle material would allow a tamperer to break the encapsulation, completely remove it and reverse the odometer without leaving any evidence. In cases where the encapsulation is not part of the speedometer face or speedometer/odometer lens, this result is particularly likely since a person looking at the odometer through such a face or lens would be unable to determine whether the odometer encapsulation had been removed. Consequently, the agency seeks to prevent the use of excessively brittle encapsulating material and believes that this can best be accomplished by specifying a strength requirement. The agency does agree, however, that a strength requirement should not be based on the properties of 2 mm Lucite due to the availability of similar thinner materials, which manufacturers could use without undertaking extensive redesign. Since the agency believes that the properties of hardness and impact resistance exhibited by 2 mm Lucite are desirable

but that the specified thickness is troublesome, the strength requirement in the final rule has been modified to specify a thinner plastic with similar hardness and impact resistance as described in terms of standardized measuring units. Section 4.2.5.2(d) of the final rule specifies a plastic with an IZOD number of 1 ft.-lb./inch, a Rockwell number (this is not a trade name) of R–75 and a thickness of 1 mm with an allowance for thinning down to .5 mm provided that the thinned areas do not exceed 10 percent of the total area of the encapsulation. Localized thinning is permitted to allow manufacturers needed flexibility in fashioning the encapsulating material into an appropriate shape. The agency believes that, because of the reduction in required thickness of the encapsulating material, these requirements are slightly less stringent than the proposed requirement of 2 mm Lucite. Accordingly, these requirements have been incorporated into section 4.2.5.2(d) of the final rule. The agency has decided not to delete the requirement that the encapsulation be resistant to deflection because it believes that this requirement is needed to prevent tamperers from resetting certain types of odometers by simply bending the encapsulation.

In the notice of proposed rulemaking, the agency requested comments on whether it should specify strength requirements for the staking, crimping, welding, and adhesives specified in sections 4.2.6.1(b) and 4.2.6.2(a)(2) (sections 4.2.5.1 and 4.2.5.2 of the final rule). The purpose of these sections is primarily to make tampering more difficult and to ensure that when tampering does occur some physical evidence will remain behind. Comments received indicated that "attempts to specify strength would be cumbersome and would probably become inadvertently design restrictive." One commenter also indicated that a strength requirement would create "compliance concerns when in fact erring on the minimum strength would have no effect on safety or prevention of fraud." Another commenter stated that a strength requirement should be specified as part of an objective test procedure but that it could not suggest specific requirements. The commenter also asserted that the proposed requirements for staking, crimping, welding and adhesives are not performance oriented. In light of these comments and the purpose of sections 4.2.5.1 and 4.2.5.2 of the final rule, the agency has decided not to specify strength requirements for the staking, crimping, or welding for two reasons. First, it would be difficult to specify a strength requirement without resorting to a level of detail that would make compliance testing by both the manufacturer and this agency unduly costly and complex. Second, such a requirement might not increase the effectiveness of these sections since breakage of the staking, crimping, or welding during tampering would in most cases leave telltale evidence. However, with respect to adhesives the agency has added interpretive language to clarify the fact that the adhesives used should be appropriate, according to general practice, for the materials being joined. The agency believes that this language makes the sections more objective but does not increase the difficulty of compliance.

The bulk of the comments received in response to the notice of proposed rulemaking concerned section 4.2.9, which would require differentiation of replacement odometers and wheels. This discussion initially focuses on those comments concerning the potential effectiveness and cost of the differentiation requirements and then on comments concerning the actual content of those requirements.

Manufacturers, in general, opposed the requirement in section 4.2.9(a) that each replacement wheel for an odometer and each wheel on a replacement odometer be visibly different from each wheel on an original equipment odometer. They also opposed the requirements in section S4.2.9(b) that the 10,000 miles/kilometer wheel be visibly differentiated on all odometers. The commenters argued that the agency failed to substantiate its contentions that the differentiation requirements would enhance the protection of consumers from fraud, that the requirements are responsive to a safety need or that their economic impact on manufacturers and consumers would be negligible. Some commenters stated that the requirements would be ineffective because tamperers would be able to obtain original equipment odometer wheels and assemblies from junk and scrap dealers for use as replacement parts. Others stated that consumers would be unwilling to purchase vehicles containing replacement odometer wheels or assemblies because they would conclude that the odometers on such vehicles had been reset even if the replacement components were installed for a legitimate purpose. Consequently, a stigma would be attached to vehicles containing replacement odometer components and the resale value of such vehicles would decline.

Commenters, all of them manufacturers, also stated that the differentiation requirements would increase costs for both manufacturers and consumers. Section 113 of the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1402) requires any manufacturer who opposes safety rulemaking on the ground of increased cost to submit cost information in sufficient detail to permit the agency to properly evaluate the manufacturer's statement. In this instance, the manufacturers stated that the differentiation requirements would increase costs because they would necessitate use of two production lines, lower the production volume of each type of odometer and increase the need for inventory control and additional storage of replacement parts. However, these comments did not provide estimates of just how much these factors would increase costs, or other detailed information helpful to the agency in evaluating their validity. Thus, the agency does not consider the manufacturers' unsupported comments sufficient to justify deletion of the differentiation requirements. In the agency's view, the safety need for these requirements, as described below, outweighs the costs likely to be incurred.

The agency proposed the differentiation requirements as a logical extension of the other provisions of FMVSS 127 which are intended to result in construction of odometers that are difficult to tamper with and will show some telltale sign of tampering. The agency believes that once these provisions go into effect, tamperers are likely to respond by using complete replacement of odometers (i.e., the shaft bearing wheels marked with numerals) or replacement speedometer/odometer assemblies as their prime method of tampering. To combat this, the agency proposed requirements whose purpose is to reduce the supply of new replacement equipment suitable for use in tampering. The differentiation requirements were not aimed directly at reducing the availability of original equipment odometers and parts from junk and scrap dealers for two reasons. The first is the difficulty of devising an effective Federal regulatory scheme to accomplish this goal. The second and more important reason is based on this agency's expectation that tamperers would frequently opt to replace the entire speedometer/odometer assembly rather than the odometer alone, since this more limited replacement might well leave remaining telltale evidence or breakage. This means that a tamperer

would not only have to find a speedometer/odometer assembly with the appropriate mileage but one manufactured specifically for the type of vehicle being subjected to tampering because no other assembly would be likely to fit correctly in the vehicle's dashboard. In this agency's view, the process of combing junk yards and scrap businesses for such a speedometer/odometer assembly would be time consuming, thus expensive and not nearly so cost effective to the tamperer as simply installing a new replacement assembly bearing the appropriate mileage. This conclusion is based in part on the fact that NHTSA investigators have observed a tampering operation in which new replacement speedometer/odometer assemblies were installed in vehicles. In addition, NHTSA investigators have discovered that new replacement speedometer/odometer assemblies, preset to the mileage desired by the purchaser, can be easily obtained for about $25 apiece.

The agency does not agree that some consumers will attach a stigma to vehicles containing replacement odometer parts or assemblies. Ford already distinguishes its replacement odometers by using a red wheel for indicating tenth's of a mile instead of the usual white one included in original equipment odometers and has not experienced a decrease in the resale value of its vehicles. In addition, the presence of replacement odometers or parts in a vehicle is expected to encourage consumers to ask questions about the mileage of such vehicles and to request that they be shown the seller's disclosure of mileage statement which is required by section 408 of the Motor Vehicle Information and Cost Savings Act.

The agency believes that once consumers become familiar with these statements any stigma which may be associated with the presence of a replacement odometer would be dissipated. It is true, of course, that the disclosure form can be falsified but, the machinery for dealing with this problem, which includes both civil penalties and criminal prosecution, is already in place pursuant to the Motor Vehicle Information and Cost Savings Act.

With respect to the specific requirements of proposed section 4.2.9, one commenter suggested that the section be modified to require differentiation of odometer assemblies alone, rather than both assemblies and wheels, since odometer parts such as odometer wheels are not generally supplied to the automotive industry for replacement parts. According to the commenters, malfunctioning odometers are generally replaced with a new odometer or speedometer/odometer assembly. Others stated, in comments also directed to section 4.2.9(b), that there is no incentive to tamper with an odometer by replacing its wheels unless it is built in accordance with the marking option.

The agency does not agree that the requirements for differentiation of replacement wheels should be totally eliminated from the final rule due to information indicating that some replacement odometer wheels are produced and sold to the automotive industry. Accordingly, section 4.2.7 of today's final rule requires that each numeral on the wheels of an original equipment odometer be colored with a color other than red and that all numerals on replacement odometer wheels be colored red. The agency further agrees that use of replacement wheels is likely to become the tampering method of choice only with respect to odometers built in accordance with the marking and irreversibility options. With respect to a marking type odometer, for example, it might well be much easier for a tamperer to simply replace the marked 10,000 miles/kilometers wheel than to obtain a marking type replacement odometer or speedometer/odometer assembly bearing the appropriate mileage reading. Similarly, with respect to an odometer built in compliance with the irreversibility option such that the 10,000 miles/kilometers wheel among other odometer components must be broken in order to reset the odometer, it might well be more cost effective for the tamperer to simply replace the broken or inoperative wheel. Accordingly, section 4.2.7 of today's final rule is intended to reduce the supply of original equipment odometer wheels which could be used during tampering. The section requires that the 10,000 miles/kilometers wheel on each odometer built in compliance with either the marking or irreversibility options be differentiated from all other wheels on that odometer.

Two commenters addressed the question of how the 10,000 miles/kilometers wheel should be differentiated. One suggested that manufacturers be permitted to make the 100,000 miles/kilometers wheel the same color as the 10,000 miles/kilometers wheel. The agency has not adopted this suggestion because it would dilute the effectiveness of section 4.2.9(b) by increasing the number of wheels that could be used by tamperers as replacement parts. The other commenter suggested that manufacturers be permitted to differentiate the 10,000 miles/kilometers wheel from the other odometer wheels by making it mechanically noninterchangeable instead of unique in appearance. The agency believes that this modification of the rule would serve as further disincentive to tamperers seeking to use replacement parts. Accordingly, the agency has incorporated this suggestion in section 4.2.7(a)(2) of the final rule published today.

The notice of proposed rulemaking requested comments on what method should be used to differentiate replacement odometers and wheels from original equipment and stated the agency's initial preference for use of a particular color. Many of the comments suggested that manufacturers should be permitted to decide what method of differentiation to use and some noted that the development of different systems by different manufacturers would make circumvention more difficult. It was also suggested that standardization would lead to minor compliance problems on items like color value. Other commenters favored standardization because it would make it easier for potential vehicle purchasers to determine whether the odometer in a particular vehicle had been replaced.

The agency agrees with this last point and has also concluded that standardization will enhance the ability of investigators to detect instances of odometer tampering. It appears that the development of different systems by different manufacturers would make this task more difficult. Accordingly, today's rule specifies in section S 4.2.7 that all replacement odometers must have numerals that are the color red on all wheels.

To make this requirement as workable as possible, today's rule incorporates by reference the color tolerances established by the U.S. Department of Transportation, Research and Special Programs Administration, at 49 CFR § 172.407(d), for use in determining compliance with its labeling requirements for hazardous materials. This agency believes that use of this system of color tolerances will simplify compliance with today's rule in that it includes a set of color charts which show, for example, all of the various shades and tones of red that may be used. Use of these charts will enable both manufacturers and enforcement officials to check compliance with the standard by simple visual inspection and will preclude the need for sophisticated light measuring equipment.

The notice of proposed rulemaking also stated the agency's expectation that

manufacturers will use their owners' manuals to inform consumers of the significance of the visible differentiation of replacement odometer equipment. In addition, the agency urges those manufacturers who do not provide owners' manuals to provide this information in some other written form that accompanies the vehicle when it is sold.

The agency has considered the economic impact of this final rule and determined that it is not significant within the meaning of Executive Order 12044 and the Department of Transportation's policies and procedures for implementing that order. The agency has determined further that the impact is so minor as not to require preparation of a written evaluation of it. The only new requirement imposed by this rule is the differentiation of original and replacement odometers and wheels. Compliance can be achieved simply and inexpensively by using a different colored ink. The agency believes that the remainder of the final rule published today clarifies and reorganizes the requirements previously included in the March 22, 1979, response to petitions and expands the range of compliance options that are open to manufacturers. Thus, the final rule imposes no new costs upon manufacturers and seeks to lessen the difficulties of compliance to the extent consistent with the goal of reducing the incidence of odometer tampering.

In consideration of the foregoing, 49 CFR 571.127 is amended in the manner set forth below. 49 CFR 571.127 is reprinted below in its entirety in order to set forth all amendments that have been made to the standard since its publication on July 27, 1978 (43 FR 32421). These amendments include deletion of the speedometer accuracy requirements previously included in section S 4.1.3 (45 FR 6404, January 28, 1980) and appropriate renumbering.

The lawyer and program official principally responsible for this rule are Debra Weiner and George L. Parker, respectively.

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

Issued on June 9, 1980.

Joan Claybrook,

Administrator.

49 CFR 571.127 is revised in the heading and text to read as follows:

§ 571.127 Standard No. 127, Speedometers and odometers. (Effective September 1, 1981.)

S1. *Scope.* This standard establishes requirements for the installation of speedometers and odometers in motor vehicles, limits the speed which can be indicated on a speedometer, and requires that odometers be tamper-resistant.

S2. *Purpose.* The purpose of this standard is to insure that each motor vehicle is equipped with instruments needed for monitoring driving speeds, maintaining proper vehicle maintenance schedules, and providing an indication of the vehicle's probable condition.

S3. *Application.* This standard applies to passenger cars, multipurpose passenger vehicles, trucks, motorcycles, and buses, and to speedometers and odometers for use in vehicles to which this standard applies. Motor driven cycles whose maximum attainable speed in one mile is 30 mph or less are excluded.

S4. *Requirements.*

S4.1 *Speedometer.*

S4.1.1 Each motor vehicle shall have a speedometer that meets the requirements of S4.1.2 through S4.1.4 of this section.

S4.1.2 Each speedometer shall be graduated in miles per hour and kilometers per hour.

S4.1.3 No speedometer shall have graduations or numerical values for speeds greater than 140 km/h and 85 mph and shall not otherwise indicate such speeds. This paragraph does not apply to a speedometer designed for use in or installed in a vehicle sold to a law enforcement agency for law enforcement purposes.

S4.1.4 Each speedometer shall include the numeral "55" in the mph scale. Each speedometer, other than an electronic digital speedometer, shall highlight the number "55" or otherwise highlight the point at which the indicated vehicle speed equals 55 mph.

S4.2 *Odometer.*

S4.2.1 Each motor vehicle with a gross vehicle weight rating (GVWR) of 16,000 pounds or less shall have an odometer that meets the requirements of S4.2.2 through S4.2.6 of this section.

S4.2.2 Each odometer shall be capable of indicating distance traveled either, at the manufacturer's option, (1) from 0 to not less than 99,999 miles in 1-mile units, or (2) from 0 to not less than 99,999 kilometers in 1-kilometer units, or (3) both.

S4.2.3 As installed in the vehicle for which it is designed, each odometer, other than a motorcycle odometer, shall clearly indicate to the vehicle driver by a sixth wheel or digit, registering whole miles or kilometers, or by a permanent means such as inking, when the number of whole miles or whole kilometers, as appropriate, has exceeded either, at the manufacturer's option, 89,999 or 99,999.

S4.2.4 Each odometer, other than a motorcycle odometer, shall comply with, at the manufacturer's option, either S4.2.5 or S4.2.6.

S4.2.5 Each odometer manufactured in accordance with this section shall meet the requirements of S4.2.5.1, S4.2.5.2 or S4.2.5.3. Each odometer manufactured in accordance with S4.2.5.1. or S4.2.5.2 shall not be reversible beyond a maximum distance of 10 miles or kilometers when driven through the odometer gear train or when driven by manipulation of devices such as the drive gear or omissions control system maintenance reminder, which protrude beyond the encapsulation of an odometer manufactured in accordance with S4.2.5.2(a)(2).

S4.2.5.1(a) Except as provided in paragraph (b) of this section and in S4.2.5, each odometer shall not be reversible whether installed in or removed from the vehicle, by any of the following means:

(1) Manually forcing the odometer wheels to override the interference of the pinion gears through use, alone or in combination, of the hands, or the pliers or pick specified in S5.1;

(2) Manually forcing the odometer wheels apart or out of mesh with the pinion gears through use, alone or in combination, of the hands, or the pliers or probe specified in S5.1;

(3) Manually rotating the pinion gear carrier plates through use, alone or in combination, of the hands or the pliers specified in S5.1;

(4) Manually disassembling the odometer, adjusting the distance reading, and reassembling the odometer through use, alone or in combination, of the hands or any of the tools specified in S5.1.

(b) Each odometer may be reversible by one or more means specified in paragraph (a) of this section if one or more of the following operations must be performed in order to reverse the odometer by any of those means:

(1) Breaking one or more rigid or semi-rigid parts of the odometer so that its recording of distance is impaired;

(2) Breaking one or more rigid or semi-rigid parts of the odometer so that, when the odometer is installed in the vehicle, the breakage is visible to a person occupying the driver's seating position;

(3) Breaking or otherwise defeating the staking, crimping, welding or adhesive appropriate for the materials being joined, used to hold the odometer shaft in the speedometer/odometer assembly; or

(4) Breaking or otherwise defeating the staking, crimping, welding or adhesive appropriate for the materials being joined, used to secure the

retainers that prevent the odometer wheels from moving along the shaft.

(c) Local cosmetic damage to the odometer caused by the teeth of the pliers specified in S5.1 and chips, less than 3mm² in area, caused by the probe specified in S5.1 do not constitute breakage for purposes of paragraph (b) of this section.

S4.2.5.2 Each odometer manufactured in accordance with this section shall meet the requirements in paragraph (a)–(d) of this section.

(a)(1) The odometer or speedometer/odometer assembly shall be totally encapsulated; or

(2) The odometer shaft shall be held in the speedometer/odometer assembly by staking, crimping, welding or adhesive, appropriate for the materials being joined, and all of the odometer shall be encapsulated except for functional protrusions, such as the drive gear or the emissions control system maintenance reminder, located at the ends of the odometer shaft.

(b) The odometer wheels indicating tens of miles or kilometers and larger units of distance shall not be contactable by a straight rod .5 mm or more in diameter unless such contact results when the rod is inserted essentially parallel to the odometer shaft or unless it is necessary either to penetrate the encapsulation or to damage the encapsulation or other odometer components to make that contact. This requirement applies both when the speedometer/odometer assembly, including all parts of the encapsulation, is installed in and when it is taken out of a vehicle.

(c) The requirements in paragraphs (a) and (b) of this section shall be met without the speedometer face or the speedometer/odometer lens in place, unless the speedometer face or speedometer/odometer lens forms part of the encapsulation, and cannot be removed by removing screws or other types of fasteners which can be removed and replaced without leaving any evidence of removal visible to a person occupying the driver's seating position.

(d) The material used for encapsulation under paragraph (a) of this section shall have:

(1) a thickness of 1 mm but it may have a minimum thickness of .5 mm in localized areas provided that the total area of the encapsulation having a thickness less than 1 mm does not exceed 10 percent; and

(2) resistance to deflection, penetration and fracture that is not less than the resistance of a piece of plastic having a hardness of Rockwell R–75 when tested in accordance with American Society for Testing and Materials (ASTM) D785–65, Test for Rockwell Hardness of Plastics and Electrical Insulating Materials, and an Izod impact resistance of 1 ft.-lb./inch when tested in accordance with ASTM D256–78, Test for Impact Resistance of Plastics and Electrical Insulating Materials.

S4.2.5.3(a) Upon the forcible reversal of any wheel or wheels for registering ten or hundred thousands of miles or kilometers, each odometer, whether installed in or removed from the vehicle, shall provide an indication of that reversal.

(b) The indication required by subsection (a) of this section shall be visible to a person occupying the driver's seating position.

(c) The shaft of each odometer shall be attached in the speedometer/odometer assembly by staking, crimping, welding or adhesive appropriate for the materials being joined.

(d) When installed in the speedometer/odometer assembly, the mechanism which controls the odometer reversal indicator shall not be contactable by a straight rod .5 mm in diameter inserted parallel to a line perpendicular to the odometer shaft. If such a rod is inserted parallel to the odometer shaft through any openings in the speedometer/odometer assembly, the rod shall be at least 3 mm away from the mechanism which controls the odometer reversal indicator. This requirement applies both when the speedometer/odometer assembly, including all parts of the reversal indicator, is installed in and when it is taken out of a vehicle.

S4.2.6

S4.2.6.1(a) Each mechanical odometer shall score, indelibly ink, or otherwise mark by permanent means each numeral on the wheel registering ten thousands of miles or kilometers within 500 miles or kilometers, as appropriate, after that numeral disappears from the driver's view.

(b) The mark required by paragraph (a) of this section, without further marking, shall be visible to a person occupying the driver's seating position if the ten thousands wheel is rotated so that the marked numeral reappears in the driver's view. The mark shall be located on each numeral or on the center 1/9 of the total area on the wheel for each numeral. The total area for a numeral is determined by orienting the odometer so that its shaft is horizontal and measuring that portion of the wheel that is bounded by horizontal lines midway between that numeral and the numerals immediately preceding and following it. The center 1/9 of that total area is determined by trisecting the area first with horizontal lines and then with vertical lines.

S4.2.6.2 Each electronic digital odometer, whose reading appearing in the position for registering tens of thousands of miles or kilometers has been reduced, shall visibly indicate to a person occupying the driver's seating position that such a reduction has occurred.

S4.2.7(a)(1) Each numeral on a wheel of an original equipment odometer shall be colored with a color other than red.

(2) Each 10,000 miles/kilometers wheel which either is on an original equipment odometer manufactured in accordance with S4.2.5.1 or is on an original equipment odometer manufactured in accordance with S4.2.6.1 shall be visibly different from or mechanically noninterchangeable with all other wheels on the odometer.

(b) Except for numerals on a replacement wheel registering tenths of a mile or kilometer, each numeral on a replacement wheel for an odometer and each numeral on a wheel of a replacement odometer shall be colored red.

(c) For purposes of this section, the color red on an odometer wheel, upon visual examination, must fall within the color tolerances established for that color by Title 49 Code of Federal Regulations Section 172.407(d).

S5 *Test procedures.*

S5.1 The tools used in determining compliance with S4.2.5.1 are:

(a) one slip joint pliers with jaws 25.4 mm or less in length,

(b) one chain nose pliers with a nose length of 45 mm or less,

(c) one hardened steel probe that is 5 mm wide, is tapered uniformly from a thickness of 0.1 mm at its tip to a thickness of 0.5 mm at a distance of 5 mm from its tip and tapered uniformly from the latter point to a thickness of 1 mm at a distance of 25 mm from its tip, and is attached to a rigid handle, and

(d) one round hardened steel pick not less than 80 mm in length with a sharp tip that tapers uniformly from a diameter of 0.1 mm at its tip to a diameter of 4 mm at a distance of 40 mm from its tip and that has a uniform diameter of 4 mm from the latter point to its end, and is attached to a rigid handle.

S5.2 In determining compliance with S4.2.5.1, the pick and pliers specified in S5.1 (a), (b) and (d) are used to turn the odometer wheels and the probe specified in S5.1(c) is used to separate the wheels, in cases where use of the

hands alone is insufficient to achieve these results.

[FR Doc 80-17956 Filed 6-11-80; 8:45 am]
BILLING CODE 4910-59-M

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49 CFR Part 572

[Docket No. 78-9, Notice 5; Docket No. 73-8, Notice 9]

Anthropomorphic Test Dummies

AGENCY: National Highway Traffic Safety Administration (NHTSA).

ACTION: Final rule.

SUMMARY: This notice amends Parts 572, *Anthropomorphic Test Dummies*, to allow the use of an alternative chemical foaming agent for molding the dummy's flesh parts. In response to a Ford petition, the notice also makes a minor technical amendment to modify one specification in the calibration procedures for the neck of the test dummy representing a 50th percentile male. The effect of the latter amendment is to simplify the calibration test.

DATES: The amendment is effective on June 16, 1980.

ADDRESSES: Petitions for reconsideration should refer to the docket numbers and be submitted to: Docket Section, Room 5108, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590. (Docket hours: 8:00 a.m. to 4:00 p.m.)

FOR FURTHER INFORMATION CONTACT: Mr. Vladislav Radovich, Office of Vehicle Standards, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, D.C. 20590 (202-426-2264).

SUPPLEMENTARY INFORMATION: This notice amends Part 572, *Anthropomorphic Test Dummies*, to modify the design specification for molding the test dummy's flesh parts to allow the use of an alternative chemical foaming agent, "OBSH/TBPP", to the currently specified "Nitrosan." In response to a petition from the Ford Motor Company, the agency is also making a minor technical amendment to simplify the calibration test for the neck used in the 50th percentile male test dummy. The amendment deletes the current specification and substitutes the specification used in the calibration testing of the recently issued three-year-old child test dummy (44 FR 76527, December 27, 1979).

The agency published the proposed changes to the flesh molding and neck calibration specifications in the Federal Register of December 18, 1978 (43 FR 58843). Only one party, Ford Motor Co., commented on the proposed changes and Ford supported the adoption of both proposed changes.

Molding Specifications

The agency proposed the changes in the molding specification because the sole manufacturer of "Nitrosan," the currently specified chemical foaming agent, has discontinued its production due to the hazardous propensities of the compound during its manufacturing process. Based on an extensive research program to develop and test new chemical foaming agents (which was fully described in the notice of proposed rulemaking), the agency found that test dummy flesh parts made from "OBSH/TBPP" have comparable material properties to those produced with "Nitrosan" and are superior in some respects. Based on an evaluation of the research results, the agency concludes that flesh parts produced from "OBSH/TBPP" can be used for all purposes for which test dummies are required by the applicable safety standards and the dummy performance will be equivalent to the performance of dummies produced with "Nitrosan". Therefore, the agency is amending the regulation to allow the use of "OBSH/TBPP".

Drawings and specifications outlining the formulations for molding dummy flesh parts with the "OBSH/TBPP" compound are available for examination in NHTSA Docket 73-8 and Docket 78-9, Room 5108, 400 Seventh Street SW., Washington, D.C. 20590. Copies of these drawings may also be obtained from the Keuffel and Esser Company, 1513 North Danville Street, Arlington, Virginia 22201.

Neck Calibration Requirements

In response to a request from Ford, the agency proposed an amendment to the pendulum impact test specification established in section 572.7(b) for the calibration of the 50th percentile male test dummy. The amendment would have replaced the current specification with the specification for calibration testing established for the three-year-old child test dummy.

The pendulum neck test found in Subpart B of the standard for the 50th percentile male dummy is intended to measure the bending properties of the dummy's neck. The current test specifies that, during the neck bending procedure, the pendulum shall not reverse direction until "T=123ms". This means that from the time the pendulum contacts the arresting material which it must strike, the pendulum cannot reverse direction for 123 milliseconds. The original intent of this requirement was to negate the effects of arresting materials having rebound characteristics that could force the pendulum to reverse its motion before the bending properties of the neck could be measured. Ford requested a change in this specification because in certain instances the use of a special apparatus may be required to hold the pendulum arm for at least 123 milliseconds after the pendulum has impacted the arresting material.

Research by NHTSA and the industry has shown that when appropriate crushable materials are used in pendulum impact tests, the pendulum does not reverse its motion until the neck has straightened out and the head's center of gravity has returned to its original zero-time position relative to the pendulum. At that time, all measurements of the neck bending characteristics are completed and the pendulum's motion thereafter is inconsequential. In light of this research, the recent addition of Subpart C to Part 572, specifying requirements for the three-year-old child dummy, modified the language concerning reversal of the pendulum arm during the neck impact test. Section 572.17 of that subpart specifies that "the pendulum shall not reverse direction until the head's center of gravity returns to the original zero time position relative to the pendulum arm". Under this requirement, a dummy user could only use an arresting material for the impact test whose rebound characteristics would not overcome the pendulum's inertia before the head and neck returned to the zero time position.

Since the specification in Subpart C of Part 572 represents a simplification of the pendulum impact test specified in the current Subpart B, without any degradation of performance characteristics, the agency is amending section 572.7(b) of Subpart B to read as section 572.17(b) of Subpart C.

Costs

The agency has considered the economic and other impacts of this final rule and determined that this rule is not significant within the meaning of Executive Order 12044 and the Department of Transportation's policies and procedures for implementing that order. Based on that assessment, the agency has concluded also that the economic and other consequences of this proposal are so minimal that a regulatory evaluation is not necessary. The impact is minimal since there is no estimated increase in the cost of the test dummies due to the change in the foaming agent and neck calibration specification. In addition, the amendments would have no adverse environmental effects.

The engineer and lawyer primarily responsible for this notice are Vladislav Radovich and Stephen Oesch, respectively.

In consideration of the foregoing, Part 572, *Anthropomorphic Test Dummies*, of Title 49 of the Code of Federal Regulations is amended as follows:

§ 572.15 [Amended]

1. Technical drawing ATD–6070 incorporated by reference in Section 572.15 of Subpart C—3-Year-Old-Child is amended to add the formulation for "OBSH/TBPP" foaming compound.

§ 572.5 [Amended]

2. Technical drawing ATD–7151 incorporated by reference in Section 572.5 of Subpart B—50th Percentile Male is amended to add the formulation for "OBSH/TBPP" foaming compound.

§ 572.7 [Amended]

3. The last sentence of Section 572.7(b) of Subpart B—50th Percentile Male is amended to read:

The pendulum shall not reverse direction until the head's center of gravity returns to the original zero time position relative to the pendulum arm.

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

Issued on June 9, 1980.

Joan Claybrook,

Administrator.

[FR Doc. 80–17885 Filed 6–13–80; 8:45 am]

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INTERSTATE COMMERCE COMMISSION

49 CFR Part 1033

[Service Order No. 1473]

Various Railroads Authorized To Use Tracks and/or Facilities of the Chicago, Rock Island & Pacific Railroad Co., Debtor (William M. Gibbons, Trustee); Appeal of St. Louis-San Francisco Railway Co.

AGENCY: Interstate Commerce Commission.

ACTION: Appeal to vacate portion of Service Order No. 1473.

SUMMARY: Service Order No. 1473 authorized various railroads, including Missouri-Kansas-Texas Railroad Company (MKT) to operate over described tracks of the Rock Island. St. Louis-San Francisco Railway Company sought to have the portion of the Order authorizing MKT to operate the Fort Worth-Dallas, TX line vacated, and sought authority to operate that same line. The appeal was denied.

EFFECTIVE DATE: June 5, 1980.

FOR FURTHER INFORMATION CONTACT: Bill Drew, 202–275–7947.

SUPPLEMENTARY INFORMATION:

Decided: June 4, 1980.

In Service Order No. 1473, served May 30, 1980, (45 FR 38382, June 9, 1980) the Commission's Railroad Service Board authorized various railroads, including Missouri-Kansas-Texas Railroad Company (MKT), to operate over described tracks of the Chicago, Rock Island & Pacific Railroad Company, Debtor (William M. Gibbons, Trustee) (Rock Island or RI). That decision was issued pursuant to section 122 of Pub. L. 96–254 (May 30, 1980), the Rock Island Transition and Employee Assistance Act (RITA).

By appeal filed May 31, 1980, the St. Louis-San Francisco Railway Company (Frisco) seeks to have the Commission vacate the portion of Service Order No. 1473 which authorizes the MKT to operate the Fort Worth-Dallas, TX, line of the Rock Island, from milepost 611.9 and extending to milepost 646. The Frisco, further, seeks authority from the Commission to operate over that line and to serve stations between and including Dallas and Fort Worth.

Replies to the appeal have been filed by MKT and by the Oklahoma Kansas Texas Railroad Users Association (Users).

Section 122 of RITA provides that the Commission may authorize any rail carrier willing to do so voluntarily to use the tracks and facilities of the Rock Island. On May 29, 1980, MKT sent two telegrams to the Commission requesting authority to conduct temporary operations over various Rock Island lines in Kansas, Oklahoma, and Texas. This request included the RI lines between Herington, KS, and Fort Worth and between Fort Worth and Dallas.

MKT is organizing a subsidiary railroad company, the Oklahoma Kansas Texas Railroad Company (OKT). It seeks to acquire most of the RI lines included in its temporary authority request and to have OKT operate them. Users has made financing commitments totalling $3 million to apply toward OKT start-up costs for operations over these lines. MKT, however, is not interested in operating the Herington-Fort Worth line and the other involved RI lines if it does not also receive authority to operate over the Dallas-Fort Worth line.

Frisco, pursuant to a contract with Rock Island, has trackage rights over RI's Dallas-Fort Worth line. However, the contract does not authorize Frisco to provide local service to shippers on the line. Further, Frisco has provided interim service to shippers along that line under Service Order No. 1451. Frisco contends that MKT operations over the Dallas-Forth Worth line would interfere with its service and any use of the line authorized by the Commission must be subordinate to Frisco's contractual rights.

We believe that the Railroad Service Board acted correctly in approving MKT's request to provide service over the Rock Island's Dallas-Forth Worth line. Contrary to Frisco's assertion, neither section 122 nor its legislative history suggests any limitations upon the Commission's exercise of its discretionary powers thereunder. In authorizing temporary operations over rail lines to meet emergency service needs, the Commission has adhered to a policy of giving preference to the railroad that will operate over the greatest portion of track and provide service to the greatest number of shippers and receivers. MKT's proposed operation will serve many shippers in Kansas, Oklahoma, and Texas between Herington and Dallas. Frisco has expressed a much more limited interest in providing service over RI lines. In these circumstances, approval of MKT's request fully comports with the legislative intent in the enactment of RITA to preserve interim rail service.

Issuance of authority for MKT to operate Rock Island's Dallas-Fort Worth line does not interfere with Frisco's contractual rights. In conducting temporary operations, MKT stands in place of Rock Island. Frisco may continue to exercise its rights under its trackage agreement with Rock Island to the same extent as if RI were still operating the line.

Frisco's appeal, therefore, will be denied.

We find:

1. This decision will not significantly affect either the quality of the human environment or conservation of energy resources. *See* 49 CFR Parts 1106, 1108, (1978).

It is ordered:

1. The appeal of St. Louis-San Francisco Railway Company is denied.

2. This decision shall be effective on June 5, 1980.

By the Commission, Chairman Gaskins, Vice Chairman Gresham, Commissioners Stafford, Clapp, Trantum, Alexis, and Gilliam. Commissioners Alexis and Gilliam absent and not participating.

James H. Bayne,

Acting Secretary.

[FR Doc 80–17982 Filed 6–13–80; 8:45 am]

BILLING CODE 7035–01–M

49 CFR Part 1033

[Rev. Service Order No. 1473]

Various Railroads Authorized To Use Tracks and/or Facilities of the Chicago, Rock Island and Pacific Railroad Co., Debtor, William M. Gibbons, Trustee

AGENCY: Interstate Commerce Commission.

ACTION: Revised Service Order No. 1473.

SUMMARY: Pursuant to Section 122 of the Rock Island Transition and Employee Assistance Act, Pub. L. 96–254, this order authorizes various railroads to provide interim service over Chicago, Rock Island and Pacific Railroad Company, Debtor (William M. Gibbons, Trustee), and to use such tracks and facilities as are necessary for operations. This order permits carriers, previously providing unsubsidized service under Directed Service Order No. 1462, which expired 11:59 p.m., May 31, 1980, and for which statutory authority expired on the same date, to continue to provide service to shippers which would otherwise be deprived of essential rail transportation.

EFFECTIVE DATE: 11:59 p.m., June 5, 1980, and continuing in effect until 11:59 p.m., August 31, 1980.

EXPIRATION DATE: 11:59 p.m., August 31, 1980.

FOR FURTHER INFORMATION CONTACT: M. F. Clemens, Jr. (202) 275–7840.

Decided: June 5, 1980.

Pursuant to Section 122 of the Rock Island Transition and Employee Assistance Act, Pub. L. 96–254, the Commission is authorizing various railroads to provide interim service over Chicago, Rock Island and Pacific Railroad Company, Debtor (William M. Gibbons, Trustee), (RI) and to use such tracks and facilities as are necessary for that operation.

In view of the urgent need for continued service over RI's lines pending the implementation of long-range solutions, this order permits carriers, previously providing unsubsidized service under Directed Service Order No. 1462, which expired 11:59 p.m., May 31, 1980, and for which statutory authority expired on the same date, to continue to provide service to shippers which would otherwise be deprived of essential rail transportation.

Revised Service Order No. 1473, changes Appendix A by adding the following changes.

1. Item 16—Oklahoma, Kansas and Texas Railroad Company (OKT) was added to make clear the Commission's intent that the Missouri-Kansas-Texas Railroad Company and/or its subsidiary were authorized to perform the service from Herington, Kansas, to Dallas, Texas.

2. Items 17, 18, 19, and 20, were added to make consistent the application of Section 122 of the Rock Island Transition and Employee Assistance Act, with respect to interim services being provided over the Rock Island.

It is the opinion of the Commission that an emergency exists requiring that the railroads listed in the attached appendix be authorized to conduct operations, also identified in the attachment, using RI tracks and/or facilities; 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,

§ 1033.1473 Revised Service Order No. 1473.

(a) Various railroads are authorized to use tracks and/or facilities of the Chicago, Rock Island and Pacific Railroad Company (RI), as listed in Appendix A to this order, in order to provide interim service over the RI.

(b) The Trustee shall permit the affected carriers to enter upon the property of the RI to conduct service essential to these interim operations.

(c) The Trustee will be compensated on terms established between the Trustee and the affected carrier(s); or upon failure of the parties to agree as hereafter fixed by the Commission in accordance with pertinent authority conferred upon it by Section 122(a) Pub. L. 96–254.

(d) Interim operators, authorized in Appendix A to this order, shall, within thirty days of commencing operations under authority of this order, notify the RI Trustee of those facilities they believe are necessary or reasonably related to the authorized operations.

(e) During the period of these operations over the RI lines, interim operators shall be responsible for preserving the value of the lines, associated with each interim operation, to the RI estate, and for performing necessary maintenance to avoid undue deterioration of lines and associated facilities.

(f) Any operational or other difficulty associated with the authorized operations shall be resolved through agreement between the affected parties or, failing agreement, by the Commission's Railroad Service Board.

(g) Any rehabilitation, operational, or other costs related to the authorized operations shall be the sole responsibility of the interim operator incurring the costs, and shall not in any way be deemed a liability of the United States Government.

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

(i) *Rate applicable.* Inasmuch as this operation by interim operators over tracks previously operated by the RI is deemed to be due to carrier's disability, the rates applicable to traffic moved over these lines shall be the rates applicable to traffic routed to, from, or via these lines which were formerly in effect on such traffic when routed via RI, until tariffs naming rates and routes specifically applicable become effective.

The operator under this temporary authority will not be required to protect transit rate obligations incurred by the RI or the directed carrier, Kansas City Terminal Railway Company, on transit balances currently held in storage.

(j) In transporting traffic over these lines, all interim operators involved shall proceed even though no contracts, agreements, or arrangements now exist between them with reference to the divisions of the rates of transportation applicable to that traffic. Divisions shall be, during the time this order remains in force, those voluntarily agreed upon by and between the carriers; or upon failure of the carriers to so agree, the divisions shall be those hereafter fixed by the Commission in accordance with pertinent authority conferred upon it by the Interstate Commerce Act.

(k) *Employees*—In providing service under this order, interim operators, to the maximum extent practicable, shall use the employees who normally would have performed work in connection with the traffic moving over the lines subject to this Service Order.

(l) *Effective date.* This order shall become effective at 11:59 p.m., June 5, 1980.

(m) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., August 31, 1980, unless otherwise modified, amended, or vacated by order of this Commision.

This action is taken under the authority of 49 U.S.C. 10304–10305 and Section 122, Pub. L. 96–254.

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. 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 a copy with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board, members Joel E. Burns, Robert S. Turkington and John H. O'Brien.

James H. Bayne,

Acting Secretary.

Appendix A—RI Lines Authorized to be Operated by Interim Operators

1. *Louisiana and Arkansas Railway Company (L&A):*
   - A. Tracks one through six of the Chicago, Rock Island and Pacific Railroad Company's (RI) Cadiz Yard in Dallas, Texas, commencing at the point of connection of RI track six with the tracks of the Atchison, Topeka and Santa Fe Railway Company (ATSF) in the southwest quadrant of the crossing of the ATSF and the Missouri-Kansas-Texas Railroad Company (MKT) at interlocking station No. 19.
   - B. from Hodge to Winnfield, Louisiana
   - C. Alexandria Yard, Alexandria, Louisiana
2. *Peoria and Pekin Union Railway Company (P&PU):* All Peoria Terminal Railroad property on the east side of the Illinois River, located within the city limits of Pekin, Illinois
3. *Union Pacific Railroad Company (UP):*
   - A. Beatrice, Nebraska
   - B. from Colby to Caruso, Kansas
   - C. approximately 36.5 miles of trackage extending from Fairbury, Nebraska, to RI Milepost 581.5 north of Hallam, Nebraska
4. *Toledo, Peoria and Western Railroad Company (TP&W):*
   - A. Keokuk, Iowa
   - B. Peoria Terminal Company trackage from Hollis to Iowa Junction, Illinois
5. *Burlington Northern, Inc. (BN):*
   - A. Burlington, Iowa (milepost 0 to milepost 2.06)
   - B. Fairfield, Iowa
   - C. Henry, Illinois (milepost 126) to Peoria, Illinois (milepost 164.35) including the Keller Branch (milepost 1.55 to 8.62).
   - D. Phillipsburg, Kansas (milepost 282) to CBQ Junction, Kansas (milepost 325.9)
6. *Fort Worth and Denver Railway Company (FW&D):*
   - A. Terminal trackage at Amarillo and Bushland, Texas (milepost 752 to milepost 776) including approximately 3 miles northerly along the old Liberal Line
   - B. North Fort Worth, Texas (milepost 603.0 to milepost 611.4)
7. *Chicago and North Western Transportation Company (C&NW):*
   - A. from Minneapolis-St. Paul, Minnesota, to Kansas City, Missouri
   - B. from Rock Junction (milepost 5.2) to Inver Grove, Minnesota (milepost 0)
   - C. from Inver Grove (milepost 344.7) to Northwood, Minnesota (milepost 236.4)
   - D. from Clear Lake Junction (milepost 191.1) to Short Line Junction, Iowa (milepost 73.6)
   - E. from Short Line Junction Yard (milepost 354) to West Des Moines, Iowa (milepost 364)
   - F. from Short Line Junction (milepost 73.6) to Carlisle, Iowa (milepost 64.7)
   - G. from Carlisle (milepost 64.7) to Allerton, Iowa (milepost 0)
   - H. from Allerton, Iowa (milepost 363) to Trenton, Missouri (milepost 502.2)
   - I. from Trenton (milepost 415.9) to Air Line Junction, Missouri (milepost 502.2)
   - J. from Iowa Falls (milepost 97.4) to Esterville, Iowa (milepost 206.9)
   - K. from Rake (milepost 50.7) to Ocheyedan, Iowa (milepost 502)
   - L. from Palmer (milepost 454.5) to Royal, Iowa (milepost 502)
   - M. from Dows (milepost 113.4) to Forest City, Iowa (milepost 158.2)
   - N. from Cedar Rapids (milepost 100.5) to Cedar River Bridge, Iowa (milepost 96.2) and to serve all industry formerly served by the RI at Cedar Rapids
   - O. from Newton (milepost 320.5) to Earlham, Iowa (milepost 388.6)
   - P. Sibley, Iowa
   - Q. Worthington, Minnesota
   - R. Altoona to Pella, Iowa
   - S. Carlisle, Indianola, Iowa
8. *Chicago, Milwaukee, St. Paul and Pacific Railroad Company (Milwaukee):*
   - A. from West Davenport, through and including Muscatine, to Fruitland, Iowa, including the Iowa-Illinois Gas and Electric Company near Fruitland
   - B. from Seymour, to and including industry and team tracks at Centerville, IOWA
   - C. Washington, Iowa
   - D. from Newport, to a point near the east bank of the Mississisppi River, sufficient to serve Northwest Oil Refinery, at St. Paul Park, Minnesota.
9. *Davenport, Rock Island and North Western Railway Company (DRI):*
   - A. Davenport, Iowa
   - B. Moline, Illinois
   - C. Rock Island, Illinois, including 26th Street yard
   - D. from Rock Island through Milan, Illinois, to a point west of milan sufficient to include service to the Rock Island Industrial complex
   - E. from East Moline to Silvis, Illinois
   - F. from Davenport to Wilton, Iowa
   - G. from Rock Island, Illinois, to Davenport, Iowa, sufficient to include service to Rock Island arsenal
10. *Illinois Central Gulf Railroad Company (ICG):* Ruston, Louisiana
11. *Waterloo Railroad Company (Waterloo):* Waterloo, Iowa
12. *St. Louis Southwestern Railway Company (SSW):* operating the Tucumcari Line from Santa Rosa, NM, to St. Louis, Mo (via Kansas City, KS/MO), a total distance of 965.2 miles. The line also includes the RI branch line from Bucklin to Dodge City, KS, a distance of 26.5 miles, and North Topeka, KS. Also between Brinkley and Briark, Arkansas, and at Stuttgart, Arkansas.
13. *The Southwestern Oklahoma Railroad Company:* from Hobart, Oklahoma (milepost 70) to Mangum, Oklahoma (milepost 97.7).
14. *Little Rock & Western Railway Company:* from Little Rock, Arkansas (milepost 135.2) to Perry, Arkansas (milepost 184.2); and from Little Rock (milepost 136.4) to the Missouri Pacific/RI Interchange (milepost 130.6).
15. *Missouri Pacific Railroad Company:* from Little Rock, Arkansas (milepost 135.2) to Hazen, Arkansas (milepost 91.5); Little Rock, Arkansas (milepost 135.2) to Pulaski, Arkansas (milepost 141.0); Hot Springs Junction (milepost 0.0) to and including Rock Island milepost 4.7.
16. *Missouri-Kansas-Texas Railroad Company/Oklahoma, Kansas and Texas Railroad Company:*
   - A. Herington-Ft. Worth Line of Rock Island: beginning at milepost 171.7 within the City of Herington, Kansas, and extending for a distance of 439.5 miles to milepost 613.5 within the City of Ft. Worth, Texas, and use of Fort Worth and Denver trackage between Purina Junction and Tower 55 in Ft. Worth
   - B. Ft. Worth-Dallas Line of Rock Island: beginning at milepost 611.9 within the City of Ft. Worth, Texas, and extending for a distance of 34 miles to milepost 646, within the City of Dallas, Texas
   - C. El Reno-Oklahoma City Line of Rock Island: beginning at milepost 513.3 within the City of El Reno, Oklahoma, and extending for a distance of 16.9 miles to milepost 496.4 within the City of Oklahoma City, Oklahoma
   - D. Salina Branch Line of Rock Island: beginning at milepost 171.4 within the City of Herington, Kansas, and extending for a distance of 27.4 miles to milepost 198.8 in the City of Abilene, Kansas, including RI trackage rights over the line of the Union Pacific Railroad Company to Salina, (including yard tracks) Kansas
   - E. Right to use joint with other authorized carriers the Herington-Topeka Line of Rock Island: beginning at milepost 171.7 within the City of Herington, Kansas, and extending for a distance of 81.6 miles to milepost 89.9 within the City of Topeka, Kansas, as bridge rights only
   - F. Rock Island rights of use on the Wichita Union Terminal Railway Company and the Wichita Terminal Association, all located in Wichita, Kansas
   - G. Rock Island right to interchange with and use the properties of the Great Southwest Railroad Company located in Grand Prairie, Texas
   - H. The Atchison Branch from Topeka, at milepost 90.5, to Atchison, Kansas, at milepost 519.4 via St. Joseph, Missouri, at mileposts 0.0 and 498.3, including the use of interchange and yard facilities at Topeka, St. Joseph and Atchison, and the trackage rights used by the Rock Island to form a continuous service route, a distance of 111.6 miles
   - I. The Ponca City Line at approximately milepost 26.1 at Billings, Oklahoma, to North Enid, Oklahoma, at milepost 339.5 on the Southern Division main line, a distance of 26.1 miles
   - J. That part of the Mangum Branch Line from Chickasha, milepost 0.0 to Anadarko at milepost 18, thence south on the Anadarko Line at milepost 460.5 to milepost 485.3 at Richards Spur, a distance of 42.8 miles
   - K. Oklahoma City-McAlester Line of Rock Island: Beginning at milepost 496.4 within the City of Oklahoma City, Oklahoma, and extending for a distance of 131.4 miles to milepost 365.0 within the City of McAlester, Oklahoma.

17. *El Dorado and Wesson Railroad Company:* from El Dorado to Catesville, Arkansas, distance of 8 miles, in order to serve the Velsical Plant.
18. *The Denver and Rio Grande Western Railroad Company:*
A. from Sandown Junction (milepost 0.1) to and including junction with DRGW Belt Line, (milepost 3.9) all in the vicinity of Denver, Colorado
B. from Colorado Springs (milepost 609.1) to and including all rail facilities at Colorado Springs and Roswell, Colorado, (milepost 602.8), all in the vicinity of Colorado Springs, Colorado.
19. *Norfolk and Western Railway Company:* is authorized to operate over tracks of the Chicago, Rock Island and Pacific Railroad Company running southerly from Pullman Junction, Chicago, Illinois, along the western shore of Lake Calumet approximately four plus miles to the point, approximately 2,500 feet beyond the railroad bridge over the Calumet Expressway, at which point the RI track connects to Chicago Regional Port District track; and running easterly from Pullman Junction approximately 1,000 feet into the lead to Clear-View Plastics, Inc., for the purpose of serving industries located adjacent to such tracks and connecting to the Chicago Regional Port District. Any trackage rights arrangements which existed between the Chicago, Rock Island and Pacific Railroad Company and other carriers, and which extend to the Chicago Regional Port District Lake Calumet Harbor, West Side, will be continued so that shippers at the port can have NW rates and routes regardless of which carrier performs switching services.
20. *St. Louis-San Francisco Railway Co.:*
A. At Okeene, Oklahoma.
B. At Lawton, Oklahoma.

[FR Doc. 80-18041 Filed 6-13-80; 8:45 am]
BILLING CODE 7035-01-M

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49 CFR Part 1033

Various Railroads Authorized To Use Tracks of Chicago, Rock Island & Pacific Railroad Co., Debtor (William M. Gibbons, Trustee)

Decided: June 4, 1980.

AGENCY: Interstate Commerce Commission.

ACTION: Third Revised Service Order No. 1435.

SUMMARY: Throughout the Chicago, Rock Island and Pacific Railroad Company (RI) rail network there are numerous locations where the RI and other railroads conduct joint operations by the use of RI owned tracks and/or facilities. The use of these tracks and/or facilities is essential to the continued operations of the other railroads.

Various railroads are authorized to use tracks and/or facilities of the Chicago, Rock Island and Pacific Railroad Company (RI) as listed in Appendix A to this order.

EFFECTIVE DATE: 11:59 p.m., June 5, 1980. Expiration date: 11:59 p.m., August 31, 1980.

FOR FURTHER INFORMATION CONTACT: M. F. Clemens, Jr., (202) 275-7840.

Throughout the RI rail network there are numerous locations where the RI and other railroads conduct joint operations by the use of RI owned tracks and/or facilities. The use of these tracks and/or facilities is essential to the continued operations of the other railroads.

Third Revised Service Order No. 1435 changes Appendix A to that order by adding the Missouri-Kansas-Texas Railroad Company/Oklahoma, Kansas, and Texas Railroad Company (MKT/OKT) to Item No. 33, and making MKT/OKT responsible for supervision and maintenance of tracks, signals, and dispatching at El Reno, Oklahoma, which controls CTC. This change is made necessary by virtue of Service Order No. 1473 which authorizes the MKT/OKT to operate over Rock Island lines between Herington, Kansas, and Dallas, Texas, and substitutes MKT/OKT for the Rock Island for purposes of the St. Louis-San Francisco Railway Company's right to use the lines under a trackage rights agreement. The revision to this order is necessary to fully implement and effect the authority granted in Service Order No. 1473.

It is the opinion of the Commission that an emergency exists requiring that the railroads listed in the attached appendix be authorized to conduct the operations, also identified in the attachment, using RI tracks and/or facilities; 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 30 days notice.

It is ordered,

§ 1033.1435 Third revised service order No. 1435.

(a) *Various Railroads Authorized to use Tracks and/or Facilities of the Chicago, Rock Island and Pacific Railroad Company, Debtor, (William M. Gibbons, Trustee).* Various Railroads are authorized to use tracks and/or facilities of the Chicago, Rock Island and Pacific Railroad Company (RI) as listed in Appendix A to this order.

(b) The Trustee shall permit the affected carriers to enter upon the property of the RI to conduct service essential to their continued operations.

(c) The Trustee will be compensated on terms established between the Trustee and the affected carrier(s); or upon failure of the parties to agree as hereafter fixed by the Commission in accordance with pertinent authority conferred upon it by Section 11123(b)(2) of the Interstate Commerce Act.

(d) In those instances where more than one railroad is involved in the joint use of RI tracks and/or facilities, one of the affected carriers will perform the maintenance and have supervision over the operations in behalf of all the carriers, as may be agreed to among themselves, or in the absence of such agreement, as may be decided by the Commission.

(e) It is recognized that there may be other carrier(s) and/or location(s), in addition to those listed in the Appendix, where the use of RI tracks and/or facilities is necessary. If such be the case, the affected railroad(s) should apply to the Railroad Service Board and furnish information setting out the applicant carrier's corporate name, trackage and/or facility involved, location, and all pertinent data relating to the necessity of the use of such track or facility. The Railroad Service Board will consider such applications for addition to Appendix A.

(f) *Employees.* On March 4, 1980, a number of rail carriers and labor unions reached an agreement regarding the proper level of employee protection entitled *"Labor Protection Agreement between Railroad Parties Hereto Involved in Midwest Rail Restructuring and Employees of Such Railroads Represented by the Rail Labor Organizations operating through the Railway Labor Executives' Association"* (sometimes referred to as the Miami Accords and/or the 13 Principles). We have reviewed the negotiated labor protection agreement and find that it adequately safeguards the interests of affected employees.

Accordingly, if the carrier(s) chooses to exercise the authority granted by this decision, it/they shall afford affected employees the protection contemplated by the negotiated labor protection agreement and any subsequent amendments to it.

(g) *Effective date.* This order shall become effective at 11:59 p.m., June 5, 1980.

(h) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., August 31, 1980, unless otherwise modified, amended, or vacated by order of this Commission.

This action is taken under authority of 49 U.S.C. 10304-10305 and 11121-11126.

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. 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 a copy with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board, members Joel E. Burns, Robert S. Turkington, and John H. O'Brien.

James H. Bayne,

Acting Secretary.

Appendix A

	Line No. and location to be operated	Railroads using	Rock Island functions to be performed
1	Rock Island Jct., IL. switches	C&O/B&O, CWP&S, CR, and CSL.	Track maintenance.
2	To ICG connection Cottage Ave., Chicago, IL	CWP&S	Track maintenance.
3	Irondale Branch, Chicago, IL	CWP&S and CR	Track maintenance.
4	Chicago, IL Regional Port District Lake Calumet Harbor, West Side.	ICG, CR, and CSSB	Track maintenance.
5	Chicago (LaSalle St. Station)-Joliet, IL	RTA	Dispatching performed at Des Moines, IA (Suburban train operation).
5a	Joliet, IL-16th and Clark Streets	ICG and RTA	Interlocking Towers.
6	Moline-East Moline, IL crossing signals	BN and DRI&NW	Highway crossing signal maintenance.
7	Rock Island, IL-26th St	BN	Switchtender handles crossing & BN switches.
8	West Davenport-Muscatine, IA	MILW	Track and signal maintenance dispatching performed at Des Moines, IA, which controls entry switch at West Davenport (Automatic Block Signal).
9	Burlington-Mediapolis, IA	BN	Track maintenance; dispatching performed at Des Moines. Highway crossing signals maintenance on BN trackage.
10	Eddyville-Beacon, IA	CNW	Track maintenance.
11	Cedar Rapids, IA-4th St. trackage	ICG	Track maintenance.
12	Cedar Rapids, IA-9th Ave. crossing	CNW	Control of CNW-RI crossing and highway crossing signal maintenance.
13	Waterloo, IA-McKinley St. crossign signals	CNW	Highway crossing signal maintenance.
14	Iowa Jct.-Hollis, IL (Peoria Terminal Co.)	TP&W	Track maintenance; dispatching performed by Peoria yardmaster.
15	Des Moines (Easton Blvd.) West Des Moines, IA.	CNW	Track and signal maintenance; operate and maintain RI and CNW tracks; signals-switches controlled at Short Line Tower (Automatic Block Signal).
16	Almena Jct.-CB&Q Jct. KS (Oronoque)	BN	Track Maintenance; dispatching performed at Des Moines, IA; hand thrown switches; (Automatic Block Signal).
17	Colorado Springs-Roswell Industrial District, CO.	ATSF	Track maintenance.
18	Council Bluffs, IA-6th, 7th, 8th St. crossing signals.	BN	Highway crossing signal maintenance.
18a	Council Bluffs, IA, vicinity BN of 14th Street.	BN	Diamond crossing maintenance. Interlocking plant maintenance and operation.
19	Albert Lea-Glenville, MN	CNW-ICG	Track and signal maintenance; dispatching performed at Des Moines, IA which controls CTC.
20	Glenville-MN-Manly, IA	CNW	Operator at Manly.
21	Inver Grove-South St. Paul, MN	CNW and SOO	Track and signal maintenance; dispatching performed at Des Moines, IA which controls CTC.
22	Limon, CO	UP	Operator.
23	Polo-Airline Jct., MO	MILW	Track and signal maintenance; dispatching performed at Des Moines, IA which controls CTC from Polo to Birmingham. (Birmingham to Airline Jct. CTC controlled by MILW at Truman Bride under RI dispatcher's direction).
24	Atchison, KS-St. Joseph, MO	ATSF	Track and signal maintenance; dispatching performed at El Reno, OK.
25	Wathena-Troy, KS	UP	Track and signal maintenance; dispatching at El Reno, OK.
26	Herington, KS-MP crossing interlocking	MP	Interlocking controlled by RI operator (cannot be lined for MP and left unattended—signalling on MP cleared directionally).
27	Dodge City, KS	ATSF	Between Dodge City and ATSF Jct. over Arkansas River bridge track and bridge maintenance only (Line not in service at present).
28	Marion-Peabody, KS	ATSF	Track and signal maintenance; dispatching performed at El Reno, OK, which controls CTC.
29	McAlester-Shawnee, OK	MKT	Track and signal maintenance; dispatching performed at El Reno.
30	Shawnee-Oklahoma City, OK	ATSF-MKT	Track and signal maintenance; dispatching performed at El Reno.
31	Oklahoma City "North Lines" Industrial Tracks.	ATSF	Track maintenance.
32	Malvern-Hot Spring, AR	MP	Dispatching performed at El Reno, OK.
33	Fort Worth-Dallas, TX[1]	FWD, SLSF, and MKT/OKT	Track and signal maintenance dispatching performed at El Reno, OK, Missouri-Kansas-Texas Railroad Company/Oklahoma, Kansas and Texas Railroad Company has responsibility for supervision and maintenance of tracks, signals, and dispatching at El Reno, OK, which controls CTC.

Appendix A—Continued

	Line No. and location to be operated	Railroads using	Rock Island functions to be performed
34	Dallas, TX Right of Way District (formerly Dallas Union Terminal).	MP, MKT, FWD, ATSF, SP, SSW, and SLSF.	Track and signal maintenance; maintain and control operation from towers. Supervision and maintenance to be provided by Missouri Pacific Railroad Company.
35	Dallas, TX-Cadix St. Yard	L&A	Track maintenance.
36	Saginaw, TX	FWD and ATSF	Track and signal maintenance; interlocking controls, switches, and signals.
37	Memphis, TN, Section "A" trackage (1,460 feet) owned by L&N.	ICG, L&N, and SOU	Track maintenance.
38	Briark-West Memphis, AR	SSE-MP	Track and signal maintenance; dispatching performed at El Reno, OK: CTC controlled from Kentucky St.
39	West Memphis-Brinkley, AR	SSW	Track and signal maintenance; dispatching performed at El Reno, OK, ABS-Block signals operator at Brinkley.
40	Irving-Carrollton, TX	SLSF	Maintenance, dispatching (all functions performed by SLSF at present).
41	Iowa Falls, IA	ICG	Interlocking towers.
42	Rock Island Junction, AR to Hermitage, AR	WSR	Maintenance.
43	Thompson, NE	BN	Diamond crossing maintenance.
44	Beatrice, NE	BN	Diamond crossing maintenance.
45	Centerville, IA	BN	Interlocking plant maintenance and operation.
46	La Salle, IL	BN	Diamond crossing maintenance.
47	Ottawa, IL	BN	Interlocking plant maintenance.
48	Colona, IL	BN	Interlocking plant maintenance.
49	St. Joseph, MO	BN	Diamond crossing maintenance.

[1]Changed

[FR Doc. 80-17981 Filed 6-13-80; 8:45 am]

BILLING CODE 7035-01-M

DEPARTMENT OF LABOR

Wage and Hour Division, Employment Standards Administration

29 CFR Part 697

Industries in American Samoa; Wage Order

AGENCY: Wage and Hour Division, Labor.

ACTION: Final rule.

SUMMARY: Under the Fair Labor Standards Act, minimum wage rates in American Samoa are set by a special industry committee appointed by the Secretary of Labor. After such a committee has investigated conditions in American Samoa, it recommends minimum wage rates which must be published in the Federal Register and which become the new wage rates. Industry Committee No. 14 for American Samoa has completed its review and established new minimum wage rates, which are published herewith.

EFFECTIVE DATE: July 1, 1980.

FOR FURTHER INFORMATION CONTACT: Anthony J. Ponturiero, Director, Division of Government Contract Wage Determinations, Wage and Hour Division, U.S. Department of Labor, 200 Constitution Avenue, N.W., Room S-3012, Washington, D.C. 20210, Phone: 202-523-7455.

SUPPLEMENTARY INFORMATION: Pursuant to sections 5, 6, and 8 of the Fair Labor Standards Act of 1938 (52 Stat. 1062, 1064, as amended (29 U.S.C. 205, 206, 208)) and Reorganization Plan No. 6 of 1950 (3 CFR 1949-53 Comp., p. 1004), and by means of Administrative Order No. 655 (44 FR 76888), the Secretary of Labor appointed and convened Industry Committee No. 14 for Industries in American Samoa, referred to the Committee the question of the minimum rate or rates of wages to be paid under section 6 of the act to such employees, and gave notice of a hearing to be held by the Committee.

Subsequent to an investigation and a hearing conducted pursuant to the notice, the Committee has filed with the Administrator of the Wage and Hour Division of the Department of Labor a report containing its findings of fact and recommendations with respect to the matters referred to it.

Accordingly, as authorized and required by section 8 of the Fair Labor Standards Act of 1938, Reorganization Plan No. 6 of 1950, and 29 CFR 511.18, the recommendations of Industry Committee No. 14 are hereby published, revising § 697.1 and 697.3 of Part 697, Title 29, Code of Federal Regulations.

The wage rates for government employees apply only to employees of the Government of American Samoa and its political subdivisions who are engaged in nontraditional activities. In *National League of Cities* v. *Usery*, 426 U.S. 833 (1976), the Supreme Court held that the minimum wage and overtime provisions of the Fair Labor Standards Act are not constitutionally applicable to the integral operations of the States and their political subdivisions in areas of traditional governmental functions. According to the Court, such functions include, among others, schools and hospitals, fire prevention, police protection, sanitation, public health, and parks and recreation. Nontraditional functions, however, continue to be covered by the Fair Labor Standards Act. While this decision dealt with the 50 States and their political subdivisions, it is apparent as a matter of statutory interpretation, that the restrictions imposed by *National League of Cities* should be the same in American Samoa.

Determinations of whether particular functions are traditional or nontraditional will be made by the Courts or by the U.S. Department of Labor on a case-by-case basis. Determinations that particular functions are nontraditional will be published in the **Federal Register** in the form of amendments to Title 29 CFR, § 775.3. A determination was issued by the Wage and Hour Division of the Department of Labor on August 14, 1979, that American Samoa Government's communication system, electric utility, marine railway and liquor store should be considered nontraditional activities since these operations appeared to be essentially no different from regular commercial operations in the United States. The amendment to Regulations Part 775.3 incorporating these earlier decisions was published in the **Federal Register** on December 21, 1979.

The rates set forth herein for government workers apply only to such activities as are determined to be nontraditional. This document was prepared under the direction and control of Henry T. White, Jr., Deputy Administrator, Wage and Hour Division.

Part 697 of title 29 CFR is amended as follows:

1. Section 697.1(a), (b), (c), (d), (e)(1), (f), (g)(1), (h)(1), (i)(1), (j)(1), (k)(1), (l), (m), and (n) is amended to read as follows:

§ 697.1 Wage rates and industry definitions.

* * * * *

(a) *Fish canning and processing and can manufacturing industry.* (1) The minimum wage for this industry is $2.16 an hour for a period of 1 year following the effective date specified in § 697.3 and $2.33 an hour thereafter.

(2) This industry shall include the canning, freezing, preserving, and other processing of any kind of fish, shellfish, and other aquatic forms of animal life, the manufacture of any byproduct thereof, and the manufacture of cans and related activities.

(b) *Shipping and transportation industry.* (1) The minimum wage for classification A, stevedoring, lighterage and maritime shipping agency activities, is $2.15 an hour for a period of 1 year following the effective date specified in § 697.3 and $2.32 an hour thereafter. The minimum wage for classification B, all other activities, is $2.08 an hour for a

period of 1 year following the effective date specified in § 697.3 and $2.21 an hour thereafter.

(2) This industry shall include the transportation of passengers and cargo by water or by air and all activities in connection therewith, including storage and lighterage operations: *Provided, however,* That this industry shall not include the operation of tourist bureaus and of travel and ticket agencies: *Provided, further;* That this industry shall not include bunkering of petroleum products or activities engaged in by seamen in American vessels which are documented or numbered under the Laws of the United States, which operate exclusively between points in the Samoan Islands, and which are not in excess of 350 tons net capacity. Within this industry there shall be two classifications:

(i) Classification A: *Stevedoring, lighterage and maritime shipping agency activities.* This classificaiton shall include all employees of employers who engage in each of the following three services: Stevedoring, lighterage and maritime shipping agency activites.

(ii) Classification B: *All other activities.* All other activities in the shipping and transportation industry.

(c) *Tour and travel service industry.* (1) The mimimum wage for this industry is $1.76 an hour for a period of 1 year following the effective date specified in § 697.3 and $1.88 an hour thereafter. (2) This industry shall include the operation of tourist bureaus and of travel and passenger ticket services and agencies: *Provided, however,* That this industry shall not include the operation of a freight shipping agency.

(d) *Petroleum marketing industry.* (1) The minimum wage for this industry is $2.15 an hour for a period of 1 year following the effective date specified in § 697.3 and $2.32 an hour thereafter.

(2) This industry shall include the wholesale marketing and distribution of gasoline, kerosene, lubricating oils, diesel and marine fuels, and other petroleum products, bunkering operations in connection therewith, and repair and maintenance of petroleum storage facilities.

(e) *Construction industry.* (1) The minimum wage for this industry is $1.75 an hour for a period of 1 year following the effective date specified in § 697.3 and $1.85 an hour thereafter.

* * * * *

(f) *Hotel industry.* (1) The minimum wage for this industry is $1.40 an hour for a period of 1 year following the effective date specified in § 697.3 and $1.50 an hour thereafter.

(2) This industry shall include all activities in connection with the operation of hotels, motels, apartment hotels, and tourist courts engaged in providing lodging, with or without meals, for the general public, including such activities as are engaged in by a hotel or motel or other lodging facility on its own linens or on garments of its guests.

(g) *Retailing, wholesaling and warehousing industry.* (1) The minimum wage for this industry is $1.57 an hour for a period of 1 year following the effective date specified in § 697.3 and $1.65 an hour thereafter.

* * * * *

(h) *Laundry and dry cleaning industry.* (1) The minimum wage for this industry is $1.15 an hour for a period of 1 year following the effective date specified in § 697.3 and $1.20 an hour thereafter.

* * * * *

(i) *Bottling and dairy products industry.* (1) The minimum wage for this industry is $1.49 an hour for a period of 1 year following the effective date specified in § 697.3 and $1.59 an hour thereafter.

* * * * *

(j) *Printing and publishing industry.* (1) The minimum wage for this industry is $1.72 an hour for a period ending 1 year from the date specified in § 697.3 and $1.84 an hour thereafter.

* * * * *

(k) *Finance and insurance industry.* (1) The minimum wage for this industry is $1.93 an hour for a period ending 1 year from the date specified in § 697.3 and $2.05 an hour thereafter.

* * * * *

(l) *Private hospital and educational institutions industry.* (1) The minimum wage for this industry is $1.48 an hour for the period ending 1 year from the date specified in § 697.3 and $1.54 an hour thereafter.

(2) This industry shall include all activities performed in connection with the operation of private hospitals, nursing homes and related institutions primarily engaged in the care of the sick, the aged or the mentally ill or defective who reside on the premises of such institutions, private schools for the mentally or physically handicapped or for gifted children, preschools, elementary or secondary schools, or institutions of higher education: *Provided, however,* That this industry shall not include employees of the Government of American Samoa or employees of any agency or corporation of the Government of American Samoa.

(m) *Government employees industry (nontraditional activities).* (1) The minimum wage for this industry is $1.60 an hour for the period ending 1 year from the date specified in § 697.3 and $1.70 an hour thereafter.

(2) This industry is defined as the nontraditional governmental activities of an employee of the Government of American Samoa. The Administrator of the Wage and Hour Division of the United States Department of Labor has included within the definitions of nontraditional governmental activities of the Government of American Samoa all employees engaged in:

(i) Communication activity, including the installation, repair and maintenance of tele-communication equipment.

(ii) Electric utility operations including the production and distribution of electric energy and installation, repair and maintenance of such production and distribution facilities and equipment.

(iii) Operation, repair and maintenance of the Marine Railway, including structural ship and motor repairs and all other activities in connection therewith.

(iv) All activities in connection with the operation of the liquor store.

Provided, however, That this industry shall not include any employee of the United States or its agencies.

(n) *Miscellaneous activities industry.* (1) The minimum wage for this industry is $1.43 an hour for the period ending 1 year from the date specified in § 697.3 and $1.50 an hour thereafter.

(2) This industry shall include every activity not included in any other industry defined herein.

* * * * *

2. Section 697.3 is revised to read as follows:

§ 697.3 Effective date.

The wage rates specified in § 697.1 shall be effective July 1, 1980.

(Secs. 5, 6, 8, 52 Stat. 1062, 1064; 29 U.S.C. 205, 206, 208)

Signed at Washington, D.C., this 12th day of June 1980.

Henry T. White, Jr.,

Deputy Administrator, Wage and Hour Division, U.S. Department of Labor.

[FR Doc. 80-18209 Filed 6-13-80; 8:45 am]

BILLING CODE 4510-27-M

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

29 CFR Part 1610

Production or Disclosure Under 5 U.S.C. 552

AGENCY: Equal Employment Opportunity Commission.

ACTION: Final regulation.

SUMMARY: The Equal Employment Opportunity Commission is revising its Freedom of Information Act regulations and procedures to reflect a reorganization of its field offices and provide for a delegation of the authority to grant or deny FOIA requests to the Associate General Counsel, Legal Counsel Division, and the Regional Attorney in each District Office.

EFFECTIVE DATE: These regulations are effective June 17, 1980. The delegation of authority to the regional attorneys is effective September 1, 1980.

FOR FURTHER INFORMATION CONTACT: Anthony J. De Marco, Legal Counsel Division, Office of the General Counsel, Equal Employment Opportunity Commission, 2401 E Street, N.W., Washington, D.C. 20506, (202) 634–6595.

SUPPLEMENTARY INFORMATION: The Commission's Freedom of Information Act regulations have been revised to reflect a reorganization of its field offices. Section 1610.4 has been changed to reflect the reorganization of the Commission into district and area offices and sets forth the addresses for the various field offices. Section 1610.14(b) now provides that a district director and area director may duplicate records that have been made available to the public and collect fees for the duplication of those records.

Section 1610.6 has been changed to provide that requests for records that originated in another agency and are in the custody of the Commission "will be coordinated in appropriate circumstances with the Agency" rather than simply be referred to that agency.

The primary revisions to the regulations concern the delegation of the authority to grant or deny FOIA requests to the Associate General Counsel, Legal Counsel Division, and regional attorneys. The Associate General Counsel, Legal Counsel Division, and regional attorneys will now perform duties previously performed by the General Counsel. The delegation to the Associate General Counsel is effective upon publication. The delegation to regional attorneys is effective September 1, 1980. The regional attorneys will also consider requests for certain records previously handled by the District Director.

Section 1610.7 provides that the regional attorney, rather than the district director, will consider requests for certain information located at the field offices. Section 1610.7(a)(4) also provides that the regional attorney, rather than the General Counsel, will make the determination whether to grant or deny a request for information contained in an investigative file reposing in the district office. Section 1610.7(b) now provides that all requests for information which are not available under § 1610.7(a) will be submitted to the Associate General Counsel, Legal Counsel Division, rather than the General Counsel.

Section 1610.9 (a) and (b), § 1610.10 (a) and (b), § 1610.11 (a), (b) and (c), § 1610.13(a) and § 1610.14(a) now provide that the Associate General Counsel, Legal Counsel Division, and regional attorneys will perform duties previously performed by the General Counsel. Section 1610.13(b) provides that the Associate General Counsel, Legal Counsel Division, will maintain the file which contains copies of all grants or denials of appeals by the Commission.

Section 1610.17(f) has been redesignated as § 1610.17(g). A new § 1610.17(f) has been added to the regulations to cover case files involving alleged violations of the Equal Pay Act and Age Discrimination in Employment Act. This section sets forth the general policy of the Commission that requests for information in open case files will ordinarily be denied under the seventh exemption of the Freedom of Information Act as investigatory records compiled for law enforcement purposes.

Section 1610.21 set forth the addresses of the Commission's litigation centers (other than at headquarters) and regional offices. This section has been revoked since the Commission no longer has litigation centers or regional offices.

Accordingly, in Subpart A of 29 CFR Part 1610, §§ 1610.4(b)(6), 1610.4(c), 1610.6–1610.14 are amended as appear below. Section 1610.17(f) is redesignated as 1610.17(g) and a new § 1610.17(f) is added as appears below.

Signed at Washington, D.C., this 11th day of June 1980.

For the Commission.

Eleanor Holmes Norton,

Chair, Equal Employment Opportunity Commission.

29 CFR Part 1610 is amended as follows:

1. Sections 1610.4(b)(6), (c) and 1610.6–1610.9 are revised to read as follows:

§ 1610.4 Public reference facilities and current index.

* * * * *

(b) Each district and area office listed in paragraph (c) of this section shall maintain and make available for public inspection and copying a copy of:

* * * * *

(6) "CCH Equal Employment Opportunity Commission Decisions" (1973) and Employment Practices Guide (vol. 2), published by Commerce Clearing House, Inc.

(c) The Commission District and Area Offices are:

Albuquerque Area Office (Phoenix District), Western Bank Building, Suite 1515, 505 Marquette, N.W., Albuquerque, New Mexico 87101.

Atlanta District Office, Citizens Trust Building, 10th Floor, 75 Piedmont Avenue, N.W., Atlanta, Georgia 30303.

Baltimore District Office, Rotunda Building, Suite 210, 711 West 40th Street, Baltimore, Maryland 21211.

Birmingham District Office, 2121 Eighth Avenue, North, Birmingham, Alabama 35203.

Boston Area Office (New York District), 150 Causeway Street, Suite 1000, Boston, Massachusetts 02114.

Buffalo Area Office (New York District), One West Genese Street, Room 320, Buffalo, New York 14202.

Charlotte District Office, 403 N. Tryon Street, 2nd Floor, Charlotte, North Carolina 28202.

Chicago District Office, Federal Building, Room 234, 536 South Clark Street, Chicago, Illinois 60605.

Cincinnati Area Office (Cleveland District), Federal Building, Room 7019, 550 Main Street, Cincinnati, Ohio 45202.

Cleveland District Office, Engineers' Building, Room 602, 1365 Ontario Street, Cleveland, Ohio 44114.

Dallas District Office, Corrigan Tower, 6th Floor, 212 North St. Paul, Dallas, Texas 75201.

Dayton Area Office (Cleveland District), Federal Building, 200 West 2nd Street, Dayton, Ohio 45402.

Denver District Office, 1531 Stout Street, 6th Floor, Denver, Colorado 80202.

Detroit District Office, First National Building, Suite 600, Detroit, Michigan 48226.

El Paso Area Office (Dallas District), Property Trust Building, 221 East Missouri, Room E–235, El Paso, Texas 79903.

Fresno Area Office (San Francisco District), 1303 P Street, Suite 103, Fresno, California 93721.
Greensboro Area Office (Charlotte District), 324 West Market Street, Room 132, Greensboro, North Carolina 27402.
Greenville Area Office (Atlanta District), Bankers Trust Building, 5th Floor, 7 North Laurens Street, Greenville, South Carolina 29602.
Houston District Office, Federal Building, Room 1101, 2320 LaBranch, Houston, Texas 77004.
Indianapolis District Office, Federal Building, U.S. Courthouse, 46 East Ohio Street, Room 456, Indianapolis, Indiana 46204.
Jackson Area Office (Birmingham District) Petroleum Building, Suite 500, 200 East Pascagoula Street, Jackson, Mississippi 39201.
Kansas City Area Office (St. Louis District), 1150 Grand, 1st Floor, Kansas City, Missouri 64106.
Little Rock Area Office (New Orleans District), Federal Building, 700 West Capitol, Little Rock, Arkansas 72201.
Los Angeles District Office, 3255 Wilshire Boulevard, 9th Floor, Los Angeles, California 90010.
Louisville Area Office (Memphis District), U.S. Post Office & Courthouse, 601 West Broadway, Room 105, Louisville, Kentucky 40202.
Memphis District Office, 1407 Union Avenue, Suite 502, Memphis, Tennessee 38104.
Miami District Office, DuPont Plaza Center, Suite 414, 300 Biscayne Boulevard Way, Miami, Florida 33131.
Milwaukee District Office, 342 North Water Street, Room 612, Milwaukee, Wisconsin 53202.
Minneapolis Area Office (Milwaukee District), Plymouth Building, 12 South Sixth Street, Minneapolis, Minnesota 55402.
Nashville Area Office (Memphis District), Parkway Towers, Suite 1822, 404 James Robertson Parkway, Nashville, Tennessee 37219.
Newark Area Office (New York District), 744 Broad Street, Room 502, Newark, New Jersey 07102.
New Orleans District Office, F. Edward Hébert Federal Building, 600 South Street, New Orleans, Louisiana 70130.
New York District Office, 90 Church Street, Room 1301, New York, New York 10007.
Norfolk Area Office (Baltimore District), 215 East Plume Street, Norfolk, Virginia 23510.
Oakland Area Office (San Francisco District), George P. Miller Federal Building, 1515 Clay Street, Oakland, California 94612.
Oklahoma City Area Office (Dallas District), 50 Penn Place, Suite 1430, Oklahoma City, Oklahoma 73118.
Philadelphia District Office, 127 North 4th, Suite 300, Philadelphia, Pennsylvania 19106.
Phoenix District Office, 201 North Central Avenue, Suite 1450, Phoenix, Arizona 85073.
Pittsburgh Area Office (Philadelphia District), Federal Building, Room 2038A, 1000 Liberty Avenue, Pittsburgh, Pennsylvania 15222.
Raleigh Area Office (Charlotte District), 414 Fayetteville Street, Raleigh, North Carolina 27608.
Richmond Area Office (Baltimore District), 400 North 8th Street, Room 6213, Richmond, Virginia 23219.
San Antonio Area Office (Houston District), 727 East Durango, Suite B–601, San Antonio, Texas 78206.
San Diego Area Office (Los Angeles District), San Diego Federal Building, 880 Front Street, San Diego, California 92101.
San Francisco District Office, 1390 Market Street, Suite 325, San Francisco, California 94102.
San Jose Area Office (San Francisco District), Crocker Plaza Building, 84 West Santa Clara, San Jose, California 95113.
Seattle District Office, Dexter Horton Building, 710 Second Avenue, Seattle, Washington 98104.
St. Louis District Office, 1601 Olive Street, St. Louis, Missouri 63103.
Tampa Area Office (Miami District), 700 Twiggs Street, Tampa, Florida 33602.
Washington Area Office (Baltimore District), 1717 H Street, N.W., Suite 402, Washington, D.C. 20006.

§ 1610.6 Records of other agencies.

Requests for records that originated in another Agency and are in the custody of the Commission will be coordinated in appropriate circumstances with that Agency and the person submitting the request shall be so notified. The decision made by that Agency with respect to such records will be honored by the Commission.

§ 1610.7 Where to make request; form.

(a) A request for any of the following types of records shall be submitted to the regional attorney for the appropriate district or area at the district office address listed in § 1610.4(c):

(1) information about present or former employees of the district or area office;

(2) existing statistical data, which is not confidential, relating to the case processing of the district or area office;

(3) agreements between the Commission and State or local fair employment agencies under the jurisdiction of the district or area office;

(4) materials in district or area office investigative files for charges under Title VII of the Civil Rights Act of 1964 (42 U.S.C. §2000e), the Equal Pay Act (29 U.S.C. § 206(d)) or the Age Discrimination in Employment Act of 1967 (29 U.S.C. § 621 *et seq.*).

(b) A request for any record which does not fall within the ambit of subparagraph (a) of this section, or a request for any record the location of which is unknown to the person making the request, shall be submitted in writing to the Associate General Counsel, Legal Counsel Division, Equal Employment Opportunity Commission, 2401 E Street, N.W., Washington, D.C. 20506.

(c) A request must be clearly and prominently defined as a request for information under the Freedom of Information Act. If submitted by mail, or otherwise submitted under any cover, the envelope or other cover must be similarly identified.

(d) When a request is one which by nature should properly be directed to the Associate General Counsel, Legal Counsel Division, or a regional attorney, such request shall not be deemed to have been received by the Commission until the time it is actually received by the Associate General Counsel or the appropriate regional attorney.

(e) Any Commission official who receives a written Freedom of Information request shall promptly forward it to the appropriate official specified in paragraph (a) or (b) of this section. Any Commission official who receives an oral request under the Freedom of Information Act shall inform the other person making the request that it must be in writing and also inform such person of the provisions of this subpart.

§ 1610.8 Authority to determine.

The Associate General Counsel, Legal Counsel Division, or a regional attorney, when receiving a request pursuant to these regulations, shall grant or deny each such request. The decision of the Associate General Counsel or appropriate regional attorney shall be final, subject only to administrative review as provided in § 1610.11 of this subpart.

§ 1610.9 Prompt response.

(a) The Associate General Counsel, Legal Counsel Division, or regional attorney shall either grant or deny a request for records within 10 working days after receipt of the request unless additional time is required for one of the following reasons:

(1) It is necessary to search for and collect the requested records from field facilities or other establishments that are separate from the office processing the request;

(2) It is necessary to search for, collect, and appropriately examine a voluminous amount of separate and distinct records which are demanded in a single request; or

(3) If it is necessary to consult with another agency having a substantial interest in the determination of the request or among two or more components of the agency having substantial subject-matter interest therein.

(b) When additional time is required for one of the reasons stated in paragraph (a) of this section the

Associate General Counsel, Legal Counsel Division, or regional attorney, shall acknowledge receipt of the request within the 10 day period and include a brief notation of the reason for the delay and an indication of the date on which it is expected that a determination as to disclosure will be forthcoming.

2. Section 1610.10(a) and the introductory paragraph of (b) are revised to read as follows:

§ 1610.10 Responses: form and content.

(a) When a requested record has been identified and is available, the Associate General Counsel, Legal Counsel Division, or appropriate regional attorney, shall notify the person making the request as to where and when the record is available for inspection or that copies will be available. The notification shall also advise the person making the request of any assessed fees under § 1610.15 hereof.

(b) A reply denying a written request for a record shall be in writing signed by the Associate General Counsel, Legal Counsel Division, or the appropriate regional attorney, and shall include:

* * * * *

3. Sections 1610.11, 1610.13, and 1610.14 are revised to read as follows:

§ 1610.11 Appeals to the Commission from initial denials.

(a) When the Associate General Counsel, Legal Counsel Division, or an appropriate regional attorney, has denied a request for records in whole or in part, the person making the request may within 30 days of its receipt, appeal the denial to the Commission. The appeal must be in writing addressed to the Chairman, Equal Employment Opportunity Commission, 2401 E Street, N.W., Washington, D.C. 20506, and clearly labeled as a Freedom of Information Act appeal.

(b) The Commission shall act upon the appeal within 20 working days of its receipt, and more rapidly if practicable. If the decision is in favor of the person making the request, the decision shall order records promptly made available to the person making the request. The Commission may extend the 20 day period in which to render an appeal for that period of time which could have been claimed and consumed by the Associate General Counsel, Legal Counsel Division, or regional attorney under § 1610.9 but which was either not claimed or consumed in making the initial determination.

(c) The Commission's action on an appeal shall be in writing signed by the Chairman of the Commission. A denial in whole or in part of a request on appeal shall set forth the exemption relied on, a brief explanation of how the exemption applied to the records withheld and the reasons for asserting it, if different from that described by the Associate General Counsel, Legal Counsel Division, or regional attorney under § 1610.10, and that the person making the request may, if dissatisfied with the decision on appeal, file a civil action in the district in which the person resides or has his principal place of business, in the district where the records reside, or in the District of Columbia.

(d) No personal appearance, oral argument or hearing will ordinarily be permitted in connection with an appeal to the Commission.

(e) On appeal, the Commission may reduce any fees previously assessed.

§ 1610.13 Maintenance of files.

(a) The Associate General Counsel, Legal Counsel Division, and regional attorneys, shall maintain files containing all material required to be retained by or furnished to them under this subpart. The material shall be filed by individual request indexed according to the exemptions asserted, and, to the extent feasible, indexed according to the type of records requested.

(b) The Associate General Counsel, Legal Counsel Division, shall also maintain a file open to the public, which shall contain copies of all grants or denials of appeals by the Commission. The material shall be indexed as stated in paragraph (a) of this section.

§ 1610.14 Waiver of user charges.

(a) Except as provided in paragraph (b) of this section the Associate General Counsel, Legal Counsel Division, and regional attorneys, shall assess fees for the search and, if necessary, duplication of records requested. They shall also have authority to furnish documents without charge, or at a reduced charge, where they determine that waiver or reduction of the charge is in the public interest because furnishing the information can be considered as primarily benefiting the general public.

(b) District and area directors and the librarian are hereby authorized to collect fees for duplication of records which are to be made available for public inspection and copying in the district or area office, or in the headquarters library in accordance with § 1610.4(b). District and area directors and the librarian are hereby authorized to duplicate such records without charge, or at a reduced charge in accordance with the criteria of paragraph (a) of this section.

4. In § 1610.17 paragraph (f) is redesignated as (g). A new paragraph (f) is added as follows:

§ 1610.17 Exemptions.

* * * * *

(f) Requests for information relating to open case files covering alleged violations of the Equal Pay Act (29 U.S.C. 206(b)) or the Age Discrimination in Employment Act of 1967 (29 U.S.C. 621 *et seq.*) will ordinarily be denied under the seventh exemption of the Freedom of Information Act as investigatory records compiled for law enforcement purposes.

§ 1610.21 [Revoked]

5. Section 1610.21 is revoked.

[FR Doc 80-18047 Filed 6-13-80; 8:45 am]
BILLING CODE 6570-06-M

Proposed Rules

Federal Register
Vol. 45, No. 117
Monday, June 16, 1980

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

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

7 CFR Part 1007

[Docket No. AO-366-A16]

Milk in the Georgia Marketing Area; Recommended Decision and Opportunity To File Written Exceptions on Proposed Amendments to Tentative Marketing Agreement and to Order

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Proposed rule.

SUMMARY: This decision recommends replacing the order's current Class I base plan with a seasonal base-excess plan for distributing to producers their returns from the sale of milk. Under the recommended provisions, producers each year would establish a new base determined by their deliveries of milk under the order during the base-forming months of September–January. Producers would be paid not less than the uniform price for their milk deliveries in each such month. During the other months, minimum payments to producers would be based on the amounts of base and excess milk marketed under the order. A producer's base could be transferred only if the producer discontinues milk production.

The decision also finds that marketing conditions do not warrant emergency action to either suspend or amend the Class I base plan transfer provisions to permit only within-family transfers.

The amendments are necessary to reflect current marketing conditions and to insure orderly marketing in the area.

DATE: Comments are due on or before July 3, 1980.

ADDRESS: Comments (four copies) should be filed with the Hearing Clerk, Room 1077, South Building, U.S. Department of Agriculture, Washington, D.C. 20250.

FOR FURTHER INFORMATION CONTACT: Richard A. Glandt, Marketing Specialist, Dairy Division, Agricultural Marketing Service, U.S. Department of Agriculture, Washington, D.C. 20250 (202) 447–5443.

SUPPLEMENTARY INFORMATION: Prior documents in this proceeding: Notice of Hearing: issued February 21, 1980; published February 27, 1980 (45 FR 12821).

Preliminary Statement

Notice is hereby given of the filing with the Hearing Clerk of this recommended decision with respect to proposed amendments to the tentative marketing agreement and order regulating the handling of milk in the Georgia marketing area.

This notice is issued pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 *et seq.*), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900). Interested parties may file written exceptions to this decision with the Hearing Clerk, Room 1077, South Building, United States Department of Agriculture, Washington, D.C. 20250, on or before July 3, 1980. Four copies of the exceptions should be filed. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

The proposed amendments set forth below are based on the record of a public hearing conducted at Decatur, Georgia, on March 12, 1980. Notice of such hearing was issued February 21, 1980 (45 FR 12821).

The material issues on the record of the hearing relate to:

1. Class I base plan transfer provisions.

2. Replacing the Class I base plan with a seasonal base-excess plan.

Findings and Conclusions

The following findings and conclusions on the material issues are based on evidence presented at the hearing and the record thereof:

1. *Class I base plan transfer provisions.* The Class I base plan should not be amended to allow only intra-family transfers of Class I base. Moreover, on the basis of this record there is no urgent need to temporarily restrict base transfers to intra-family situations by suspension action.

Dairymen, Inc. (DI), a dairy cooperative that represented 730 of the 1182 [1] producers supplying milk for the Georgia market at the time of the hearing, proposed that the Class I base plan be amended on an emergency basis to permit only intra-family transfers of Class I base and production history base. Alternatively, DI proposed that certain base transfer provisions be suspended on an emergency basis.

At the hearing, DI testified that transfers of Class I base have become more numerous during the past year. A witness for the cooperative stated that the recent increase in base transfers and certain practices involved in some transfers have caused serious marketing problems. For example, he indicated that in certain instances producers have discontinued their shipments to the Georgia market and sold their Class I bases for windfall profits. In many such cases, the producers who sold their Georgia bases began delivering milk to another market.

He also stated that transfers of base have been used in "special member programs" to get producers to join a particular cooperative association. According to the witness, cooperatives (including DI) would arrange for the transfer of base to a certain dairy farmer as an inducement for such producer to join the association. If the producer remained a member for one year and then dropped out of the association, the producer would retain one-third of the base that was initially received. If the producer remained a member for two years, two-thirds of the base would be retained. The producer would retain all the base initially received by remaining a member of the cooperative for three years.

The cooperative's witness further testified that because Class I base may so easily be established, substantially more base has been formed than is actually needed to supply the market's fluid milk needs. He maintained that this has caused the Class I base percentage to decline. Each eligible producer thus receives a Class I base smaller than it otherwise would have been. The end result for producers is, of course, a lower total return for milk marketed

[1] Official Notice is taken of the May 1980 Market Information Bulletin published by the market administrator for the Georgia marketing area.

under the order. DI contended that these effects that result from certain activities are contrary to the intended purposes of the Federal order program generally, and the Class I base plan specifically.

DI expressed the view that such activities are disruptive and improper, and therefore must be stopped immediately. For this reason, DI asked that the Secretary take action on an emergency basis either to amend the Class I base transfer provisions or to suspend certain of those provisions.

Southern Milk Sales, Inc., a cooperative association representing about 60 dairy farmers supplying the Georgia market, opposed DI's request for emergency action with respect to the transfer provisions of the Class I base plan. At the hearing, the cooperative's spokesman took the position that emergency conditions relating to this issue do not exist in the Georgia market. He testified that amendment or suspension of the base transfer rules, as proposed by DI, would cause marketing problems for his organization.

The hearing record does not provide a sufficient basis to conclude that emergency marketing conditions exist in the Georgia market. First, the record clearly indicates that many of these activities have been going on in the market for quite some time. Bases have been transferred each year since the Class I base plan became effective. While the situation may have been aggravated by an increase in the number of transfers in the past year, the record does not demonstrate adequately that these transfer activities have been disruptive to such an extent that emergency action must be taken immediately.

In updating Class I bases on March 1, 1976, Class I bases equalled 107 percent of production history bases. It should be noted that Class I bases have represented a lower percentage of production history bases each March 1 since 1976, declining an average of 4.8 percentage points each year, until on March 1, 1980, Class I bases equalled only 88 percent of production history bases. These figures clearly show a steady rate of change rather than a dramatic sudden change in marketing conditions in the past few months that would warrant emergency action.

Furthermore, based on the record testimony, it appears likely that most of the transfers of Class I bases already have been made that are going to be made by September 1, 1980, which is the target date for putting the seasonal base-excess plan into effect. Until such time, it is expected that Class I bases would rapidly decline in value since producer returns after September 1, 1980, would not be based on the uniform prices for Class I base and excess milk. In view of the foregoing, there is no basis for either the emergency suspension of the Class I base transfer provisions or an emergency amendment of such provisions.

Any consideration of amending the Class I base plan through the regular amendment procedures becomes almost moot in view of the timing involved. Since this decision would soon replace the Class I base plan with a seasonal base-excess plan, little purpose would be served by amending the Class I base plan provisions when the entire base plan would be eliminated shortly thereafter. Accordingly, no action is taken with respect to the proposed changes in the Class I base plan.

2. *Replacing the Class I base plan with a seasonal base-excess plan.* The order should be amended to provide a seasonal base-excess plan in place of the current Class I base plan.

The purpose of a base-excess plan is to provide an incentive for producers to even out their production throughout the year. Such a plan is designed to encourage production in the months of seasonally low production and discourage excess production in the months of seasonally high production.

DI proposed that the order's current Class I base plan be replaced with a seasonal base-excess plan for use in distributing to producers their returns from the sale of milk. The DI witness testified that the present Class I base plan and a predecessor 12-month base-excess plan have favorably influenced seasonal milk production patterns in Georgia by encouraging more milk to be produced when fluid milk sales are high and by discouraging excess milk production during the high production season. They also stated that adoption of the base-excess plan, which would provide more limited transfers of base than are currently provided under the Class I base plan, would eliminate the base transfer problems experienced in the market in connection with the Class I base plan during the past year.

Atlanta Dairies, a cooperative representing about 145 producers supplying the market, supported the changes proposed by DI and essentially for the same reason, i.e., to maintain the market's favorable seasonal production pattern.

There was only limited opposition to the proposed base-excess plan. Southern Milk Sales opposed the plan primarily because transfers of base would be considerably more limited than they presently are under the Class I base plan. The association's spokesman testified that base transfers provide an orderly alternative to base building in that new producers can obtain base quickly and established producers are able to adjust the scale of their operations. The witness stated that the association prefers that the order not include any kind of base plan, but that if a base plan is included, the present Class I base plan would be preferable to DI's proposed base-excess plan.

A base-excess plan should be included for the Georgia market. The base plan will provide a means of encouraging a level seasonal production pattern so that a good seasonal coordination between milk supplies and Class I sales will be maintained.

The Georgia market has developed a good seasonal milk production pattern over the years. Nevertheless, milk production for the Georgia market does fluctuate seasonally with supplies generally increasing in the spring and declining in the fall. This is evidenced, for example, by the production and Class I producer milk data for a recent 5-year period.

These data indicate that the 1975–79 average daily deliveries of producer milk in April were 108 percent of such deliveries for the entire 5-year period. Downswings of comparable magnitude occurred each year, with the 5-year average of daily producer milk deliveries during August dropping to 90 percent of the daily average of such deliveries for the entire 5-year period.

Although the seasonal fluctuations in production are relatively small the changes are more meaningful when viewed in terms of the somewhat opposite swings in Class I producer milk. When supplies were lower in the fall, average daily producer milk allocated to Class I was higher. For instance, the 1975–79 average daily producer milk receipts used in Class I during November was 107 percent of the average for the entire 5-year period. This compares to a 5-year average of Class I utilization of producer milk during July which is 89 percent of the average for the entire 5-year period.

Although some seasonal fluctuation is evident, production for the Georgia market is in fairly good seasonal balance with Class I use. On the basis of 5-year averages computed for each month, the relationship of average daily producer milk to daily average Class I producer milk ranged from a low of 114 percent in September to a high of 138 percent in June.

If milk production fluctuates widely on a seasonal basis, serious marketing problems could be created for producers, and especially for cooperatives supplying the market. These problems are centered on

obtaining adequate supplies of milk for handlers' fluid needs during the fall and disposing of excess supplies during the spring.

For example, if production declines too much in the fall, the cooperative could find it necessary to import milk from beyond the local supply area to meet the shortage of the market's fluid processors. This could involve moving milk considerable distances and such movements are more costly each day as gasoline prices continue to increase.

Another aspect of seasonal inbalances in milk production is the disposition of milk that is excess to the market's fluid needs. Since the Georgia market produces relatively little milk in excess of fluid needs, there is only limited manufacturing capacity in the market. Hence, at times excess milk must be transported to manufacturing plants at considerable distance from the major consumption areas of the state. The costs of such transportation are borne primarily by cooperatives. Hence, producers, handlers and consumers would benefit from a low variation in milk production because of reduced marketing costs for excess milk associated with the fluid market. In view of the foregoing, adoption of a base-excess plan for the Georgia market is appropriate in the interest of maintaining reasonably level production throughout the year.

The issue in this proceeding primarily concerns producers in that it deals with how the pool funds are to be divided among the procducers supplying the market. In such case, the views of producers are an important consideration. The record in this proceeding clearly shows that a majority of producers prefer a base-excess plan to the current Class I base plan as a means of influencing the seasonality of milk production.

The base-excess plan adopted in this decision is very similar to that proposed by producers. Each producer would be assigned a base computed by dividing the producer's total pounds of producer milk in September through January (the base-forming period) by the number of days' production represented in such producer milk deliveries or by 145, whichever is more. A single delivery by a producer on every-other-day delivery would be considered two days' production in computing a base. This method of computing bases is identical to that now used under the Class I base plan to establish each producer's average daily milk delivery (used to compute the producer's production history base from which such dairy farmer's Class I base is calculated).

The market administrator each year would compute a new base for each producer and, by March 1, would notify each producer and the handler receiving the milk of the producer's base. The market administrator would also notify a cooperative, if requested, of the amount of base assigned to each producer-member.

As proposed by DI, the months of September through January should be the base-forming period. It is during these months that milk production tends to be lowest relative to the market's Class I needs. In order to establish a production level for which they will receive payment at the higher uniform price for base milk in the base-paying months, producers will tend to establish a higher level of production in the base-forming months. The uniform (weighted average) price would be the minimum order price payable to producers for producer milk delivered during September through January.

The base-paying months should be February through August, as proposed by DI. These months form a period when, generally speaking, milk prodution is high and Class I utilization of milk is low. Thus, it is a period when the base plan should be discouraging excessive seasonal production. This would occur because during the base-paying months, payments to producers would reflect a lower price for any excess producer milk delivered to the market. Thus, the operation of the base-excess plan should serve to maintain, or perhaps improve, the seasonal production pattern that producers desire.

"Base milk" would be the producer milk of a producer in each month of February through August that is not in excess of the producer's base multiplied by the number of days in the month. "Excess milk" would be the producer milk of a producer in each month of February through August in excess of the producer's base milk for the month. Excess milk would include all of the producer milk in February through August of a producer who has no base.

In computing the uniform prices for base and excess milk, Class III producer milk would be assigned to excess milk first. If there are more pounds of Class III producer milk in the market than there are pounds of excess milk deliveries by producers, the uniform price for excess milk will be the Class III price. In such case, the additional value for the remaining Class III producer milk as well as the values for Class I and Class II producer milk will be reflected in the uniform price for base milk.

As proposed by producers, the uniform price for excess milk should not be subject to a location adjustment. This will continue the practice now provided under the Class I base plan for pricing excess milk.

A producer generally would deliver milk continuously throughout the base-forming period. However, because of various circumstances (e.g., storm damage at the farm or to roads, temporary suspension of a health permit or temporary loss of market when cut off by a buying handler), a producer may be off the market for a limited number of days in the base-forming period. In recognition of this, proponent cooperative proposed the same treatment that is now provided under the Class I base plan. That is, a producer who delivered at least 145 days' production during the base-forming period would have his average daily delivery computed on the same basis as a producer who delivered continuously throughout the entire period (by dividing his total producer milk during the five-month period by the number of days' production represented in such producer's deliveries).

The requirement that a producer supply the market in the base-forming months in order to earn a base provides an incentive to ship to the Georgia market instead of to other markets in the months when production is lowest relative to the demand for Class I milk. A producer who ships at least 145 days' production during the five-month base-forming period can reasonably be considered as being fully associated with the market. A producer who delivered less than 145 days' production should have his base determined by dividing his total production in the base-forming period by 145. Thus, a producer who may have been supplying the Class I needs of another market for a substantial part of the base-forming period would receive a base that reflects his contribution as a producer toward supplying the fluid needs of the Georgia market in such period.

The application of the base-excess plan adopted herein to new producers is essentially that proposed by DI. One type of new producers coming onto the market in the base-paying period could be dairy farmers who had supplied the fluid milk needs of another order market or an unregulated market in the base-forming period. Milk produced on their farms in the base-paying months that becomes associated with the Georgia market would represent production that is surplus to the Class I needs of the market with which they had been previously associated. It is appropriate, therefore, as provided herein, that for deliveries of such milk under the

Georgia order in the base-paying months, producers should receive only the excess milk price.

In other instances, persons who have not previously supplied a Class I market may become new producers on the Georgia market. Included in this category would be dairy farmers who had previously been shipping manufacturing grade milk and persons starting new dairy farm operations. Before coming onto the market as a new producer, such a person would be expected to have anticipated in advance whether he would begin shipping in a base-paying month or in any of the other five months of the year. If the choice is to begin delivering as a new producer in one of the seven base-paying months, presumably that decision would be made in recognition of the fact that the excess price would be received for milk delivered to the market in those months.

If a dairy farmer's milk was delivered to a nonpool plant that became a pool plant after the beginning of the base-forming period, a base should be assigned to such person in the same manner as if the dairy farmer had been a producer during the entire base-forming period. Such base would be calculated from all of the dairy farmer's deliveries to such plant during September through January.

The order provision to cover the situation described in the preceding paragraph is modified somewhat from what DI proposed. The provision adopted herein clearly specifies which base-forming period would be used if a nonpool plant became a pool plant during the base-forming period and, in such cases, specifically identifies which producer deliveries would count toward establishing a base for such dairy farmer.

To acquire pool status under the order a plant must dispose of a certain percentage of its receipts on routes in the marketing area or to other pool plants. Hence, when a nonpool plant becomes a pool plant it will add Class I sales to the pool relative to such sales in prior periods when it was a nonpool plant. It is appropriate, therefore, that those dairy farmers who had been supplying the plant have bases computed for them according to their deliveries to the plant in the base-forming period.

Bases so assigned to such producers should not be transferable. Such producers would be receiving bases without having incurred any of the production costs that the market's regular producers incurred in adjusting their operations to achieve more level production. Thus, any income received from the transfer of such bases in essence would be windfall gains, which should not be permitted.

DI proposed separate provisions to deal with establishing a base for a dairy farmer who held producer-handler status in the event such person's plant became a fully regulated pool plant. A producer-handler plant is defined as a nonpool plant under the Georgia order. Since the provisions described in the four immediately preceding paragraphs apply to any nonpool plant that becomes a pool plant, including a producer-handler plant, separate provisions to accommodate producer-handlers are not needed.

The base earned by any producer who supplied the market during the preceding base-forming period should be transferable if the producer discontinues producing milk. This procedure will facilitate the transfer of assets when a dairy farmer goes out of business, and will allow other producers to acquire the base. For example, if a producer sells his herd to another person, the latter person should have an opportunity to acquire the base associated with the herd.

However, under the provision adopted herein, it is not necessary to require that only an entire base may be transferred as DI proposed. Presumably, when a producer goes out of the milk producing business, the producer would try to dispose of all of the base held at that time. If the cows were sold to another dairy farmer, or to a new producer, such producer presumbably would want to obtain the established base or portions of it. However, if only a portion of the base could be disposed of there would not be any negative effect on the market. Thus, it seems a reasonable approach to allow a producer who quits producing milk to dispose of the base to other producers, in minmum increments of 100 pounds. If all the base cannot be disposed of within the month that production ceases, the remainder may be disposed of at any time during the remaining base-paying priod. No further safeguards are needed. Under the provision adopted, if DI's proposed constraint on transferring only an entire base were adopted, if is conceivable that a producer who sold all the cows could not find buyers for the entire base, and thus could not sell any of the base. There is no reason for the order to be that restrictive under the transfer provisions herein adopted.

The DI proposal did not specifically state that a base could be transferred only if the dairy farmer discontinues producing milk. Rather, the cooperative proposed that a base transfer be cancelled if the producer who transferred base begins delivery of milk to a plant other than a pool plant under this order. However, at the hearing DI testified that the cooperative intended that a producer be permitted to transfer his base only if he goes out of milk production.

The verification problems associated with administering the proposed provision could be significant. It would be necessary, for example, for the market administrator to make a determination that the producer was in fact shipping milk to another market. The follow-up activities necessary to make such determinations could involve considerable time and effort. Individual producer names would have to be checked between Federal order markets to identify producers who transfer their bases and begin delivering to other Federal order markets. Also, under current operating procedures, it would be difficult to identify producers who transferred their Georgia bases and began delivering their milk to unregulated plants.

In addition to the administrative problems, such a provision could have an adverse impact on producers who received bases by transfer and are currently supplying the Georgia market. For example, assume that a producer buys base from a dairy farmer with the understanding that the base seller is going to quit producing milk. Under the proposed provision, if the seller later changed his mind and began delivering milk to another market, it would create an adverse economic hardship on the producer who bought the base since the transfer would be cancelled. It would be inappropriate for the order provisions to penalize one dairy farmer for the actions of another. Under the base-excess plan adopted herein, producers would be permitted to transfer bases only if they discontinue milk production; thus, the intent of DI's proposal would be accomplished.

The proposed order provisions did not specify that base may be transferred only to a producer. However, under the base plan provisions adopted herein, only a producer may establish base, and only producer milk would be base milk. Also, since base may be established only by a producer, then only the producer may transfer such base. Moreover, there was no testimony to indicate an intent that any person other than a producer should be permitted to hold base. In view of the foregoing, the order should provide that base may be transferred only to another producer.

As proposed, base transfers (except intra-family transfers under certain conditions) would become effective on the first day of the month following the date on which an application for such transfer is received by the market

administrator. Such application would be required to be on a form approved by the market administrator and signed by the baseholder or the heirs and the person or persons to whom the base is transferred. Also, although DI proposed that the application be signed only by the producer transferring the base, the order should require the signature of the person or persons receiving the base. This will clearly establish that both parties are requesting the transfer.

If a base is held jointly, the base transfer application must be signed by all joint holders or their heirs. The DI proposal did not cover this point specifically; nevertheless, the order should provide guidance with respect to requests for a bona fide transfer in such cases.

At the hearing, DI modified its original proposal with respect to the effective date of intra-family transfers by proposing that such transfers may be effective on any day of the month if the transfer application is properly completed and filed with the market administrator within five days after the effective date of the transfer. DI testified that numerous transfers of base are made because of changes in family ownership. Since this modification would expedite the settling of estates and would accommodate the many changes in family ownership, it should be adopted as proposed.

As DI proposed, the base established by a partnership should be divisible between the partners on any basis agreed on in writing by them if a written request setting forth the agreed-upon division, signed by each partner, is received by the market administrator prior to the first day of the month in which the division is to be effective. This would facilitate the division of the assets of a partnership that is dissolved during the base-paying period. On the other hand, it would not affect the total quantity of base milk in the pool. Also, two or more producers with established bases who form a partnership may combine their bases by notifying the market administrator prior to the first day of the month in which the combined base is to be effective. This provision, in effect, will allow the individual producers to transfer their respective bases to the partnership, so that milk produced by the partnership may be pooled as base and excess milk.

The base-excess plan adopted herein, which would be applicable to all producers, would benefit consumers, processors, and producers by encouraging a seasonally desirable level of milk production. Absent the proposed plan, a cooperative association base plan operated outside the order could not be expected to equitably achieve the intended purpose of a base-excess plan in the order. For example, a plan applicable only to DI producers would have the effect of enabling the significant number of other producers on the market to produce milk under conditions that are conducive to more spring production and less fall production. The base-excess plan provided herein will tend to insure that excess production on the part of some producers (whether cooperative members or nonmembers) would not affect adversely the returns to all producers on the market. Such a plan will be equitable to all producers in providing each of them an incentive to maintain a seasonal pattern of production commensurate with the needs of the market.

In its brief, Southern Milk Sales reiterated their overall position taken at the hearing that adoption of a base-excess plan will not serve the interests of individual producers as effectively as the present Class I base plan. As indicated earlier in this decision, the cooperative's objection focused primarily on the limitations on transfers of base. However, producers who requested that the Class I base plan be replaced with a seasonal base-excess plan contended that new producers have been able to establish bases too easily and that the transfer provisions have been abused.

It is not clear from the record that the transfer activities cited by proponents necessarily are disrupting orderly marketing conditions. However, the record indicates that some of the practices noted go beyond a simple base transfer between a producer who wants to market more base milk, and another producer who has base available. More important, however, is the fact that there was not a broad basis of opposition at the hearing to the limited transfer provisions that were proposed. In view of the foregoing, it is appropriate that the base-excess plan accommodate the wishes of a majority of the producers by providing for base transfers only when a production unit goes out of business.

A representative of the Kroger Company testified about a problem his company will experience under the base plan in connection with its new plant that is under construction at Murfreesboro, Tennessee. He estimated that the new plant will begin operations during the latter part of 1981. Based on Kroger's current sales in Georgia from other plants and projected sales from its new plant, the handler anticipates that its Murfreesboro plant will be a pool plant under this order since a greater volume of such plant's Class I sales will be disposed of in the Georgia marketing area than in any other federally regulated area.

Most of Kroger's Class I sales in Georgia and Tennessee are packaged and distributed from the Kroger bottling plant at Indianapolis, Indiana, which is regulated under Federal Order No. 49 and from its bottling plant at Hazelwood, Missouri, which is regulated under Federal Order No. 62. These sales eventually will be supplied from the new plant at Murfreesboro. Because of the distances involved, it is not likely that producers who supply the Missouri and Indiana plants would follow the Class I sales and deliver their milk to the new Murfreesboro plant. Similarly, it is not likely that Georgia base-holding producers would deliver their milk north to Tennessee.

The base-excess plan, as proposed by DI, would not provide bases for producers who deliver their milk to a new plant. Since the milk for the Murfreesboro plant would likely come from dairy farmers located mostly in Tennessee and Kentucky, many of the producers supplying the plant presumably would not have Georgia bases. In such case, Kroger would be obligated to the Georgia pool at the Class I price for its Class I sales and receive credit through the pool at only the uniform price for excess milk to pay its producers. Kroger considered this to be inequitable.

In its brief, Kroger suggested that the Secretary explore every possible alternative to provide fair and equitable treatment to Kroger and the producers supplying its new plant. No formal proposal was included in the notice of hearing; however, DI recognized the concern Kroger expressed at the hearing and suggested that the base plan include a provision to provide bases for producers who deliver their milk to a newly constructed distributing plant which became a pool plant under the Georgia order.

In their briefs, both Kroger and DI suggested that bases be assigned to producers who deliver their milk to a new plant that became a pool plant prior to a specified cutoff date. Although both parties wanted to accommodate this particular situation, both suggested a temporary amendment which would expire as of a certain date. Since it is impossible to accurately predict at this time when the new Kroger plant will begin bottling milk, it is not practical to specify a definite cutoff date in the order.

The provision adopted would provide a four-month period after the new plant

begins bottling milk during which the handler may add new producers and get full bases for such dairy farmers. Such timing will allow the handler an opportunity to attain a desirable production level. It should accommodate Kroger since the handler testified that it generally takes about two or three months for a new plant to reach a reasonable production level. Since the order would provide a four-month limit on any such new plant, there is no need to specify a cutoff date. This procedure will provide the flexibility to meet a similar situation that might arise in the future, as well as accommodate Kroger's problem.

Moreover, in the event the new plant first became pooled under another order and then shifted to regulation under the Georgia order, the provision adopted herein would apply if the status change occurred within the four-month period provided. In such cases, the order provision that normally applies when a nonpool plant becomes a pool plant does not recognize the build-up time for bringing a new operation up to capacity, and it should not be applicable to the situation being discussed here.

If a dairy farmer's milk was delivered to a newly constructed plant that became a pool plant after the beginning of the base-forming period, a base should be assigned to such person in the same manner as if the dairy farmer had been a producer during such entire base-forming period.

The provision should not apply to a new plant which is built to replace another plant. A determination about whether a new plant is a replacement plant would be made by the market administrator, who would have access to information necessary to make the determination.

As suggested by DI in its brief, for the same reasons set forth earlier in this decision with respect to bases assigned to producers who delivered their milk to a nonpool plant that became a pool plant, bases assigned to producers who delivered their milk to a plant that has just been built and became a pool plant should not be transferable.

DI proposed that a producer must forfeit the base assigned to such dairy farmer if such person wants to change status under the order and become a producer-handler. Similar treatment is afforded such persons under the present Class I base plan. However, since transfers may take place only when a producer discontinues milk production, it is not necessary to provide such a requirement for producer-handler status under the base-excess plan adopted herein.

As proposed by DI handlers should not be required to report the number of days that milk was received from each producer. This number is used to compute a producer's monthly base under the present Class I base plan, i.e., a producer's daily base is multiplied by the number of days a producer delivers producer milk during the month. In computing base milk for each producer under the base-excess plan provided herein, a producer's base is multiplied by the number of days in the month. Hence, there is no need for handlers to report the number of days they received producer milk for each producer.

In connection with replacing the order's Class I base plan with a seasonal base-excess plan, certain conforming changes need to be made.

A paragraph in the order concerning the computation of a handler's pool obligation is obsolete and shold be deleted, as proposed by DI. The paragraph was only effective in the first month that the order changed from 2 classes of utilization to 3 classes. Since the effect of these provisions has expired, the outmoded language should be removed from the order.

Another change proposed by DI should be made in the reporting section of the order. Under the present order provisions, each handler is required to report on or before the 7th day of each month the total pounds of base and excess milk received from each producer during the month. since producers would be paid for their base and excess milk deliveries only during the months of February–August under the base-excess plan provided herein, handlers would be required to report by the same date the total amount of base milk received from all producers only during these months. On or before the 20th day of each such month handlers would be required to report the total amount of base milk received from each producer.

The current order provides that a producer's partial payment may be reduced by proper deductions authorized in writing by such producer. The order also specifies that a producer's final payment may be reduced by proper deductions authorized by the producer. There is no requirement, however, that the authorization be written in the latter case. A single written authorization should be adequate to cover both the partial and the final payments to a producer. The order is revised accordingly to reflect this

In connection with the revisions in the computation of the uniform price, DI proposed certain corollary changes in other sections of the order. Since producers are paid for their base and excess milk deliveries each month under the Class I base plan and would be paid on this basis for only seven months under the seasonal base plan provided herein, the section dealing with the announcement of the applicable uniform prices is revised appropriately. For the same reason, the section concerning payments to producers and cooperatives is revised to reflect this change.

During the months of September through January the weighted average price and the uniform price are the same. In the other months, uniform prices for base milk and excess milk are computed and used to pay producers for their milk deliveries. In addition, to such uniform prices, a weighted average price is computed for each such month. Absent a base-excess plan, the weighted average price would be the uniform price in all months. Thus, it should be used to compute handler obligations on specified receipts of other source milk each month. Likewise, in computing the obligations of partially regulated distributing plants each month, the weighted average price should be used. The order is appropriately amended to provide these changes.

Rulings on Proposed Findings and Conclusions

Briefs and proposed findings and conclusions were filed on behalf of certain interested parties. These briefs, proposed findings and conclusions and the evidence in the record were considered in making the findings and conclusions set forth above. To the extent that the suggested findings and conclusions filed by interested parties are inconsistent with the findings and conclusions set forth herein, the requests to make such findings or reach such conclusions are denied for the reasons previously stated in this decision.

General Findings

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) The tentative marketing agreement and the order, as hereby proposed to be amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(b) The parity prices of milk as determined pursuant to section 2 of the Act are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the marketing area, and the minimum prices specified in the tentative marketing agreement and the order, as hereby proposed to be amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(c) The tentative marketing agreement and the order, as hereby proposed to be amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and commercial activity specified in, a marketing agreement upon which a hearing has been held.

Recommended Marketing Agreement and Order Amending the Order

The recommended marketing agreement is not included in this decision because the regulatory provisions thereof would be the same as those contained in the order, as hereby proposed to be amended. The following order amending the order, as amended, regulating the handling of milk in the Georgia marketing area is recommended as the detailed and appropriate means by which the foregoing conclusions may be carried out:

1. In § 1007.32, paragraph (a) is revised to read as follows:

§ 1007.32 Other reports.

(a) Each handler described in § 1007.9 (a), (b) and (c) shall report to the market administrator on or before the seventh day after the end of each month of February through August the aggregate quantity of base milk received from producers during the month, and on or before the 20th day after the end of each month of February through August the pounds of base milk received from each producer during the month.

* * * * *

§ 1007.60 [Amended]

2. In § 1007.60 insert the word "and" after paragraph (e); replace the semicolon at the end of paragraph (f) with a period; delete the word "and" at the end of paragraph (f); and delete paragraph (g).

3. Section 1007.61 is revised to read as follows:

§ 1007.61 Computation of uniform price (including weighted average price and uniform prices for base and excess milk).

(a) The market administrator shall compute the weighted average price for each month and the uniform price for each month of September through January per hundredweight for milk of 3.5 percent butterfat content as follows:

(1) Combine into one total the values computed pursuant to § 1007.60 for all handlers who filed the reports prescribed in § 1007.30 for the month and who made the payments pursuant to § 1007.71 for the preceding month;

(2) Add one-half the unobligated balance in the producer-settlement fund;

(3) Add an amount equal to the total value of the minus location adjustments computed pursuant to § 1007.75;

(4) Divide the resulting amount by the sum of the following for all handlers included in these computations:

(i) The total hundredweight of producer milk; and

(ii) The total hundredweight for which a value is computed pursuant to § 1007.60 (f); and

(5) Subtract not less than 4 cents nor more than 5 cents per hundredweight. The resulting figure, rounded to the nearest cent shall be the weighted average price for each month and the uniform price for the months of September through January.

(b) For each month of February through August the market administrator shall compute the uniform prices per hundredweight for base milk and for excess milk, each of 3.5 percent butterfat content, as follows:

(1) Compute the total value of excess milk for all handlers included in the computations pursuant to paragraph (a)(1) of this section as follows:

(i) Multiply the hundredweight quantity of excess milk that does not exceed the total quantity of such handlers' producer milk assigned to Class III milk by the Class III price;

(ii) Multiply the remaining hundredweight quantity of excess milk that does not exceed the total quantity of such handlers' producer milk assigned to Class II milk by the Class II price;

(iii) Multiply the remaining hundredweight quantity of excess milk by the Class I price; and

(iv) Add together the resulting amounts;

(2) Divide the total value of excess milk obtained in paragraph (b)(1) of this section by the total hundredweight of such milk and adjust to the nearest cent. The resulting figure shall be the uniform price for excess milk;

(3) From the amount resulting from the computations pursuant to paragraph (a)(1) through (3) of this section, subtract an amount computed by multiplying the hundredweight of milk specified in paragraph (a)(4)(ii) of this section by the weighted average price;

(4) Subtract the total value of excess milk determined by multiplying the uniform price obtained in paragraph (b)(2) of this section times the hundredweight of excess milk from the amount computed pursuant to paragraph (b)(3) of this section;

(5) Divide the amount calculated pursuant to paragraph (b)(4) of this section by the total hundredweight of base milk included in these computations; and

(6) Subtract not less than 4 cents nor more than 5 cents from the price computed pursuant to paragraph (b)(5) of this section. The resulting figure, rounded to the nearest cent, shall be the uniform price for base milk.

4. Section 1007.62 is revised to read as follows:

§ 1007.62 Announcement of uniform price and butterfat differential.

The market administrator shall announce publicly on or before:

(a) The fifth day after the end of each month the butterfat differential for such month; and

(b) The 11th day after the end of each month the applicable uniform price(s) pursuant to § 1007.61 for such month.

§ 1007.71 [Amended]

5. In paragraph (a)(2)(i) of § 1007.71, the section reference "1007.61(b)" is changed to "1007.61"; and in paragraph (a)(2)(ii) of § 1007.71, the word "uniform" is changed to "weighted average."

6. In § 1007.73, paragraph (a) is revised to read as follows:

§ 1007.73 Payments to producers and to cooperative associations.

(a) Except as provided in paragraph (b) of this section, each handler shall make payment for producer milk as follows:

(1) On or before the last day of the month to each producer who had not discontinued shipping milk to such handler before the 15th day of the month not less than the Class III price for the preceding month per hundredweight of milk received during the first 15 days of the month less proper deductions authorized in writing by such producer;

(2) On or before the 15th day of each month at not less than the applicable uniform price(s) for the quantities of milk or base milk and excess milk received adjusted by the butterfat differential computed pursuant to § 1007.74, and by the location

adjustment computed pursuant to § 1007.75, subject to the following:

(i) Less payments made pursuant to paragraph (a)(1) of this section;

(ii) Less proper deductions authorized in writing by such producer;

(iii) Less deductions for marketing services made pursuant to § 1007.86; and

(iv) If by such date such handler has not received full payment from the market administrator pursuant to § 1007.72 for such month, he may reduce pro rata his payments to producers by not more than the amount of such underpayment. Payment to producers shall be completed thereafter not later than the date for making payments pursuant to this paragraph next following after receipt of the balance due from the market administrator.

* * * * *

§ 1007.75 [Amended]

7. In paragraph (b) of § 1007.75, the word "uniform" is changed to "weighted average," where it appears in the paragraph.

§ 1007.76 [Amended]

8. In paragraph (a)(4) of § 1007.76, the word "uniform" is changed to "weighted average," where it appears in the paragraph.

9. The centerheading immediately preceding § 1007.90 and §§ 1007.90 through 1007.97 are revoked and a new centerheading and new §§ 1007.90 through 1007.94 are substituted therefor.

Base-Excess Plan

§ 1007.90 Base milk.

"Base milk" means the producer milk of a producer in each month of February through August that is not in excess of the producer's base multiplied by the number of days in the month.

§ 1007.91 Excess milk.

"Excess milk" means the producer milk of a producer in each month of February through August in excess of the producer's base milk for the month, and shall include all the producer milk in such months of a producer who has no base.

§ 1007.92 Computation of base for each producer.

(a) Subject to § 1007.93, the base for each producer shall be an amount obtained by dividing the total pounds of producer milk delivered by such producer during the immediately preceding months of September through January by the number of days' production represented by such producer milk or by 145, whichever is more.

(b) Except as provided in paragraph (c) of this section, any producer who, during the preceding months of September through January, delivered milk to a nonpool plant that became a pool plant after the beginning of such period shall be assigned a base in the same manner as if the dairy farmer had been a producer during such entire period, calculated from the producer's deliveries during such September-January period to such plant. A base thus assigned shall not be transferable.

(c) Any producer who delivered milk to a newly constructed plant that first received milk approved by a duly constituted health authority for fluid consumption not more than three months prior to the date it became a pool plant pursuant to § 1007.7(a) after the beginning of the base-forming period, and whose first delivery of such approved milk to the new plant was made not more than four months after the date of such plant's first receipt of such milk, shall be assigned a base calculated from such producer's verifiable deliveries of approved milk to all plants during such entire base-forming period. A base thus assigned shall not be transferable. This paragraph shall not apply to a newly constructed plant that is a replacement plant (as determined by the market administrator) for a pool plant pursuant to § 1007.7(a).

§ 1007.93 Base rules.

(a) Except as provided in § 1007.92 (b) and (c), a base may be transferred only when a producer discontinues milk production and only in amounts of not less than 100-pound increments. A base transfer shall be effective on the first day of the month following the date on which an application for such transfer is received by the market administrator. Base may be transferred only to a person who is or will be a producer by the end of the month that the transfer is to be effective. In the case of intrafamily transfers, including transfers to the estate or from an estate to a member of the immediate family, such transfers may be effective on any day of the month if application for such transfer is filed with the market administrator within five days thereafter. An application for a base transfer shall be on a form approved by the market administrator and signed by the baseholder or the baseholder's heirs and the person or persons to whom the base is to be transferred. If a base is held jointly, the application must be signed by all joint holders or their heirs.

(b) The base established by a partnership may be divided between the partners on any basis agreed to in writing by them if written notification of the agreed-upon division of base signed by each partner is received by the market administrator prior to the first day of the month in which such division is to be effective.

(c) Two or more producers in a partnership may combine their separately established bases by giving notice to the market administrator prior to the first day of the month in which such combination of bases is to be effective.

§ 1007.94 Announcement of established bases.

On or before March 1 of each year, the market administrator shall calculate a base for each person who was a producer during any of the immediately preceding months of September through January and shall notify each producer and the handler receiving milk from such dairy farmer of the base established by the producer. If requested by a cooperative association, the market administrator shall notify the cooperative association of each producer-member's base.

Note.—This recommended decision has been reviewed under the USDA criteria established to implement Executive Order 12044, "Improving Government Regulations." A determination has been made that this decision should not be classified "significant" under those criteria. This decision constitutes the Department's Draft Impact Analysis Statement for this proceeding.

Signed at Washington, D.C., on June 11, 1980.

William T. Manley,

Deputy Administrator, Marketing Program Operations.

[FR Doc. 80-18067 Filed 6-13-80; 8:45 am]

BILLING CODE 3410-02-M

DEPARTMENT OF THE TREASURY

Comptroller of the Currency

12 CFR Part 7

[Docket No. 80-1]

Data Processing Services

AGENCY: Office of the Comptroller of the Currency, Treasury.

ACTION: Advance notice of proposed rulemaking.

SUMMARY: The Comptroller of the Currency is considering whether to revise Interpretive Ruling 7.3500 (12 CFR 7.3500) which states the Comptroller's opinion as to the use of data processing technology and the offering of data processing services by national banks. In light of the rapid and significant technological advances in data processing and the growth of electronic

funds transfer (EFT) systems in the financial industry, the Comptroller is considering whether the existing ruling has accommodated technological advances and provided adequate guidance, or whether revision is warranted. The Comptroller has determined that the issues involved are of sufficient interest to warrant the participation of manufacturers, providers and users of data processing equipment and services, as well as the general public, in gathering relevant facts and in identifying and selecting possible alternatives.

DATES: Written comments must be received on or before August 15, 1980.

ADDRESS: Comments should be sent to Docket No. 80–1 Communications Division, 3rd Floor, Office of the Comptroller of the Currency, 490 L'Enfant Plaza East, SW., Washington, D.C. 20219, Attn: Marie Giblin. Telephone: (202) 447–1800. Comments will be available for inspection and photocopying.

FOR FURTHER INFORMATION CONTACT: Sharon Miyasato or David Ansell, Attorneys, Legal Advisory Services Division, Office of the Comptroller of the Currency, 490 L'Enfant Plaza East, SW., Washington, D.C. 20219. Telephone: (202) 447–1880.

DRAFTING INFORMATION: The principal drafter of this document was Jonathan Levin, Senior Attorney, Office of the Comptroller of the Currency.

AUTHORITY: 12 U.S.C. 1, *et seq.*; 12 U.S.C. 24; Title VII, Pub. L. 96–221, 94 Stat. 188.

SUPPLEMENTARY INFORMATION: Interpretive Ruling 7.3500 indicates that a national bank may use its electronic data processing equipment to provide services which are part of the banking business or incidental thereto. The ruling notes, by way of example, that as part of its banking business and incidental thereto a national bank may collect, transcribe, process, analyze, and store, for itself and others, banking, financial, or related economic data. Additionally, the ruling notes that a national bank, incidental to its banking business, may both market certain byproducts of its data processing activity and, under certain defined circumstances, make excess time available to other users on its data processing equipment. Finally, the ruling emphasizes the circumstances under which prohibitions in 12 U.S.C. 1972 against tying arrangements would apply.

The Comptroller most recently revised this ruling in 1974. That revision effort, which spanned more than two years, concentrated its inquiry and solicitation of comments on the delineation of general principles against which contemplated national bank EDP activities could be tested for permissibility in a rapidly changing technological environment. As explained in the preamble to the final ruling (39 FR 14192), a concern of the Comptroller at that time was that the previous ruling had been widely misperceived to focus upon the permissible users of national bank data processing services rather than the permissible services themselves.

The pace of technological change and specific interpretive questions which have arisen, in part in the context of litigation, during the last six years suggest that reexamination of the ruling may be warranted.

Proposed Alternatives

Several possible alternatives may be considered at this time. They include:

1. *Revision of the ruling to reflect changes in technology.* The Comptroller is interested in comment on the question of whether technological advances may have outdated an approach of the existing ruling—a focus upon the underlying data or information rather than a focus upon the capabilities of the technology itself. Has the existing ruling been sufficiently flexible to accommodate technological advances? Has it been too flexible to provide an appropriate degree of certainty in business planning? Would specific guidelines be outdated too rapidly or become unduly rigid?

2. *Revision of the ruling to reflect current and future needs of financial institutions for data processing capacity and current and future reliance by other sectors of the economy upon bank data processing services.* In this connection, the Comptroller is particularly interested in comment concerning the need by banks and other financial institutions for increased data processing capacity; the necessity, if any, to market data processing services in order to make that capacity economically feasible; and the need to encourage and assist other sectors of the economy to convert to, or make increased use of data processing technology in order to advance the growing of EFT and improve financial institution lending decisions and advisory services to their customers.

3. *Revision of the ruling to eliminate differences between 12 CFR 7.3500 and the present regulation and interpretive ruling of the Board of Governors of the Federal Reserve System concerning data processing services provided by bank holding companies (12 CFR 225.4(a), 225.123(e)).* The existing ruling, while essentially similar to the Federal Reserve's regulation, does contain some differences. The Comptroller is interested in comments on whether these differences have caused confusion and, if so, how such confusion could best be alleviated.

4. *Retention of the ruling with supplemental aids.* The Comptroller could retain the existing ruling, and supplement it in some fashion, such as through publication of questions and answers concerning particular applications of the data processing ruling or, alternatively, educational sessions conducted on a periodic basis for the industry. Therefore, the Office is interested in knowing whether the existing ruling is perceived to be confusing or to provide insufficient guidance, such that supplemental aids are needed.

* * * * *

As an alternative, or in addition to, an interpretive ruling the Comptroller also is considering whether greater certainty and more effective supervision of bank activity in this area could be obtained through the promulgation of a formal regulation.

Other Issues for Comment

The Comptroller invites comment on the following specific matters. Commentators are requested to identify themselves as providers of data processing services (banks, data processing firms, other) or customers for such services (please indicate provider). Customers' views are especially solicited.

1. Describe electronic data processing (EDP) services currently provided by banks to affiliates, non-affiliated financial institutions, corporate or individual customers previously or contemporaneously using other services of the providing bank, and to "other" customers. Please include for each service its genesis; the usual or preexisting relationship between the providing bank and the service user; the degree to which the service depends upon or facilitates that relationship; and the importance of the service in meeting customer needs and improving operations of the banking system. Provide examples of the advertising used for the above services. As to marketing excess time, provide (a) specific information on type of user and percentage of total available time marketed as excess; and (b) role of bank personnel in the provision of excess time. As to computer software marketed, describe the software and state whether the software was originally developed for bank use.

2. Describe the advantages and disadvantages of banks as providers of data processing. In particular, customers are requested to comment on whether bank data processing services meet their needs or provide other benefits. Comment is also solicited on the issue of marketing bank data processing services only in conjunction with or to users of, another bank service, or whether EDP services should be separately marketed and priced.

3. The extent to which the sale by banks of EDP services, software, and excess time is necessary or beneficial to their acquisition and maintenance of an EDP capacity and proficiency which (a) can be used in the immediate performance of their operations and (b) will be required for participation in an electronic funds transfer (EFT) system and other bank-related EDP applications in the foreseeable future.

4. Describe applications of EDP technology likely to be developed within the financial industry in the foreseeable future.

5. To what extent have national banks relied upon the existing ruling in connection with their decisions to purchase data processing equipment or to offer data processing services.

If it is determined to be in the public interest to proceed further after consideration of the available data and comments received in response to this notice, a notice of proposed rulemaking will be issued for additional comment. A copy of the current 12 CFR 7.3500 is attached for convenient reference.

Dated: June 11, 1980.

John G. Heimann,

Comptroller of the Currency.

§ 7.3500 Use of data processing equipment and furnishing of data processing services.

(a) A national bank may use data processing equipment and technology to perform for itself and others all services expressly or incidentally authorized under the statutes applicable to national banks. For example, as part of its banking business and incidental thereto, a national bank may collect, transcribe, process, analyze, and store, for itself and others, banking, financial, or related economic data. In addition, incidental to its banking business, a national bank may (1) market a by-product (e.g., program, output, etc.) of an above-described data processing activity; and (2) market excess time on its data processing equipment so long as the only involvement by the bank is furnishing the facility and necessary operating personnel.

(b) The provision of data processing services by a national bank to others is subject to the prohibitions contained in 12 U.S.C. 1972 concerning tying arrangements, reciprocal dealing, and price discrimination. In particular, a national bank may not require any party who is or proposes to be a customer for any service or product of the bank to utilize any data processing service offered by the bank, and the bank may not fix or vary the consideration for any extension of credit, lease, or sale of property or provision of another service on the condition or requirement that a customer utilize a data processing service offered by the bank.

[FR Doc. 80-18055 Filed 6-13-80; 8:45 am]

BILLING CODE 4810-33-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Airworthiness Docket No. 80-ASW-28]

Airworthiness Directives; Bell Models 206A, 206B, 206A-1, 206B-1, 206L, and 206L-1 Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rule making.

SUMMARY: This notice proposes to adopt an airworthiness directive (AD) that would require repetitive magnetic particle inspections, and replacement as necessary for main rotor trunnions, P/N 206-010-104-3 and 206-011-113-001, installed on Bell Models 206A, 206B, 206A-1, and 206B-1 helicopters or main rotor trunnion, P/N 206-011-120-001, installed on Bell Models 206L and 206L-1 helicopters. The proposed AD is needed to prevent inflight failure of the main rotor trunnion, P/N 206-010-104-3, 206-011-113-001, or 206-011-120-001, which could result in loss of the helicopter.

DATE: Comments must be received on or before July 14, 1980.

ADDRESSES: Send comments on the proposal in triplicate to:

Regional Counsel, Attention: Docket No. 80-ASW-28, Southwest Region, Federal Aviation Administration, P.O. Box 1689, Fort Worth, Texas 76101.

Bell service information may be obtained from Product Support Department, Bell Helicopter Textron, P.O. Box 482, Fort Worth, Texas 76101.

FOR FURTHER INFORMATION CONTACT:

Tom Dragset, Airframe Section, Engineering and Manufacturing Branch, ASW-212, Federal Aviation Administration, P.O. Box 1689, Fort Worth, Texas 76101, telephone (817) 624-4911, extension 516.

SUPPLEMENTARY INFORMATION:

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments will be considered by the Director before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Office of Regional Counsel, Federal Aviation Administration, Southwest Region, 4400 Blue Mound Road, Fort Worth, Texas, for examination by interested persons. A report summarizing each FAA-public contact, concerned with the substance of the proposed AD, will be filed in the docket.

There has been one report of a trunnion failure, P/N 206-011-113-001, on a Model 206B, at 4,060 operating hours. The fatigue crack originated in the leading edge of the inboard radius of the trunnion spindle and progressed toward the splines. The inspection requirement at the last required overhaul was either not accomplished or was improperly accomplished. There has also been a trunnion failure, P/N 206-011-120-001, on a Model 206L, at 3,226 operating hours. The reported failure originated in the inboard fillet radius of the spindle.

Two other reports have been received of cracked trunnions, P/N 206-011-113-001, on Model 206B helicopters. One occurred at 5,193 operating hours and one at 1,197 hours. Both were detected by proper inspections at the required interval. Since this condition is likely to exist or develop on other helicopters of the same type design, the proposed AD would require magnetic particle repetitive inspections and replacement as necessary.

The Proposed Amendment

Accordingly, the Federal Aviation Administration proposes to amend Section 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) by adding the following new airworthiness directive:

Bell: Applies to Models 206A, 206B, 206A-1, 206B-1, 206L, and 206L-1 helicopters, equipped with main rotor trunnions, P/N 206-010-104-3, 206-011-113-001, or 206-011-120-001, certificated in all categories (Airworthiness Docket No. 80-ASW-28).

Compliance required as indicated.

To prevent possible failure of the main rotor trunnion, P/N 206-010-104-3, 206-011-113-001, and 206-011-120-001 due to fatigue cracks, accomplish the following, unless already accomplished, in accordance with Bell Helicopter Textron Alert Service Bulletin 206-80-7, Revision A, dated February 26, 1980, (206A, 206B, 206A-1, 206B-1) or 206L-80-9, Revision A, dated February 26, 1980 (206L, 206L-1) or FAA approved equivalent.

a. For trunnions with less than 1,100 hours' total time in service, on the effective date of this AD, accomplish a magnetic particle inspection prior to attaining 1,200 hours and again prior to attaining 2,400 hours, and thereafter at intervals not to exceed 600 hours.

b. For trunnions with more than 1,100 hours and less than 1,700 hours total time in service, on the effective date of this AD, accomplish a magnetic particle inspection within the next 100 hours' time in service, and again prior to attaining 2,400 hours, and thereafter at intervals not to exceed 600 hours.

c. For trunnions with 1,700 hours or more total time in service, on the effective date of this AD, accomplish a magnetic particle inspection within the next 100 hours' time in service, and thereafter at intervals not to exceed 600 hours.

d. For trunnions with time unknown, on the effective date of this AD, accomplish a magnetic particle inpsection within the next 100 hours' time in service, and thereafter at intervals not to exceed 600 hours.

e. If a crack is found, remove and replace the trunnion before further flight.

f. If no cracks are found, reassemble and install the main rotor hub on the helicopter in accordance with the pertinent Model 206 Maintenance and Overhaul Manual and continue the repetitive inspections specified above.

g. Report in writing any cracks found during the inspections required herein to Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, Southwest Region, P.O. Box 1689, Fort Worth, Texas 76101. Each report must include the location of the cracks and the trunnion total time in service. Reporting approved by the Office of Management and Budget under OMB No. 04-R0174.

h. If trunnion P/N 206-011-113-103 (206A, 206B, 206A-1, 206B-1) or P/N 206-011-120-103 (206L, 206L-1) is installed, the inspections specified in this AD are not required.

i. The helicopter may be flown in accordance with FAR 21.197 to a base where inspections and repairs can be performed.

(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 11.85)

Notes.—The FAA has determined that this document involves a proposed regulation which is not considered to be significant under the procedures and criteria prescribed by Executive Order 12044 and as implemented by interim Department of Transportation guidelines (43 FR 9582; March 8, 1978).

Issued in Fort Worth, Tex., on May 29, 1980.

F. E. Whitfield,

Acting Director, Southwest Region.

[FR Doc. 18011 Filed 6-13-80; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 71

[Airspace Docket No. 80-ASW-27]

Proposed Alteration of Transition Area: Borger, Tex.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rule making.

SUMMARY: The nature of the action being taken is to propose alteration of the transition area at Borger, Tex. The intended effect of the proposed action is to provide controlled airspace for aircraft executing new instrument approach procedures to the Hutchinson County Airport. The circumstance which created the need for the action is the proposed VOR/DME Runway 35 approach to the Hutchinson County Airport.

DATES: Comments must be received on or before July 16, 1980.

ADDRESSES: Send comments on the proposal to: Chief, Airspace and Procedures Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, P.O. Box 1689, Fort Worth, Texas 76101.

The official docket may be examined at the following location: Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, 4400 Blue Mound Road, Fort Worth, Texas.

An informal docket may be examined at the Office of the Chief, Airspace and Procedures Branch, Air Traffic Division.

FOR FURTHER INFORMATION CONTACT: Kenneth L. Stephenson, Airspace and Procedures Branch, ASW-535, Air Traffic Division, Southwest Region, Federal Aviation Administration, P.O. Box 1689, Fort Worth, Texas 76101; telephone: (817) 624-4911, extension 302.

SUPPLEMENTARY INFORMATION: Subpart G 71.181 (44 FR 445) of FAR Part 71 contains the description of transition areas designated to provide controlled airspace for the benefit of aircraft conducting Instrument Flight Rules (IFR) activity. Alteration of the transition area at Borger, Tex., will necessitate an amendment to this subpart.

Comments Invited

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to Chief, Airspace and Procedures Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, P.O. Box 1689, Fort Worth, Texas 76101. All communications received within 30 days after publication of this notice in the **Federal Register** will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Airspace and Procedures Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in 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 rule making (NPRM) by submitting a request to the Chief, Airspace and Procedures Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, P.O. Box 1689, Fort Worth, Texas 76101, or by calling (817) 624-4911, extension 302. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should contact the office listed above.

The Proposal

The FAA is considering an amendment to Subpart G of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to alter the transition area at Borger, Tex. The FAA believes this action will enhance IFR operations at the Hutchinson County Airport by providing controlled airspace for aircraft executing proposed instrument approach procedures to runway 35 using the Borger VORTAC. Subpart G of Part 71

was republished in the Federal Register on January 2, 1980 (45 FR 445).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the FAA proposes to amend 71.181 of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) as republished (45 FR 445) by altering the Borger, Tex., transition area as follows:

Borger, Tex.

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the Hutchinson County Airport (latitude 35°41'55"N., longitude 101°23'40"W.) and within 3 miles each side of the 185° radial of the Borger VORTAC (latitude 35°48'25"N., longitude 101°22'54"W.), extending from the 7.5-mile radius area to 21 miles south of the VORTAC.

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

The FAA has determined that this document involves a proposed regulation which is not significant under Executive Order 12044, as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). Since this regulatory action involves an established body of technical requirements for which frequent and routine amendments are necessary to keep them operationally current and promote safe flight operations, the anticipated impact is so minimal that this action does not warrant preparation of a regulatory evaluation and a comment period of less than 45 days is appropriate.

Issued in Fort Worth, Tex., on June 3, 1980.

F. E. Whitfield,

Acting Director, Southwest Region.

[FR Doc. 80-18014 Filed 6-13-80; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 282

[Docket No. RM80-64]

Exemption From Incremental Pricing for Distillers Who Produce Fuel Grade Alcohol Blended To Form Gasohol

Issued: June 9, 1980.

AGENCY: Federal Energy Regulatory Commission.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Commission gives notice that it is proposing to adopt a rule, pursuant to Section 206(d) of the Natural Gas Policy Act of 1978, which will grant a four-year incremental pricing exemption for distillers who use natural gas to produce anhydrous alcohol to be blended with gasoline to form gasohol. To qualify for the exemption the distillation facility must have been in existence on or before May 9, 1980, and must not have had the installed capability to lawfully burn coal. The notice is being issued in response to a suggestion that the Commission offer incentives to industrial facilities which distill gasohol and to pursue the question of whether the exemption is in the public interest and should be granted.

DATE: Written comments by July 18, 1980. Request to participate in hearing by July 15, 1980. Hearing date: July 22, 1980.

ADDRESS: Written comments and request to participate to: Secretary, Federal Energy Regulatory Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426 (Reference Docket No. RM80-64).

HEARING LOCATION: Federal Energy Regulatory Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426.

FOR FURTHER INFORMATION CONTACT: Kenneth F. Plumb, Secretary, Federal Energy Regulatory Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426 (202) 357-8400.

SUPPLEMENTARY INFORMATION:

I. Introduction

Title II of the Natural Gas Policy Act of 1978 (NGPA) (Pub. L. 95-621) requires the Federal Energy Regulatory Commission to promulgate regulations under which interstate pipelines and their local distribution company customers must channel a specific portion of acquisition costs of natural gas to industrial users.

In the course of developing the rules for Title II and from the comments received from the implementation of our Regulations under Title IV [1] of the NGPA, numerous parties [2] suggested that the Commission offer incentives to industrial facilities which distill "gasohol." One specific recommendation to the Commission is to allow, in appropriate circumstances, an exemption from incremental pricing for those distillers who produce anhydrous alcohol for use as gasohol. Distillers, through their comments, stated that they have idle capacity which they believe can and should be used to produce anhydrous alcohol, a component of gasohol. A distiller must retrofit or redesign his plants in order to produce anhydrous alcohol because it is necessary to increase the proof level from 160 proof for beverage alcohol to approximately 200 proof for fuel grade alcohol. Before they will make the capital investment to retrofit their plants, distillers allege they need an assured energy source at an economic price.

In response to these suggestions, the Commission hereby issues a Notice of Proposed Rulemaking in Docket No. RM80-64 for the purpose of pursuing the question of whether such an exemption would be in the public interest and therefore should be granted. Should the Commission determine such an exemption is appropriate, it would, pursuant to section 206(d) of the NGPA, [3] submit a final exemption rule to Congress, If neither house disapproves the rule, it would then take effect.

II. Proposed Rule

The Federal Energy Regulatory Commission is proposing a rule which would grant a four-year incremental pricing exemption for the use of natural gas in the distillation of fuel grade alcohol from Wood grains and biomass. To be eligible for the exemption, the facility must have been in existence on or before May 9, 1980 and must not have the installed capability to lawfully burn coal.

Most distilleries are equipped to burn natural gas and use oil for backup fuel. In some cases the distilleries are capable of burning coal, but coal's major drawback as an energy source is that it creates air pollution problems which possibly violate EPA rules.

The comments [4] alleged that fuel oil used in the production of distilled spirits is twice as expensive as natural gas. To be competitive in the market place,

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[1] See Docket No. RM79-40, *Interim Rule—Determination of Alternative Fuels for Essential Agricultural Users.*

[2] Among those expressing interest in furthering the distillation of "gasohol" were eighteen members of the United States Senate.

[3] Section 206

(d) Other Exemptions.—

(1) In General.—The Commission may, by rule or order, provide for the exemption, in whole or in part, of any other incrementally priced industrial facility or category thereof from the rule prescribed under section 201 (including any amendment under section 202 to such rule).

(2) Congressional Review.—Any rule which provides for any exemption under this subsection may take effect after the expiration of the first 30 calendar days of continuous session of Congress (determined in accordance with section 507(b)) after a copy of such rule has been submitted to each House of the Congress, unless, during such 30 day period of continuous session of Congress, either House of the Congress adopts a resolution of disapproval described in section 507(c)(3), with respect to such rule.

[4] See comments filed by Distilled Spirits Council of the United States, Inc., filed September 28, 1979, Docket No. RM79-40.

distillers require an energy source that is as economical as natural gas. The proposed rule specifically prohibits a distiller who currently is physically capable and legally authorized to burn coal from enjoying an incremental pricing exemption for any use of natural gas.

The objective of this rule is to support the National 1980–1981 Alcohol Fuels Production Program by making it easier for idle capacity to be utilized to produce fuel grade alcohol.[5] The Commission recognizes that various other legislative initiatives have or may be enacted to spur alcohol fuel production. However, these may take a year or more to actually affect production. The present rule is proposed in the belief that it would encourage investment and production to begin almost immediately and thus speed up the achievement of the national gasohol objectives. Public comment on the validity of this view is solicited.

The rule would exempt only those facilities which were in existence as of May 9, 1980. Considering the national end use energy policy, the Commission does not believe it appropriate for any new boiler fuel facilities to use natural gas as the primary energy source. Therefore, exemptions would be limited to existing facilities for which the alternative fuel would be oil.

On the other hand, while production would be encouraged in the short-run, the "sunset" provision of the proposed rule avoids any conflict with our long-run goal to encourage facilities to switch to coal or other renewable energy sources. Under the sunset provision, the incremental pricing exemption will expire no later than May 9, 1984.[6]

A. The Public Policy Standard

This rule is proposed in the belief that it would advance several policy objectives.

The demand for premium fuels cannot be met from traditional domestic sources. As these domestic sources of supply are being depleted, our country has had to increase its purchase of imported fuels. The last few years have exposed the instability and economic vulnerability of such reliance.

In Order No. 30,[7] the Commission recognized the danger of increased reliance upon imported fuel oils. The Commission considered the alternative of increasing distillate oil stocks by reducing gasoline production, thereby allowing refineries to increase distillate production. The Commission rejected this approach stating:

> * * * Induced shortages of gasoline could create serious dislocation in the transportation sector of our economy because of its virtually total dependence upon liquid hydrocarbons. If other potentially effective means of increasing distillate supplies are seen to exist without equivalent risk or harm to the public welfare they should be fully utilized. The public interest lies in a balanced set of strategies and actions for coping with the fuel emergency.[8]

Because the transportation sector accounts for over one-half of total national petroleum consumption,[9] gasoline consumption substantially affects the amount of U.S. crude oil imports. Consequently, gasohol, as a motor fuel extender, offers a reasonable means of reducing our level of imports.

Energy efficiency arguments have frequently been made against large-scale production of fuel grade alcohol. According to some studies, more energy is expended to produce a gallon of fuel grade alcohol than is contained in the gallon itself. The end result is a "net energy loss." The Commission recognizes the importance of this issue and seeks data on its empirical importance. Commenters are also invited to address the question of how, if at all, the Commission should factor the net energy issue into policy decisions.

It may be in the Nation's interest to accept conversion losses in order to extend the potential of future gasoline supplies. The Commission seeks public data, comments and views on the fundamental policy question of how to evaluate the increased public policy considerations attendant to a choice between a net energy loss and obtaining more transportation grade fuel supplies.[10]

An additional area of debate revolves around the view that gasohol already enjoys numerous subsidies and needs no further financial incentives. Within the last two years Congress has enacted at least four laws to encourage the production of gasohol. These are (1) Energy Tax Act of 1978 (Pub. L. 95–618), (2) Surface Transportation Assistance Act of 1978 (Pub. L. 95–599), (3) Food and Agricultural Act of 1977 (Pub. L. 95–113), and (4) Crude Oil Windfall Profit Tax Act of 1980 (Pub. L. 96–817). Comments on the adequacy of the incentives provided by these and any other pertinent programs are requested.

Because of the substantial and unresolved controversies over public policy toward gasohol, the Commission requests respondents to devote particular attention to these and any other issues relevant to deciding whether the public interest is best served by exemption from Title II of the NGPA existing distilleries which produce fuel grade alcohol to blend with gasoline.

III. Comment Procedures

A. Written Comments

Interested persons are invited to submit written comments, data, views, or arguments with respect to this proposal. Comments should be submitted to the Secretary, Federal Energy Regulatory Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426 and should reference Docket No. RM80–64. An original and 14 copies should be filed. All comments received prior to 4:30 p.m. EST, July 18, 1980, will be considered by the Commission prior to promulgation of final regulations. All written submissions will be placed in the public file which has been established in this docket and which is available for public inspection in the Commission's Office of Public Information, Room 1000, 825 North Capitol Street, N.E., Washington, D.C. 20426, during regular business hours.

B. Public Hearing.

A public hearing on this proposed rule will be held on July 22, 1980, beginning at 10:00 a.m. EST at the Federal Energy Regulatory Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426. The exact location will be posted at the Commission on the morning of the hearing. Interested persons may also obtain this information by calling the Office of the Secretary of the Commission.

Request to participate in the hearing should be directed to the Secretary of the Commission at the above address, no later than seven days prior to the hearing. Requests should reference Docket No. RM80–64, and should indicate (1) the amount of time required, but not to exceed 15 minutes for oral presentation, and (2) the telephone number at which the persons making the

[5] In April 1979, the President, in a nationwide television speech, emphasized the need for this country to increase its use of gasohol. In May, the President proposed the White House Rural Development Initiatives which was to develop alternate energy sources, including gasohol.

[6] The Commision realizes that the Section 202 (Phase II exemption may be meaningless with the recent Congressional veto. But the proposed rule would also apply to section 201 (Phase I) of Title II and the exemption would expire four years from the May 9, 1980 date.

[7] 18 C.F.R. Parts 3 and 284, issued May 25, 1979 (Docket No. RM79–34, 44 FR 30323).

[8] *Supra.*, note 5.

[9] The Report of the Alcohol Fuels Policy Review, DOE PE–0012, U.S. Department of Energy, page 3, June 1979.

[10] The generation of electricity also has an input-output Btu ratio of less than one. However, the public interest clearly requires continued reliance upon this energy forum.

presentation can be reached. Persons participating in the public hearing should, if possible, bring 50 copies of their testimony to the hearing. A list of the participants in the hearing will be available in the Commission's Office of Public Information three days before the hearing will also be available at the Commission on the morning of the hearing.

The hearing will not be of a judicial or evidentiary type. There will be no cross-examination of persons presenting statements. However, the panel may question such persons and any interested person may submit questions to the presiding officer to be asked of the individual making the statement. The presiding officer will determine whether the question is relevant and whether the time limitations permit it to be presented. Any further procedural rules will be announced by the presiding officer at the hearing. Transcripts of the hearing will be available in the public file for this proceeding, Docket No. RM80–64 in the Commission's Office of Public Information.

(Natural Gas Policy Act of 1978, Pub. L. 95–621, 92 Stat. 3350, 15 U.S.C. 3301, *et seq.*)

In consideration of the foregoing, the Commission proposes to amend Part 282 of Subchapter I, Chapter I, Title 18, Code of Federal Regulations, as set forth below.

By direction of the Commission.

Kenneth F. Plumb,

Secretary.

Section 282.203 is amended by adding a new paragraph (f) to read as follows:

§ 282.203 Exempt end-users.

* * * * *

(f) All gas used until May 9, 1984, in the distillation of fuel grade alcohol from food grains or biomass by facilities in existence on May 9, 1980, which do not have the installed capability to burn coal lawfully.

[FR Doc. 80–18010 Filed 6–13–80; 8:45 am]
BILLING CODE 6450–85–M

DEPARTMENT OF THE INTERIOR

Office of Surface Mining Reclamation and Enforcement

30 CFR Chapter VII

Notice of Public Hearing and Public Comment Period on the Kansas Permanent Regulatory Program

AGENCY: Office of Surface Mining Reclamation and Enforcement (OSM), U.S. Department of the Interior.

ACTION: Proposed Rule: Comment Period and Public Hearing on Kansas Permanent Program Submission.

SUMMARY: OSM is announcing procedures for the public comment period and hearing on the substance of the proposed Kansas regulatory program under the Surface Mining Control and Reclamation Act of 1977 (SMCRA).

This notice sets forth the times and locations that the Kansas program is available for public inspection; the date when and the location where OSM will hold a public hearing on the submission; the comment period during which interested persons may submit written comments and data on the proposed program and other information relevant to public participation during the comment period and public hearing.

DATES: A public hearing to review the substance of the program submission will be held from 4:00 p.m. to 7:00 p.m. on July 14, 1980, at the address listed below. Written comments, data or other relevant information may be submitted as a supplement to, or in lieu of, an oral presentation at the hearing. Comments from the public must be received on or before 4:30 p.m., July 21, 1980, to be considered in the Secretary of the Interior's decision on the proposed regulatory program.

ADDRESSES: The public hearing will be held at the Pittsburg Holiday Inn, Highway 69, Pittsburg, Kansas.

Written comments should be sent to:

Raymond L. Lowrie, Regional Director, Office of Surface Mining, 818 Grand Avenue, Scarritt Building, Kansas City, Missouri 64106.

or may be hand delivered to the Regional Office.

A listing of scheduled public meetings and copies of all written comments are available for review and copying at the OSM Region IV Office, the Mined-Land Office, and the Kansas Corporation Commission Office listed below, Monday through Friday, 8:00 a.m., to 4:00 p.m., excluding holidays:

Office of Surface Mining, Reclamation and Enforcement, Region IV, 5th Floor Scarritt Building, 818 Grand Avenue, Kansas City, Missouri 64106.

Mined-Land Office, 107 West 11th Street, Pittsburg, Kansas.

Kansas Corporation Commission, Legal Office, 4th Floor, State Office Building, 915 Harrison, Topeka, Kansas.

Copies of the full text of the proposed program are available for inspection during regular business hours at the OSM Region IV Office, the Mined-Land Office and the Kansas Corporation Commission Office listed above, and the OSM Headquarters Office, listed below:

U.S. Department of the Interior, Office of Surface Mining, Interior South Building, Washington, D.C. 20240.

FOR FURTHER INFORMATION CONTACT: Richard Rieke, Assistant Regional Director, Office of Surface Mining, Reclamation and Enforcement, 818 Grand Avenue, Scarritt Bldg., Kansas City, Missouri 64106, Telephone: (816) 374–3920.

SUPPLEMENTARY INFORMATION: On February 26, 1980, the State of Kansas submitted to OSM a proposed regulatory program. Pursuant to the provisions of 30 CFR Part 732 (44 FR 15326–15328, March 13, 1979), the Regional Director published notice of receipt of the program submission in the March 4, 1980, **Federal Register** (45 FR 14152–14153) and in newspapers of general circulation in Kansas. In accordance with that announcement public comments were solicited and a public meeting was held in Topeka, Kansas on April 10, 1980, on the issue of the program's completeness.

On April 18, 1980, the Regional Director published a notice announcing that he had determined the program to be incomplete, (45 FR 26368). The notice specified that the program submission did not fulfill the content requirements for program submissions under 30 CFR 731.14. In accordance with 30 CFR 731.11(c), the Regional Director determined that a section-by-section comparison of the Kansas laws and regulations as required by 30 CFR 731.14(c) was missing from the proposed Kansas regulatory program. The program submission did set out the respective laws and regulations in a side-by-side format, but did not include a complete explanation of the differences between the state and federal provisions or a discussion of the legal effect of the differences as required by 30 CFR 731.14(c).

After several discussions between Kansas and OSM during the review of the Kansas program, Kansas decided to make extensive revisions to its proposed regulations. Accordingly, on April 28, 1980, Kansas withdrew the regulations and the section-by-section analysis of those regulations from its program submission. On June 2, 1980, the Kansas Mined-Land Conservation and Reclamation Board submitted new proposed temporary and permanent regulations to the Kansas Department of Administration to review for form. The new proposed temporary and permanent regulations must still be reviewed for legality by the Kansas Attorney General, a public hearing must be held

by Kansas, regulations must then be filed with the Revisor of Statutes Office, and then approved by the State Rules and Regulations Board and the Joint Committee on Rules and Regulations. In light of these rulemaking procedures under State law, Kansas has elected not to officially submit proposed temporary or permanent regulations to OSM by the 104th day after initial submission of the program, (June 9, 1980). As of June 9, 1980, the Kansas proposed program contains the Mined-Land Conservation and Reclamation Act and other state laws in Volume I and the narrative description of the proposed program in Volume III. 30 CFR 732.11(d), as amended May 20, 1980, (45 FR 33926), requires that program submissions contain all required and fully enacted regulations by the 104th day after program submission.

OSM is continuing to work with Kansas as it revises the sytems descriptions in the narrative. The proposed staff and budget and the systems descriptions in the narrative are closely related to the withdrawn regulations. Significant revisions to the regulations will require a corresponding revision of the narrative discussion, and the staffing and the budget projection. Nevertheless, the Secretary is inviting comments on the Kansas program as it exists on June 9, 1980.

Subsequent to the public hearing announced today and review of all comments, the Regional Director will transmit to the Director of OSM his recommended decision along with a record composed of the hearing transcript, written presentations, exhibits and copies of all public comments.

Upon receipt of the Regional Director's recommendation, the Director will consider all relevant information in the record and will recommend to the Secretary that the program be approved or disapproved. The recommendation will specify the reasons for the decision. The procedures for the recommended decisions of the Regional Director and the Director to the Secretary are established in 30 CFR 732.12(d) and (e) (44 FR 15326–15327). For further details refer to §§ 732.12 and 732.13 of the permanent regulatory program (44 FR 15326–15327) and corresponding sections of the preamble (44 FR 14959–14961).

If the Secretary initially disapproves the program, Kansas will have 60 days from the date of the disapproval to submit a revised program for reconsideration in accordance with 30 CFR 732. A public hearing will be held for public review of the revised program. The Secretary shall either approve or disapprove the revised program within 60 days from the date of submission of the revised program and publish that decision and reasons for the decision in the **Federal Register.**

At the public hearing, all persons wishing to comment on the proposed program will have the opportunity to do so. Persons who wish to make arrangements to comment at a specific time at the hearing may contact Richard Rieke at the OSM Region IV Office or by phone at (186) 374–3920. In addition, the Regional Director has prescribed the following hearing format and rules of procedures in accordance with 30 CFR 732.12(b)(1) (44 FR 15326).

Individual testimony at the hearing will be limited to 15 minutes. The hearing will be transcribed. Filing of a written statement at the time of giving oral testimony would be helpful and would facilitate the job of the court reporter.

The public hearing will continue until all persons scheduled to speak have been heard. Persons in the audience who have not been scheduled to speak and wish to do so will be heard following the scheduled speakers.

Public participation in the review of state programs is a vital component in fulfilling the purposes of SMCRA. On September 19, 1979 (44 FR 54444–54445) OSM published guidelines in the **Federal Register** governing contacts between the Department of the Interior and both state officals and members of the public. It is hoped that issuance of these guidelines will encourage full cooperation by all affected persons with the procedures being implemented.

Set forth below is a summary of the contents of the proposed Kansas program:

1. The Kansas Mined-Land Conservation and Reclamation Act (KMLCRA), which includes the designation of the Kansas Mined-Land Conservation and Reclamation Board as the official agency for administering SMCRA.

2. Other state laws affecting the regulation of surface coal mining operations as follows: Conservation Districts Law; K.S.A. 2–2001 and amendments thereto relating to Wind-Blown Dust and Soil Erosion; K.S.A. 12–734 and 12–735 relating to Floodplain Regulations; K.S.A. 19–2504 to 19–2506 relating to Wells and Excavations; K.S.A. 24–105 and 24–106 relating to Obstructing Flow of Surface Water; K.S.A. 24–656 and amendments thereto relating to Drainage in One or More Counties; The Watershed District Act and amendments; Nongame and Endangered Species Conservation Act; The Kansas Act Against Discrimination and amendments thereto; K.S.A. 49–101 and amendments thereto relating to Encroachment on Adjoining Land, Surveys and Injunctions; K.S.A. 49–201 relating to Health and Safety of Miners; K.S.A. 55–128 and amendments thereto relating to Drilling and Abandonment of Certain Holes and Wells; K.S.A. 65–161 and amendments thereto relating to Water Supply and Sewage; K.S.A. 65–3001 and amendments thereto relating to Air Quality Control; K.S.A. 65–3301 and amendments thereto relating to Water Pollution Control; K.S.A. 74–6801 and amendments thereto relating to the Kansas Energy Office; K.S.A. 75–2701 and amendments thereto relating to the State Historical Society; K.S.A. 75–5605 relating to the Division of Environment; K.S.A. 79–201c relating to Mined-Land Property Exempt from Taxation; K.S.A. 82a–301 and amendments thereto relating to Obstructions in Stream; K.S.A. 82a–701 and amendments thereto relating to the Appropriation of Water for Beneficial Use; K.S.A. 82a–1020 and amendments relating to Groundwater Management Districts; The Kansas Groundwater Exploration and Protection Act and amendments thereto; The State Water Plan Storage Act.

3. A legal opinion of the General Counsel of the Kansas Corporation Commission stating that the State of Kansas has the authority to implement, administer and enforce coal exploration and surface coal mining and reclamation operations in accordance with SMCRA and all regulations promulgated thereunder.

4. A description of the existing and proposed structural organization of the Mined-Land Conservation and Reclamation Board.

5. Copies of properly executed supporting agreements between the Mined-Land Conservation and Reclamation Board and the following State of Kansas agencies:

Fish and Game Commission
The Division of Water Resources of the Kansas State Board of Agriculture
The Department of Health and Environment
The State Geological Survey
State Historical Society
State Energy Office
State Conservation Commission
Water Resources Board
The Department of Economic Development
The State Biological Survey.

6. A description of the proposed system for:

(a) Receiving, reviewing, disapproving or approving and issuing permits for exploration and mining operations;

(b) Assessing fees for permit applications, including a fee schedule;

(c) Implementing, administering and enforcing a system of performance bonds and public liability insurance;

(d) Inspecting and monitoring coal exploration and mining and reclamation operations, and providing opportunity for public participation in the inspection process;

(e) Enforcing the administrative, civil and criminal provisions of the state Act and regulations, including citizen suit provisions;

(f) Administering and enforcing the permanent program performance standards of the state Act and regulations;

(g) Assessing and collecting civil penalties;

(h) Issuing public notices and holding public hearings;

(i) Coordinating issuance of permits with other state, federal and local agencies;

(j) Consulting with other appropriate state and federal agencies in the implementation of the program;

(k) Designating lands unsuitable for surface coal mining operations, including a description of a planning process for identifying lands unsuitable, a description of the process to allow the public to petition the Mined-Land Conservation and Reclamation Board to have lands designated as unsuitable for mining;

(l) Monitoring, reviewing and enforcing restrictions against financial interests of state employees in coal mining operations;

(m) Training, examining and certifying blasters;

(n) Providing for public participation in the promulgation of regulations, in the development of the state program under SMCRA, and in the permitting process;

(o) Providing administrative and judicial review of actions taken by regulatory authority, including permit decisions and enforcement actions;

(p) Providing a Small Operator Assistance Program.

7. A listing of statistical information pertaining to the existing program as well as information pertinent to the proposed regulatory program, including:

(a) Coal production figures for each of the last three years;

(b) Number of mines producing bituminous coal during each of the last three years;

(c) Acreage approved or permitted for exploration or mining for each of the last three years;

(d) A map showing the geographic distribution of coal in Kansas;

(e) The number of applications for permits, revisions, and renewals for surface coal mining and reclamation operations received by the Kansas Mined-Land Conservation and Reclamation Board for each of the last three years;

(f) Frequency of state inspections for each permit during the interim regulatory program;

(g) The number of coal permits being actively mined and reclaimed during the month preceeding program submission;

(h) Projections of annual production and geographic distribution of both exploration and mining operations for the next five years.

8. A summary of both the existing and proposed staff of the Mined-Land Conservation and Reclamation Board of the Kansas Corporation Commission showing job functions, titles, and required job experience and training.

9. A description of how the proposed staffing will be adequate to carry out the functions for the projected workload.

10. A description of projected use of professional and technical personnel available from other state and federal agencies.

11. A description of the projected annual budget for each of the next two fiscal years.

12. A description of the existing and proposed physical resources to be used in implementing the permanent program.

Single copies of the Kansas Mined-Land Conservation and Reclamation Act are available to the public at no charge. Persons interested in obtaining copies should write the Regional Director of OSM at the address listed above.

In a decision issued by the U.S. District Court for the District of Columbia on May 16, 1980, *In Re: Permanent Surface Mining Regulation Litigation* (Civil Action No. 79-1144), the Secretary was ordered affirmatively to disapprove provisions in State programs that incorporate regulations suspended by the Secretary or remanded by the court in the case. The Secretary intends to appeal that decision, but will comply with it until it is modified or reversed. The Secretary's proposal for complying with the decision in the context of his decision on the Kansas program will be the subject of another **Federal Register** notice to be published shortly.

No Environmental Impact Statement is being prepared in connection with the process leading to the approval or disapproval of the proposed Kansas program. Under Section 702(d) of SMCRA (30 U.S.C. Section 1292(d)) approval of a state program does not constitute a major action within the meaning of Section 102(2)(c) of the National Environmental Policy Act of 1969 (42 U.S.C. 4332).

Dated: June 10, 1980.

Raymond L. Lowrie,

Regional Director.

[FR Doc. 80-18141 Filed 6-13-80; 8:45 am]

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SELECTIVE SERVICE SYSTEM

32 CFR Parts 1611, 1612, 1613, 1615, 1617, 1619, and 1621

Selective Service Regulations; Administration of Registration

Cross Reference: For a document issued by the Selective Service System and requesting comments on revised procedures for the administration of registration in the event that the President issues his Proclamation directing that registration be conducted, see FR Doc. 80-18170 in the Rules section of this issue. Refer to the table of contents at the front of this issue for the page number.

BILLING CODE 8015-01-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 128

[CGD 80-069]

Regulated Navigation Area; New Haven Harbor, Vicinity of Tomlinson Bridge

AGENCY: Coast Guard, DOT.

ACTION: Notice of Proposed Rulemaking.

SUMMARY: The Coast Guard proposes to amend its Regulated Navigation Areas to include a portion of the waters of New Haven Harbor around the Tomlinson Bridge as a Regulated Navigation Area. The purpose of the regulation in this area is to protect the bridge from damage due to collision. The past history of collisions demonstrated that stricter control of vessel movement in this area is necessary. Regulations will apply to the class of vessels considered a particular hazard to the bridge.

DATES: Comments must be received by July 31, 1980.

ADDRESSES: Comments may be mailed to Captain of the Port, New Haven, (CGD 80-069), 120 Woodward Ave., New Haven, CT 06512. Comments may be delivered to and will be available for inspection or copying at the Office of the Captain of the Port New Haven, 120 Woodward Ave. New Haven, CT 06512 (203) 432-2464, between the hours of 8 a.m. and 4 p.m., Monday through Friday, except holidays. Following the comment

period the docket, including all comments received and the comments of the Captain of the Port, will be forwarded via Commander (mps), Third Coast Guard District to Commandant (G-CMC/24), U.S. Coast Guard Headquarters, Washington, D.C. for review and final action.

FOR FURTHER INFORMATION CONTACT: Lieutenant Virgil Allen, Office of Marine Environment and Systems, Port Safety Branch, (G-W), U.S. Coast Guard Headquarters, 2100 Second Street, S.W., Washington, D.C. 20593 (202) 755-1354, or LT Stephen Conway, Captain of The Port, New Haven, 120 Woodard Ave., New Haven CT 06512 (203) 432-2464.

SUPPLEMENTARY INFORMATION: The public is invited to participate in this proposed rulemaking by submitting written views, data or arguments. Comments should include the name and address of the person making them, identify this notice (CGD 80-069) and the specific section of the proposal to which each comment applies and give the reasons for the comments. If an acknowledgement is desired a stamped, addressed postcard should be enclosed.

All comments received before the expiration of the comment period will be considered before final action is taken on this proposal.

No public hearing is planned, but one may be held if written requests for a hearing are received and it is determined that the opportunity to make oral presentations will be beneficial.

All persons are advised that because of the present hazard, Order 2-79 of Captain of the Port, New Haven, CT, was issued on August 1, 1979. This order is a temporary measure issued under the authority of 33 CFR Part 160. The text of that order is set out in a note following the proposed rule.

DRAFTING INFORMATION: The principal persons involved in drafting this proposed rule are Lieutenant Virgil Allen, Project Manager, Office of Marine Environment and Systems, Lieutenant S. M. Conway, Port Safety Officer, Captain of the Port, New Haven, CT, Lieutenant T. J. Donlon, District Legal Office, Third Coast Guard District and Lieutenant G. J. Jordan, Project Counsel, Office of the Chief Counsel.

Discussion of the Proposed Rule

This proposed Regulated Navigation Area is intended to prevent damage to the Tomlinson Bridge, and to protect vessels and the navigable waters from harm resulting from collisions with that structure. The Ports and Waterways Safety Act of 1972, as amended, (33 U.S.C. 1223) gives the Coast Guard the authority to establish Regulated Navigation Areas for the protection of vessels and structures on the navigable waters. The proposed Regulated Navigation Area will provide a permanent solution to a historically dangerous condition which has been dealt with previously on a temporary basis.

There have been five major collisions with the bridge by barges since 1972. Over two million dollars has been spent on repairs and the bridge has not been open to full vehicular or tail traffic since 1972. All of these accidents have occurred on outbound transits.

The proposed regulations within the Regulated Navigation Area are focused on outbound barges with a greater than ten foot freeboard. Barges with greater than ten foot freeboard constitute a hazard to the working mechanism of the bridge while it is in the open position. The proposed regulations would prohibit outbound transits when the ebb current or wind could create handling problems.

The proposed restriction on the towing of barges stern first through the bridge, is based on experience, with the handling characteristics of barges towed in this manner.

The rule proposes that barges with beams greater than fifty feet and freeboards greater than ten feet, be pushed ahead through the bridge. This requirement is necessary because of the reduced maneuverability of barges of this size while being towed.

Because of the difficult navigational problems involved in the outbound passage from the Mill River, these transits would be limited to daylight hours and a second tug would be required to stand by. The purpose of the proposed second tug is to ensure the outbound tug and barge are properly aligned to safely transit the bridge.

The proposed requirement for a lookout on the barge under certain conditions is to provide a clear view ahead for the operator. The lookout would assist the operator in aligning the tug and barge with the bridge.

The proposed lookout requirement does not relieve the operator of the responsibility to maintain a proper lookout at all times, which is established by the Inland Rules of the Road, (33 U.S.C. §§ 161-232)

The Regulated Navigation Area covers a small area and should not cause undue hardship for the maritime users of New Haven Harbor. The proposed rule would permit operators to request the Captain of the Port to authorize deviations from the regulations. The proposed rules minimize the danger without overly extensive interruptions of commerce on the river. Prior to submission of this proposal the Captain of the Port, New Haven consulted with representatives of State and local government, affected parties, the general maritime community and other interested persons experienced in the problems of vessel and port safety.

This proposed regulation has been reviewed under DOT Order "Regulatory Policies and Procedures" (44 FR 11034) and a draft evaluation has been prepared and is available for public inspection at the Office of the Captain of the Port, New Haven, 120 Woodward Avenue, New Haven CT 06512.

In consideration of the foregoing it is proposed to amend Part 128 of Title 33 Code of Federal Regulations by adding section 128.303 to read as follows:

§ 128.303 New Haven Harbor, Quinnipiac River, Mill River.

(a) The following is a Regulated Navigation Area: The waters surrounding the Tomlinson Bridge located within a line extending from a point A at the southeast corner of the Wyatt terminal dock at 41°17'50" N, 72°54'36" W thence along a line 126°T to point B at the southwest corner of the Gulf facility at 41°17'42" N, 72°54'21" W thence north along the shoreline to point C at the northwest corner of the Texaco terminal dock 41°17'57" N, 72°54'06" W thence along a line 303°T to point D at the west bank of the mouth of the Mill River 41°18'05" N, 72°54'23" W thence south along the shoreline to point A.

(b) Regulations.

(1) No person may operate a vessel or tow a barge in this Regulated Navigation Area in violation of these regulations.

(2) Applicability. The regulations apply to barges with a freeboard of greater than ten feet and any vessel towing or pushing these barges on outbound transits of the Tomlinson Bridge.

(3) Regulated barges may not transit the bridge—

(i) during the period from two hours before to two hours after maximum ebb current,

(ii) when the wind speed at the bridge is greater than 15 knots,

(iii) with the barge transiting stern first.

(4) Regulated barges with a beam greater than fifty feet must be pushed ahead through the bridge.

(5) If the tug operator does not have a clear view over the barge, when pushing ahead, the operator shall post a lookout on the barge with a means of communication with the operator.

(6) Regulated barges departing the Mill River may transit the bridge only—

(i) between sunrise and sunset; and

(ii) if a second tug is standing by to assist at the bow.

(7) Nothing in this section is intended to relieve any person from complying with—

(i) the Navigation Rules for Harbors, Rivers, and Inland Waters Generally (33 U.S.C. §§ 161–232);

(ii) Pilot Rules for Inland Waters (Part 80 of this Chapter);

(iii) any other laws or regulations;

(iv) any order or direction of the Captain of the Port.

(8) The Captain of the Port, New Haven, may upon request issue an authorization to deviate from any rule in this Section if the COTP finds that the proposed operation can be done safely. A request for an authorization must state the need for the authorization and describe the proposed operations.

(33 U.S.C. 1223; 49 CFR 1.46(n)(4))

Note.—Barge Traffic is currently controlled by Captain of the Port Order 2–79, which was issued on August 1, 1979. The text of that Order is as follows:

Order No. 2–79 of Captain of the Port, New Haven, CT.

Subj: Promulgation of Temporary operating orders and directions for barges transiting the Tomlinson Bridge.

Authorities: (a) Port and Tanker Safety Act of 1978 (33 U.S.C. 1221 et. seq.). (b) Title 33, U.S. Code of Federal Regulations, Part 160.

Application:

1. These directions shall apply to all barge transits through the Tomlinson Bridge where the barge has greater than a 10 foot freeboard.

2. In an emergency any person may deviate from this rule to the extent necessary to avoid endangering persons, property, or the environment. Nothing in this order should be construed as restricting reasonable movement in an emergency or of relieving the Master/Pilot of their responsibility for safe navigation, and for following the practices of a prudent seaman.

Penalties:

33 U.S.C. 1232 provides that whoever violates a regulation issued under the Port and Tanker Safety Act of 1978 is liable to a civil penalty of not more than $25,000. A vessel used or employed in a violation of these regulations is liable *in rem*; 33 U.S.C. 1232 provides that whoever willfully violated a regulation issued under Title I of the Port and Tanker Safety Act, as amended, shall be fined not more than $50,000 or imprisoned for not more than five years, or both. Suspension and revocation proceedings against the holder of a license or a merchant mariners document may be initiated.

Directions Ordered:

1. Transits of barges outbound through the Tomlinson Bridge are prohibited from two hours before until two hours after maximum ebb current.

2. Transits of barges are prohibited when the wind is over 15 knots at the bridge.

3. Towing of barges of greater than 50 feet beam outboard through the Tomlinson Bridge is prohibited; tugs are required to be made up in the notch of these barges.

4. Tugs are prohibited from towing or pushing barges stern first through the Tomlinson Bridge on outbound transits.

5. Captain of the Port New Haven shall be notified prior to transit of the barge BECRAFT through the Tomlinson Bridge.

6. A second tug must be standing by to assist at the bow of barges transiting out of the Mill River. The purpose of this tug is to ensure that the outbound tug and barge are properly aligned to safely pass through the quinnipiac River and Tomlinson Bridge. Outbound passages from the Mill River will be made only during daylight hours.

K. G. Wiman,

Captain, U.S. Coast Guard, Acting Chief, Office of Marine Environment and Systems.

June 11, 1980.

[FR Doc. 80–18083 Filed 6–13–80; 8:45 am]

BILLING CODE 4910–14–M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[FRL 1515–1]

Approval and Promulgation of Implementation Plans Proposed Revision: Washington State Implementation Plan

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of proposed rulemaking.

SUMMARY: In this notice EPA is proposing rulemaking action for revisions to the New Source Review (NSR) provisions of regulations in the Washington State Implementation Plan (SIP) governing Kraft and Sulfite Pulping Mills and primary Aluminium Plants to satisfy requirements in section 173 of the Clean Air Act (Act). Comments is sought on EPA's proposed actions and the appropriateness of the date by which all corrections are to be submitted to EPA.

DATE: Comments must be received on or before July 16, 1980.

ADDRESSES: Written comments should be addressed to: Laurie M. Kral, M/S 625, Environmental Protection Assistant, Environmental Protection Agency, 1200 6th Avenue, Seattle, WA 98101 (206) 442–1226, FTS 399–1226.

Copies of the materials submitted to EPA may be examined during normal business hours at:

Environmental Protection Agency, Region X, at the address given above; or Public Information Reference Unit, Room 2922, EPA Library, U.S. Environmental Protection Agency, 401 M. Street, SW., Waterside Mall, Washington, D.C. 20460, or at Department of Ecology, St. Margin College, Lacey, Washington, 98504.

FOR FURTHER INFORMATION CONTACT: Richard F. White, M/S 625, Program Advisor, Environmental Protection Agency, 1200 6th Avenue, Seattle, WA 98101 (206) 442–1226, FTS 399–1226.

SUPPLEMENTARY INFORMATION: The information in this notice is divided into two sections entitled "Background" and "Regulation Review". The first section outlines the events leading up to the development of these SIP revisions. The second section is divided into three major sub-sections—one for each of the three regulations that were submitted as revisions to the SIP. These sub-sections are entitled "Kraft Pulping Mills—WAC 173–405," "Sulfite Pulping Mills—WAC 173–410," and "Primary Aluminum Plants—WAC 18–52." Deficiencies which have been identified in the review of these regulations, together with appropriate corrective actions, are summarized at the end of each sub-section.

In the case of Part D SIP revisions, the EPA review process can lead to three results:

1. Approval, outright, where the SIP or the portion under consideration meets all requirements.

2. Disapproval where deficiencies are of such magnitude as to significantly interfere with the basic objective; or

3. Approval with conditions, where deficiencies exist, but where the effect of the deficiency is not judged to be significant and where the State is taking steps to correct the deficiency.

If proper corrective action is completed prior to final EPA rulemaking, then final action is "approval". If corrective action is not complete, then final action is "conditional approval" with a stated deadline for completion. To ensure the integrity of this approach, EPA is proposing October 1, 1980 as the outside date by which these corrections should be adopted by the State and submitted to EPA.

Comment is sought on EPA's proposed actions and the appropriateness of the date by which all corrections are to be submitted to EPA.

I. Background

The Washington SIP revision, developed in accordance with the requirements* in the Act as amended in

*The basic criteria for an approvable Part D (non-attainment area plans) SIP are summarized in "General Preamble" published in the April 4, 1979 **Federal Register** (44 FR 20372) as supplemented in the **Federal Register** on July 2, 1979 (44 FR 38583), August 28, 1979 (44 FR 50371), September 17, 1979 (44 FR 53761), and November 23, 1979 (44 FR 67182). These criteria are incorporated by reference and will not be restated here. General requirements for

Footnotes continued on next page

1977, was submitted by the Governor to EPA on April 27, 1979. EPA published proposed rulemaking on the SIP on November 9, 1979 (44 FR 65084) which describes additional background information. As part of the proposed rulemaking, EPA proposed to disapprove regulations for kraft and sulfite pulping mills (WAC 173–405 and –410) and primary aluminum plants (WAC 18–52) because the regulations did not provide for new source review (NSR) as required by Sections 110 and 172 of the Act.

As a result the State adopted revisions to those regulations on March 27, 1980, and submitted them to EPA on April 1, 1980. These revisions are based on the requirements contained in the Offset Interpretive Ruling (44 FR 3274) published January 16, 1979.

EPA published new requirements for NSR on May 13, 1980 (45 FR 31304) and will publish additional EPA rulemaking on NSR shortly as a result of the Alabama Power Co. v. Costle decision, 13 ERC 1225 (D.C. Cir., June 18, 1979). The Washington SIP revisions, which are the subject of this proposed rulemaking, do not include provisions to satisfy these requirements. Separate revisions will be submitted by the State of Washington at a later date to satisfy the new NSR requirements.

II. Regulation Review

This section is divided into three subsections as described above. For each sub-section any deficiencies discovered in the review of that subsection will be described along with the necessary corrective action.

A. Kraft Pulping Mills: WAC 173–405

1. *Emission Standards.* a. WAC 173–405–031(4) and (5) define emission limitations in terms of a sum total of all recovery furnaces and lime kilns, respectively. Instead, these limitations must apply to individual emission points for compliance determination purposes.

b. WAC 173–405–031 must specify an oxygen (O_2) correction for use in determining compliance with emission standards.

2. *New Source Review.* WAC 173–405–086 does not specify or reference procedures to be used in determining case-by-case offsets, such as those described in EPA's Offset Interpretive Ruling. Similar procedures must be included as part of the SIP.

3. *Source Compliance Determination.* WAC 173–405–071 specifies general requirements for monitoring and reporting emissions from each source category in a kraft pulp mill. It must contain (or refer to) specific methods by which compliance with each emission limitation can be determined by source testing.

B. Sulfite Pulping Mills: WAC 173–410

1. *Emission Standards.* WAC 173–410–036(8) and 041(1) provide for the adoption of different emission standards than are specified Sections 031 and 036 of the adopted regulations. Any revisions to the regulations and their accompanying DOE Regulatory Orders must be submitted as SIP revisions.

2. *New Source Review.* WAC 173–410–086 does not specify or reference procedures to be used in determining case-by-case offsets, such as those described in EPA's Offset Interpretive Ruling. Similar procedures must be included as part of the SIP.

3. *Source Compliance Determination.* WAC 173–410 must contain (or refer to) specific methods by which compliance with each emission limitation can be determined by source testing.

C. Primary Aluminum Plants: WAC 18–52

1. *Emission Standards.* WAC 18–52–031(2) and 041 provide for the adoption of more stringent emission standards than are specified Section 031 of the adopted regulations. Any revisions to the regulations and their accompanying DOE Regulatory Orders must be submitted as SIP revisions.

2. *New Source Review.* WAC 18–52–056 does not specify or reference procedures to be used in determining case-by-case offsets, such as those described in EPA's Offset Interpretive Ruling. Similar procedures must be included as part of the SIP.

3. *Source Compliance Determination.* WAC 18–52 must contain (or refer to) specific methods by which compliance with each emission limitation can be determined by source testing.

Interested parties are invited to comment on the approvability of these amendments to the Washington SIP. In particular, comments are requested on the appropriateness of the findings on issues discussed above, the suggested corrective actions, and the approvability of the SIP with respect to the applicable requirements.

Comments should be submitted, preferably in triplicate, to the address listed in the front of this notice. Public comments received by July 16, 1980 will be considered in EPA's final decision on approval of the SIP.

All comments received will be available for inspection at the Region 10 Office, 1200 Sixth Avenue, Seattle, Washington 98101.

Under Executive Order 12044, EPA is required to judge whether a regulation is "significant" and therefore subject to the procedural requirements of the Order or whether it may follow other specialized development procedures. I have reviewed this regulation and determined that it is a specialized regulation not subject to the procedural requirements of Executive Order 12044.

This notice of Proposed rulemaking is issued under the authority of Section 110 of the Clean Air Act, as amended.

(Sec. 110(a), 172, Clean Air Act (42 U.S.C. 7410(a) and 7502))

Dated: June 6, 1980.

L. Edwin Coate,

Acting Regional Administrator.

[FR Doc. 80–18050 Filed 6–13–80; 8:45 am]

BILLING CODE 6560–01–M

Footnotes continued from last page
all SIPs are found in EPA regulations in 40 CFR Part 51.

FEDERAL EMERGENCY MANAGEMENT AGENCY

44 CFR Part 67

[Docket No. FEMA–5817]

National Flood Insurance Program; Proposed Flood Elevation Determinations

Corrections

In FR Doc. 80–14453, appearing in the issue of Tuesday, May 13, 1980, at page 31427, make the following corrections to the table:

(1) On page 31432, the last line under "Location" is corrected as set forth below:

State	City/town/county	Source of flooding	Location	#Depth in feet above ground. *Elevation in feet (NGVD)
*	*	*	*	*
Illinois	(C) Elmhurst, Du Page County	Salt Creek	Just upstream Frontage Road	*663
			About 500 feet downstream Chicago and North Western Railroad (downstream of Saint Charles Road).	*667
			Just downstream Saint Charles Road	*669
			About 400 feet downstream Illinois Central Gulf Railroad	*672

(2) On page 31433, in the middle of the page, the last entry for the State of Illinois, under the heading "Source of flooding" Tributary A, correct the "Location" to read:

State	City/town/county	Source of flooding	Location	#Depth in feet above ground. *Elevation in feet (NGVD)
*	*	*	*	*
		Tributary A	At confluence with Butterfield Creek East Branch Tributary	*722
			Just upstream of Amy Drive	*727
			Upstream corporate limits	*731

(3) On page 31436, in the middle of the page, the third entry for the State of Michigan, correct the "Source of flooding" now reading "Páttáwáttomie" to read as set forth now:

State	City/town/county	Source of flooding	Location	#Depth in feet above ground. *Elevation in feet (NGVD)
*	*	*	*	*
Michigan	(Twp) Grand Haven, Ottawa County.	Lake Michigan	Shoreline	*584
		Pattawattomie Bayou	Shoreline	*588

BILLING CODE 1505-01-M

44 CFR Part 67

[Docket No. FEMA-5818]

National Flood Insurance Program; Proposed Flood Elevation Determinations

Correction

In FR Doc. 80-14454, appearing at page 31438, in the issue of Tuesday, May 13, 1980, correct the heading appearing as "[Docket No. FEMA-58-8]" to read "[Docket No. FEMA-5818]".

BILLING CODE 1505-01-M

44 CFR Part 67

[Docket No. FEMA-5824]

National Flood Insurance Program; Proposed Flood Elevation Determinations

Corrections

In FR Doc. 80-14950; at page 32339, in the issue of Friday, May 16, 1980, on page 32341, the fourth entry for Ohio, under the heading of "Source of flooding", Beals Run Tributary, make the following corrections under the headings designated as "Location" and "# Depth in feet above ground *Elevation in feet (NGVD)"

State	City/town/county	Source of flooding	Location	# Depth in feet above ground *Elevation in feet (NGVD)
Ohio * * *				
*	*	*	*	*
		Beals Run Tributary	Mouth at Beals Run	*620
			About 600 feet uptstream of State Route 129	*627

Maps available at Village Hall, Millville, Ohio.

Send comments to Honorable Harold Handley, Mayor, Village of Millville, Village Hall, Millville, Ohio 45013.

BILLING CODE 1505-01

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[BC Docket No. 80-244; RM-2650; FCC 80-316]

Amending Rules To Permit Certain Class II Daytime-Only AM Stations (Such as Station WHYT), Situated Between Cochannel U.S. Class I-B Clear Channel Stations

AGENCY: Federal Communications Commission.

ACTION: Notice of Proposed Rulemaking.

SUMMARY: To increase presunrise broadcasting service, action taken herein proposes to amend Section 73.99 of the Commission's Rules to permit certain Class II AM stations situated between co-channel U.S. Class 1-B to commence presunrise operation at 6:00 A.M., local time, with power reduced to protect the 0.5 mV/m-50 percent contours of both co-channel Class I-B stations.

DATE: Comments must be received on or before July 14, 1980, and Reply Comments must be received on or before July 29, 1980.

ADDRESS: Federal Communications Commission, 1919 M Street, NW., Washington, D.C. 20554.

FOR FURTHER INFORMATION CONTACT: Robert Hayne, Broadcast Bureau, (202) 632-6985.

In re matter of: amendment of § 73.99 of the Commission's rules, BC Docket No. 80-244, RM-2650.

Adopted: May 29, 1980.

Released: June 10, 1980.

1. The Commission has before it a petition for rulemaking filed January 28, 1976, by Mid-Indiana Broadcasters Corporation, licensee of daytime-only AM Station WHYT, Noblesville, Indiana. In its petition, Mid-Indiana seeks to amend § 73.99 of our rules to permit certain Class II daytime-only AM stations (such as Station WHYT), situated between co-channel U.S. Class I-B clear channel stations, to commence presunrise operation (PSA) at 6:00 a.m. local time.[1] Such an operation would be with a sufficient power reduction to protect the 0.5 mV/m-50 percent contours of both co-channel Class I-B stations.[2]

2. In 1967, during an extensive rulemaking proceeding, we considered, in detail, presunrise operation by AM broadcast stations. *Presunrise Operation by Standard Broadcast Stations*, 8 FCC 2d 698 (1967). In that proceeding we permitted, in most situations, Class III (regional) stations to commence presunrise operation at 6:00 a.m. at a power of 500 watts. Similar authority for Class II daytime stations was denied because of concern that it would cause substantial cumulative skywave interference to early morning Class I-B clear channel service to remote areas. Consequently, Class II stations were permitted neither a standard sign-on time nor a standard operating power. Specifically, our Rules were amended to provide sign-on times by Class II daytime stations which are tied to sunrise times at the co-channel Class I-B clear channel located east of the daytime station with power reduced to protect the 0.5 mV/m-50 percent contour of the Class I-B clear channel station located to the west.[3]

3. As indicated in the preceding paragraph, the presunrise operating privileges of the relatively few Class II daytime stations actually situated between the respective 0.5 mV/m-50 percent contours of the Class I-B clear channel stations was not the major thrust of the extensive 1967 rulemaking proceeding. It was evident that these stations could be afforded a standard 6:00 a.m. sign-on time with power significantly reduced to protect the 0.5 mV/m-50 percent contour of both co-channel Class I-B clear station.[4] At this juncture, we are now in a position to make a detailed assessment of the cumulative skywave interference impact caused by presunrise operations. Based upon our experience with Class III stations, it appears that early morning PSA broadcast service has not, in fact, caused the substantial early morning interference to fulltime stations originally feared when balanced against the additional early morning serviced offered by the approximately 2,500 stations holding a PSA. Similarly, we are not persuaded that the presently authorized PSA operations by Class II stations have caused detrimental cumulative skywave interference to clear channel service to remote areas and populations. Therefore, we are now proposing to amend our Rules to permit Class II stations located between the 0.5 mV/m-50 percent contours of co-channel U.S. Class I-B clear channel stations to commence operation at 6:00 a.m., local time, with power reduced to protect the 0.5 mV/m-50 percent contours of *both* co-channel Class I-B stations.

4. Authority for issuance of this Notice is contained in Sections 4(i) and 303(r) of the Communications Act of 1934, as amended. Pursuant to the procedures set out in § 1.415 of the rules, 47 CFR 1.415, interested persons may file comments on or before July 14, 1980, and reply comments on or before July 29, 1980. All relevant and timely comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision, the Commission may take into consideration information and ideas not contained in the comments, provided that such information or a writing indicating the nature and source of such information is placed in the public file, and provide that the fact of the Commission's reliance on such information is noted in the *Report and Order*.

5. In accordance with the provisions of § 1.419 of the rules, formal participants shall file an original and five copies of their comments and other materials. Participants wishing each Commissioner to have a personal copy of their comments should file an original and 11 copies. Members of the general public who wish to express their interest by participating informally, may do so by submitting one copy. All comments are given the same consideration, regardless of the number of copies submitted. All documents will be available for public inspection during regular business hours in the Commission's public reference room at its headquarters in Washington, D.C.

6. For further information concerning this document, contact Robert Hayne, (202) 632-7010.

Federal Communications Commission.

William J. Tricarico,

Secretary.

[FR Doc. 80-18043 Filed 6-13-80; 8:45 am]

BILLING CODE 6712-01-M

[1] A Class I station is a dominant station operating on a clear channel frequency and is designed to render primary and secondary service over a vast area of the country. On the other hand, a Class II station is a secondary station which operates on a clear channel frequency, is designed to render service over a limited primary area, and is subject to interference from the Class I station. Most Class II stations are daytime facilities.

[2] Presently, § 73.99(b)(1) of the rules, in effect, only permits such a Class II station to commence operation at sunrise at the Class I-B station located to the east with power reduced to protect the 0.5 mV/m-50 percent contour of the Class I-B station located to the *west*. At local sunrise, the Class II station would then commence operation with its daytime mode.

[3] Section 73.99(c)(2) of the rules requires that the 0.025 mV/m skywave contour of the Class II station protect the 0.5 mV/m-50 percent skywave contour of the co-channel Class I-B station.

[4] We realize that such an operation may result in the Class II station changing its PSA power at sunrise at the Class I-B station located to the east in order to operate with its presently authorized PSA at a power sufficient to protect the 0.5 mV/m-50 percent contour of the Class I-B station located to the west.

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Part 171

[Docket No. HM-36A; Notice No. 80-5]

Elimination of Certain Reporting Requirements

AGENCY: Materials Transportation Bureau, Research and Special Programs Administration, DOT.

ACTION: Notice of Proposed Rulemaking.

SUMMARY: The Materials Transportation Bureau (MTB) is proposing to reduce its requirements for written reports of transportation incidents involving packagings containing certain low risk hazardous materials. Information accumulated in the 10 years reports have been filed indicates that incidents involving these particular hazardous materials do not pose significant safety or health problems. A useful data base has been established and the incident patterns are clear. Little or nothing new is being learned. The reduction should result in savings to carriers (fewer incident reports to prepare) and MTB (reduced processing and data management costs).

DATE: Comments must be received on or before August 14, 1980.

ADDRESS: Address comments to Dockets Branch, Materials Transportation Bureau, U.S. Department of Transportation, Washington, D.C. 20590. It is requested that the docket number be identified and that five copies be submitted. The Dockets Branch is located in Room 8426 of the Nassif Building, 400 Seventh Street, S.W., Washington, D.C. Office hours are 8:30 a.m. to 5:00 p.m., Monday through Friday. Telephone (202) 426-3148.

FOR FURTHER INFORMATION CONTACT: Irving R. Abis, Office of Hazardous Materials Regulation, Research and Special Programs Administration, Washington, D.C. 20590, (202-472-2726).

SUPPLEMENTARY INFORMATION: This notice proposes to eliminate the detailed hazardous materials incident reports required by § 171.16 of the Hazardous Materials Regulations for materials being transported under the following proper shipping names, "Consumer commodity"; "Battery, electric storage, wet"; or "Paint, enamel, lacquer, stain, shellac *or* varnish; aluminum, bronze, gold, wood filler liquid *or* lacquer base, liquid." With respect to paint and related materials, this exception would apply only when shipped in quantities of five gallons or less.

The MTB has analyzed the hazardous materials incident data base and believes that continued reporting of incidents involving these materials would be of minimal value when weighed against the burden placed upon the carriers who are required to prepare and submit incident reports.

In 1979, approximately 18,000 incident report were filed with the MTB involving all hazardous materials. Of the incident reports submitted between January 1971 and October 1979 (excluding 1977), paint and related materials represented 21.4 percent of the incidents reported and batteries represented 8.1 percent of the incidents reported. Of the paint reports, including related materials, 86 percent involved packagings of five gallons or less. The major causes of the incidents were reported as resulting from packages "dropped in handling" and "damage by other freight." If this proposal is adopted, it is expected that there would be a 30 percent reduction in the number of hazardous materials incident reports submitted during the first complete reporting year. This would result in substantial savings for the carriers and MTB believes that information which is already contained in its data base is sufficient for its purposes.

The severity level of incidents involving paint and related materials, when shipped in quantities of five gallons or less, shows that there have been no deaths; a few minor injuries and property damage averaging $95 per report. The severity level of incidents involving batteries (electric storage, wet) shows no deaths, a few injuries, mostly minor in nature, and property damage averaging $157 per report. Reports pertaining to consumer commodities, ORM-D, represent less than one percent of the incident reports received by the MTB. For incidents involving these materials, no deaths or injuries were reported and property damage per incident averaged less than $11.

MTB estimates that a combined total of 9,000 man hours of effort will be eliminated by this change in the reporting requirements if it is adopted. This includes the time taken to obtain the information necessary to complete incident reports, the time consumed in preparing incident reports, and the review and processing time consumed by MTB and its contractors in compiling the data base after receipt of the incident reports.

This notice does not propose to change the requirement in § 171.16 which calls for a detailed written report for serious incidents as provided in § 171.15 or to change any of the reporting requirements relative to transportation by air. The MTB believes that continued reports of these materials being transported by air would be of value for further analysis because of the potential for serious consequences from incidents aboard aircraft which would otherwise be minor when they occur elsewhere.

In consideration of the foregoing, it is proposed to amend Part 171 of the Title 49, Code of Federal Regulations, as follows:

1. Section 171.16 would be amended by adding new paragraphs (c) and (d) as follows:

§ 171.16 Detailed hazardous materials incident reports.

* * * * *

(c) Except as provided in paragraph (d) of this section, the requirements of paragraph (a) of this section do not apply to incidents involving the unintentional release of hazardous materials being transported under the following proper shipping names:

(1) "Consumer commodity."

(2) "Battery, electric storage, wet."

(3) "Paint, enamel, lacquer, stain, shellac *or* varnish; aluminum, bronze, gold, wood filler liquid *or* lacquer based liquid" when shipped in quantities of five gallons or less.

(d) The exceptions to incident reporting provided in paragraph (c) of this section do not apply to:

(1) Incidents required to be reported under § 171.15(a);

(2) Incidents involving transportation aboard aircraft; nor

(3) Incidents involving the transportation of hazardous waste.

(49 U.S.C. 1803, 1804, 1808; 49 CFR 1.53, App. A to Part 1, and par. (a)(4) App. A to Part 106)

Note.—The Materials Transportation Bureau has determined that this proposed regulation will not have a major economic impact under the terms of Executive Order 12044 and DOT implementing prcedures (44 FR 11034), nor an environmental impact under the National Environmental Policy Act (49 U.S.C. 4321 et seq.). A regulatory evaluation is available for review in the docket.

Issued in Washington, D.C., on June 5, 1980.

Alan I. Roberts,

Associate Director for Hazardous Materials Regulation, Materials Transportation Bureau.

[FR Doc. 80-18082 Filed 6-13-80; 8:45 am]

BILLING CODE 4910-60-M

Notices

Federal Register
Vol. 45, No. 117
Monday, June 16, 1980

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

DEPARTMENT OF AGRICULTURE

Office of the Secretary

Proposed Establishment of The Task Force on Agricultural Mechanization Research and Tentative Meeting Date

Notice is hereby given that the Secretary of Agriculture proposes to establish the Task Force on Agriculture Mechanization Research.

The purpose of the task force will be to recommend criteria and procedures for objective evaluation of the economic, social, environmental and labor displacement impacts of current and future federally-funded agricultural mechanization research projects. Meetings of the task force will be open to the public.

The establishment of the task force is in the public interest in connection with the duties of the Department.

Notice is also being given that, pending establishment of the task force, a meeting has tentatively been scheduled for July 1–2, 1980, in Room 2096, South Building, Department of Agriculture, Washington, D.C. The meeting will begin at 1:00 p.m. on July 1 and 10:00 a.m. on July 2. The agenda will include development of a set of practical criteria for use in making mechanization research funding decisions and a determination of the minimum depth of information and analysis required to make the criteria useful and to implement them. In the event the task force is not established before July 1, the meeting will be cancelled.

Persons wishing to comment on the proposed establishment of the task force or desiring additional information concerning it or the meeting may contact the Deputy Director for Joint Planning and Evaluation, Science and Education Administration, U.S. Department of Agriculture, Washington, D.C. 20250, until (15 days after publication in the Federal Register) (telephone 202–447–8662).

John A. Miranda
Assistant Secretary for Administration.
June 12, 1980.
[FR Doc. 80–18211 Filed 6–13–80; 9:15 am]
BILLING CODE 3410–03–M

CIVIL AERONAUTICS BOARD

[Docket No. 35075; Order 80–6–35]

Air New England, Inc.; Order Modifying Rate Formula and Fixing Final Subsidy Rate

Issued under delegated authority June 5, 1980.

By Order 80–5–178, adopted May 27, 1980, the Board directed Air New England, Inc. (ANE) to show cause why the Board should not adopt the final subsidy mail rate set forth in that order as the fair and reasonable final rate to be paid ANE for the transportation of mail over its subsidy-eligible system for the period beginning January 1, 1980, and ending December 31, 1982.

The time designated for filing a notice of objection has elapsed, and no notice of objection or answer to the order has been filed by any party.

Although it has not filed a formal notice of objection, ANE informally requested certain modifications to the seasonal rate formula for calendar year 1980 on page 1 of Appendix C to Order 80–5–178.

The seasonal rate we proposed for 1980 provided for a rate per available seat-mile (ASM) that varied from month to month, subject to a maximum number of billable monthly ASM's. ANE offers no objection to the monthly rates proposed, nor to the maximum annual subsidy payments implied by the formula. According to the carrier, however, the formula as proposed allows for no variance from the forecast on which the formula was based; [1] the result is, that if the level of ANE's operations falls below the ceiling ASM's during any month, the carrier will not receive the entire subsidy for 1980 that the Board authorized, even if its actual level of operations for the year as a whole substantially exceeded its forecast. For example, ANE's actual eligible-service ASM's in January were below the ceiling in the proposed rate formula, while the February level was higher; the proposed formula would penalize the carrier by reducing its January subsidy without increasing that for February. To correct this, ANE requests that it be permitted to apply any excess ASM's in one month to any preceding or subsequent month with the same rate per mile, so long as the aggregate number of billable ASM's for the months involved does not exceed the sum of the monthly ceilings proposed. This would permit ANE to apply its excess February ASM's to January, as both months have the same rate per ASM, thus enabling ANE to receive its full subsidy, but without resulting in any excess subsidy by applying excess ASM's in low-rate months to high-rate months.

We will accede to ANE's request. Our primary purpose in setting monthly ceilings on billable ASM's was to preclude the excess subsidy payments that might result in the event ANE were to load its capacity in high-rate months; in the absence of a seasonal rate formula, we would have set an annual ceiling only, as in the proposed rates for 1981 and 1982.[2] The carrier's requested modifications achieve this goal, without resulting in the anomalies the carrier has noted.

No other notice of objection or answer to the order has been filed by any party. All parties have therefore waived the right to a hearing and all other procedural steps short of a final decision fixing the rate.

The Board, upon consideration of the record, hereby raffirms and makes final all of the findings and conclusions set forth in Order 80–5–178, except as modified herein.

Accordingly, pursuant to the Federal Aviation Act of 1958, as amended, and particularly sections 204(a) and 406 thereof, and the regulations promulgated in 14 CFR Part 302,

It is ordered that:

1. For annual periods commencing January 1, 1980, and ending December 31, 1982, the fair and reasonable final rate of compensation to be paid to Air New England, Inc., for the transportation of mail over its subsidy-eligible system

[1] In ANE's previous rates, substantial variance was allowed through application of monthly performance factors which were below 85 percent in the winter months. Since the rate proposed in Order 80–5–178 was based on actual 1977 service levels, it already included an implied completion factor equal to ANE's 1977 completion factor.

[2] ANE had requested a seasonal payment formula for 1980, but not for 1981 and 1982.

as constituted on or after January 1, 1980, the facilities used and useful therefor, and the services connected therewith, shall be the rate set forth in Order 80–5–178, except as modified herein. The compensation provided herein shall be in lieu of, and not in addition to, the mail compensation heretofore received by Air New England, Inc., for mail transportation over its subsidy-eligible system on and after January 1, 1980;[3]

2. The Attachment to this order shall be, and it hereby is substituted for paragraph A of Appendix C to Order 80–5–178;

3. This order shall be effective as of the date of service hereof. However, exceptions to the modified seasonal payment schedule shown in the Attachment to this order, together with supporting reasons, may be filed on or before the eighth day after service of this order. If no exceptions and supporting reasons are filed within said eight-day period, these modifications will become final without further order of the Board. If exceptions and supporting reasons are filed within said eight-day period, further proceedings in connection therewith shall be conducted in such manner as the Board may deem appropriate; and

4. This order shall be served upon Air New England, Inc., and the Postmaster General.

This order will be published in the **Federal Register.**

Phyllis T. Kaylor,

Secretary.

Attachment

A. For the period January 1, 1980, through December 31, 1980, the rate of compensation for each calendar month in Column A shall be the sum of the rate per available seat-mile in Column B and the fuel adjustment factor for that month, as computed according to paragraph D, *infra*, multiplied by the number of eligible-service available seat-miles flown during the calendar month, subject to the maximum monthly eligible-service available seat-miles in Column C.[1] The carrier may bill actual monthly seat-miles above those shown as long as total seat-miles at each unit rate do not exceed the 1980 cumulative total for each group of months to which such unit rate applies.

A	B	C
	(cents)	
January	11.267	6,737,079
February	11.267	5,490,557
March	11.267	6,120,068
April	11.267	6,187,644
May	11.267	6,970,734
June	7.623	9,258,702
July	5.284	13,745,400
August	3.455	13,784,627
September	3.455	9,713,602
October	3.455	7,147,350
November	5.284	6,291,966
December	11.267	6,078,293

[FR Doc. 80–1852 Filed 6–13–80; 8:45 am]

BILLING CODE 6320–01–M

[3] This order is not intended to disturb the service mail rate established pursuant to other orders of the Board.

[1] See Appendix D for derivation of seasonal rate formula.

Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q of the Board's Procedural Regulations

Notice is hereby given that, during the week ended June 6, 1980 CAB has received the applications listed below, which request the issuance, amendment, or renewal of certificates of public convenience and necessity or foreign air carrier permits under Subpart Q of 14 CFR Part 302.

Answers to foreign permit applications are due 28 days after the application is filed. Answers to certificate applications requesting restriction removal are due within 14 days of the filing of the application. Answers to conforming applications in a restriction removal proceeding are due 28 days after the filing of the original application. Answers to certificate applications (other than restriction removals) are due 28 days after the filing of the application. Answers to conforming applications or those filed in conjunction with a motion to modify scope are due within 42 days after the original application was filed. If you are in doubt as to the type of application which has been filed, contact the applicant, the Bureau of Pricing and Domestic Aviation (in interstate and overseas cases) or the Bureau of International Aviation (in foreign air transportation cases).

Subpart Q Applications

Date filed	Docket No.	Description
June 6, 1980	38283	Southwest Airlines Co., c/o Paul Y. Seligson, Wilner & Scheiner, 2021 L Street, NW., Washington, D.C. 20036. Application of Southwest Airlines Co. pursuant to Section 401 and Subpart Q of the Board's Regulations requests a removal of the "Hobby Airport restriction" in segment 1 (containing various intra-Texas authorities) of its certificate of public convenience and necessity, as issued in Order 79–11–209. Conforming Applications and Answers are due June 20, 1980.
June 6, 1980	38285	Aeroservicios Ecuatorianos, C. A., c/o Joanne W. Young, Meyers, Marshall & Young, Twelfth Floor, 1050 Seventeenth Street, NW., Washington, D.C. 20036. Application of Aeroservicios Ecuatorianos, C. A. pursuant to Section 402 of the Act and Part 211 and Subpart Q of the Board's Procedural Regulations, requests the issuance of a foreign air carrier permit authorizing it to engage in non-scheduled foreign air transportation of property as follows: between a point or points in Ecuador and the co-terminal points in Miami, Florida and Houston, Texas. Conforming Answers are due July 7, 1980.

Phyllis T. Kaylor,

Secretary.

[FR Doc. 80–18053 Filed 6–13–80; 8:45 am]

BILLING CODE 6320–01–M

Order Establishing the Subsidy Rate for Five Local Service Carriers

AGENCY: Civil Aeronautics Board.

ACTION: Summary of Order 80–6–42 Amendment Two to Order 79–10–51.

SUMMARY: The Board has adopted the maximum subsidy rates due and payable to the five local service carriers for the period from July 1, 1979, through December 31, 1979. Under the provisions of Class Rate IX, semi-annual reviews are conducted to determine adjustments to the base period subsidy rates as set in Order 79–10–51. The adjustments in this order are based on operating results for the year ended March 31, 1979. The annual subsidy level effective July 1, 1979, for the entire class, is $74.9 million. Included in this figure is a upward median percentage change of 12.31 percent, which was applied to the base period net formula provisions and service incentive payments for Frontier, Hughes Airwest, Ozark, and Piedmont. (The median percentage change provisions of Class Rate IX do not apply to Republic.) In addition, the industry's Federal tax allowance was reduced by

$675,000. Due to service suspensions during the rate period, the maximum annual subsidy rate declined to $71.8 million by December 31, 1979.

DATES: Parties must file exceptions and supporting reasons within 7 days of the date of service.

FOR FURTHER INFORMATION CONTACT: John R. Hokanson or James Craun, Bureau of Domestic Aviation, Civil Aeronautics Board, 1825 Connecticut Avenue, NW., Washington, D.C. 20428, 202–673–5368.

The complete text of Order 80–6–42 is available from our Distribution Section, Room 516, 1825 Connecticut Avenue, NW., Washington, D.C. Persons outside the metropolitan area may send a postcard request for Order 80–6–42 to the Distribution Section, Civil Aeronautics Board, Washington, D.C. 20428.

By the Civil Aeronautics Board, June 9, 1980.

Phyllis T. Kaylor,

Secretary.

[FR Doc. 80–18054 Filed 6–12–80; 8:45 am]

BILLING CODE 6320–01–M

CIVIL RIGHTS COMMISSION

Florida Advisory Committee; Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the Rules and Regulations of the U.S. Commission on Civil Rights, that a planning meeting of the Florida Advisory Committee (SAC) of the Commission will convene at 11:00 a.m. and will end at 4:00 p.m., on July 2, 1980, at the Omni Hotel, Stafford Room, 1601 Biscayne Boulevard, Miami, Florida 33132.

Persons wishing to attend this open meeting should contact the Committee Chairperson, or the Southern Regional Office of the Commission, Citizens Trust Bank Building, Room 362, 75 Piedmont Avenue, N.E., Atlanta, Georgia 30303.

The purpose of this meeting is to review the situation in Miami in the wake of the mid-May disturbances and discuss the role of the SAC and Commission.

This meeting will be conducted pursuant to the provisions of the Rules and Regulations of the Commission.

Dated at Washington, D.C., June 11, 1980.

Thomas L. Neumann,

Advisory Committee Management Officer.

[FR Doc. 80–18024 Filed 6–13–80; 8:45 am]

BILLING CODE 6335–01–M

Michigan Advisory Committee; Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the Rules and Regulations of the U.S. Commission of Civil Rights, that a planning meeting of the Michigan Advisory Committee (SAC) of the Commission will convene at 10:30 a.m. and will end at 4:00 p.m., on July 11, 1980, at the Kellogg Center, MSU, Harrison Road, East Lansing, Michigan 48824.

Persons wishing to attend this open meeting should contact the Committee Chairperson, or the Midwestern Regional Office of the Commission, 230 South Dearborn Street, 32nd Floor, Chicago, Illinois 60604.

The purpose of this meeting is to discuss affirmative action and loan equality projects.

This meeting will be conducted pursuant to the provisions of the Rules and Regulations of the Commission.

Dated at Washington, D.C., June 11, 1980.

Thomas L. Neumann,

Advisory Committee Management Officer.

[FR Doc. 80–18026 Filed 6–13–80; 8:45 am]

BILLING CODE 6335–01–M

Minnesota Advisory Committee; Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the Rules and Regulations of the U.S. Commission on Civil Rights, that a planning meeting of the Minnesota Advisory Committee (SAC) of the Commission will convene at 7:00 p.m. and will end at 9:00 p.m., on July 11, 1980, at 300 Bremmer Building, Room 300, St. Paul, Minnesota 55101.

Persons wishing to attend this open meeting should contact the Committee Chairperson, or the Midwestern Regional Office of the Commission, 230 South Dearborn Street, 32nd Floor, Chicago, Illinois 60604.

The purpose of this meeting is to review and discuss first draft of the report, Criminal Justice: Police Practices in the Twin Cities; plan follow-up and press conference.

This meeting will be conducted pursuant to the provisions of the Rules and Regulations of the Commission.

Dated at Washington, D.C., June 11, 1980.

Thomas L. Neumann,

Advisory Committee Management Officer.

[FR Doc. 80–18025 Filed 6–13–80; 8:45 am]

BILLING CODE 6335–01–M

Regional Advisory Committee; Amendment

Notice is hereby given, pursuant to the provisions of the Rules and Regulations of the U.S. Commission on Civil Rights, that a planning meeting of the Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont Advisory Committees (SACs) of the Commission originally scheduled as a Massachusetts Advisory Committee meeting, (FR Doc. 80–17348 on page 38426) has been changed to a Regional Advisory Committee meeting.

The meeting date, time and place will remain the same.

Dated at Washington, D.C., June 11, 1980.

Thomas L. Neumann,

Advisory Committee Management Officer.

[FR Doc. 80–18027 Filed 6–13–80; 8:45 am]

BILLING CODE 6335–01–M

Washington Advisory Committee; Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the Rules and Regulations of the U.S. Commission on Civil Rights, that a planning meeting of the Washington Advisory Committee (SAC) of the Commission will convene at 11:00 am and will end at 2:00 pm, on July 8, 1980, at the Savoy Hotel, 12th Floor, Second and University, Seattle, Washington 98101.

Persons wishing to attend this open meeting should contact the Committee Chairperson or the Northwestern Regional Office of the Commission, 915 Second Avenue, Room 2852, Seattle, Washington 98174.

The purpose of this meeting is to discuss program planning.

This meeting will be conducted pursuant to the provisions of the Rules and Regulations of the Commission.

Dated at Washington, D.C., June 11, 1980.

Thomas L. Neumann,

Advisory Committee Management Officer.

[FR Doc. 80–18028 Filed 6–13–80; 8:45 am]

BILLING CODE 6335–01–M

Vermont Advisory Committee; Agenda and Notice of Open Meeting

Correction

In FR Doc. 80–17351, appearing on page 38427 in the issue of Monday, June 9, 1980, the date in the seventh line of the first paragraph should have read, "June 30, 1980".

BILLING CODE 1505–01–M

DEPARTMENT OF COMMERCE

Minority Business Development Agency

Financial Assistance Application Announcement

Correction of the announcement that appeared in the **Federal Register** for Seattle Business Development Center, 45 FR 38431. The closing date of June 20, 1980 is changed to July 7, 1980. The funding level and period of performance are not changed. An application kit can be obtained by writing to the following address: San Francisco Regional Office, Minority Business Development Agency, U.S. Department of Commerce, 450 Golden Gate Ave., Box 36014, Room 15043, San Francisco, California 94102. Project I.D. Number is 05–60–21103–00.

(11.800 Minority Business Development, Catalog of Federal Domestic Assistance)

Dated: June 10, 1980.

Allan A. Stephenson,

Deputy Director.

[FR Doc. 80–18097 Filed 6–13–80; 8:45 am]

BILLING CODE 3510–21–M

National Oceanic and Atmospheric Administration

Fishermen's Contingency Fund; Claims

AGENCY: National Marine Fisheries Service, National Oceanic and Atmospheric Administration, Commerce.

ACTION: Notification of claims pursuant to Title IV of the Outer Continental Shelf Lands Act Amendments of 1978 (Title IV). Notification 2–80; and correction of information printed in FR DOC 80–12939: Filed 4/25/80.

SUMMARY: 50 CFR 296.8 requires that the Chief, Financial Services Division (FSD), publish in the **Federal Register** a notice of claims received under the Title IV Program. Any interested person may, within 30 days of publication of this Notice, submit to the Chief, FSD, National Marine Fisheries Service (NMFS), evidence concerning the claim or a request to be admitted as a party to any hearing concerning the claim. On April 28, 1980, errors were made in FR DOC 80–12939 at page 28180 which contained the locational coordinates for FCF–52–79 and FCF–17–79. In addition to a description for new claims filed, the notice contains corrections of the errors for FCF–52–79 and FCF–17–79.

DATE: Any evidence concerning any claim described in this Notice, and any request to be admitted as a party to any hearing concerning any such claim, must be submitted, in writing, to the Chief, FSD, on or before July 16, 1980.

ADDRESS: Send evidence and any request to be admitted as a party to any hearing to: Mr. Michael L. Grable, Chief, Financial Services Division, Attention: Kathryn Hensley, National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Washington, D.C. 20235 (telephone (202) 634–4688).

SUPPLEMENTARY INFORMATION: Title IV establishes a Fishermen's Contingency Fund (Fund) to compensate fishermen for eligible claims for actual and consequential damages, including lost profits, due to damages to, or loss of, fishing vessels or fishing gear by items associated with oil and gas exploration, development, or production on the Outer Continental Shelf (OCS). Title IV regulations require the publication in the **Federal Register** of a notice of each claim submitted (see 50 CFR 296.8(a)(1)(iv)). Each **Federal Register** notice published shall contain the following information: (a) A brief statement of the nature and dollar amount of the claim, and the location where the damage or loss occurred; (b) a statement that the Chief, FSD, may seek a proposed settlement agreement under 50 CFR 296.8(c); and (c) a statement that an interested person or any other person may, on or before July 16, 1980, submit to the Chief, FSD, any evidence concerning either the claim or a proposed settlement agreement.

50 CFR 296.8(a)(3)(i) provides that any interested person may submit evidence at any hearing concerning a claim in accordance with 50 CFR 296.10(d), or on any proposed settlement under 50 CFR 296.8(c). Any person who intends to submit evidence must notify the Chief, FSD, NMFS, in writing, describing specifically the evidence to be submitted not later than July 16, 1980.

Any interested person may request to be admitted as a party to any hearing which is conducted concerning the claim. Such request must be filed with the Chief, FSD, in writing, not later than 30 days after publication of the notice of claim in the **Federal Register.** Such request will be ruled on by the Administrative Law Judge (ALJ).

50 CFR 296.8(c) provides that the Chief, FSD, may contact a claimant and negotiate a proposed settlement of the claim. If the claimant agrees to a proposed settlement, the Chief, FSD, will, no sooner than 30 days after publication of the notice of the claim in the **Federal Register**, forward the proposed settlement agreement to the General Counsel, NOAA. The Chief, FSD, may also forward to the General Counsel, NOAA, an agency recommendation concerning the claim. Such recommendation may be, among other things, to: (i) Approve the claim, (ii) approve a proposed settlement of the claim, or (iii) deny the claim.

If the recommendation is to deny the claim, the General Counsel, NOAA, will promptly refer it to the ALJ for adjudication. If the recommendation is to approve the claim or for a proposed settlement, the General Counsel will publish a notice of the recommendation in the **Federal Register.** Not sooner than 15 days after that notice is published, the General Counsel will send to the ALJ the claim, the Agency recommendation, any request by an interested person to submit evidence or to be admitted as a party to any hearing, and any request that an oral hearing be conducted concerning the claim. The ALJ will then adjudicate the case.

The following claims published in FR notification 1–80 (FR Doc. 80–12939, at page 28180) in error, are hereby corrected:

FCF–52–79 Locational coordinate should be 28°59.0'N 92°07.7'W. instead of 29°59.0'N 92°07.7'W.

FCF–17–79 Locational coordinate should be 28°52.7'N 90°14.9'W. instead of 28°14.1'N 91°45.5'W.

The following new claims have been received.

Claim Number, Nature of Loss, and Location

FCF–11–79 On 2/23/79, claimant lost 2–45' four seam balloon nets with bag, trick chains & assorted hardware. He also damaged a 70'x50' propeller & marine gear and lost a day's fishing time, while trawling for shrimp at the following coordinates: 28°39.1'N 91°07.5'W.

Gear loss	$13,188.53
Economic loss	2,400.00
Total	15,588.53

FCF–19–79 On 1/8/79, claimant damaged a 75'-net and cable and lost one hour fishing time, while trawling for shrimp at the following coordinates: 28°32.8'N 91°10.0'W.

Gear loss	$355.82
Economic loss	138.75
Total	494.57

FCF–21–79 On 2/15/79, claimant damaged a 75'-net and lost 1½ hours fishing time, while trawling for shrimp at the following coordinates: 28°45.0'N 90°45.0'W.

Gear loss	$6.18
Economic loss	153.80
Total	159.98

FCF–22–79 On 2/18/79, claimant lost a complete shrimp rig, (doors, cable, nets, rope, etc.) and 2 days fishing time, while trawling for shrimp at the following coordinates: 28°47.9'N 90°38.0'W.

Gear loss	$3,752.03
Economic loss	3,330.00
Total	7,082.03

FCF–27–79 On 3/12/79, claimant lost a pair of 8'x40' doors, two 40' nylon nets, a set of 9/16"x50 fathom bridles, a 6'x36" sled, and 2 days fishing time, while trawling for shrimp at the following coordinates: 28°53.8'N 91°23.4'W.

Gear loss	$2,650.08
Economic loss	2,000.00
Consequential loss	304.61
Total	4,954.69

FCF–31–79 On 3/22/79, claimant lost a complete shrimp rig (doors, cable, nets, rope, etc.) and 7 days fishing time, while trawling for shrimp at the following coordinates: 28°55.7'N 92°02.4'W.

Gear loss	$2,638.19
Economic loss	1,586.55
Total	4,224.74

FCF–32–79 On 3/24/79, claimant lost a complete shrimp rig, (doors, cable, nets, rope, etc.) and 11 days fishing time, while trawling for shrimp at the following coordinates: 26°26.5'N 96°15.1'W.

Gear loss	$3,154.25
Economic loss	4,800.00
Total	7,954.25

FCF–39–79 On 1/15/79, claimant destroyed two nets, and a test trawl and lost 8½ hours of fishing time, while trawling for shrimp at the following coordinates: 28'15.2'N 91°36.0'W.

Gear loss	$1,700
Economic loss	850
Total	2,550

FCF–53–79 On 5/20/79, claimant lost two 43'-nets, a pair of 8x50 doors, one 6' sled (double 1½x 3' iron), miscellaneous pins, shackles & swivels, two 8' shark gear, and 1 day fishing time, while trawling for shrimp at the following coordinates: 29°31.5'N 92°48.9'W.

Gear loss	$4,774
Total	4,774

FCF–54–79 On 5/31/79, claimant lost or damaged a 16' trynet, a pair of 30x60 trynet doors, and 4–8 hours fishing time, while trawling for shrimp at the following coordinates: 29°13.5'N 92°04.1'W.

Gear loss	$275
Economic loss	390
Total	665

FCF–63–79 On 7/17/79, claimant lost a complete shrimp rig (doors, cable, nets, rope, etc.) and 8 days fishing time, while trawling for shrimp at the following coordinates: 28°44.4'N 91°37.6'W.

Gear loss	$4,314.84
Economic loss	15,056.00
Total	19,370.84

FCF–65–79 On 7/2/79, claimant lost a 55' nylon net, 1200' of line, a bag, chaffing gear, shark gear, rope, and 4-days fishing time, while trawling for shrimp at the following coordinates: 28°55.5'N 91°94.8'W.

Gear loss	$634.32
Economic loss	1,000.00
Consequential loss	10.52
Total	1,644.84

FCF–69–79 On 7/5/79, claimant lost a complete shrimp rig (doors, cable, nets, rope, etc.) and 12-day fishing time, while trawling for shrimp at the following coordinates: 29°05.3'N 92°47.9'W.

Gear loss	$1,601.78
Economic loss	12,000.00
Consequential loss	10.52
Total	13,612.30

FCF–71–79 On 8/2/79, claimant lost net, lines, chains, shark gear, and 6 hours fishing time, while trawling for shrimp at the following coordinates: 28°42.5'N 92°15.5'W.

Gear loss	$1,367.69
Economic loss	800.00
Total	2,167.69

FCF–77–79 On 8/28/79, claimant lost a 60' net, rope, chain, various thimbles, shackles, and rings, and 24 hours of fishing time, while trawling for shrimp at the following coordinates: 29°39.1'N 93°24.6'W.

Gear loss	$1,084.59
Economic loss	2,594.40
Consequential loss	20.00
Total	3,698.99

FCF–79–79 On 9/17/79, claimant lost cable, bridles, nets, a pair of doors, a sled and all attached gear, and 3 days fishing time, while trawling for shrimp at the following coordinates: 28°14.5'N 94°02.5'W.

Gear loss	$3,440.91
Economic loss	4,867.65
Total	8,308.56

FCF–08–80 On 12/18/79, claimant lost a pair of trawl boards, a 32' net w/bag & gear, shackles, rollers, cable, rope, a set of bridles & chains, and 8 days fishing time, while trawling for shrimp at the following coordinates: 29'31.2'N 94°04.5'W.

Gear loss	$1,399.02
Economic loss	997.75
Total	2,396.77

Anyone wishing to submit evidence concerning any of these claims, or to become a party to any hearing, must contact, in writing, Mr. Michael L. Grable, Chief, Financial Services Division, National Marine Fisheries Service, Washington, D.C. 20235, on or before July 16, 1980, (telephone (202) 634–4688).

Dated: June 10, 1980.

Winfred H. Meibohm.

[FR Doc. 80–18021 Filed 6–13–80; 8:45 am]

BILLING CODE 3510–22–M

COMMODITY FUTURES TRADING COMMISSION

Publication of and Request for Comment on Proposed Rules Having Major Economic Significance; Amendments to the Soybean Futures Contract of the Chicago Board of Trade; Correction

In FR Doc. 80–17045, at page 37875, in the issue of Thursday, June 5, 1980, make the following corrections: (1) On page 37875, in the second column, the first full sentence, the second line down, replace "under" with "over". (2) On page 37875, in the second column, the fourth full sentence, the third line down, insert "under" between "bushel contract".

Issued in Washington, D.C., on June 10, 1980.

Jane K. Stuckey,

Secretary of the Commission.

[FR Doc. 80–18065 Filed 6–13–80; 8:45 am]

BILLING CODE 6351–01–M

DEPARTMENT OF DEFENSE

Department of the Army

Armed Forces Institute of Pathology, Scientific Advisory Board; Open Meeting

In order to comply with section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463), notice is hereby given of the meeting of the Armed Forces Institute of Pathology's Scientific Advisory Board, July 10–11, 1980, 0830 hours in the Director's Conference Room, Armed Forces Institute of Pathology, Washington, D.C. 20306. This meeting will be open to the public.

The proposed agenda will include professional discussion of the mission of the Armed Forces Institute of Pathology relating to consultation, education and research. The Executive Secretary from whom substantive program information may be obtained is Colonel Orlyn C. Oestereich, Executive Officer, Armed Forces Institute of Pathology, Washington, D.C. 20306, telephone 202–576–2900.

For the Director.

Robert E. Liebmann,

Cpt, MSC, USA, Adjutant.

[FR Doc. 80–17987 Filed 6–13–80; 8:45 am]

BILLING CODE 3710–08–M

Army Advisory Panel on ROTC Affairs; Open Meeting

In accordance with section 10(a)(2) of the Federal Advisory Committee Act

(Pub. L. 92–463), announcement is made of the following Panel meeting:

Name of Panel: Army Advisory Panel on ROTC Affairs.
Date of Meeting: 8 July 1980.
Place: Fort Bragg, NC. (Sink Room of the Officers' Club)
Time: 0900 hours through 1645 hours.
Proposed agenda: Topics concerning the Army Senior ROTC program will be discussed; these will include curriculum, scholarships, cadet retention, assessment system, and new initiatives. This meeting is open to the public. Any interested person may attend, appear before, or file statements with the Panel at the time and in the manner permitted by the Panel.

Daniel W. French,

Brigadier General, GS, Deputy Chief of Staff for ROTC.

[FR Doc. 80–17985 Filed 6–13–80; 8:45 am]

BILLING CODE 3710–08–M

Army Science Board; Open Meeting

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

Name of the committee: Army Science Board.
Dates of meeting: July 7–11, 1980.
Place: The Armed Forces Staff College, Norfolk, Virginia.
Time: 0800–1700, July 7–11, 1980.

Proposed Agenda

The ASB Summer Study participants will hold discussions of briefings they have received on "Statistical Techniques in the Testing Community". Specifically, items to be discussed include an examination of concepts underlying Army testing practices, with a view toward extracting high confidence based on generally fewer tests.

Innovative statistical techniques, options for non-destructive testing, selective testing of only critical components, surrogate testing, and other cost-effective testing concepts will be considered in addressing these Terms of Reference:

1. What levels of confidence resulting from testing are necessary and sufficient to principal decision-makers in the ASARC/DSARC process? Can redefinition permit lower test costs? What differences in sophistication of standards are tolerable, required, or exceeded between different program types (e.g., many tests to ensure aircrew safety vice fewer tests to ensure howitzer gunner safety)?

2. In test design, what are the basic critical test parameters? What principles of test designing and levels of design management sensitivity need emphasis in the tradeoff among statistical validity, economy, and test environment realism?

3. How can essentially equal amounts of data be extracted from less expensive or less extensive testing? What combination of early laboratory, developmental, operational, and follow-on testing would contribute to economy with no decrease in confidence?

4. How can generally less sophisticated test instrumentation be modified, replaced, or better used to more adequately test relatively more sophisticated electronic equipment?

Helen Pipon,

Staff Assistant.

[FR Doc. 80–17988 Filed 6–13–80; 8:45 am]

BILLING CODE 3710–08–M

Board of Visitors, U.S. Military Academy; Open Meeting

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

Name of Committee: Board of Visitors, United States Military Academy
Dates of Meeting: July 8–9, 1980.
Place of Meeting: West Point, New York.
Time: At West Point:

1000–1415, 8 July, Observe Cadet Field Training (Camp Buckner).

1440–1540, 8 July, Briefing on Manpower Requirements (Hotel Thayer).

1640–1800, 8 July, Observe Cadet Field Training (Camp Buckner).

0845–1030, 9 July, Observe Cadet Field Training and Cadet Basic Training (Camp Buckner).

1030–1420, 9 July, Observe Cadet Basic Training (West Point).

1430–1600, 9 July, Board Discussions (Hotel Thayer).

Proposed Agenda: Inquiry about the cadet training to include Cadet Field Training, Cadet Basic Training, honor instruction, manpower requirements, and other matters relating to the Military Academy that the Board decides to consider.
All proceedings are open. For further information, contact COL D. P. Tillar, Jr. United States Military Academy, West Point, New York, telephone 914–938–2785/4723.

By authority of the Secretary of the Army.

George A. Bailey,

Colonel, U.S. Army, Director, Administrative Management, TAGO.

[FR Doc. 80–17984 Filed 6–13–80; 8:45 am]

BILLING CODE 3710–08–M

U.S. Army Medical Research and Development Advisory Panel Ad Hoc Study Group on Surgery; Partially Closed Meeting

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

Name of Committee: United States Army Medical Research and Development Advisory Panel Ad Hoc Study Group on Surgery.
Date of Meeting: 11 July 1980.
Time and Place: 0900 hours, Room AS3102, Letterman Army Institute of Research, Presidio, San Francisco, California.
Proposed Agenda: This meeting will be open to the public from 0900–1145 hours to discuss the scientific research program of the Surgery Division, Letterman Army Institute of Research and from 1700–1715 for the summation of the meeting. Attendance by the public at open sessions will be limited to space available.

In accordance with the provisions set forth in Section 552b(c)(6), Title 5, U.S. Code and section 10(d) of Pub. L. 92–463, the meeting will be closed to the public on 11 July 1980 from 1300–1700 hours for the review, discussion and evaluation of individual programs and projects conducted by the U.S. Army Medical Research and Development Command, including consideration of personnel qualifications and performance, the competence of individual investigators, medical files of individual research subjects, and similar items, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

J. Ryan Neville, Ph.D., Letterman Army Institute of Research, Bldg. 1110, Presidio, San Francisco, CA 94129, (415) 561–4367, will furnish summary minutes, roster of Committee members, and substantive program information.

For the Commander.

LeeRoy G. Jones,

Colonel, MC, Deputy Commander.

[FR Doc. 80–17986 Filed 6–13–80; 8:45 am]

BILLING CODE 3710–08–M

DEPARTMENT OF ENERGY

Entitlements Program Crude Oil Cost Data, November 1978 Through March 1980

The Economic Regulatory Administration (ERA) hereby issues its bi-montly notice of crude oil cost data. The purpose of this notice is to make available to the public information on the effect of the entitlements program on the crude oil costs of the various segments of the refining industry. Table I (attached) sets forth the pre-entitlements costs of crude oil to (1) the major refiners (Amoco, Arco, Chevron, Citgo, Conoco, Exxon, Getty, Gulf, Marathon, Mobil, Phillips, Shell, Sunoco, Texaco, and Union-Oil), (2) large independent refiners (Amerada Hess, Sohio, Ashland, Coastal, Tosco, Kerr-McGee, and Champlin), and (3) small refiners. Table II (attached) shows the post-entitlements crude oil cost distribution for the 2 major and large independent companies. Table III

(attached) shows the pre-entitlements imported crude oil cost distribution for the same 22 companies.

The data are based on the reports filed each month on the Form ERA–49 by all refiners in the entitlements program.

Issued in Washington, D.C., on June 4, 1980.

Hazel R. Rollins,

Administrator, Economic Regulatory Administration.

FOR FURTHER INFORMATION CONTACT:

David A. Welsh (Entitlements Program Office), Economic Regulatory Administration, 2000 M Street, NW., Room 6128, Washington, DC 20461 (202/653–3475.)

William Webb (Office of Public Information), Economic Regulatory Administration, 2000 M Street, NW., Room B–110, Washington, DC 20461 (202/653–40555.)

BILLING CODE 6450-01-M

Table I

Crude Oil Costs
before and after Entitlement Payments
(dollars per barrel)

		Majors (Top 15)**		Large Independents***		Small Refiners	
		Pre	Post*	Pre	Post*	Pre	Post*
1978	Nov	$12.51	$12.91	$13.26	$12.95	$13.07	$12.23
	Dec	12.68	13.06	13.78	13.25	13.22	12.43
1979	Jan	$12.76	$13.24	$14.06	$13.48	$13.60	$12.65
	Feb	13.17	13.65	14.22	13.60	13.72	12.77
	Mar	13.40	13.82	14.60	14.55	14.11	13.23
	Apr	14.15	14.60	15.85	15.27	14.82	13.96
	May	14.82	15.42	17.10	16.41	15.89	14.78
	Jun	16.43	16.93	18.61	17.39	17.76	17.17
	Jul	18.13	18.71	20.74	19.19	18.74	18.11
	Aug	19.11	19.62	21.73	20.25	20.52	20.06
	Sep	19.29	19.85	21.43	20.10	21.43	20.78
	Oct	20.02	20.68	22.63	23.89	21.60	20.62
	Nov	21.03	21.81	25.87	24.61	22.92	21.97
	Dec	22.71	23.55	26.00	23.65	24.96	24.23
1980	Jan	23.96	24.90	26.19	25.15	26.81	24.62
	Feb	25.22	26.13	28.60	26.15	27.32	26.51
	Mar	25.85	26.88	29.23	26.87	28.69	27.34
Change Jan 1979 to Mar 1980		13.09	13.64	15.17	13.39	15.09	14.69

*Post Entitlements payment costs show the effect of the entitlements payments in the month for which the notice is published even though the payments take place two months later. For example, November 1979 data are shown in the entitlement notice for November 1979 published in January 1980.

**(Amoco, Arco, Chevron, Citgo, Conoco, Exxon, Getty, Gulf, Marathon, Mobil, Phillips, Shell, Sunoco, Texaco and Union-Oil)

***(Hess, Sohio, Ashland, Coastal, Tosco, Kerr McGee & Champlin)

Table II

Post Entitlement Crude Oil Cost Distribution
for 22 Major and Large Independent Companies*

Number of Companies with per barrel costs of	Nov 78	Dec 78	Jan 79	Feb 79	Mar 79	Apr 79	May 79
$11.00 to $11.99	2	1	1	0	0	0	0
12.00 to 12.99	6	6	8	2	3	2	0
13.00 to 13.99	13	11	7	12	5	0	2
14.00 to 14.99	1	4	5	8	13	10	5
15.00 to 15.99	0	0	1	0	0	7	5
16.00 to 16.99	0	0	0	0	1	3	6
17.00 to 17.99	0	0	0	0	0	0	2
18.00 to 18.99	0	0	0	0	0	0	1
19.00 to 19.99	0	0	0	0	0	0	1
20.00 to 20.99	0	0	0	0	0	0	0
21.00 to 21.99	0	0	0	0	0	0	0
22.00 to 22.99	0	0	0	0	0	0	0
23.00 to 23.99	0	0	0	0	0	0	0
24.00 to 24.99	0	0	0	0	0	0	0
25.00 to 25.99	0	0	0	0	0	0	0
26.00 to 26.99	0	0	0	0	0	0	0
27.00 to 27.99	0	0	0	0	0	0	0
28.00 to 28.99	0	0	0	0	0	0	0
29.00 to 29.99	0	0	0	0	0	0	0
30.00 to 30.99	0	0	0	0	0	0	0

	Jun 79	Jul 79	Aug 79	Sep 79	Oct 79	Nov 79	Dec 79	Jan 80
11.00 to 11.99	0	0	0	0	0	0	0	0
12.00 to 12.99	0	0	0	0	0	0	0	0
13.00 to 13.99	0	0	0	0	0	0	0	0
14.00 to 14.99	2	0	0	0	0	0	0	0
15.00 to 15.99	3	1	0	0	0	0	0	0
16.00 to 16.99	4	0	1	2	1	0	0	0
17.00 to 17.99	5	4	2	1	1	0	0	0
18.00 to 18.99	6	5	5	1	1	1	0	0
19.00 to 19.99	0	4	2	4	3	1	1	0
20.00 to 20.99	2	6	7	6	1	2	1	0
21.00 to 21.99	0	0	1	3	7	3	4	2
22.00 to 22.99	0	0	3	3	3	5	3	3
23.00 to 23.99	0	2	0	1	2	6	2	1
24.00 to 24.99	0	0	1	1	2	3	5	1
25.00 to 25.99	0	0	0	0	0	0	2	4
26.00 to 26.99	0	0	0	0	1	0	2	5
27.00 to 27.99	0	0	0	0	0	0	1	2
28.00 to 28.99	0	0	0	0	0	0	0	4
29.00 to 29.99	0	0	0	0	0	1	1	0
30.00 to 30.99	0	0	0	0	0	0	0	0

	Feb 80	Mar 80
$11.00 to $11.99	0	0
12.00 to 12.99	0	0
13.00 to 13.99	0	0
14.00 to 14.99	0	0
15.00 to 15.99	0	0
16.00 to 16.99	0	0
17.00 to 17.99	0	0
18.00 to 18.99	0	0
19.00 to 19.99	0	0
20.00 to 20.99	0	0
21.00 to 21.99	0	0
22.00 to 22.99	0	0
23.00 to 23.99	4	1
24.00 to 24.99	3	3
25.00 to 25.99	4	5
26.00 to 26.99	1	1
27.00 to 27.99	4	2
28.00 to 28.99	1	1
29.00 to 29.99	3	6
30.00 to 30.99	1	3
31.00 to 31.99	0	0
32.00 to 32.99	1	0

*(Amoco, Arco, Chevron, Citgo, Conoco, Exxon, Getty, Gulf, Marathon, Mobil, Phillips, Shell, Sunoco, Texaco, Union-Oil, Hess, Sohio, Ashland, Coastal, Tosco, Kerr McGee & Champlin)

Table III

Pre-Entitlement Imported Crude Oil Cost Distribution for 22 Major and Large Independent Companies*

Number of Companies with per barrel crude oil cost of	Nov 78	Dec 78	Jan 79	Feb 79	Mar 79	Apr 79	May 79
$13.00 to 13.99	4	1	0	0	0	0	0
14.00 to 14.99	10	10	5	2	2	0	0
15.00 to 15.99	7	9	7	10	3	1	0
16.00 to 16.99	1	1	8	6	11	8	2
17.00 to 17.99	0	1	0	2	3	2	6
18.00 to 18.99	0	0	1	1	2	3	3
19.00 to 19.99	0	0	0	0	1	5	5
20.00 to 20.99	0	0	0	1	0	2	2
21.00 to 21.99	0	0	0	0	0	0	2
22.00 to 22.99	0	0	0	0	0	0	0
23.00 to 23.99	0	0	0	0	0	0	1
24.00 to 24.99	0	0	0	0	0	0	1
25.00 to 25.99	0	0	0	0	0	0	0
26.00 to 26.99	0	0	0	0	0	0	0
27.00 to 27.99	0	0	0	0	0	0	0
28.00 to 28.99	0	0	0	0	0	0	0
29.00 to 29.99	0	0	0	0	0	0	0
30.00 to 30.99	0	0	0	0	0	0	0
31.00 to 31.99	0	0	0	0	0	0	0
32.00 to 32.99	0	0	0	0	0	0	0
33.00 to 33.99	0	0	0	0	0	0	0

	Jun 79	Jul 79	Aug 79	Sep 79	Oct 79	Nov 79	Dec 79	Jan 80
$13.00 to 13.99	0	0	0	0	0	0	0	0
14.00 to 14.99	0	0	0	0	0	0	0	0
15.00 to 15.99	0	0	0	0	0	0	0	0
16.00 to 16.99	1	0	0	0	0	0	0	0
17.00 to 17.99	0	0	0	0	0	0	0	0
18.00 to 18.99	2	1	0	0	0	0	0	0
19.00 to 19.99	5	0	1	0	0	0	0	0
20.00 to 20.99	1	2	2	2	1	1	0	0
21.00 to 21.99	2	3	2	0	1	0	0	0
22.00 to 22.99	4	4	3	1	4	1	0	0
23.00 to 23.99	1	3	1	5	2	1	1	0
24.00 to 24.99	3	3	4	3	1	2	3	1
25.00 to 25.99	0	1	3	4	0	3	1	0
26.00 to 26.99	1	2	3	2	6	2	2	2
27.00 to 27.99	0	0	1	1	2	4	1	1
28.00 to 28.99	0	2	1	2	2	4	4	3
29.00 to 29.99	0	0	0	2	1	0	2	1
30.00 to 30.99	0	0	0	0	0	1	4	2
31.00 to 31.99	0	0	0	0	0	0	0	3
32.00 to 32.99	0	0	0	0	0	0	1	1
33.00 to 33.99	0	1	1	0	0	0	0	0
34.00 to 34.99	0	0	0	0	0	2	2	3
35.00 to 35.99	0	0	0	0	1	1	1	3
36.00 to 36.99	0	0	0	0	0	0	0	0
37.00 to 37.99	0	0	0	0	0	0	0	1
38.00 to 38.99	0	0	0	0	0	0	0	1

	Feb 80	Mar 80
$13.00 to 13.99	0	0
14.00 to 14.99	0	0
15.00 to 15.99	0	0
16.00 to 16.99	0	0
17.00 to 17.99	0	0
18.00 to 18.99	0	0
19.00 to 19.99	0	0
20.00 to 20.99	0	0
21.00 to 21.99	0	0
22.00 to 22.99	0	0
23.00 to 23.99	0	0
24.00 to 24.99	0	0
25.00 to 25.99	0	0
26.00 to 26.99	0	0
27.00 to 27.99	1	0
28.00 to 28.99	1	1
29.00 to 29.99	3	3

	Feb 80	Mar 80
30.00 to 30.99	0	0
31.00 to 31.99	2	1
32.00 to 32.99	2	1
33.00 to 33.99	5	1
34.00 to 34.99	1	5
35.00 to 35.99	0	3
36.00 to 36.99	4	2
37.00 to 37.99	0	3
38.00 to 38.99	1	0
39.00 to 39.99	2	2

*(Amoco, Arco, Chevron, Citgo, Conoco, Exxon, Getty, Gulf, Marathon, Mobil, Phillips, Shell, Sunoco, Texaco, Union-Oil, Hess, Sohio, Ashland, Coastal, Tosco, Kerr McGee & Champlin)

[FR Doc. 80-17802 Filed 6-13-80; 8:45 am]

BILLING CODE 6450-01-C

Office of Energy Research

Gas Research Institute Study Group of the Energy Research Advisory Board; Meeting

Notice is hereby given of the following meeting:

Name: Gas Research Institute Study Group of the Energy Research Advisory Board (ERAB). ERAB is a Committee constituted under the Federal Advisory Committee Act (Pub. L. 92–463, 86 Stat. 770).

Date and Time: June 24, 1980, 9:00 a.m. to 4:00 p.m.

Place: Department of Energy, 115 Causeway, Room 721, Boston, MA.

Contact: Eudora M. Taylor, Staff Assistant, Energy Research Advisory Board, Department of Energy, Forrestal Building—M.S. 3F–032, 1000 Independence Avenue, S.W., Washington, D.C. 20585. Telephone: 202/252–8933.

Purpose of the Parent Board: To advise the Department of Energy on the overall research and development conducted in DOE and to provide long-range guidance in these areas to the Department.

Tentative Agenda: This meeting is solely to put together a draft report prior to submittal for formal comment. Sections to be addressed are as follows:

I. Introduction.
II. Summary.
III. GRI Response to Previous ERAB Report.
IV. Coal Gasification.
V. Biomass.
VI. Conservation:
  A. General,
  B. Fuel Cells,
  C. Cogeneration Other than Fuel Cells.

Public Participation: This meeting is open to the public. Written statements may be filed with the Study Group either before or after the meeting. Less than 10 days notice is being given because of the Federal Energy Regulatory Commission deadlines for its rate-setting process and because this is the only date within the time constraints that all Study Group members can meet. Notice is hereby given of the availability of the draft report on or about June 30, 1980 and will be provided upon request to the contact given above. A public meeting to solicit final comments will also be held on July 14, 1980 and will be announced separately. Members of the public who wish to make oral statements pertaining to agenda items should contact the Energy Research Advisory Board at the address or telephone number listed above. The Chairperson of the Study Group is empowered to conduct the meeting in a fashion that will facilitate the orderly conduct of business.

Transcripts: Available for public review and copying at the Freedom of Information Public Reading Room, Room 5B–180, Forrestal Building, 1000 Independence Avenue, S.W., Washington, D.C., between 8:00 a.m. and 4:00 p.m., Monday through Friday, except Federal Holidays.

Issued at Washington, D.C., on June 10, 1980.

Edward A. Frieman,

Director of Energy Research.

[FR Doc. 80–17983 Filed 6–13–80; 8:45 am]

BILLING CODE 6460–01–M

Federal Energy Regulatory Commission

[Docket No. TA80–2–12]

Distrigas Corp. and Distrigas of Massachusetts Corp.; Rate Change Pursuant to Purchased Gas Cost Adjustment Provision

June 5, 1980.

Take notice that Distrigas Corporation (Distrigas) on May 30, 1980 tendered for filing Fifth Revised Sheet No. 1 to its FERC Gas Tariff and Distrigas of Massachusetts Corporation (DOMAC) on the above date tendered for filing Fifth Revised Sheet No. 3A, Second Revised Sheet No. 54 and Original Sheet No. 54A to its FERC Gas Tariff.

Fifth Revised Sheet No. 1 and Fifth Revised Sheet No. 3A are being filed pursuant to Distrigas' and DOMAC's purchased LNG cost adjustment provision set forth in their respective tariffs. The Distrigas rate change is being filed to reflect in its sales rate to DOMAC a redetermination (increase) of the price paid for the purchase of LNG from its supplier SONATRACH in accordance with the Distrigas-SONATRACH Agreement for Sale and Purchase of Liquefied Natural Gas and the amortization over the six-month period, July 1, 1980 through December 31, 1980, of the balance in the unrecovered purchased LNG cost account. Second Revised Sheet No. 54 and Original Sheet No. 54A are being filed to incorporate into DOMAC's FERC Gas Tariff a GRI Surcharge authorized by Opinion No. 64 at Docket RP 79–75.

The DOMAC rate change is being filed to reflect the Distrigas rate change in DOMAC's rates for resale to its distribution customer companies and the amortization over the six-month period, July 1, 1980 through December 31, 1980, of the balance in DOMAC's unrecovered purchased LNG cost account and the GRI Surcharge.

Distrigas and DOMAC request that the proposed tariff sheets become effective July 1, 1980, to coincide with the change in LNG costs from SONATRACH.

A copy of this filing is being served on all affected parties 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 §§ 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 June 20, 1980. 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. 80–18001 Filed 6–13–80; 8:45 am]

BILLING CODE 6450–85–M

[Docket No. RP80–108]

Gas Research Institute; Annual Application

June 5, 1980.

Take notice that on June 2, 1980, Gas Research Institute (GRI) filed herein an application requesting advance approval of its 1981–1985 Five-Year R&D plan and 1981 R&D Program and the funding thereof pursuant to the Natural Gas Act and the Commission's regulations thereunder, particularly 18 CFR 154.38(d)(5).

GRI states that its application demonstrates compliance with the Commission's regulations, the requirements of Opinion No. 64, *Opinion and Order Amending and Approving Gas Research Institute's 1980 Research and Development Program and Related Five-Year Plan for 1980–1984,* Docket No. RP79–75, issued October 2, 1979, and the ongoing provisions of a Stipulation and Agreement reached by the parties to the proceedings in Docket No. RM77–14 and approved by the Commission in Opinion No. 11, *Opinion and Order Approving the Initial Research, Development and Demonstration Program of Gas Research Institute,* Docket No. RM77–14, issued March 22, 1978. GRI's application seeks approval of its 1981 R&D Program which proposes that $70,366,000 be collected through

jurisdictional and non-jurisdictional rates and charges during the twelve (12) months ending December 31, 1981 to support the R&D activities detailed in GRI's application. Applicant states that its application was filed in accordance with the provision of Order No. 566, Docket No. RM76–17, issued June 3, 1977, which requires "RD&D organizations" to submit, annually, a five-year program plan at least 180 days prior to the commencement of the five-year period of the plan which is scheduled to commence on January 1, 1981.

GRI states that the proposed unit cost of GRI's 1981 R&D Program is 6.1 mills per Mcf or equivalent to become effective January 1, 1981. This General R&D Funding Unit is proposed to be applied to the services included in GRI's Program Funding Services in 1981, which include jurisdictional, direct sale and intrastate volumes of GRI's members and which are estimated to be 11.571 Bcf.

GRI's filing was accompanied by workpapers providing detail about its application. These workpapers are available for inspection in the Commission's Office of Public Information.

The Appendix to GRI's application contains a list of GRI members and state regulatory commissions which were served with a copy of GRI's application on June 2, 1980. Such members and commissions are hereby permitted to participate in this proceeding as intervenors and need *not* file formal petitions to intervene or notices of intervention.

Any person desiring to be heard or to make any protest with reference to said application should, on or before June 25, 1980, file with the Federal Energy Regulatory Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, a comment, protest, or petition to intervene in accordance with the requirements of the Commission's rules of practice and procedure and the regulations under the Natural Gas Act (18 CFR 1.8, 1.10). All comments or 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, other than those listed in the Appendix who are automatically entitled to participate, must file a petition to intervene in accordance with the Commission's Rules.

Additionally, take notice that a Commission staff report on GRI's filing will be served on all parties and filed with the Commission as a public document on July 25, 1980. In accordance with a working agreement between the FERC and the Under Secretary of Energy, Department of Energy (DOE), the Energy Research Advisory Board (ERAB) of DOE will provide FERC with an advisory review of the GRI program. The report will be filed with the FERC and accompany the staff report. Additional comments by all parties may be filed concurrently with the staff and ERAB reports on July 25, 1980. Comments on the staff and ERAB reports by all parties except GRI shall be filed by August 15, 1980, and reply comments by GRI shall be filed by August 29, 1980.

Kenneth F. Plumb,

Secretary.

[FR Doc. 80–18002 Filed 6–13–80; 8:45 am]

BILLING CODE 6450–85–M

[Docket No. TA80–2–4 (PGA80–2) (IPR80–2)]

Granite State Gas Transmission, Inc.; Proposed Change in Rates Pursuant to Purchased Gas Cost Adjustment Provision

June 5, 1980.

Take notice that Granite State Gas Transmission, Inc. (Granite State), 66 Market Street (P.O. Box 508), Portsmouth, New Hampshire 03801, on May 30, 1980, tendered for filing Twenty-Ninth Revised Sheet No. 3A in its FERC Gas Tariff, Original Volume No. 1, containing proposed changes in rates for effectiveness on July 1, 1980.

According to Granite State, the instant rate adjustment reflects an increase in its cost of gas purchased from Tennessee Gas Pipeline Company, a Division of Tenneco Inc. (Tennessee) which Tennessee proposes to make effective July 1, 1980, and the amortization of Unrecovered Purchased Gas Costs. It is stated that Granite State's filing is made pursuant to the purchase gas cost adjustment provision in its tariff, approved on December 14, 1972, in Docket No. RP73–17, as amended.

Granite State further states that its rate adjustment is applicable to its sales to Northern Utilities, Inc. (Northern), which is Granite State's sole jurisdictional customer. According to Granite State, the effect of the proposed rates contained on Twenty-Ninth Revised Sheet No. 3A on Northern's purchases from Granite State is an increase of $826,064 annually, based on purchases from Tennessee and sales to Northern for the twelve months ended April 30, 1980.

According to Granite State, copies of the filing were served upon Northern and the regulatory commissions of the States of Maine and New Hampshire.

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 §§ 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 June 20, 1980). 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. 80–18003 Filed 6–13–80; 8:45 am]

BILLING CODE 6450–85–M

[Project No. 3120]

North Carolina Electric Membership Corp.; Application for Preliminary Permit

June 5, 1980.

Take notice that North Carolina Electric Membership Corporation (Applicant) filed on March 31, 1980, an application for preliminary permit [pursuant to the Federal Power Act, 16 U.S.C. 791(a)–825(r)] for proposed Project No. 3120 to be known as the Long Shoals Dam Water Power Project located at the existing Long Shoals Dam on the South Fork Catawba River in Lincoln County, North Carolina. Correspondence with the Applicant should be directed to: Mr. J. W. Stephenson, Project Manager, c/o North Carolina Electric Membership Corporation, Post Office Box 2730, Raleigh, North Carolina 27611.

Project Description—Applicant plans to rehabilitate the existing non-operating hydroelectric generating facilities at the Long Shoals Dam owned by Consolidated Knitting Mills, Inc., of Long Shoals, North Carolina. The project would consist of a dam of rockfill and concrete construction, 19 feet high and 300 feet long, impounding a reservoir with a surface area of approximately 27 acres. An existing powerhouse structure is located on the left side of the dam. Preliminary estimates indicate that one unit of 750 kW capacity could be installed in the existing powerhouse

with an annual generation of approximately 6,000,000 kWh.

Purpose of Project—Applicant would use project energy to supply its base energy requirements and for distribution to the system of the Rutherford Electric Membership Corporation (a member of the Applicant's Corporation).

Proposed Scope and Cost of Studies under Permit—Applicant seeks issuance of a preliminary permit for a period of three years. During that time it would determine the economic feasibility of the project, secure financing commitments, consult with Federal, State, and local government agencies concerning the potential environmental effects of the project, and prepare an application for FERC license, including an environmental report. The estimated cost of the studies under the permit is approximately $50,000.

Purpose of Preliminary Permit—A preliminary permit does not authorize construction. A permit, if issued, gives the Permittee, during the term of the permit, the right of priority of application for license while the Permittee undertakes the necessary studies and examinations to determine the engineering, economic, and environmental feasibility of the proposed project, the market for power, and all other information necessary for inclusion in an application for a license.

Agency Comments—Federal, State, and local agencies that receive this notice through direct mailing from the Commission are invited to submit comments on the described application for preliminary permit. (A copy of the application may be obtained directly from the Applicant.) Comments should be confined to substantive issues relevant to the issuance of a permit and consistent with the purpose of a permit as described in this notice. No other formal request for comments will be made. If an agency does not file comments within the time set below, it will be presumed to have no comments.

Competing Applications—Anyone desiring to file a competing application must submit to the Commission, on or before August 8, 1980, either the competing application itself or a notice of intent to file a competing application. Submission of a timely notice of intent allows an interested person to file the competing application no later than October 7, 1980. A notice of intent must conform with the requirements of 18 CFR 4.33 (b) and (c), (*as amended*, 44 FR 61328, October 25, 1979). A competing application must conform with the requirements of 18 CFR 4.33 (a) and (d), (*as amended*, 44 FR 61328, October 25, 1979.)

Comments, Protests, or Petitions to Intervene—Anyone desiring to be heard or to make any protest about this application should file a petition to intervene or a protest with the Federal Energy Regulatory Commission, in accordance with the requirements of the Commission's rules of practice and procedure, 18 CFR 1.8 or 1.10 (1979). Comments not in the nature of a protest may also be submitted by conforming to the procedures specified in § 1.10 for protests. In determining the appropriate action to take, the Commission will consider all protests or other comments filed, but a person who merely files a protest or comments does not become a party to the proceeding. To become a party, or to participate in any hearing, a person must file a petition to intervene in accordance with the Commission's rules. Any comments, protest, or petition to intervene must be filed on or before August 8, 1980. The Commission's address is: 825 North Capitol Street, N.E., Washington, D.C. 20426. The application is on file with the Commission and is available for public inspection.

Kenneth F. Plumb,

Secretary.

[FR Doc. 18004 Filed 6-13-80: 8:45 am]

BILLING CODE 6450-85-M

[Docket No. TA80-2-29]

Transcontinental Gas Pipe Line Corp.; Tariff Filing

June 5, 1980.

Take notice that Transcontinental Gas Pipe Line Corporation (Transco) on May 30, 1980 tendered for filing certain revised tariff sheets to be effective May 15, 1980 and July 1, 1980.

Transco states that the purposes of this filing are (1) to eliminate on May 15, 1980 the tracking rate adjustment of 0.9¢ per dt for curtailment related credits (DCA) which became effective March 1, 1980 and (2) to adjust Tranco's advance payment tracking rate decrease filed May 16, 1980 in Docket No. RP77-108 to be effective July 1, 1980, to reflect this elimination.

In determining the currently effective DCA of 0.9¢ per dt, Transco estimated that it would remain in curtailment throughout the six-month period beginning March 1, 1980 and, consequently, the curtailment-related (demand charge) credits would be given on customers' bills during the full period. However, by letter dated May 14, 1980, Transco advised its customers that a Gas Supply Deficiency, as defined in § 13.1(b) of the General Terms and Conditions of Transco's FERC Gas Tariff, no longer existed on its system and that, effective May 15, 1980, and until further notice, Transco was suspending curtailment.

As the result of lifting the curtailment on the system, Transco states that it will not be giving curtailment-related credits on customer bills from May 15, 1980 and it is expected that this situation will continue at least through August 31, 1980, the end of the six-month period. Therefore, Transco proposes to eliminate the 0.9¢ per dt DCA effective May 15, 1980, the same date as curtailment was suspended. Additionally, since Transco's advance payment tracking decrease of 0.3¢ per dt filed to be effective July 1, 1980 reflects the DCA amount of 0.9¢ dt, the tariff sheets being filed to be effective July 1, 1980 reflect adjustment to said advance payment tracking decrease to eliminate the 0.9¢ per dt DCA.

Transco requests any waivers of the Commission's regulations which may be necessary in order that the tariff sheets filed herewith may be made effective as proposed.

The Company states that copies of the filing were served upon the Company's jurisdictional customers and interested state commissions and other interested parties.

Any persons 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 §§ 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 June 20, 1980. 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. 80-18005 Filed 6-13-80: 8:45]

BILLING CODE 6450-85-M

[Docket No. TA80-2-1]

Alabama-Tennessee Natural Gas Co., Proposed PGA Rate Adjustment

June 5, 1980.

Take notice that on May 30, 1980, Alabama-Tennessee Natural Gas Company (Alabama-Tennessee), P.O. Box 918, Florence, Alabama 35630,

tendered for filing as part of its FPC Gas Tariff, Third Revised Volume No. 1, the following tariff sheet:

Thirty-Third Revised Sheet No. 3–A

This tariff sheet is proposed to become effective as of July 1, 1980.

Alabama-Tennessee states that such tariff sheet reflects the increase in the rates of Tennessee Gas Pipeline, a Division of Tenneco Inc., Alabama-Tennessee's principal supplier, filed today and proposed to be come effective July 1, 1980. It is further stated that the rates included in the tariff sheet also reflect the cost of Alabama-Tennessee's recently acquired supplemental supply of gas obtained from Sun Gas Company in Lamar County, Mississippi.

The tariff sheet provides for the following rates:

Rate schedule	Rate after current adjustment
G–1:	
Demand	$2.12
Commodity	251.29¢
SG–1: Commodity	266.78¢
I–1: Commodity	258.25¢

Alabama-Tennessee states that copies of the filing have been mailed to all of its jurisdictional customers and affected State regulatory Commissions.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426, in accordance with §§ 1.8 and 1.10 of the Commission's Rules of Practice and Procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before June 20, 1980. 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. 80–18000 Filed 6–13–80; 8:45 am]

BILLING CODE 6450–85–M

ENVIRONMENTAL PROTECTION AGENCY

[FRL 1515–5]

National Air Pollution Control Techniques Advisory Committee; Open Meeting

Under Pub. L. 92–463, notice is hereby given that a meeting of the National Air Pollution Control Techniques Advisory Committee will be held at 8:30 a.m. on July 9 and 10, 1980, at the Holiday Inn of Old Town, 480 King Street, Alexandria, Va. 22314. The commercial telephone number is (703) 549–6080.

The agenda is to review the development of the new source performance standard for industrial boilers. Subjects to be covered will include: control technology, data base, results of computer modeling, and economic and environmental impacts.

All meetings are open to the public. Anyone wishing to make a presentation should contact Mrs. Mary Jane Clark at the Emission Standards and Engineering Division (MD–13), U.S. Environmental Protection Agency, Research Triangle Park, N.C. 27711, by July 2, 1980. The commercial telephone number is (919) 541–5271, and the FTS number is 629–5271.

The docket containing material relevant to the industrial boiler rulemaking (A–79–02) is located in the U.S. Environmental Protection Agency, Central Docket Section, Room 2902, 401 M Street, S.W., Washington D.C. 20460. The docket may be inspected between 8 a.m. and 4 p.m. on weekdays, and a reasonable fee may be charged for copying.

Dated: June 9, 1980.

David G. Hawkins,

Assistant Administrator for Air, Noise, and Radiation.

FR Doc. 80–18019 Filed 6–13–80; 8:45 am]

BILLING CODE 6560–01–M

[FRL 1515–3]

Science Advisory Board, Technology Assessment and Pollution Control Committee; Open Meeting

Under Pub. L. 92–463, notice is hereby given that a two-day meeting of the Technology Assessment and Pollution Control Committee (TAPCC) of the Science Advisory Board will be held in Conference Room 150, National Academy of Sciences, 2101 Constitution Avenue NW., Washington, D.C., on July 8–9, 1980. The meeting will begin at 9:00 a.m. each day and last until approximately 5:00 p.m.

This meeting is one of the three or four routinely held each year. The primary purpose of this meeting is to review the results or status of several recent or on-going studies of the Committee, including those on pollution control guidance documents for the synthetic fuels industry, incentives for technology utilization and development and toxics and hazardous waste control technology research. Future TAPCC activities in this and other areas will also be discussed.

This meeting is open to the public. Any person wishing to attend or to obtain further information about the meeting should contact the TAPCC Executive Secretary, Harry C. Torno, at (202) 472–9444 or 9457.

Richard M. Dowd,

Staff Director, Science Advisory Board.

June 6, 1980.

[FR Doc. 80–18020 Filed 6–13–80; 8:45 am]

BILLING CODE 6560–01–M

FEDERAL EMERGENCY MANAGEMENT AGENCY

Privacy Act of 1974; Proposed Revision of Existing Systems of Records

AGENCY: Federal Emergency Management Agency.

ACTION: Proposed revision of existing systems of records.

SUMMARY: The purpose of this proposal is to give notice of the public that the below-listed systems of records will become part of the Federal Emergency Management Agency systems of records after the 30 day comment period. The systems are currently covered under the Privacy Act by the predecessor agencies and departments of the Federal Emergency Management Agency. The predecessor agencies and departments from which each system is being transferred to the Federal Emergency Management Agency has been noted in parentheses following the title of each system of records. The proposed changes are administrative in nature, i.e., new system locations and addresses and clarification of the routine use section. These changes are necessitated as a result of the President's Reorganization Plan No. 3 of 1978 which transferred to the Federal Emergency Management Agency functions of five existing agencies in four departments or parent agencies.

Committee Management Files, FEMA/ADM–1 (Defense Civil Preparedness Agency, 44 FR 74073 dated December 17, 1979).

Central Files, FEMA/ADM–2 (Defense Civil Preparedness Agency, 44 FR 74073, 74074 dated December 17, 1979).

Office Services File System (Defense Civil Preparedness Agency, 44 FR 74075 dated December 17, 1979).

List of Custodians of Decision Info Sys (DIDS) Radio Receivers, FEMA/COM–1 (Defense Civil Preparedness Agency, 44 FR 74087 dated December 17, 1979).

Biographies, FEMA/PA–1 (Defense Civil Preparedness Agency, 44 FR 74068 dated December 17, 1979).

State and Local Civil Preparedness Instructional Program (SLCPIP), FEMA/T&E–1 (Defense Civil Preparedness Agency, 44 FR 74084 dated December 17, 1979).

Qualified Instructor File, FEMA/T&E–2 (Defense Civil Preparedness Agency, 44 FR 74085 dated December 17, 1979).

Student Academic and Course Records, FEMA/T&E–3 (Defense Civil Preparedness Agency, 44 FR 74085, 74086 dated December 17, 1979).

Home Study Courses, FEMA/T&E–4 (Defense Civil Preparedness Agency, 44 FR 74086, 74087 dated December 17, 1979).

National Defense Executive Reserve System, FEMA/PP–1 (General Services Administration, 42 FR 47759 dated September 21, 1977).

Resource Interruption Monitoring System, FEMA/PP–2 (General Services Administration, 42 FR 47760 dated September 21, 1977).

Interagency Directories System, FEMA/PP–3 (General Services Administration, 42 FR 47762 dated September 21, 1977).

FEMA Form 95–3, Appl for Enrollment in Arch Engr Prof Dev Prog, FEMA/PP–4 (Defense Civil Preparedness Agency, 44 FR 74085 dated December 17, 1979).

FEMA Form 85–1, Appl for FEMA Summer Shelter Survey Program, FEMA/PP–5 (Defense Civil Preparedness Agency, 44 FR 74083, 74084 dated December 17, 1979).

Program Management Information System, FEMA/PP–6 (Defense Civil Preparedness Agency, 44 FR 74074, 74075 dated December 17, 1979).

Military Reserve Program, FEMA/PP–7 (Defense Civil Preparedness Agency, 44 FR 74076, 74077 dated December 17, 1979).

Radioactive Materials Inventory, FEMA/PP–8 (previously entitled, "Instruments and Equipment, Loaned, Radioactive Materials" under the Defense Civil Preparedness Agency, 44 FR 74081 dated December 17, 1979).

Maintenance and Calibration, FEMA/PP–9 (Defense Civil Preparedness Agency, 44 FR 74081, 74082 dated December 17, 1979).

Radiation Exposure and Radioactive Materials; Radiation Committee Records, FEMA/PP–10 (Defense Civil Preparedness Agency, 44 FR 74082 dated December 17, 1979).

Disaster Recovery Assistance Files, FEMA/DR&R–1 (Department of Housing and Urban Development, 44 FR 72307 dated December 13, 1979).

Temporary Housing Files, FEMA/DR&R–2 (Department of Housing and Urban Development, 44 FR 72302 dated December 13, 1979).

Disaster Assistance Personnel Reserve Files, FEMA/DR&R–3 (Department of Housing and Urban Development, 44 FR 72301 dated December 13, 1979).

The complete text of the above-listed systems of records appears at the end of this notice.

DATE: The above-listed systems of records shall be effective as proposed without further notice on July 16, 1980, unless comments are received on or before that date which would result in a contrary determination. Any interested party may submit written comments regarding these proposals.

ADDRESS: Address comments to the Federal Emergency Management Agency, Attn: Privacy Act Officer, Rm. 807, 1725 Eye Street, N.W., Washington, D.C. 20472. Comments received will be available for public inspection at the above address from 9 a.m. to 4 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT:
Linda Hartford at (202) 634–6772.

SUPPLEMENTARY INFORMATION:
Reorganization Plan No. 3 of 1978 established the Federal Emergency Management Agency. The plan was activated effective April 1, 1979, by Executive Order 12127 "Federal Emergency Management Agency," 44 FR 19367. The plan, Executive Order 12127, and Executive Order 12148 "Federal Emergency Management Agency," effective July 15, 1979, 44 FR 43239, together transferred to the new agency functions of five existing agencies in four departments or parent agencies.

Therefore, it is necessary to make certain administrative changes to transfer the above-listed systems of records to the Federal Emergency Management Agency. We do not believe that the changes represent substantial changes within the meaning of OMB's guidelines and have not prepared reports on new systems. However, we have provided copies of the revised notices and this **Federal Register** notice to Congress and the Office of Management and Budget so that they may submit comments also on the proposed revised notices.

Dated: June 4, 1980.

Bill Combs,

Director, Office of Public Affairs, Federal Emergency Management Agency.

FEMA/ADM–1

SYSTEM NAME:

Committee Management Files.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Office of Finance and Administration, Administrative Services Division, Washington, D.C. 20472; and all FEMA Regional Offices, addresses are listed in Appendix AA.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

FEMA employees active in private associations in which FEMA has an interest; Federal government employees on FEMA internal committees and on FEMA sponsored international and interagency committees; Architects and engineers and other persons who are not FEMA employees who are appointed to the FEMA sponsored advisory committees.

CATEGORIES OF RECORDS IN THE SYSTEM:

Government employees—name, office address, and name of employing agency; Non-Government employees—biographical material including name of employer, title, address, legal voting residence, place and date of birth, marital status, military service, education, registration in professional societies, work experience, record of performance, publications authored, membership on other boards or committees, professional awards, and other information which can be used to determine fitness of individual to sit on the committee; Description of private associations.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

5 U.S.C. 301; 44 U.S.C. 3101; 50 U.S.C. App. 2253; P. L. 42–463 (Federal Advisory Committee Act), E. O. 11769 (Advisory Committee Management).

PURPOSE(S):

For the purpose of maintaining a list of members of the various advisory committees in order to provide them with information on committee functions, meeting dates, agendas, and other purposes for managing the committee activities.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

To assure that FEMA participation in private, nongovernmental associations, societies, etc., is limited only to the extent of FEMA interest therein; to assure preparation and submittal of certain input information that is needed for the reports required by laws and issuances cited above; to provide a tool with which top management can assure

that the terms of the regulations the creation and use of committees are being complied with.

Additional routine uses may include any of the uses listed in Attachment A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Paper records in file folders.

RETRIEVABILITY:

By name of committee, society, or association, then alphabetically by name of individual.

SAFEGUARDS:

Paper records are retained in a locked container and/or room. Records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Records are retained for two years after committee ceases to exist or society membership expires, then destroyed.

SYSTEM MANAGER(S) AND ADDRESS:

Director, Finance and Administration, Administrative Service Division, Federal Emergency Management Agency, Washington, D.C. 20472; all Regional Directors of FEMA, addresses are listed in Appendix AA.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

Biographical information submitted by government or nongovernmental individuals nominated for membership.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/ADM-2

SYSTEM NAME:

Central Files.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Office of Finance and Administration, Administrative Services Division, Washington, D.C. 20472; all Regional Offices, Staff College (Eventually to become Emergency Management Institute), Computer Center. Addresses for the Regional Offices are listed in Appendix AA.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Individuals, including Congress, from whom an inquiry or request is received, and to whom a reply is addressed. Transmittals in reponse to routine requests for publications, etc., are not retained.

CATEGORIES OF RECORDS IN THE SYSTEM:

Correspondence applicable to the internal administration of the Agency; e.g., accounting, correspondence pertinent to the personnel program, budget, procurement, administrative services, etc., congressional correspondence, international FEMA activities, public affairs activities, correspondence concerning regional activities, equal opportunity, program analysis and evaluation, operations support (communications and computer services, operations center activities), Federal Insurance Administration, U.S. Fire Administration, training and education activities, activities concerning Nationwide plans and preparedness for peacetime and wartime emergencies, hazard mitigation, research program relative to Agency missions, Federal disaster assistance program activities.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

5 U.S.C. 301; 44 U.S.C. 3101; 50 U.S.C. App. 2253; E. O. 12127, 44 FR 19367; E. O. 12148, 44 FR 43239; and Reorganization Plan No. 3 of 1978, 43 FR 41943.

PURPOSE(S):

For the purpose of maintaining a record and background material concerning inquiries made to FEMA and FEMA responses.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

To FEMA personnel and to other personnel authorized access to FEMA files for a specific purpose, for example, research for educational or historical purposes; to determine whether a specific individual has made an inquiry of FEMA, what the inquiry was, and what comprised the FEMA response to that inquiry.

Additional routine uses may include any of the uses listed in Appendix A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Paper records in file folders.

RETRIEVABILITY:

Alphabetically by inquirer's name, except that responses to Congressional inquiries are filed separately.

SAFEGUARDS:

Paper records are retained in a locked container and/or room. Records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Records are cut off at end of calendar year and destroyed two years after cut off.

SYSTEM MANAGER(S) AND ADDRESS:

Director, Finance and Administration, Administrative Services Division, Federal Emergency Management Agency, Washington, D.C. 20472; all Regional Directors of FEMA, addresses are listed in Appendix AA.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6 published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

All records in the system consist of FEMA generated records according to a request or inquiry from the individual.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/ADM-3

SYSTEM NAME:

Office Services File System.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Office of Finance and Administration, Administrative Services Division, Washington, D.C. 20472; all FEMA Regional Offices, Staff College (Eventually to become Emergency Management Institute), Computer Center, and Classified Location. Addresses of Regional Offices are listed in Appendix AA.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

All employees of FEMA, headquarters and field, including full time permanent, part time, temporary and consultants.

CATEGORIES OF RECORDS IN THE SYSTEM:

Trip ticket file, government driver's license file, accident report file, memoranda regarding car pools and parking pools, and telephone directories which contain no personal information but serve as a means of locating individuals during business hours.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

5 U.S.C. 301; 50 U.S.C. App. 2253; E. O. 12127, 44 FR 19367; E. O. 12148, 44 FR 43239; and Reorganization Plan No. 3 of 1978, 43 FR 41943.

PURPOSE(S):

For the purposes described under the routine use category.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSE OF SUCH USES:

To identify FEMA employees authorized to operate Government vehicles; to record individuals and vehicles involved in accidents involving FEMA owned or leased vehicles; to maintain a record of FEMA employees authorized official parking spaces; to maintain a record of FEMA employees participating in carpools; and to maintain telephone directories which contain no personal information but serve as a means of locating individuals during business hours; personnel within FEMA will use data or documents in the file or will develop same, as necessary, in connection with their duties.

Additional routine uses may include any of the uses listed in Appendix AA.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Data filed alphabetically.

RETRIEVABILITY:

By last name of employee or organizational element.

SAFEGUARDS:

Records are retained in a locked container and/or room. Records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

These records become obsolete when updated records are prepared. Obsolete rosters and directories are destroyed. Accident reports are destroyed after six months.

SYSTEM MANAGER(S) AND ADDRESS:

Director, Finance and Administration, Administrative Services Division, Federal Emergency Management Agency, Washington, D.C. 20472; all Regional Directors of FEMA, addresses are listed in Appendix AA.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

All records are FEMA generated based on data submitted by the employee.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/COM-1

SYSTEM NAME:

List of Custodians of Decision Info Sys (DIDS) Radio Receivers.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Federal Regional Center, 5321 Riggs Road, Gaithersburg, Maryland 20760 which falls within the responsibility of the Regional Director of FEMA in Region III, address is listed in Appendix AA.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Federal agency personnel and officials and key personnel of emergency services of governments at State, county and local level.

CATEGORIES OF RECORDS IN THE SYSTEM:

A property accountability and operational location listing for DIDS radio receivers used for civil defense purposes. It contains the custodian's name, address, type facility of location, job title and telephone number.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

5 U.S.C. 301; 44 U.S.C. 3101; 50 U.S.C. App. 2253, 2281; E. O. 12148, 44 FR 43239;

and Reorganization Plan No. 3 of 1978, 43 FR 41943.

PURPOSE(S):

For the purpose of determining exact location of receivers in need of maintenance, a listing of custodians of DIDS radio receivers, and provides basis to obtain statistical information as to what kind of operational locations or other installations are associated with the radio receivers.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

The list of custodians maintains property accountability. It also provides a base to obtain statistical information as to what kind of operational locations or other installations are associated with the radio receivers. Provides a base for obtaining operational information on receiver operations by soliciting the custodians. Determines exact location of receivers in need of maintenance.

Additional routine uses may include Nos. 6, 12 and 13 of Attachment A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Paper records.

RETRIEVABILITY:

By name of individual and location.

SAFEGUARDS:

Paper records in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Records are kept as long as the person listed is custodian of a DIDS radio receiver; when receiver is given up, the name is removed from the list.

SYSTEM MANAGER(S) AND ADDRESS:

FEMA Regional Director, Region III, address is listed in Appendix AA.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

The individual custodians.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/PA-1

SYSTEM NAME:

Biographies.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Office of Public Affairs, Washington, D.C. 20472; Regional Directors of FEMA, addresses are listed in Appendix AA; Staff College (Eventually to become Emergency Management Institute) within the Office of Training and Education, Federal Emergency Management Agency, Washington, D.C. 20472.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Key FEMA Headquarters and Regional offices, and State and local Emergency Management Directors/Coordinators.

CATEGORIES OF RECORDS IN THE SYSTEM:

(a) Office of Public Affairs files contain biographies of key officials of FEMA, including Headquarters and Regional offices and a listing of State and local Emergency Management Directors/Coordinators; (b) Regional files contain biographies of key Regional officials, and State and local Directors/Coordinators within regional geographic boundaries. Includes form of Notice of Appointment of Emergency Management Director/Coordinator; (c) Staff College files contain biographies of guest lecturers and other key officials.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

44 U.S.C. 3101; E.O. 12148, 44 FR 43239; and Reorganization Plan No. 3 of 1978, 43 FR 41943.

PURPOSE(S):

For the purpose of preparing speeches, correspondence and other public releases in connection with emergency preparedness program.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

For use in preparing speeches, correspondence, and other public releases in connection with emergency preparedness program. Use as backup information to fulfill requirements of FEMA Director and Regional Directors.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Paper records in file folders.

RETRIEVABILITY:

(a) FEMA officials—filed alphabetically by name, (b) State and local Directors/Coordinators—filed alphabetically by state.

SAFEGUARDS:

Paper records in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Biographies for FEMA officials, headquarters and field, are retained in active file until end of calendar year after separation of employee, then retired to Federal Records Center. Biographies of State and local Directors/Coordinators are retained in active file until end of calendar year after termination, then destroyed.

SYSTEM MANAGER(S) AND ADDRESS:

Director, Public Affairs, Federal Emergency Management Agency, Washington, D.C. 20472; for Staff College files—Assistant Director, Training and Education, Federal Emergency Management Agency, Washington, D.C. 20472; and all FEMA Regional Directors, addresses are listed in Appendix AA.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter.

Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individual desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

The key officials on whom biographies are maintained and other knowledgeable sources.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/T&E-1

SYSTEM NAME:

State and Local Civil Preparedness Instructional Program (SLCPIP).

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Primary system located at Federal Emergency Management Agency Regions, addresses listed in Appendix AA. Decentralized system located with State and local agencies contractors in various States who provide input to Regional offices. Duplicate data is forwarded to State Emergency Management offices by contractors in the States for information purposes only. Addresses of contractors and State Emergency Management offices are available at FEMA Regions.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Individuals include local Emergency Management coordinators, teachers, school administrators and local officials who are in need of emergency management training.

CATEGORIES OF RECORDS IN THE SYSTEM:

This system is comprised of 4 reporting forms only one of which has names. These are forwarded from the contractors at the State level to the Regional offices. The form with names is the SLCPIP Contractor's Roster. This form is used to give name, address, and title of participants for each course or workshop conducted. This is a monthly report to the Regions.

The Contracting Officer (Region) forwards to FEMA Assistant Director, Training and Education gross number of activities and participants. The regions maintain the roster. The Headquarters FEMA Assistant Director, Training and Education consolidates all ten Regions reports and prepares a consolidated report to the Director, FEMA, when required.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

44 U.S.C. 3101; 50 U.S.C. App. 2253, 2281; Reorganization Plan No. 3 of 1978, 43 FR 41943; and E.O. 12148, 44 FR 43239.

PURPOSE(S):

For the purpose of determining which officials are in need or have taken emergency management training.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

Used by the contractor to report to the contracting officer (Region) his progress and expenditures. The Regions use this system to report quarterly to FEMA Headquarters Assistant Director, Training and Education progress of the training activities. The Assistant Director, Training and Education prepares a consolidated quarterly report to the Director, FEMA. Additional routine uses may include Nos. 2, 3, 5, 6, 8, 12 and 13 of Attachment A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Paper records.

RETRIEVABILITY:

By name, address, name of course, date and location.

SAFEGUARDS:

Records are kept in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Records are retained in active file for one calendar year or fiscal year or until contract is completed. Records are then in inactive file for 3–6 years depending on program. Disposition of records shall be in accordance with the FEMA Records Maintenance and Disposition System.

SYSTEM MANAGER(S) AND ADDRESS:

Regional Directors of FEMA, addresses are listed in Appendix AA.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager in whose region you are interested in. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

The source for information on participants in a course is forwarded by the contractors in the various States as he conducts training activities in his State.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/T&E-2

SYSTEM NAME:

Qualified Instructor File.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Assistant Director, Training and Education, Washington, D.C. 20472.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Individuals who instruct FEMA professional development courses. Fallout Shelter Analysis (FSA); Protective Construction (PC); Environmental Engineering (EE); Multiprotection Design (MPD) and Shelter Survey Technician (SST).

CATEGORIES OF RECORDS IN THE SYSTEM:

File contains instructors name, address, date of birth, educational background, current employment status, institutional affiliation, record of performance and participation in the FEMA summer institutes.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

5 USC 301; 44 USC 3101; 50 USC App. 2253; Reorganization Plan No. 3 of 1978, 43 FR 41943; and E.O. 12148, 44 FR 43239.

PURPOSE(S):

For the purpose of providing instructors with the latest information available on the courses and select instructors for particular courses.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

To provide mailing addresses and location of qualified instructors in order to furnish them the latest information and to select instructors and course directors for the FEMA professional development courses. Other routine uses may include Nos. 2, 3, 6, 12 and 13 of Attachment A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ASSESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Forms are kept in loose-leaf binders. Some of the data is kept on computer magnetic tapes for processing in conjunction with dissemination of new information.

RETRIEVABILITY:

By name.

SAFEGUARDS:

Personnel screening, hardware and software computer security measures; paper records in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Files are considered permanent. System manager(s) and address: Assistant Director, Training and Education, Federal Emergency Management Agency, Washington, D.C. 20472.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individuals should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the Federal Register.

RECORD SOURCE CATEGORIES:

FEMA Form 95–3, Application for Enrollment in Architects and Engineers Professional Development Program, submitted by the instructors.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/T&E–3

SYSTEM NAME:

Student Academic and Course Records.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Temporarily the records are located in the Registrar's Office, Staff College, Federal Emergency Management Agency, Battle Creek, Michigan. Eventually the records will be transferred to the Federal Emergency Management Agency Emergency Management Institute, Emmitsburg, Maryland 21727. Also records are located at Heaquarters, Assistant Director, Training and Education, Washington, D.C. 20472, and all Regional offices, Computer Center. Addresses of the Regional Directors of FEMA are listed in Appendix AA.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Any citizen who applies for and completes resident and field emergency management training conducted under the auspices of the Staff College. Eventually the Staff College will be replaced by the Federal Emergency Management Agency Emergency Management Institute.

CATEGORIES OF RECORDS IN THE SYSTEM:

File contains student application records—FEMA 95–2, containing name, address, education level, emergency management courses taken and where, emergency management organization and program affiliation, emergency management title, emergency management telephone number and length of emergency management service, employer, business title and business telephone number, student travel authorization and voucher for partial expense and date and location of course; individual training records; individual and business file for Staff College catalogs (Eventually to become Emergency Management Institute Catalogs), Information Bulletins, etc.; Career Development Individual files; photographs with identification; MOBDES training files; Career Development directory; Student Expense files; completed Grant-in-aid forms: State recommendations, attendance and progress reports, student locators, and related academic documents.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

5 USC 301; 44 USC 3101; 50 USC App. 2253, 2281: Reorganization Plan No. 3 of 1978, 43 FR 41943; and E.O. 12148, 44 FR 43239.

PURPOSE(S):

For the purpose of monitoring and reporting statistics on training courses in emergency management and determine who has or has not been trained in emergency management courses.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

Staff College (Eventually to become Emergency Management Institute)—To maintain individual training records; to compile regional, State, headquarters, military training data for administrative purposes such as budget requirements,

replies to congressional inquiries, internal reporting and performance statistics, Program reports, and transmittals of satisfactory course completion to State and local governments.

Regions—To maintain up-to-date statistics of Staff College (Eventually to become Emergency Management Institute) graduates assigned to regional jurisdictions and to inform States and local governments.

States—To maintain up-to-date statistics of Staff College (Eventually to become Emergency Management Institute) graduates assigned to State and local jurisdictions.

Headquarters, Office of Finance and Administration—To record and obligate funds for students attending Staff College (Eventually to become Emergency Management Institute) courses and forward records to FEMA Budget and Finance Office for payment purposes.

Computer Center—To prepare ADP documents relating to student participation.

Other routine uses may include Nos. 2, 3, 5, 6, 8, 12 and 13 of Attachment A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Paper files and 3 x 5 index cards.

RETRIEVABILITY:

3 x 5 locator cards filed alphabetically by name; academic records filed chronologically by course title; and travel authorizations and vouchers filed by fiscal year and State.

SAFEGUARDS:

Records are retained in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Records are considered permanent. Course folders retained in active file until course is completed, held 20 years in inactive file and subsequently transferred to Records Center, destroyed after 40 years.

SYSTEM MANAGER(S) AND ADDRESS:

Assistant Director, Training and Education, Federal Emergency Management Agency, Washington, D.C. 20472; all Regional Directors of FEMA, addresses are listed in Appendix AA.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the appropriate system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individuals should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

Education Institutions, Staff College (Eventually to become Emergency Management Institute), records derived from student applications and academic records.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/T&E-4

SYSTEM NAME:

Home Study Courses.

SYSTEM LOCATION:

Temporarily the records are located in the Registrar's Office, Staff College, Federal Emergency Management Agency, Battle Creek, Michigan. Eventually the records will be transferred to the Federal Emergency Management Agency Emergency Management Institute, Emmitsburg, Maryland. Also records are located at Headquarters, Assistant Director, Training and Education, Washington, D.C. 20472, and all Regional Offices, Computer Center. Addresses of the Regional Directors of FEMA are listed in Appendix AA.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Any citizen who desires to further his knowledge of emergency management in general, basic concepts of radiological monitoring, the duties of a local Emergency Management Director Coordinator, or the duties of a Shelter Manager, is eligible for these courses.

CATEGORIES OF RECORDS IN THE SYSTEM:

File includes individual application forms, group enrollment forms, group completion forms, key punch cards and related computer printout indicating home study entry, progress, grades and completion, correspondence and related academic documents.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

5 USC 301; 44 USC 3101; 50 USC App. 2253, 2281; Reorganization Plan No. 3 of 1978, 43 FR 41953; and E.O. 12148, 44 FR 43239.

PURPOSE(S):

For the purpose of providing home study courses to citizens who cannot attend regular classroom courses and certify applicants who successfully complete the courses.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

Michigan Technological University (MTU)—Key punch cards to enter applicant into home study program and to release home study materials to applicants, and to forward certificates to applicants who successfully complete a course. Also used to prepare statistical reports for Staff College (Eventually to become Emergency Management Institute).

FEMA Computer Center—Use key punch cards to establish printout including name, address, student number, numerical grade for each course unit, date of completion of each course unit and final grade and date of course completion. FEMA Computer Center provides printouts for MTU, Staff College (Eventually to become Emergency Management Institute), FEMA Regions and State Emergency Management Offices.

Staff College (Eventually to become Emergency Management Institute)—to respond to student inquiries relating to completion dates, requests for military reserve retirement credits and requests for certificates of completion that were awarded but did not arrive for the student. Uses MTU prepared statistics to prepare annual, quarterly and monthly reports for Director, FEMA. Provides course completion/progress data to State and local governments.

FEMA Regional Offices—Use the printout to measure training progress in the Region. The Regions also provide each State Emergency Management Office with monthly printouts of home study activities and completion.

State Emergency Management Offices—Use the printouts to schedule more advanced training for students who have completed basic emergency management instruction through home study courses.

Other routine uses may include Nos. 2, 3, 5, 6, 8, 12 and 13 of Attachment A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

FEMA Computer Center stores records on computer magnetic tapes or disks. Staff College (Eventually to become Emergency Management Institute), FEMA Regions, MTU and State Emergency Management Offices store printouts of records as developed and forwarded by FEMA Computer Center.

RETRIEVABILITY:

By name and address or Student Number.

SAFEGUARDS:

Records are retained in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

All Home Study records at Staff College (Eventually to become Emergency Management Institute) are destroyed after 6 years. Home Study records held by FEMA Regions, Michigan Technological University and State Emergency Management Offices are destroyed when obsolete, superseded or no longer needed.

SYSTEM MANAGER(S) AND ADDRESS:

Assistant Director, Training and Education, Federal Emergency Management Agency, Washington, D.C. 20472; all Regional Directors of FEMA, addresses are listed in Appendix AA.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the appropriate system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individuals should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

Application forms completed and submitted by applicants for FEMA Home Study courses.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/PP–1

SYSTEM NAME:

National Defense Executive Reserve System.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Plans and Preparedness, Government Preparedness Office (NDER Coordinator), Washington, D.C. 20472; all FEMA regional offices listed in Appendix AA to these notices.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Applicants for and incumbents of NDER assignments.

CATEGORIES OF RECORDS IN THE SYSTEM:

Personnel and administrative records, skills inventory, training data, and other related records necessary to coordinate and administer the NDER program.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

Defense Production Act, 1950, Executive Order 11179, September 22, 1964, as amended by Executive Order 12148, July 20, 1979.

PURPOSE(S):

For the purpose of administering the NDER program, agency officials and officials of participating departments and agencies may obtain from the NDER Coordinator data relevant to reservists assigned to their units.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

Periodically, a directory (containing name, title, business name and address, NDER unit, and status—emeritus or active) will be distributed to reservists and to NDER units. Additional routine use may include Nos. 3, 5, 6, 8, 12 and 13 of Attachment A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Magtape, drum, disc and paper.

RETRIEVABILITY:

By name, personnel data, skills or agency.

SAFEGUARDS:

Personnel screening, hardware and software computer security measures; paper records in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Retention of records shall be for duration of application or assignment. Disposition of records shall be in accordance with the FEMA Records Maintenance and Disposition System.

SYSTEM MANAGER(S) AND ADDRESS:

Associate Director, Plans and Preparedness, Government Preparedness Officer (NDER Coordinator), Federal Emergency Management Agency, Washington, D.C. 20472; all FEMA Regional Directors, addresses listed in Appendix AA of these notices.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager(s). Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's

identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager(s). Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

The individual to whom the record pertains.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/PP-2

SYSTEM NAME:

Resource Interruption Monitoring System.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Plans and Preparedness, Resources Preparedness Office, Washington, D.C. 20472.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Individuals reporting or commenting on resource shortages during national emergencies—private citizens; industry experts; business, labor and government leaders.

CATEGORIES OF RECORDS IN THE SYSTEM:

Includes name, address, telephone number, statements about resource problems, and other related information necessary to monitor resource interruptions.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

Executive Order 12148, July 20, 1979.

PURPOSE(S):

For the purpose of assessing the status of resources (supply shortage or problems of maldistribution) which poses a threat to the health and welfare of communities or to the economy or security of the Nation when normal market mechanisms appear inadequate, agency analysts summarize reports for comparison to economic norms or for highlighting problems in an industry or in a geographic area. In-house agency use is also made of the computerized communication and conferencing components of the system for the purpose of carrying on conferences and discussions, and for transmitting other related communications among the offices of FEMA.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

Individual applications for assistance may be referred for response to another agency with emergency responsibilities. Information may be provided to Federal, State and local officials with emergency responsibilities and to selected industries for purpose of coordinating actions taken to alleviate the crisis situation; to Congressional inquiries; to news media. Additional routine use may include Nos. 8, 12 and 13 of Attachment A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Magtape, drum, disc and paper.

RETRIEVABILITY:

By name, problem resource, geographic area, and phrase in text.

SAFEGUARDS:

Personnel screening, hardware and software computer security measures; paper records in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Retention of records shall be for duration of resource problem. Disposition of records shall be in accordance with the FEMA Records Maintenance and Disposition System.

SYSTEM MANAGER(S) AND ADDRESS:

Associate Director, Plans and Preparedness, Resources Preparedness Officer, Federal Emergency Management Agency, Washington, D.C. 20472.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

Individual applications for assistance in locating alternate supplies; news media reports; notifications by individual correspondence or phone, from Congress, by original staff reports or reports from other agencies.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/PP-3

SYSTEM NAME:

Interagency Directories System.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Plans and Preparedness, Washington, D.C. 20472; all FEMA regional offices listed in Appendix AA to these notices.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Federal Emergency Management Agency employees and employees of other Federal, State and local agencies with related responsibilities; e.g., members of the Regional Preparedness Committee, the Interagency Emergency Preparedness Committee, and the Regional Field Board as well as Emergency Coordinators, Alternate Emergency Coordinators, State Emergency Preparedness Directors, and State Civil Defense Directors.

CATEGORIES OF RECORDS IN THE SYSTEM:

Includes name, office and home addresses and telephone numbers, and level of security clearance.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

Executive Order 11490, as amended and Executive Order 12148.

PURPOSE(S):

For the purpose of providing a locator service and a means of distributing publications and comunications for in-house agency use and for the use of member agencies.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

For the purpose of providing a locator service and a means of distributing publications and communications, interagency directories will be distributed to Federal, regional and state interagency committee members and to the agencies which they represent; e.g., State Emergency Planning Directors, holders of the FEMA Emergency Planning Reference Package for Regional Governments and Central Office Emergency Readiness Instructions and the White House Communications Agency. To the key personnel in Federal agencies and departments involved in emergency preparedness responsibilities. Additional routine uses may include Nos. 2, 3, 5, 8, 9, 12 and 13 of Appendix A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Mag-card, mag-tape, drum, disc and paper.

RETRIEVABILITY:

By name and agency

SAFEGUARDS:

Personnel screening, hardware and software computer security measures; paper records in a locked container and/or room. All recores are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Retention of records shall be for duration of individual membership in interagency organizations. Disposition or records shall be in accordance with the FEMA Records Maintenance and Disposition System.

SYSTEM MANAGER(S) AND ADDRESS:

Associate Director, Plans and Preparedness, Federal Emergency Management Agency, Washington, D.C. 20472; all Regional Directors of FEMA, addresses are listed in Appendix AA.

NOTIFICATION PROCEDURE:

Inquires should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification,and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

The individual to whom the record pertains.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/PP-4

SYSTEM NAME:

FEMA Form 95-3, Appl for Enrollment in Arch Enger Prof Dev Prog.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Plans and Preparedness, Survey and Engineering Branch, Washington, D.C. 20472.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Individuals who apply for FEMA professional development courses: Fallout Shelter Analysis (FSA), Protective Construction (PC), Environmental Engineering (EE), Multiprotection Design (MPD).

CATEGORIES OF RECORDS IN THE SYSTEM:

Includes applicant's name, address, date of birth, education and status of completion in the course.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

5 USC 301, 44 USC 3104, 50 USC App. 2253.

PURPOSE(S):

For the purpose of ascertaining qualifications for certification as FSA for issuance of appropriate certificates and development of mailing lists for disseminating new information to them as appropriate.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

Mailing lists will be used for the dissemination of new information to individuals who qualify under the courses. Additional routine uses may include Nos. 8 and 11, Attachment A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Application forms are kept in loose-leaf binders. Some of the data are kept on computer magnetic tapes for processing in conjunction with dissemination of new information.

RETRIEVABILITY:

By the name of the individual to whom the record pertains.

SAFEGUARDS:

Personnel, hardware and software computer security measures; application forms in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Files are considered permanent.

SYSTEM MANAGER(S) AND ADDRESS:

Associate Director, Plans and Preparedness, Survey and Engineering Branch, Federal Emergency Management Agency, Washington, D.C. 20472.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some

type of appropriate personal indentification, and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

FEMA Form 95–3 submitted by applicants.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/PP–5

SYSTEM NAME:

FEMA Form 85–1, Appl for FEMA Summer Shelter Survey Program.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Plans and Preparedness, Survey and Engineering Branch, Washington, D.C. 20472.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Individuals who apply for FEMA Summer Shelter Survey Program.

CATEGORIES OF RECORDS IN THE SYSTEM:

Includes student's name, address, telephone number, college, age, veteran's status, license, availability of transportation and training.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

USC 301, 44 USC 3101, 50 USC App. 2253.

PURPOSE(S):

For the purpose of selecting students for employment under the Summer Shelter Program.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

Temporarily the applications are provided to the U.S. Army Corps of Engineers for selection in the Summer Shelter Program until such time as FEMA is prepared to assume the selection process. A report is available to the Office of Personnel Management which indicates which students were hired and which were not. Additional routine uses may include Nos. 2, 3, 4, 6, 8, 10, and 11 of Attachment A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Applications are maintained on magnetic tape, card and loose-leaf binders.

RETRIEVABILITY:

By the name of the individual to whom the record pertains.

SAFEGUARDS:

Personnel screening, hardware and software computer security measures; application forms in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Retention of records shall be for 2 years. Disposition of records shall be in accordance with the FEMA Records Maintenance and Disposition System.

SYSTEM MANAGER(S) AND ADDRESS:

Associate Director, Plans and Preparedness, Survey and Engineering Branch, Federal Emergency Management Agency, Washington, D.C. 20472.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

FEMA Form 85–1 entitled "Application for FEMA Summer Shelter Survey Program" and FEMA Form Letter 1 entitled "FEMA Summer Shelter Survey Employment Questionnaire" submitted by applicants.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/PP–6.

SYSTEM NAME:

Program Management Information System.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Plans and Preparedness, Operations Services Branch, Washington, D.C. 20472.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Local Civil Preparedness Directors/ Coordinators.

CATEGORIES OF RECORDS IN THE SYSTEM:

Includes name and business address of all local civil preparedness directors/ coordinators participating in FEMA contributions programs.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

5 U.S.C. 301; 44 U.S.C. 3101; 50 U.S.C. App. 2253; E.O. 12148, 44 FR 43239; Reorganization Plan No. 3 of 1978, 43 FR 41943.

PURPOSE:

For the purpose of keeping an up-to-date listing of all local civil preparedness directors/coordinators and advising the public as to who the civil preparedness director/coordinator is for a particular location.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

Answering Congressional and other inquiries; mailing materials to local civil preparedness agencies; determining address of individual if his name is known; responding to inquiries from the public advising who the local civil preparedness director/coordinator is for a particular location.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM: STORAGE:

Computer paper printouts and microfiche.

RETRIEVABILITY:

By geographic location number printed alphabetically by state and agency name; name of director/coordinator can be retrieved on the computer printout.

SAFEGUARDS:

Personnel screening, hardware and software computer security measures; printouts are kept in locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Retention of records shall be until obsolete. Disposition of records shall be in accordance with the FEMA Records Maintenance and Disposition System.

SYSTEM MANAGER(S) AND ADDRESS:

Associate Director, Plans and Preparedness, Operations Services Branch, Federal Emergency Management Agency, Washington, D.C. 20472.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURE:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

FEMA Form 19–1, Program Paper for Local Civil Preparedness, are prepared by local agencies and submitted to the State and FEMA Regional offices which in turn forward copies to FEMA Headquarters for computer development printouts.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/PP–7

SYSTEM NAME:

Military Reserve Program.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Plans and Preparedness, Operations Services Branch, Washington, D.C. 20472; all FEMA Regional Directors, mailing addresses are listed in Appendix AA; and State and local civil preparedness agencies requesting information.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

All military reservists who have or could have mobilization designation to FEMA, including FEMA Regional offices and State and local civil preparedness agencies.

CATEGORIES OF RECORDS IN THE SYSTEM:

Includes copies of orders, lists of reservists assigned, and those eligible to be assigned, to the FEMA regions and State and local civil preparedness agencies; other related documents.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

10 U.S.C. 270; 10 U.S.C. 275; 41 U.S.C. 3101; 50 U.S.C. App. 2253; E. O. 12148, 44 FR 43239; Reorganizatin Plan No. 3 of 1978, 43 FR 41943; P. L. 93–579.

PURPOSE (S):

For the purpose of preparing statistical reports, rosters, lists of new assignees, review of assignments to provide information for reallocation of vacant spaces, provide basis for general management of the program including the preparing of efficiency and other reports.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

Applications are processed by the uniformed service's personnel headquarters and if approved, issuances of assignment orders are distributed to interested offices for program recruiting, record and management purposes.

Additional routine uses may include Nos. 6, 8, 11, 12 and 13 of Appendix A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Computer printouts and orders and related papers are filed in paper file folders in metal file cabinets.

RETRIEVABILITY:

At FEMA Headquarters—by region and military service; At FEMA Regional offices—by military service, state and individual name.

SAFEGUARDS:

Personnel screening; hardware and software computer security measures; paper file folders in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Retention of the records shall be as long as the individual is assigned to the program. Disposition of records shall be in accordance with the FEMA Records Maintenance and Disposition System.

SYSTEM MANAGER(S) AND ADDRESS:

Associate Director, Plans and Preparedness, Operations Services Branch, Federal Emergency Management Agency, Washington, D. C. 20472; all Regional Directors of FEMA, mailing addresses are listed in Appendix AA.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the appropriate system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate

personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the appropriate system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

Reservist submits completed application to FEMA Regional or State and local civil preparedness agency where he or she desires to work. Application is endoresed at each level and forwarded through civil preparedness channels to the respective service personnel administrative headquarters for processing, and if approved, issuance of assignment orders. Copies of assignment orders are distributed to interested offices.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/PP-8

SYSTEM NAME:

Radioactive Materials Inventory.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Plans and Preparedness, population Preparedness Office, Washington, D. C. 20472; all FEMA Regional offices; Staff College (Eventually to become Emergency Management Institute); Computer Center; and Defense General Supply Center, ATTN: DCPO, Richmond, Virginia. Mailing addresses for the Regional offices are listed in Appendix AA. Copies are also maintained at the appropriate State and local civil preparedness agencies and at State radiological sytems maintenance and calibration facilities, and as applicable to another Federal agency or FEMA contractor having radioactive material on loan.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Custodians of FEMA Radioactive Material.

CATEGORIES OF RECORDS IN THE SYTEM:

Files contain a listing of all FEMA owned radioactive materials on loan to a State, other Federal agencies, FEMA contractors and others. Categories of information stored in the system include: custodian's name, address, city, county, telephone number, user authorization number and expiration date, date of transfer, FEMA Region, State, storage name, address, city, county, license number, type, expiration date, radioactive material nomenclature; isotope, activity; civil preparedness nomenclature; serial numbers; leak test data, ID number of item, voucher number and date.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

5 U.S.C. 301; 44 U.S.C. 3104; 50 U.S.C. App. 2253; E. O. 12148, 44 FR 43239; Reorganization Plan No. 3 of 1978, 43 FR 41943.

PURPOSE(S):

For the purpose of controlling and maintaining a record to whom radioactive materials are loaned in order to avoid loss or unauthorized use.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

RADEF and Technological Hazards Branch, Plans and Preparedness—as an inventory of all FEMA owned radioactive materials including whether on loan or in storage; locating an item by ID number or serial number; determining custodian of an item; number of items on loan to a State, other Federal agency, contractor and others; record of license number authorizing custodian possession of material; inventory of items by radioisotope; using incapsulation date and radioisotope decay to determine activity at any given time. File may be sorted and/or searched by any items in Record-Category above. As records are updated, file incorporates records into a historical file so that previous information remains on storage enabling a listing of all previous data in file in various Record-Categories. This permits a listing of leak test history data, listing of all storage locations and date of transfer, listing of all custodians, date of transfer, license numbers under which item was loaned. Based on expiration date of license, lists can be prepared of licenses due for renewal and overdue. Based on leak test date, lists can be prepared of items scheduled for leak testing and overdue. Items in possession of unauthorized personnel can be traced to last custodian by serial number, ID number or other available nomenclature.

Regional Offices, FEMA—same uses as RADEF and Technological Hazards Branch, Plans and Preparedness; usually limited to radioactive material on loan to States in their respective Regions. For lost or unauthorized sources entire file may be searched.

State Radiological Systems Maintenance, Maintenance and Calibration Facility, State Civil Preparedness Office, Other Federal Agencies, FEMA Contractors and others possessing loaned material: Same as RADEF and Technological Hazards Branch, Plans and Preparedness; usually limited to radioactive material items on loan to the user. For lost or unauthorized sources entire file may be searched.

Additional routine uses may include Nos. 1, 6, 8, 12 and 13 of Appendix A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Computer magnetic tapes and disks, computer paper printouts.

RETRIEVABILITY:

Computer file is accessible by any of the categories listed in Record Category above.

SAFEGUARDS:

Requests for computer printouts are made by other users through FEMA RADEF and Technological Hazards Branch. Authorized users have access to data on computer tapes and disks through computer terminals. Printouts at FEMA facilities are stored in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Files are updated as changes occur. Previous data is stored in history file for historical data printouts described in Routine-Uses.

SYSTEM MANAGER(S) AND ADDRESS:

Associate Director, Plans and Preparedness, Population Preparedness

Office, RADEF and Technological Hazards Braanch, Federal Emergency Management Agency, Washington, D.C. 20472; all Regional Directors of FEMA, addresses are listed in Appendix AA.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the appropriate system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the appropriate system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

Data to update file is supplied by custodians of loaned material (note: transferee will report name of new custodian), State Civil Preparedness Agency Maintenance and Calibration Facility personnel, FEMA Regional offices, RADEF and Technological Hazards Branch of Plans and Preparedness; other sources include other FEMA divisions.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/PP-9

SYSTEM NAME:

Maintenance and Calibration.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emrgency Mangement Agency, Plans and Preparedness, Population Preparedness Office, Washington, D.C. 20472; all FEMA Regional Offices, FEMA Computer Center, Defense General Supply Center, ATTN: DCPO, Richmond, Virginia. Mailing addresses for the Regional Offices are listed in Appendix AA. Copies are also maintained at the appropriate State and local civil defense agencies and at State radiological systems maintenance and calibration facilities, and as applicable to another Federal agency.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

All State RADEF Officers and Maintenance Officers.

CATEGORIES OF RECORDS IN THE SYSTEM:

Files contain the shipping and mailing addresses of the State radiological systems maintenance, maintenance and calibration facilities. It also contains the name and telephone number of the maintenance officer of the maintenance and calibration facility and the State RADEF officer.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

5 USC 301; 44 USC 3104; 50 USC App. 2253; and E.O. 12148, July 20, 1979.

PURPOSE(S):

For the purpose of keeping an up-to-date list and addresses of the maintenance officer of the maintenance and calibration facility and the State RADEF officer.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSE OF SUCH USES:

RADEF And Technological Hazards Branch—to address correspondence to the facilities. names and telephone numbers are used to contact individuals by phone as required.

FEMA Regions: Same as RADEF and Technological Hazards Branch for the states in their region.

FEMA Computer Center—to prepare mailing and shipping labels for computer output.

Others: Copy furnished Defense General Supply Center, ATTN: DCPO, Richmond, Virginia, for use by them and the associated FEMA Federal Supply Depot to ship and mail supplies to the states for use under the Radiological Systems Maintenance contract. Information furnished to other FEMA elements, other Federal agencies and to State radiological maintenance facilities upon request in order to furnish supplies and/or information for use in the radiological systems maintenance contract.

Additional routine uses may include Nos. 6, 8, 12 and 13 of Appendix A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Paper files and computer tapes and disks.

RETRIEVABILITY:

Filed by region then alphabetically by State name.

SAFEGUARDS:

Authorized users have access to data on computer tapes and disks through computer terminals. Printouts at FEMA facilities are stored in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

When a list is updated, the prior list is destroyed.

SYSTEM MANAGER(S) AND ADDRESS:

Associate Director, Plans and Preparedness, Populaton Preparedness Office, RADEF and Technological Hazards Branch, Federal Emergency Management Agency, Washington, D.C. 20472; and all Regional Directors of FEMA, address listed in Appendix AA.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend inforamtion maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SORUCE CATEGORIES:

Information submitted by State RADEF Officer, Maintenance and Calibration Facility Officer, FEMA Regional Staff, and others knowledgeable of change in date.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/PP-10

SYSTEM NAME:

Radiation Exposure and Radioactive Materials; Radiation Committee Records.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Plans and Preparedness, Population Preparedness Office, Washington, D.C. 20472; Staff College (Eventually to become Emergency Management Institute), and FEMA Computer Center. Mailing addresses of the Regional Offices are listed in Appendix AA.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Files contain the following types of individuals within FEMA or under FEMA Byproduct Materials License: All authorized users of sources of ionizing radiation; activity radiation safety officers; ionizing radiation dose records for individuals using or exposed to ionizing radiation under FEMA license or authorization; authorized custodians of FEMA sources of ionizing radiation; committee members and alternates.

CATEGORIES OF RECORDS IN THE SYSTEM:

Files contain records produced in the conduct of committee duties and functions which include the control and administration of, the procurement, use, handling, storage and disposal of all sources of ionizing radiation throughout FEMA and other users under FEMA licenses and authorizations, assuring compliance with licenses and authorizations issued to FEMA for ionizing radiation and the regulations applicable to these license holders. Records include committee members, authorized users, activity radiation safety officers, ionizing radiation dose records for individuals who may be exposed to FEMA sources of ionizing radiation, and inspections (surveys) of activities and facilities using FEMA sources of ionizing radiation.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

44 USC 3101; 50 USC App. 2253, 2281; 44 USC 2073, 2093, 2095, 2111, 2112, 2201, 2232, 2233, 2234, 2273 and E.O. 12148, July 20, 1979.

PURPOSES:

For the purpose of procuring, using, handling, controlling, and administration of, the procurement, use, handling, storage and disposal of all sources of ionizing radiation throughout FEMA and other users under FEMA licenses and authorizations, assuring compliance with licenses and authorizations issued to FEMA for ionizing radiation and the regulations applicable to these license holders.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

Radiation control committee: In conduct of committee duties and functions including the following: serving as an advisory board recommending approval and exercising control of the procurement, use, handling, storage, and disposal of sources of ionizing radiation for emergency management purposes; based upon the qualifications submitted, designate for approval all authorized users of sources of ionizing radiation within FEMA or under FEMA licenses or authorizations; recommend for approval activity radiation safety officers for all FEMA installations and other facilities where sources of ionizing radiation are used, handled or stored under FEMA licenses or authorizations; establishes general procedures and guidance governing the use, handling, storage of sources of ionizing radiation, including appropriate health physics, or emergency procedures and precautions, establishing formal rules and regulations as necessary; assure that the rules and conditions of the FEMA licenses, authorizations, and regulations are observed in all FEMA activities; maintain records of the procurement, receipt, transfer and disposal of all FEMA sources of ionizing radiation; maintain ionizing radiation dose records for each FEMA employee and other individual who may have been exposed to ionizing radiation under FEMA licenses or authorizations; providing liaison with other Federal agencies with regard to committee duties and functions; maintain records of applications and amendments to licenses and authorizations for the use of ionizing radiation at FEMA facilities; maintains records of periodic inspections of all FEMA activities involved with sources of ionizing radiation under FEMA licenses and authorizations.

Additional routine uses may include Nos. 1, 6, 8, 12 and 13 of Appendix A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Paper files and radioactive materials inventory on computer magnetic tape and disks.

RETRIEVABILITY:

Filed by subject and ionizing radiation exposure records subfiled alphabetically by name.

SAFEGUARDS:

Requests for computer printouts are made by other users through FEMA RADEF and Technological Hazards Branch. Authorized users have access to data on computer tapes and disks through computer terminals. Printouts at FEMA facilities are stored in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Files kept in accordance with 10 CFR 19, 20, 30 and 33. Files not covered by 10 CFR are kept for two years after completion then destroyed.

SYSTEM MANAGER(S) AND ADDRESS:

Associate Director, Plans and Preparedness, Population Preparedness Office, RADEF and Technological Hazards Branch, Federal Emergency Management Agency, Washington, D.C. 20472.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the

system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

Reports prepared and submitted by committee members, activity radiation safety officers and users. Data for ionizing radiation dose records from individuals wearing dosimeters and film badge processors.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/DR&R-1

SYSTEM NAME:

Disaster Recovery Assistance Files.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Disaster Response and Recovery, Washington, D.C. 20472 and FEMA Regional Offices, addresses are listed in Appendix AA.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Persons applying for disaster recovery assistance following Presidentially declared major disasters or emergencies.

CATEGORIES OF RECORDS IN THE SYSTEM:

Socio-economic, demographic and financial information; disaster impact (including verification and cost estimates); disaster recovery plans and needs; and assistance requested by applicant. Files include applications for individual and family grant programs; temporary housing assistance; disaster unemployment assistance; home and personal loans; status of disposition of applications; and legal services.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

Public Law 93–288, Disaster Relief Act of 1974; Reorganization Plan No. 3 of 1978, 43 FR 41943; and E. O. 12148, 44 FR 43239.

PURPOSE(S):

The information is used by FEMA and its agents in carrying out the Federal disaster relief and recovery assistance programs in Presidentially declared disasters and emergencies; to coordinate recovery assistance; for making eligibility determinations; and verifying nonduplication of benefits.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

This information may be disclosed to the General Accounting Office for their investigations. Additional routine uses may include Nos. 1, 2, 3, 5, 6, 7, 10, 12 and 13 of Appendix A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Magnetic tape/disc/drum and file folders.

RETRIEVABILITY:

By name, address or case file number.

SAFEGUARDS:

Personnel screening, hardware and software computer security measures; paper records in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Applications and supporting documents are retained until the disaster field office closes, and then moved to the FEMA Regional Office and kept for a period of three years after the date of the disaster declaration. Disposition of records shall be in accordance with the FEMA Records Maintenance and Disposition System.

SYSTEM MANAGER(S) AND ADDRESS:

Associate Director, Disaster Response and Recovery, Federal Emergency Management Agency, Washington, D.C. 20472; all Regional Directors of FEMA, addresses are listed in Appendix AA.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the **Federal Register.**

RECORD SOURCE CATEGORIES:

Applicants for disaster recovery assistance, financial references, credit rating bureaus, insurance companies and agencies providing disaster relief.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/DR&R-2

SYSTEM NAME:

Temporary Housing Files.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

FEMA Regional Offices, addresses listed in Appendix AA.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Individuals who apply for temporary housing assistance in Presidentially declared major disaster or emergency areas, and candidates for staff positions at Federal Disaster Assistance Centers.

CATEGORIES OF RECORDS IN THE SYSTEM:

Personal information is contained, such as name, address, social security number, telephone number, wages, job location, family income, insurance data (relating to home) as pertaining to some applicants, and disapproval or approval of applicants for aid or employment. There is general correspondence concerning complaints, plaudits, reinstatement on jobs or housing, requests for disbursement of payments and inquiries from tenants and landlords in regard to aid. Files also include general administrative and fiscal information, including payroll, payment schedules and forms, travel vouchers, time and attendance records, applications, termination notices, individual and family grant programs, damage and relocation information,

leases, contracts, listings of emergency repairs given as a result of specific natural disasters, reasons for tenant eviction or denial of aid, sales information on homes after tenant purchase, and status of dispositions of applicants for housing.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

Public Law 93–288, Disaster Relief Act of 1974; Reorganization Plan No. 3 of 1978, 43 FR 41943; and E.O. 12148, 44 FR 43239.

PURPOSE(S):

The information is used by FEMA and its agents in administering the Federal disaster relief and recovery assistance programs in Presidentially declated disasters and emergencies.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

This information may be disclosed to: the General Accounting Office for their investigations; to local public assistance departments for relocation information; to the Post Office for location of individuals; to Departments of Motor Vehicles and State Tax Departments for serial numbers and costs of mobile homes and vehicles; to local housing authorities and departments of community affairs to determine family status relating to relocation into other-than-temporary housing; and to utility companies regarding lease dates and forwarding information.

Additional routine uses may include Nos. 1, 2, 3, 5, 6, 7, 10, 12 and 13 of Appendix A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Magnetic tape/disc/drum and file folders.

RETRIEVABILITY:

By name, address or case file number.

SAFEGUARDS:

Personnel screening, hardware and software computer security measures; paper records in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Applications and supporting documents are retained until the disaster field office closes. When a Disaster Field Office has been audited and closed out, any pertinent records are shipped to the Regional Office and kept for a period of three years after the date of the disaster declaration. Disposition of records shall be in accordance with the FEMA Records Maintenance and Disposition System.

SYSTEM MANAGER(S) AND ADDRESS:

Regional Directors of FEMA, addresses are listed in Appendix AA.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the Federal Register.

RECORD SOURCE CATEGORIES:

Subject individuals; social security and other State and city agencies; current or previous employers; credit rating bureaus; financial institutions; insurance companies and agencies providing disaster relief.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

FEMA/DR&R-3

SYSTEM NAME:

Disaster Assistance Personnel Reserve Files.

SECURITY CLASSIFICATION:

Unclassified.

SYSTEM LOCATION:

Federal Emergency Management Agency, Disaster Response and Recovery, Washington, D.C. 20472; all Regional Offices addresses listed in Appendix AA.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Individuals designated as active Disaster Assistance Reservists.

CATEGORIES OF RECORDS IN THE SYSTEM:

File folders and computer files contain name, address, telephone number, social security number, grade and salary, professional specialities and experience in disaster relief and recovery activities, type and date of appointment, expiration date, availability, and duty station.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

Public Law 93–288, Disaster Relief Act of 1974; Reorganization Plan No. 3 of 1978, 43 FR 41943; and E. O. 12148, 44 FR 43239.

PURPOSE(S):

The information is used by FEMA in fulfilling personnel requirements in preparation for as well as in actual disaster response and recovery periods following Presidentially declared disasters and emergencies.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

This information may not be disclosed outside of the Federal Emergency Management Agency except as listed in paragraphs 1, 2, 3, 4, 5, 6, 7, 10, 12 and 13 Appendix A.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Magnetic tape/disc/drum and file folders.

RETRIEVABILITY:

Name, functional title.

SAFEGUARDS:

Personnel screening, hardware and software computer security measures; paper records in a locked container and/or room. All records are maintained in areas that are secured by building guards during non-business hours. Records are retained in areas accessible only to authorized personnel who are properly screened, cleared and trained.

RETENTION AND DISPOSAL:

Records are maintained until employee termination date. Disposition of records shall be in accordance with the FEMA Records Maintenance and Disposition System.

SYSTEM MANAGER(S) AND ADDRESS:

Associate Director, Disaster Response and Recovery, Federal Emergency Management Agency, Washington, D.C. 20472; all Regional Directors of FEMA, addresses are listed in Appendix AA.

NOTIFICATION PROCEDURE:

Inquiries should be addressed to the system manager. Written requests should be clearly marked "Privacy Act Request" on the envelope and letter. Include full name of the individual, some type of appropriate personal identification, and current address.

For personal visits, the individual should be able to provide some acceptable identification, that is, driver's license, employing office's identification card, or other identification data.

RECORD ACCESS PROCEDURES:

Same as Notification procedure above.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information maintained in the system should direct their request to the system manager. Written requests should be clearly marked "Privacy Act Amendment" on the envelope and letter. The letter should state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

FEMA Privacy Act Regulations are promulgated in 44 CFR Part 6, published in the Federal Register.

RECORD SOURCE CATEGORIES:

Applicants for and current employees of FEMA's disaster response and recovery personnel reserve.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

None.

Appendix A

Introduction to Routine Uses: Certain routine uses have been identified as being applicable to many of the FEMA systems of record notices. The specific routine uses applicable to an individual system of record notice will be listed under the "Routine Use" section of the notice itself and will correspond to the numbering of the routine uses published below. These uses are published only once in the interest of simplicity, economy and to avoid redundancy, rather than repeating them in every individual system notice.

1. *Routine Use—Law Enforcement:* In the event that a system of records maintained by this agency to carry out its functions indicates a violation or potential violation of law, whether civil, criminal or regulatory in nature, and whether arising by general statute or particular program statute, or by regulation, rule or order issued pursuant thereto, the relevant records in the system of records may be referred, as a routine use, to the appropriate agency, whether Federal, State, local or foreign, charged with the responsibility of investigating or prosecuting such violation or charged with enforcing or implementing the statute, or rule, regulation or order issued pursuant thereto.

2. *Routine Use—Disclosure When Requesting Information:* A record from a FEMA system of records may be disclosed as a routine use to a Federal, State, or local agency maintaining civil, criminal, regulatory, licensing or other enforcement information or other pertinent information, such as current licenses, if necessary, to obtain information relevant to an agency decision concerning the hiring or retention of an employee, the issuance of a security clearance, the letting of a contract, or the issuance of a license, grant, or other benefit.

3. *Routine Use—Disclosure of Requested Information:* A record from a FEMA system of records may be disclosed to a Federal agency, in response to a written request, in connection with the hiring or retention of an employee, the issuance of a security clearance, the reporting of an investigation of an employee, the letting of a contract, or the issuance of a license, grant, or other benefit by the requesting agency, to the extent that the information is relevant and necessary to the requesting agency's decision on the matter.

4. *Routine Use—Grievance, Complaint, Appeal:* A record from a FEMA system of records may be disclosed to an authorized appeal or grievance examiner, formal complaints examiner, equal employment opportunity investigator, arbitrator, or other duly authorized official engaged in investigation or settlement of a grievance, complaint, or appeal filed by an employee. A record from this system of records may be disclosed to the Office of Personnel Management in accordance with agency's responsibility for evaluation of Federal personnel management.

To the extent that official personnel records in the custody of FEMA are covered within systems of records published by the Office of Personnel Management as government-wide records, those records will be considered as a part of that government-wide system. Other official personnel records covered by notices published by FEMA and considered to be separate systems of records may be transferred to the Office of Personnel Management in accordance with official personnel programs and activities as a routine use.

5. *Routine Use—Congressional Inquiries:* A record from a FEMA system of records may be disclosed as a routine use to a Member of Congress or to a Congressional staff member in response to an inquiry of the Congressional office made at the request of the individual about whom the record is maintained.

6. *Routine Use—FEMA Agents:* A record from a FEMA system of records may be disclosed as a routine use (1) to an expert, consultant, contractor, delegate, designee or other agent of FEMA to the extent necessary to further the performance of a Federal duty, and (2) to a physician to conduct a fitness-for-duty examination of a FEMA officer or employee.

7. *Routine Use—Private Relief Legislation:* The information contained in a FEMA system of records may be disclosed as a routine use to the Office of Management and Budget in connection with the review of private relief legislation as set forth in OMB Circular No. A–19 at any stage of the legislative coordination and clearance process as set forth in that circular.

8. *Routine Use—Within FEMA:* A record from a FEMA system of records maintained by a component of FEMA may be disclosed as a routine use to other components of FEMA if necessary and relevant for the performance of a lawful function, such as, but not limited to, personnel actions, personnel security actions and criminal investigations of the component of FEMA requesting the record.

9. *Routine Use—Disclosure Required by International Agreements:* A record from a FEMA system of records may be disclosed to foreign law enforcement, security, investigatory, or administrative authorities in order to comply with requirements imposed by, or to claim rights conferred to international agreements and arrangements.

10. *Routine Use—Disclosure to State and Local Taxing Authorities:* Any information normally contained in IRS Form W–2 which is maintained in a record from a FEMA system of records may be disclosed as a routine use to State and local taxing authorities with which the Secretary of the Treasury has entered into agreements pursuant to Title 5, U.S. Code, Sections 5516, 5517 and 5520, and only to those State and local taxing authorities for which an employee, military member or other persons performing services for FEMA is or was subject to tax is or was withheld.

The routine use is in accordance with Treasury Fiscal Requirements Manual Bulletin No. 76–07.

11. *Routine Use—Disclosure to the Office of Personnel Management:* A record from a FEMA system of records may be disclosed to the Office of Personnel Management Division concerning information on pay and leave benefits, retirement deductions, and any other information concerning personnel actions.

12. *Routine Use—Disclosure of Information to NARS (GSA):* A record from a FEMA system of records may be disclosed as a routine use to the National Archives and Records Service of the General Services Administration in records management inspections conducted under authority of 44 U.S.C. 2904 and 2906.

13. *Routine Use— Freedom of Information Act:* A record from a FEMA system of records may be disclosed if required under the Freedom of Information Act, as amended.

Appendix AA

Addresses for FEMA Regional Offices:

Region I—Regional Director, FEMA, 150 Causeway Street (Room 710), Boston, MA 02114.

Region II—Regional Director, FEMA, 26 Federal Plaza, New York, NY 10007.

Region III—Regional Director, FEMA, Curtis Building—7th Floor, 6th and Walnut Streets, Philadelphia, PA 19106.

Region IV—Regional Director, FEMA, Gulf Oil Building, Pershing Plaza, 1375 Peachtree Street, N.E. (Suite 778), Atlanta, GA 31792.

Region V—Regional Director, FEMA, One North Dearborn Street (Room 540), Chicago, IL 60602.

Region VI—Regional Director, FEMA, Federal Center (Room 206), Denton, TX 76201.

Region VII—Regional Director, FEMA, Old Federal Office Building (Room 405), 911 Walnut Street, Kansas City, MO 64106.

Region VIII—Regional Director, FEMA, Denver Federal Center, Building 710, Denver, CO 80225.

Region IX—Regional Director, FEMA, 211 Main Street (Room 220), San Francisco, CA 94105.

Region X—Regional Director, FEMA, Federal Regional Center, Bothell, WA 98011.

[FR Doc. 80–18032 Filed 6–13–80; 8:45 am]

BILLING CODE 6718–01–M

FEDERAL MARITIME COMMISSION

Security for the Protection of the Public, Financial Responsibility To Meet Liability Incurred for Death or Injury to Passengers or Other Persons on Voyages; Notice of Issuance of Certificate (Casualty)

Notice is hereby given that the following have been issued a Certificate of Financial Responsibility to Meet Liability Incurred for Death or Injury to Passengers or Other Persons on Voyages pursuant to the provisions of Section 2, Pub. L. 89–777 (80 Stat. 1356, 1357) and Federal Maritime Commission General Order 20, as amended (46 CFR 540): Seawise Foundations, Inc., Orient Overseas Line (Cruises) Inc. and Hemisphere Cruises and Tours, Inc. c/o Orient Overseas Services, Inc., 510 Montgomery Street, San Francisco, California 94111.

Dated: June 11, 1980.

Francis C. Hurney,

Secretary.

[FR Doc. 80–17973 Filed 6–13–80; 8:45 am]

BILLING CODE 6730–01–M

Security for the Protection of the Public, Indemnification of Passengers for Nonperformance of Transportation; Notice of Issuance of Certificate (Performance)

Notice is hereby given that the following have been issued a Certificate of Financial Responsibility for Indemnification of Passengers for Nonperformance of Transportation pursuant to the provisions of Section 3, Pub. L. 89–777 (80 Stat. 1357, 1358) and Federal Maritime Commission General Order 20, as amended (46 CFR Part 540): Seawise Foundations, Inc., Orient Overseas Line (Cruises) Inc. and Hemisphere Cruises and Tours, Inc., c/o Orient Overseas Services, Inc., 510 Montgomery Street, San Francisco, California 94111.

Dated: June 11, 1980.

Francis C. Hurney,

Secretary.

[FR Doc. 80–17974 Filed 6–13–80; 8:45 am]

BILLING CODE 6730–01–M

Security for the Protection of the Public, Financial Responsibility To Meet Liability Incurred for Death or Injury to Passengers or Other Persons on Voyages; Notice of Issuance of Certificate (Casualty)

Notice is hereby given that the following have been issued a Certificate of Financial Responsibility to Meet Liability Incurred for Death or Injury to Passengers or Other Persons or Voyages pursuant to the provisions of Section 2, Pub. L. 89–777 (80 Stat. 1356, 1357) and Federal Maritime Commission General Order 20, as amended (46 CFR 540): American Global Line Inc. and American Hawaii Cruises, Inc., c/o American Hawaii Cruises, One Embarcadero Center, Suite 611, San Francisco, California 94111.

Dated: June 11, 1980.

Francis C. Hurney,

Secretary.

[FR Doc. 80–17975 Filed 6–13–80; 8:45 am]

BILLING CODE 6730–01–M

Security for the Protection of the Public, Indemnification of Passengers for Nonperformance of Transportation; Notice of Issuance of Certificate (Performance)

Notice is hereby given that the following have been issued a Certificate of Financial Responsibility for Indemnification of Passengers for Nonperformance of Transportation pursuant to the provisions of Section 3, Pub. L. 89–777 (80 Stat. 1357, 1358) and Federal Maritime Commission General Order 20, as amended (46 CFR Part 540): American Global Line Inc. and American Hawaii Cruises, Inc. c/o American Hawaii Cruises, One Embarcadero Center, Suite 611, San Francisco, California 94111.

Dated: June 11, 1980.

Francis C. Hurney,

Secretary.

[FR Doc. 80–17976 Filed 6–13–80; 8:45 am]

BILLING CODE 6730–01–M

FEDERAL RESERVE SYSTEM

Fidelity Banc Corp.; Formation of Bank Holding Company

Fidelity Banc Corporation, Dodge City, Kansas, has applied for the Board's approval under 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) to become a bank holding company by requiring 80 per cent or more of the voting shares of Fidelity State Bank and Trust Company, Dodge City, Kansas. 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 July 9, 1980. Any comment on an application that requests a hearing must include a statement of why a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute and summarizing the evidence that would be presented at a hearing.

Board of Governors of the Federal Reserve System, June 9, 1980.

Cathy L. Petryshyn,

Assistant Secretary of the Board.

[FR Doc. 80-18015 Filed 6-13-80; 8:45 am]

BILLING CODE 6210-01-M

GENERAL ACCOUNTING OFFICE

Regulatory Reports Review; Receipt of Report Proposals

The following requests for clearance of reports intended for use in collecting information from the public were received by the Regulatory Reports Review Staff, GAO, on June 10, 1980 (NRC) and June 11, 1980 (FTC and NRC). See 44 U.S.C. 3512(c) and (d). The purpose of publishing this notice in the **Federal Register** is to inform the public of such receipts.

The notice includes the title of each request received; the name of the agency sponsoring the proposed collection of information; the agency form number, if applicable; and the frequency with which the information is proposed to be collected.

Written comments on the proposed FTC and NRC requests are invited from all interested persons, organizations, public interest groups, and affected businesses. Because of the limited amount of time GAO has to review the proposed request, comments (in triplicate) must be received on or before July 7, 1980, and should be addressed to Mr. John M. Lovelady, Senior Group Director, Regulatory Reports Review, United States General Accounting Office, Room 5106, 441 G Street, NW, Washington, DC 20548.

Further information may be obtained from Patsy J. Stuart of the Regulatory Reports Review Staff, 202-275-3532.

Federal Trade Commission

The FTC requests clearance of a new Survey of State and Private Enforcement Activity Representing Advertising of Ophthalmic Goods and Services. The survey will be sent to state licensing boards governing ophthalmologists, optometrists and opticians, and private associations of these professionals to determine how these entities are regulating advertising of ophthalmic goods and services. The FTC is conducting this survey in response to the remand by the Court of Appeals of the FTC's rule on Advertising of Ophthalmic Goods and Services. The purpose of the survey is to determine what changes in state and private activity regarding advertising of ophthalmic goods and services have occurred within the past year and what changes will occur as a result of the court's remand. Once these changes are assessed, the Commission will be in a position to determine if further action is warranted in this area. The FTC estimates respondents will number approximately 104 and that reporting time will average one hour per response.

Nuclear Regulatory Commission

The NRC requests an extension-without-change clearance of 10 CFR Part 71, Packaging of Radioactive Material for Transport and Transportation of Radioactive Material Under Certain Conditions. Section 71.12 provides that the general licensee, prior to his first use of the package, shall submit to NRC his name and license number, the name and license number of the specific licensee, and the model number of the packaging. Sections 71.21 through 71.24 specify the information required in a license application under Part 71 for each proposed packaging design and method of transport. Section 71.61 requires a licensee to report any instance in which there is a substantial reduction in the effectiveness of any authorized packaging during use. Section 71.62 requires the licensee to maintain records of certain shipments. The NRC estimates that respondents will number approximately 200 NRC licensees and that reporting burden for § 71.12 will average one hour annually; applications incorporating the requirements in §§ 71.21 through 71.24 will require an average of 300 hours per application; reports filed under section 71.61 will require an average of 24 hours to prepare; and recordkeeping under § 71.62 will require between 5 and 10 minutes per shipment, depending on the size of the shipment.

The NRC requests clearance of a new Form 371, List of College Courses and Certificate of Scholastic Achievement. Form 371 will be used to determine the qualifications and suitability of applicants for employment with the NRC. The completed form will be utilized by cognizant NRC staff to determine the appropriate GG grade and annual salary for applicants based on their academic field and performance. In addition, information submitted on the form will be used to evaluate the proficiency of applicants in regard to their academic background. The NRC estimates that approximately 4,000 individuals will complete Form 371 annually and that the burden for each will average 30 minutes.

Norman F. Heyl,

Regulatory Reports Review Officer.

[FR Doc. 80-18071 Filed 6-13-80; 8:45 am]

BILLING CODE 1610-01-M

DEPARTMENT OF THE INTERIOR

Geological Survey

Lessees and Operators of Federal Oil and Gas Leases in the Outer Continental Shelf, Gulf of Mexico OCS Region; Planning and Conduct of Operations in the Vicinity of Existing Pipelines and Other Hazards

Pursuant to 30 CFR 250.45 and 30 CFR 250.46, the lessee shall take all steps necessary to prevent accidents and fires, perform all operations in a safe and workmanlike manner, and maintain equipment to assure protection of the environment and the health and safety of all personnel. Recent accidents involving mobile bottom-founded structures and anchors associated with drilling rigs, derrick barges, and pipeline-lay barges indicate the need for specific guidelines relative to the planning and conduct of operations in the vicinity of existing pipelines and other hazards.

The lessee or the designated lease operator, as appropriate, shall take the necessary steps to assure that all lessee-permitted operations on the lease are conducted in a safe manner. Responsibility for safe conduct of these operations cannot be delegated to the contractor performing the operations.

The purpose of this Notice is to require the lessee to perform a hazards survey for the purpose of locating existing pipelines and other subsea hazards before lease activities involving mobile drilling rigs, pipeline-lay barges, and anchor-handling vessels are undertaken.

It is essential to locate and buoy existing pipelines in order to preclude the possibility of serious accidents and/or damage to the pipeline with anchors that are normally used with the aforementioned equipment. It is equally important to locate and buoy hazards such as sunken structures, subsea wells, surface faults, etc.

Requirements

Prior to performing operations from a mobile drilling rig, derrick barge, or pipeline-lay barge on an Outer Continental Shelf lease, the lessee shall, at a minimum, perform the following:

1. Conduct a hazards survey to determine the location of all existing

pipelines or other hazards within a 500-foot radius of the operation to be performed including anchor patterns. (See enclosure for guidelines.)

In conjunction with this survey, the location of all existing pipelines or other hazards shall be buoyed. In areas highly congested with pipelines, a safe working area large enough to accommodate the proposed operations may be outlined with buoys in lieu of buoying each pipeline.

2. Using the above information, prepare a plat with a scale of at least 1 inch = 2,000 feet, depicting the location of the proposed activity, all associated anchor locations, and existing pipelines or other hazards in the area.

3. Provide copies of this plat to all drilling rigs, derrick barges, pipeline-lay barges, and any anchor-handling vessels associated with the operations.

4. Utilize a survey vessel if there is any question as to the ability to safely locate a drilling rig, derrick barge, or pipeline lay barge near an existing pipeline or other subsea hazard. For example, in the event the pipeline buoys were destroyed subsequent to a hazards suvery, a survey vessel shall be utilized to reestablish the pipeline location.

Data collected during other required hazards suveys may be substituted for that required by this Notice. Where such data is not available, the minimum geophysical survey requirements attached to this Notice shall apply.

D. W. Solanas,

Deputy Conservation Manager, Offshore Operations Support, Gulf of Mexico OCS Region.

J. B. Lowenhaupt,

Deputy Conservation Manager, Offshore Operations Support Gulf of Mexico OCS Region.

Effective date: July 1, 1980.

Approved: May 29, 1980.

Robert L. Rioux,

Acting Chief, Conservation Division.

Minimum Geophysical Survey Requirements for Hazards survey

Prior to the drilling of any well or the installation of any structure or pipeline, the lessee shall conduct a high-resolution geophysical survey in the immediate area to determine the possible existence of hazards. The following equipment is required in performing the survey. All equipment shall be representative of the state of the art of technological development.

1. *Magnetometer.* The sensor of the magnetometer should be trailed as near as possible to the seafloor; 6 meters or less is recommended, and 30 meters or less is required. Knowledge of the sensor depth of tow above the bottom is highly recommended for future analyses; therefore, recording of the tow depth is required. Deep tow is not required in water depths less than 25 feet; magnetic sampling is required on all survey lines.

2. *Dual Side-Scan Sonar.* Coverage of the seafloor at a range width of at least 125 meters to 150 meters per side in the proposed area is needed. Side-scan sonar is required for water depths greater than 25 feet.

3. *Depth Sounder and Subbottom Profiler.* An analog recorder shall be used for bathymetric data, and the profiler shall be capable of resolving the upper 50 feet of sediment. The subbottom profiler is required on all survey lines.

Navigation for the survey shall utilize state-of-the-art positioning systems correlated to annotated geophysical records.

Supplemental tools could include cameras, underwater TV, divers, and cores. Any engineering soil borings which are obtained shall be made available for inspection. These data shall be evaluated for indication of hazards to pipeline and mobile rig installations.

The lessee must assure that the equipment is properly tuned and that records are readable and accurate. The data will be maintained by the lessee and shall be available to the USGS upon request.

[FR Doc. 80-17970 Filed 6-13-80; 8:45 am]

BILLING CODE 4310-31-M

Lessees and Operators, Gulf of Mexico OCS Region; Planning and Conduct of Operations in the Vicinity of Existing Pipelines and Other Hazards

AGENCY: U.S. Geological Survey, Department of the Interior.

ACTION: Final Notice to Lessees and Operators, Gulf of Mexico OCS Region—Planning and Conduct of Operations in the Vicinity of Existing Pipelines and Other Hazards.

SUMMARY: This Notice sets forth requirements relative to the anchoring near pipelines and other hazards of drilling rigs, barges, and other vessels engaged in oil and gas operations. The Notice requires the lessee to perform a hazards survey for the purpose of locating existing pipelines nd other subsea hazards before lease activities involvimg mobile drilling rigs, pipeline lay-barges, and derrick barges are undertaken. The location of existing underwater pipelines is essential in precluding the possibility of serious accidents and/or damaging the pipeline with anchors that are normally used with the aforementioned equipment. Equally important is the location and bouying of hazards such as sunken structures, subsea wells, surface faults, etc.

A proposed Notice was published December 21, 1979, in the **Federal Register** Vol. 44, No. 247, and comments were requested from interested parties. These comments were to be received on or before January 25, 1980. This Notice is a result of incorporating the recommendation of those comments believed to be appropriate. Comments were received from the following organizations:

Amoco Production Company
Bureau of Land Management
Chevron U.S.A. Inc.
Conoco Inc.
Exxon Company, U.S.A.
Geological Survey, Eastern Region
Geological Survey, Western Region
Gulf Oil Company
Marathon Oil Company
Natural Gas Pipeline Company of America
Ocean Drilling and Exploration Company
Odom Offshore Survey, Inc.
Offshore Operators Committee
Pennzoil Company
Phillips Petroleum Company
Shell Oil Company
Sohio Petroleum Company
Sun Gas Company
Texas Eastern Transmission Company
Transcontinental Gas Pipeline Corporation

In addition to the 20 documents received, the National Transportation Safety Board accident investigation report was received concerning the pipeline accident of the anchor handling boat PETE TIDE II. The report contains the following recommendation to the Department of the Interior:

> Advise lessees subject to its jurisdiction under 30 CFR Part 250 of the circumstances of this accident and direct that they mark the location of all pipelines which may be hazarded by their drilling operations.

FOR FURTHER INFORMATION CONTACT: Mr. Price McDonald, Chief, Branch of Offshore Field Operations, Conservation Division, U.S. Geological Survey, Mail Stop 640, Reston, Virginia 22092.

Discussion of Comments

General

Two commenters suggested that development of the Notice to Lessees and Operators (NTL) be coordinated with the Bureau of Land Management (BLM) and the Department of Transportation (DOT) to avoid overlapping requirements. One comment proposed additional coordination with other Bureaus within the Department of the Interior (DOI). The purpose of this NTL is to assure that adequate information is obtained and

disseminated to the proper people to assure safety of lessee operations permitted through the Geological Survey (GS). The information sought here is only for reasons of safety and is therefore outside the scope of Fish and Wildlife Service (FWS) and Heritage Conservation and Recreation Service (HCRS). Since any survey taken to satisfy requirements of another Bureau or Agency that meets the requirements of this NTL may be used, there should be no overlap or repetition of requirements as a result of this NTL, and the comment to this effect is therefore rejected.

Several respondents recommended that these requirements are not necessary and should not be implemented. The thrusts of the Notice are to assure:

1. That the operator determines the location of pipelines and other hazards in the vicinity of proposed operations.
2. That those hazards are properly buoyed for reference purposes.
3. That contractors are furnished copies of plats showing the relationship of the buoyed hazards and the proposed operations.
4. That the operator be involved in supervision of operations and discuss avoidance of identified hazards with the various contractors throughout the planning and conduct of the operations.

The additional operating expenses incurred as a result of the Notice requirements are far outweighed by the costs of damages and losses caused by an accident. Therefore, the recommendations to not publish the Notice were not adopted because it is believed the NTL requirements will act to prevent a recurrence of hazard related accidents.

Eleven commenters responded in regard to utilization of data acquired during other hazard surveys and from "as-built" plats. The proposed Notice intended that adequate information previously obtained could be utilized.

One commenter suggested that the Notice could well emphasize proper planning but should not require unnecessary survey requirements. We do not believe that the requirements specified for hazard surveys are unnecessary and firmly believe that proper planning is the main thrust of the NTL. We are convinced that, in the past, some contractors needing to know the location of hazards to be avoided were in many instances uninformed. In short, the Notice requires identification of hazards, buoying them for reference, dissemination of this information to the people that need it, and supervision by the designated operator of the overall operation to assure that it is properly planned and conducted. The Notice was not changed as a result of this comment.

Paragraph 2, 2d Sentence

Four comments were received pertaining to the sentence "Responsibility for safe conduct of these operations cannot be delegated to the contractor performing the operations." One commenter agreed with the proposed statement while three commenters were opposed. The intent of the statement is primarily to reaffirm 30 CFR 250.45 and 250.46 which state: "In the conduct of all its operations, the lessee shall take all steps necessary to prevent accidents and fires," and "The lessee shall perform all operations in a safe and workmanlike manner and * * *." These statements clearly define the lessee as responsible for the safety of *all* operations including those of the contractors performing the work. It is realized the lessee must delegate the authority for performing the work through a contractual agreement; however, he must at the same time ensure that the contractor selected will perform the work in the safest manner possible. Because many operations associated with anchor handling or positioning a bottom-founded rig involve several contractors, we believe that unless the designated operator of the lease assumes ultimate responsibility and supervises the overall operation there is an increased chance for gaps in supervision. By holding the designated lease operator responsible for the overall results of *all* operations conducted on the lease, he is required to make the necessary information available to the contractors that need it and assure that each contractor properly performs operations as contracted. We have therefore rejected the opposing recommendations.

Two commenters questioned responsibility for operations conducted by a lessee or pipeline company on someone else's lease. The NTL intends that the designated lease operator responsible for conducting the operation be responsible for the operation. Since BLM issues approval to pipeline companies, their activities are outside the scope of this NTL, and any requirements for safe conduct of operations associated with a BLM approved right-of-way grant must be issued by the BLM. However, to emphasize this point, the second paragraph of the Notice has been changed to read: "The lessee or the designated lease operator, as appropriate, shall take * * * all lessee permitted operations on the lease * * *."

Paragraph 3, Items 1, 2, and 4, "Other Hazards"

Five respondents commented on the need for a survey to determine the location of "other hazards." Two commenters agreed that the need to locate subsea wells, equipment, shipwrecks, etc., is consistent with the intent of the NTL. The other three felt that "other hazards" were outside the scope of the Notice.

The words "hazard" and "other hazards" are used in the context of encompassing all items that may prove dangerous to the operations of mobile drilling rigs, derrick barges, or pipelaying barges operating on the Outer Continental Shelf. It is not intended to limit a hazard to a geological event but to other hazards such as subsea structures, equipment, etc. The term "other hazards" is appropriate and delineates hazards other than pipelines and must be retained or the full intent of assuring safe operations would be lost. There is no intent to be specific in naming all the items that could be dangerous. The opening paragraphs of the Notice have been modified somewhat to emphasize "other" hazards.

Three comments were received requesting the waiver of the hazard survey requirements in "frontier" areas known not to include pipelines. These suggestions were not acceted since other subsea hazards could be equally dangerous to operations as discussed earlier. Identification of these hazards in relation to well sites is required for approval of the exploratory drilling plans (see GOM NTL 75–8, etc.). The only additional requirements of this Notice involve pipelaying operations, the buoying and the dissemination of information, and supervision of operations requirements contained in the Notice.

Paragraph 3, Item 1

Buoys should be installed prior to initiation of operations and should remain in place or other provisions made as specified by the Notice throughout the duration of the operations. One commenter suggested in areas highly congested with pipelines that it might be more appropriate to buoy safe anchor areas. This suggestion satisfies the intent of the Notice, and this portion of the NTL is changed by adding at the end: "In areas highly congested with pipelines, a safe working area large enough to accommodate the proposed operations may be outlined with buoys in lieu of buoying each pipeline."

Paragraph 3, Item 3

One respondent suggested that grappling devices should never be permitted in an area of oil and gas operations. We do not believe that this is a viable suggestion since the alternatives in many instances could be more hazardous. We believe that, if hazards are properly buoyed, contractors are furnished plats which delineate the hazards, and the designated lease operator is involved in the planning and conduct of the grappling operations, grappling operations can be safely accomplished in close proximity to hazards.

Paragraph 4

Several commenters questioned the procedure and manner in which data from previous surveys could be submitted to the Oil and Gas Supervisor for approval. It was suggested that the previously approved hazards survey conducted when the lease was acquired, supplemented by data showing the "as built" position of pipelines subsequently installed on the lease, is sufficient information for buoying pipelines or other objects, and the requirements for having it approved a second time are redundant. We agree with this recommendation and the term "with the approval of the Oil and Gas Supervisor" is deleted from the fourth paragraph of the NTL.

Items 1, 2, and 3, "Minimum Geoghysical Survey Requirements for Hazards Survey"

Five comments relative to "Magnetometer tow depth" indicate the need for revision of this section which is changed to read: "The sensor of the magnetometer should be trailed as near as possible to the seafloor; 6 meters or less is recommended and 30 meters or less is required." Two positive comments and five negative comments were received relative to the requirements of: "2. Dual Side-Scan Sonar" and "3. Depth Sounder and Subbottom Profiler." Since hazards additional to pipelines need to be identified, these additional survey tools are needed and will be required.

Three comments were received relative to survey grid and survey accuracy. We believe that the intent of the Notice is best served by *not* being overly specific in these areas. Therefore, we have deleted the reference to specific navigational accuracy (i.e, ± 100 feet at 200 miles).

There were three respondents who suggested that the requirements for a "qualified geophysical survey operator" to accompany the survey party be deleted. One stated that such practices are normal procedures and should not require regulatory validation. It is believed that trained qualified operators are aboard survey boats, and therefore the requirement is being deleted. The last paragraph of this section is rewritten as follows: "The lessee must assure that the equipment is properly tuned and that records are readable and accurate. The data * * * upon request."

Robert L. Rioux,

Deputy Division Chief, Offshore Minerals Regulation Conservation Division.

[FR Doc. 80-17969 Filed 6-13-80; 8:45 am]

BILLING CODE 4310-31-M

Proposed Revision to Outer Continental Shelf (OCS) Order No. 1 Governing Oil and Gas Lease Operations

Pursuant to § 250.11 of Title 30 of the Code of Federal Regulations, the Chief, Conservation Division, U.S. Geological Survey (USGS), has approved the issuance of a proposed revision to OCS Order No. 1 to implement the marking requirements of 30 CFR 250.54. This Notice announces the requirements which the USGS proposes to use to determine compliance or noncompliance with 30 CFR 250.54.

Subsection 403(b) of the OCS Lands Act Amendments of 1978, herein referred to as the Act, requires the Secretary of the Interior to establish regulations requiring all materials, equipment, tools, containers, and all other items used on the OCS to be properly color-coded; stamped; or labeled; wherever practicable, with the owner's identification prior to actual use. By Notice of Final Rule published October 26, 1979 (44 FR 61885), the Department of the Interior promulgated the regulatory requirements of subsection 403(b) as § 250.54 of Title 30 of the Code of Federal Regulations. By Advance Notice of Intent to establish guidelines for requirements for equipment marking published December 6, 1979, the USGS solicited comments and recommendations for its consideration during its development of procedures to obtain compliance with § 250.54 of Title 30 of the Code of Federal Regulations.

These requirements are in the form of a modification of paragraph 5 of OCS Order No. 1 for the Atlantic, Pacific, Alaska, and Gulf of Mexico OCS Areas.

DATES: Comments and recommendations must be received by August 15, 1980.

ADDRESS: Comments and recommendations must be written and submitted on or before the date specified above, should identify the subject matter, and should be addressed to the Deputy Division Chief, Offshore Minerals Regulation, Conservation Division, U.S. Geological Survey, National Center—Mail Stop 640, Reston, Virginia 22092.

FOR FURTHER INFORMATION CONTACT: Chief, Branch of Offshore Rules and Procedures, Conservation Division, U.S. Geological Survey, National Center, Mail Stop 640, Reston, Virginia 22092. (703) 860-7531.

SUPPLEMENTARY INFORMATION: The OCS Lands Act Amendments of 1978 (Pub. L. 95-372), enacted September 18, 1978, include subsection 403(b) which provides:

> The Secretary of the Interior shall establish regulations requiring all materials, equipment, tools, containers, and all other items used on the Outer Continental Shelf to be properly color-coded, stamped, or labeled, wherever practicable, with the owner's identification prior to actual use.

The regulations governing oil and gas and sulphur operations in the OCS (30 CFR Part 250) which were published as Final Rule October 26, 1979, and became effective December 13, 1979, contain a new § 250.54 which provides:

§ 250.54 Marking of equipment.

Whenever practicable, all materials, equipment, tools, containers, and items used on the OCS are to be properly color-coded, stamped, or labeled with the owner's identification, as approved or prescribed by the Director, prior to actual use. For oil and gas operations, this means that the owner's identification is to be placed upon all materials, cable, equipment, tools, containers, and other objects which could be freed and lost overboard from rigs, platforms, or supply vessels, and which are of sufficient size or are of such a nature that they could be expected to interfere with commercial fishing gear if lost overboard.

On December 6, 1979, the USGS published an Advance Notice of Intent to establish requirements for marking equipment in the **Federal Register** (44 FR 70196). That Notice invited comments and recommendations regarding:

1. How should the USGS interpret the statutory constraint "wherever practicable"?

2. How should the USGS interpret the statutory constraint "prior to actual use"?

3. What color-coding or other identification system(s) should the USGS adopt or approve for use in marking materials, equipment, tools,

containers, and other items used on the OCS?

The proposed modification to OCS Order No. 1 included in this Notice incorporates, to the degree possible, the comments and recommendations received in response to the Advance Notice of Intent to establish requirements for marking equipment. The USGS appreciates the time and effort of those persons who prepared comments and recommendations regarding the December 6, 1979, **Federal Register** Notice.

Discussion of Comments and Recommendations

Introduction

During the review of the comments received in response to the questions that were published in the December 6, 1979, Notice, it became apparent that the questions regarding "wherever practicable" and "can blanket exclusions be established" are so interrleated that it is difficult, if not impossible, to address one without addressing the other. The proposed guidelines provide for blanket exclusions wherever practical.

Early in the review it was decided to identify those materials, tools, containers, equipment, or other items which could and should be given "blanket exclusions." Then, all materials, tools, containers, equipment, or other items not identified as exempt would be required to be marked.

The initial blanket exclusion identified covers all materials, tools, equipment, containers, and other items that are permanently affixed to a structure or drilling rig. As a permanent part of the structure, they would not pose a hazard to the work of commercial fishermen.

The suggestion by several respondents that materials, equipment, tools, containers, and other items which are placed or contained in a marked container be exempt from the requirement to be marked was adopted. The adoption of this suggestion is conditioned upon the understanding that the container must be constructed to assure that contents and container will not be separated if lost overboard.

Small tools, fittings, spare parts, etc., will be excluded from the marking requirement if they are kept in a designated storeroom when not in actual use. All small junk items will have to be placed in a marked container or individually marked. All materials, tools, containers, equipment, and other items being transported on the OCS will have to be individually marked unless they are securely enclosed in marked containers or baskets from which they cannot escape if lost overboard.

If materials, tools, equipment, containers, or other items are securely attached to shipping pallets, then only the pallet need be marked. If items are securely banded together in bundles, only the bundle or one item in the bundle need be marked.

In our review, the largest single issue was how to handle the requirement for marking large tubular goods, such as casing, drill pipe, drill collars, tubing, and downhole equipment. The solution was to require that prior to shipment across the OCS all tubular goods be individually marked unless they are securely banded or bundled together. Then only the bundle or an item in the bundle need be marked. Due to the abrasive wear on tubular goods during drilling and workover operations, it is not practical to maintain the markings on these tubulars while in use. Thus, a blanket exclusion of tools and tubular items was made effective during the time they are in actual usage.

We believe these new requirements are practical and meet the intent of the law without being unduly burdensome on those members of the oil industry who practice normal good housekeeping. These requirements have also been designed to permit enforcement by the present USGS inspection force.

Discussion of Major Comments

"Wherever practicable"

How should the USGS interpret the statutory constraint "wherever practicable"? Can blanket exclusions be established which identify specific materials, equipment, tools, containers, or other items used on the OCS on the basis that they are not practicable to mark? If so, identify specific items that should be subject to blanket exclusions.

A total of 22 respondents commented on these questions, 11 oil companies, 3 offshore drilling contractors, 5 petroleum-related professional organizations, the U.S. Department of Commerce, and 2 States.

1. *Size and Weight of Items to be Marked.*

A number of respondents suggested that materials, equipment, tools, containers, and other items that are of sufficient size and weight to pose a probable hazard to commercial fishermen's nets should be identified on the basis of size and weight as practicable to mark, and that items which are small in size or weigh less than a specified weight should be exempt. We have not adopted this suggestion. We do not believe that a distinction of whether or not to mark items can be made strictly on a size and/or weight basis. Some items under the size or weight limit might be a source of damage to commercial fishing gear.

2. *Small Tools, Fittings, Supplies, and Materials.*

A majority of the respondents commented that it would be impractical to mark all small tools, fittings, supplies, and materials that are carried inside cargo baskets. They suggested that in those cases only the cargo basket be required to be marked. This suggestion for handling the marking of small items has been adopted and incorporated into the proposed requirements. As previously mentioned, this exclusion is conditioned upon the items being secured within the container so that container and contents will not be separated if lost overboard.

3. *Tubular Goods.*

Almost all responses from the offshore operators suggested that tubular goods such as casing, drill pipe, production tubing, and other downhole equipment should be exempt from being marked because they believe that the vast number of tubular goods that are used on the OCS would make it impractical to mark individual joints of tubular goods. Respondents also state that these items represent a significant investment and are valuable equipment that may be repeatedly used (often by different operators as in the case of drill pipe and drill collars). In almost all cases, respondents felt that it was in the operators' best interest to exercise extreme care in the handling and transportation of tubular goods, and that the problems that commercial fishermen have experienced with tubular goods stem from junk materials having little or no value.

We recognize that a vast number of tubular goods are used on the OCS. So many tubulars are used that it seems clear that a blanket exclusion for tubular goods would not meet the intent of the law and implementing regulations that all equipment and tools which it is practicable to mark are to be marked. Since the conditions under which tubular goods are normally used make remarking prior to each use (e.g., each trip while drilling a well) impractical, a blanket exclusion for tubulars while in actual use is established in the proposed guidelines. However, all tubulars being transported, loaded, or off-loaded onto or from offshore structures and drilling rigs must be marked. We also agree with the commenters that junk tubulars would be a hazard to the fishermen's equipment. Therefore, individual junk items are to be marked unless secured in a marked container or securely banded or bundled in a marked bundle.

4. *Flatiron, Grating, and Industrial Metal.*

A number of respondents felt that flatiron, grating, and industrial metals need not be marked because they would lie flat on the ocean floor and would not present a problem to the commercial fishermen's nets. We did not adopt this view because the marking of such items is clearly practicable and because fishing nets are not the only equipment of commercial fishermen that may be damaged by debris. Also, it should be noted that flatiron, grating, or industrial metal may not lie flat on the ocean floor if lost or discarded overboard.

5. *Downhole Tools and Workover Equipment.*

A number of respondents suggested that it would not be practical to mark all downhole tools and tubing during a workover operation. We adopted this suggestion for the time period such items are in use because of the abrasive wear on downhole tools and tubing during the running and setting of equipment and because of the number of trips that may be made in and out of the hole during a workover operation. Thus, downhole tools are treated in the same manner as tubulars, i.e., when they are actually in use in a working mode they are exempt from the normal requirement to be clearly marked. It is clearly practicable to mark them when they are not in a working mode.

6. *Skid Mounted Equipment.*

Several respondents suggested that all skid mounted equipment such as welding machines, wireline units, logging units, well treating units, perforating units, engines, generators, pumps, snubbing units, and workover equipment be marked. We adopted this suggestion because these skid mounted items are subject to being moved or skidded about when they are not permanently affixed to the structure, and thus, they could be lost overboard and create a hazard to commercial fishing gear. It is clearly practicable to mark such items.

"Prior to Actual Use"

1. *Mark Items Prior to Transportation to the OCS.*

Fourteen respondents out of twenty-two would interpret the phrase "prior to actual use" as "prior to transport to the OCS," i.e., to mean prior to loading an object upon a vessel for transportation to the OCS. The phrase "prior to transport to the OCS," does not convey the full meaning of "prior to actual use." Respondents favoring "prior to transport to the OCS," indicated that any other interpretation would be impractical in view of the large number of items that presently exist and are in use on the OCS. One respondent commented that equipment already installed would not pose any threat to fishermen's gear. Another respondent would interpret "prior to actual use" to mean before equipment is installed, handled, or used on the OCS or simply before being transported offshore.

In our opinion, the law and implementing regulations require the marking of all materials, tools, equipment, containers, and other items that may be lost overboard regardless of whether or not the materials, tools, equipment, containers, and other items have been transported to the OCS prior to the effective date of 30 CFR 250.54. Since the Secretary has been authorized and directed to require the marking of equipment "prior to actual use," he has authority to prescribe at what point prior to actual use the marking is to be accomplished. Otherwise, the marking requirement would be difficult if not impossible to enforce. As a matter of administrative necessity, items found on a platform or being transported to a platform may reasonably be presumed to be intended for use on the OCS platform and required to be marked. This is consistent with NOAA's approach as to the coverage of the Fishermen's Contingency Fund, as NOAA has noted [45 FR 6063 (January 24, 1980)]:

> * * * for example, a supply vessel bound for an OCS site may lose overboard, in waters under State jurisdiction, a large piece of equipment hazardous to commercial fishing operations. Additionally, the fund's authorizing legislation provides that damage need not have occurred in the geographic area of a specific area account in order to be the liability of that area account.

2. *Marking Requirements Should Apply Only to New Equipment, Tools, Containers, Materials, and Other Items.*

Out of 22 respondents, 10 would mark all new equipment but would exempt all equipment currently on rigs and platforms from marking. Four respondents contend that the phrase "prior to actual use" indicates that the intent of Congress is not to apply the marking requirements retroactively. The position of these respondents is that any attempt to apply the marking requirements retroactively would result in unnecessary and expensive interruptions in drilling operations. Three respondents argued that any attempt to apply the marking requirements to items in transportation or already in use on the OCS would exceed the authority granted to the USGS in the Act.

In our opinion the law and implementing regulations require marking of all materials, tools, equipment, containers, and other items that may be lost overboard regardless of their new or used status. For enforcement purposes, we are in essence requiring that: (1) for new items, "prior to actual use" means prior to being transported to or across the OCS; (2) for used items not currently on the OCS, "prior to actual use" also means prior to being transported to or across the OCS; and (3) for items currently on the OCS, the phrase "prior to actual use" means prior to being transported across the OCS. Items which are already in use on the OCS and which may be transported across the OCS will be subject to the same marking requirements as items which are being transported to or across the OCS for the first time.

"Identification System"

1. *Use of a Color-Coding System.*

Fourteen respondents stated that use of a color-coding system is not practical. We also reached this conclusion. The complexity of any color-coding system that would accommodate the large number of parties involved in OCS oil and gas activities appears to make the use of such a system impractical.

2. *Marking Items With Owner's Name Using Permanent Identification Methods.*

Fifteen respondents suggested that the owner's name or logo be marked on equipment by means of die-stamps, corrosion resistant tags, engraving, stenciling, or other permanent methods. This suggestion was adopted because owner identification would be simple and immediate. This method of identification was adopted because it allows each owner flexibility on how to permanently mark each item that is required to be permanently marked. The required name or logo should remain legible for an extended period of time in the marine environment if one of the acceptable techniques described in the requirements is used. This system is thought to be the most cost effective method available. It should allow for simple enforcement as part of the USGS inspection process and it should provide ready identification of the responsible owner by a commercial fisherman whose equipment is damaged.

3. *Use of a Number, Magnetic, or Electronic Coding System.*

Three respondents suggested that a number, magnetic, or electronic code, embedded in the item to be marked, could be used as an identification system. This suggestion was rejected because (1) the owner would not be immediately identified to the damaged fisherman, (2) special decoding devices would be needed, (3) a greater cost to

owners would be involved, and (4) it would be difficult to enforce such a system by trying to inspect for markings.

4. *Use of an Owner's Existing Identification System.*

Two respondents suggested that an owner should be allowed to use its existing equipment identification system. This suggestion was adopted as long as the owner's existing system does not conflict with the USGS requirements or systems used by other owners. We must avoid having many different systems which may have any degree of duplication or conflict. If an owner's existing system meets the guildeline requirements, then it will be accepted.

5. *Size and Placement of Identification Markings.*

Five respondents expressed concern over the size of identification markings and its exact placement on specific items. We have decided not to include specific sizes and location of markings in the guidelines because of the many different types and sizes of materials, tools, equipment, containers, and other items that are required to be marked. This responsibility is left up to the owner of the item. The owner must ensure that its identification markings conform to the requirements and are of sufficient size to be readily interpreted by both commercial fisherman and USGS inspectors.

6. *Marking of Rental Equipment.*

Two respondents expressed concern over the marking of rental equipment. All equipment, regardless of whether it is contract or rental equipment, will be marked with the owners name or symbol. The owner of each marked item will be responsible for that object. The operator will be responsible to assure that no unmarked equipment, materials, tools, containers, or other items are placed upon a platform, structure, or mobile drilling unit located on the OCS unless the item is exempted from marking under one of the blanket exclusions set forth in revised paragraph 5 of OCS Order No. 1.

Dated: June 11, 1980.

George F. Brown,

Acting Chief, Conservation Division.

It is proposed to revise paragraph 5 of OCS Order No. 1 to read as follows:

5. Marking of equipment.

5.1 *Definitions.* For the purpose of interpreting these requirements, the following definitions shall be used:

a. "Tubular goods" means all tubing-type piping regardless of size, weight, or usage. Examples: casing, drill pipe, drill collars, production tubing, production platform piping, copper tubing, steel tubing, plastic tubing, etc.

b. "Actual use" means the time that tools, tubular goods, and downhole equipment are being used in a working mode and/or tubular goods that are permanently affixed to a structure or drilling rig.

c. "Junk" means any materials, equipment, tools, containers, or other items that are no longer usable for the purpose for which they were manufactured or intended. Examples: scrap metal, scrap pipe, broken pallets, buckets, barrels, lengths of cable, wireline pieces, etc.

d. A portable container shall be defined as any type of receptacle that is used to confine any type of materials, equipment, tools, containers, or other items. It also includes receptables used to transport and store liquid or debris.

e. "Item" when used alone includes all materials, equipment, tools, and containers.

f. "Owner" means the person, corporation, partnership, etc., holding title to or, in the absence of title, any other indication of ownership of material, equipment, tools, containers, or other items used on the OCS.

g. "Permanently affixed" means welded, bolted, or in some other manner made structurally part of the platform, structure, or drilling rig.

5.2 *Identification of Owner.* Materials, equipment, tools, containers, and other items required to be marked are to be labeled with the owner's name, or logo, which includes the owner's name, using one of the acceptable techniques listed in Section VI. Compliance with these requirements will be enforced commencing on January 1, 1981.

5.3 *Items Required to be Marked.* The lessee shall insure that all materials, equipment, tools, containers, and other items used in OCS oil and gas activities that are transported to or from OCS facilities are to be marked unless they are secured within or securely attached to a properly marked container, pallet, spool, or securely banded bundle.

The following list of materials, equipment, tools, containers, and other items currently used on offshore structures or drilling rigs must be marked:

a. All tubular goods and downhole equipment while not in actual use.

b. All junk materials, equipment, tools, or other items.

c. All wire cable, electric logging cables, and rope.

d. All items attached to structures or rigs with ropes or cables.

e. All portable containers used in offshore operations.

f. All pallets, baskets, or bundles.

g. All materials, equipment, tools, and other items that are not permanently affixed to a platform, structure, or mobile drilling unit.

h. All skid mounted equipment.

5.4 *Items Exempt from Marking Requirement.* Blanket exclusions, identified in this subparagraph, are provided for those items which should not interfere with commercial fishing operations and identify specific materials, equipment, tools, containers, or other items which are not practicable to mark or which need not be marked individually because they are in or attached to a marked container or pallet. Materials, equipment, tools, containers, and other items which need not be individually marked include:

a. All materials, equipment, tools, containers, and other items which when not in actual use are placed or contained and secured within an enclosed marked container or basket, or placed in a designated storeroom on a platform, structure, or mobile drilling unit.

b. All tools, tubular goods, and downhole equipment while in actual use.

c. All drilling and production equipment while permanently affixed to a platform, structure, or mobile drilling unit.

5.5 *Means of Marking.* Identification markings showing the owner's legal name, commonly recognized company symbol(s), logo(s), or trademark(s) shall be affixed to materials, equipment, tools, containers, and other items using one of the following techniques:

a. Identifiable color plastic painting patterns.

b. Noncorroding plates.

c. Water-resistant decals.

d. Corrosion resistant metal tags.

e. Corrosion resistant metal stencils.

f. Corrosion resistant bands.

g. Corrosion resistant tags.

h. Die-stamps.

i. Engravings.

j. Weld beads.

[FR Doc. 80-18046 Filed 6-13-80; 8:45 am]

BILLING CODE 4310-31-M

Bureau of Indian Affairs

Tribal Managers Corps

June 11, 1980.

AGENCY: Bureau of Indian Affairs, Department of the Interior.

ACTION: Notice.

SUMMARY: This notice is to inform the public that the Bureau of Indian Affairs is initiating a Tribal Managers Corps (TMC) in order to assist Indian tribes in their objective of self determination. The President's Management Improvement Council is sponsoring the Tribal Managers Corps as a means of

furthering Indian self-determination capabilities through efforts to improve overall tribal management. The program offers an opportunity for the tribes to obtain the assistance of professional managers and administrators who will assist them in their overall management needs and who will help develop the tribes' management capabilities in order to provide the Indian tribes with the tools for effective self-determination.

DATE: Initial selections of tribes eligible for the program will be made by September 1, 1980, from information submitted by the tribes interested in the program, and the first placement will be by October 15, 1980.

ADDRESS: Information that will be used as a basis for selecting those tribes entering the program should be mailed to: Tribal Managers Corps, Bureau of Indian Affairs, Department of the Interior, 18th and C Sts. N.W., Washington, D.C. 20245.

FOR FURTHER INFORMATION CONTACT: Leroy Fair, Program Manager, Tribal Managers Corps, at the above address. Telephone (202) 343–3163.

SUPPLEMENTARY INFORMATION: This notice is published in exercise of authority delegated by the Secretary of the Interior to the Assistant Secretary—Indian Affairs by 209 DM 8. The principal author of this document is Leroy Fair, Program Manager, Tribal Managers Corps.

Indian self-determination has been the policy of the Federal government for more than a decade, and this program is intended to facilitate the implementation of that policy by providing a means through which the tribes may develop practices and systems for effective and enduring self-determination. Those tribes selected for participation in the program will have the opportunity to gain the assistance of professional managers and administrators who will help them achieve their goal of self-determination.

Eligibility—The following criteria will be used for determining whether a tribe is eligible for participation in the Tribal Managers Corps program:

1. The tribe must be certified by the Secretary of the Interior as a Bureau of Indian Affairs (BIA) recognized tribe.

2. A tribe must have an established form of tribal government which has been in operation for a period of five years prior to its selection for services of the program.

3. A tribe must have a Comprehensive Reservation Development Plan updated within the five-year period prior to the date of its selection for services of the program.

4. The Tribal Council or governing body of the tribe must formally express commitment to participate in and fully support the tribal management project.

5. The tribe must establish a plan to continue the Tribal Manager function once the assignment of the tribal manager is completed.

Selection of tribes—From those tribes which are eligible for the program, approximately 20 will be selected to participate for fiscal year 1981. The following information would be helpful to the Bureau in determining which tribes will be selected:

1. General Information: Name of tribe, complete address, land area, enrolled membership, number of Indians living on the land area, and principal economic activities.

2. Tribal Government: A brief narrative description of the Tribal Government including type of constitution (Indian Reorganization Act or other), number of council members and terms, and the size of the administrative staff; an organization chart with positions listed and functions described.

3. Tribal Manager Position: a narrative summary of management need.

4. What are the managerial problems? What has the tribe been doing to correct management deficiencies or to solve problems? What is the current use of management services, staff support, etc.?

5. What would be the Tribal Manager's function, and what would be the goals and objectives of the proposed assignment as they would apply to the tribe?

6. How would the Tribal Manager be expected to accomplish these goals and objectives? What would be the specific responsibilities and authorities (including the chain of command), and what limitations might the tribe place on those proposed responsibilities and authorities?

7. What would the selection process be by which the tribe would implement the Tribal Manager's position? When would the assignment begin (month and year)? What steps, if any, would be taken to terminate the assignment before it is completed (early removal)?

8. Would a tribal election held during the tenure of the Tribal Manager automatically terminate the assignment? Would the continuation of the assignment be negotiable? What effects would elections have on the assignment?

Documents which may be submitted in support of the information above include: (1) A copy of the tribe's updated Comprehensive Reservation Development Plan, (2) a tribal resolution expressing commitment to the participation in and the support of the tribal management project, and (3) a long-range plan for the continued administration of the position/program established by the interim Tribal Manager.

Sidney L. Mills,

Acting Deputy Assistant Secretary—Indian Affairs.

[FR Doc. 80-18048 Filed 6-13-80; 8:45 am]

BILLING CODE 4310-02-M

Bureau of Land Management

Lands and Resources, Redelegation of Authority; Amendment of Bureau Order No. 701

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice.

SUMMARY: Pursuant to Secretarial Order 3018, dated March 16, 1978, the Secretary of the Interior delegated to the Director, Bureau of Land Management, all his delegable authority under Pub. L. 94–579 (except for certain actions in relation to the Alaska Natural Gas Transportation System). The authority was redelegated to the Bureau of Land Management State Directors through Bureau Order 701. Through this amendment, the Director is redelegating that authority for "land use" to specified District Managers. This action is taken so that the Bureau can test a pilot program in which procedural changes are made in an attempt to be more responsive to the public demand for uses of public land by having the District Office as the main focal point for land and realty actions. The test will last about 6 months and involve the District Offices in Redding, California; Carson City, Nevada; and Roswell, New Mexico. The Salt Lake City District is tentatively scheduled to be involved in the test.

EFFECTIVE DATE: June 16, 1980.

FOR FURTHER INFORMATION CONTACT: Orval L. Hadley (202) 343–5537 or Jeff Steele (202) 343–8693.

PART III—Redelegation to District Managers of Bureau Order No. 701, dated July 23, 1965, is amended as follows:

1. Section 3.9—LAND USE. The district manager may take all the listed action on:

(g) * * *
(m) * * *
(o) * * *
(z) * * *

The district managers of the Redding District, California; Salt Lake City District, Utah; Carson City District,

Nevada; and Roswell District, New Mexico, may, from June 16 to November 30, 1980, take all the listed action on those items under section 1.9 of Part 1 of this Bureau Order.

Ed Hastey,

Associate Director.

June 10, 1980.

[FR Doc. 80-18073 Filed 6-13-80; 8:45 am]

BILLING CODE 4310-84-M

Oil and Gas Leasing; Requirement To Use the New Simultaneous Oil and Gas Lease Application

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice of the Requirement to Use the New Simultaneous Oil and Gas Lease Application.

SUMMARY: The purpose of this notice is to advise the public that Bureau of Land Management Form 3112–1, the simultaneous oil and gas lease application (formerly the simultaneous oil and gas drawing entry card), has been revised. The revision resulted from the Secretary of the Interior's order of April 4, 1980, to strengthen, highlight, and more plainly state on the form the warnings concerning criminal prosecution and the requirements for statements that must be filed with certain types of applications. The revision also reflects the regulatory changes which were published as a final rulemaking in the **Federal Register** on May 23, 1980 (45 FR 35156).

Notice is hereby given that on and after July 1, 1980, applicants filing for oil and gas leases under the simultaneous oil and gas leasing system are required to use the revised lease application form, Bureau of Land Management Form 3112–1, June 1980. Any applications filed on the existing form, Bureau of Land Management Form 3112–1, April 1978, will not be accepted.

DATE: The requirement to use the new form will be effective for all applications filed on or after July 1, 1980.

ADDRESS: Any suggestions or comments should be addressed to: Director (530), Bureau of Land Management, 1800 C Street, Washington, D.C. 20240.

Copies of the new form may be obtained from the Bureau of Land Management, Denver Service Center, Building 50, Denver, Colorado 80225.

FOR FURTHER INFORMATION CONTACT: Charles Weller, (202) 343–7753.

Ed Hasty,

Associate Director.

June 10, 1980.

[FR Doc. 80-18072 Filed 6-13-80; 8:45 am]

BILLING CODE 4310-84-M

National Park Service

Availability of Plan of Operations for Construction of a 20-Inch Natural Gas Pipeline in Padre Island National Seashore, Tex.

Notice is hereby given, in accordance with Section 9.52(b) of Title 36 of the Code of Federal Regulations, that the National Park Service has received from Valley Pipe Lines, Inc., a plan of operations for construction of a 20-inch high pressure natural gas pipeline crossing Padre Island National Seashore within Kleberg County, Texas.

This plan is available for public review and comment for a period of 30 days in the Office of the Superintendent, Padre Island National Seashore, 9405 South Padre Island Drive, Corpus Christi, Texas 78418.

Dated: June 5, 1980.

Robert I. Kerr,

Acting Regional Director, Southwest Region.

[FR Doc. 80-17977 Filed 6-13-80; 8:45 am]

BILLING CODE 4310-70-M

Extension of Review for Assessment of Alternatives and Review of Alternatives, General Management Plan; Pictured Rocks National Lakeshore, Mich.

On April 9, 1980, in Vol. 45, No. 70, of the **Federal Register**, notice of availability of the Assessment and Review of Alternatives and notice of public meetings were announced, with the period for public comment to end on May 15, 1980.

Notice is hereby given that the National Park Service has extended the period for public comment until June 16, 1980.

Copies of the documents are available for review at the Office of the Superintendent, Pictured Rocks National Lakeshore, P.O. Box 40, Munising, Michigan 49862, and comments should be submitted to that Office.

Dated: May 7, 1980.

Randall R. Pope,

Acting Regional Director, Midwest Region.

[FR Doc. 80-17979 Filed 6-13-80; 8:45 am]

BILLING CODE 4310-70-M

Intention To Negotiate Concession Permits

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 thirty (30) days after the date of publication of this notice, the Department of the Interior, through the Director of the National Park Service, proposes to negotiate the concession permits with Adventure Bound, Inc., Colorado Outward Bound School, Don Hatch River Expeditions, Inc., American River Touring Association, Mountain River Guides, Travel Institute, Tour West, Inc., Holiday River Expeditions, Inc., Ken Sleight Expeditions, Adrift Adventures of Dinosaur, Inc., and World Wide River Expeditions, Inc., authorizing them to continue to provide river running concession facilities and services for the public at Dinosaur National Monument for a period of four (4) years from January 1, 1981, through December 31, 1984.

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 Office of the Superintendent, Dinosaur National Monument, Dinosaur, Colorado 81610.

The foregoing concessioners have performed their obligations to the satisfaction of the Secretary under existing permits which expire by limitation of time on December 31, 1980, and therefore, pursuant to the Act of October 9, 1965, as cited above, is entitled to be given preference in the renewal of the permits and in the negotiation of a new permit.

This provision, in effect, grants Adventure Bound, Inc., Colorado Outward Bound School, Don Hatch River Expeditions, Inc., American River Touring Association, Mountain River Guides, Travel Institute, Tour West, Inc., Holiday River Expeditions, Inc., Ken Sleight Expeditions, Adrift Adventures of Dinosaur, Inc., and World Wide River Expeditions, Inc., as the present satisfactory concessioners, the right to meet the terms of responsive proposals for the proposed new permits and a preference in the award of the permits, if, thereafter, the proposals of the foregoing concessioners is substantially equal to others received. In the event a responsive proposal superior to that of the foregoing concessioners (as determined by the Secretary) is

submitted, then the foregoing concessioners will be given the opportunity to meet the terms and conditions of the superior proposal which the Secretary considers desirable, and, if it does so, the new permits will be negotiated with the foregoing concessioners. The Secretary will consider and evaluate all proposals received as a result of this notice. Any proposal, including that of the existing concessioners, must be submitted on or before July 16, 1980 to be considered and evaluated.

Interested parties should contact the Superintendent, Dinosaur National Monument, Dinosaur, Colorado 81610, for information as to the requirements of the proposed permits.

Dated: March 26, 1980.

James B. Thompson,

Acting Regional Director, Rocky Mountain Region.

[FR Doc. 80-17980 Filed 6-13-80; 8:45 am]

BILLING CODE 4310-70-M

INTERSTATE COMMERCE COMMISSION

Decision-Notice

The following applications seek approval to consolidate, purchase, merge, lease operating rights and properties, or acquire control of motor carriers pursuant to 49 U.S.C. 11343 or 11344. Also, applications directly related to these motor finance applications (such as conversions, gateway eliminations, and securities issuances) may be involved.

The applications are governed by Special Rule 240 of the Commission's rules of practice (49 CFR 1100.240). These rules provide, among other things, that opposition to the granting of an application must be filed with the Commission within 30 days after the date of notice of filing of the application is published in the **Federal Register.** Failure seasonably to oppose will be construed as a waiver of opposition and participation in the proceeding. Opposition under these rules should comply with Rule 240(c) of the rules of practice which requires that it set forth specifically the grounds upon which it is made, and specify with particularity the facts, matters and things relied upon, but shall not include issues or allegations phrased generally. Opposition not in reasonable compliance with the requirements of the rules may be rejected. The original and one copy of any protest shall be filed with the Commission, and a copy shall also be served upon applicant's representative or applicant if no representative is named. If the protest includes a request for oral hearing, the request shall meet the requirements of Rule 240(c)(4) of the special rules and shall include the certification required.

Section 240(e) further provides, in part, that an applicant who does not intend timely to prosecute its application shall promptly request its dismissal.

Further processing steps will be by Commission notice or order which will be served on each party of record. *Broadening amendments will not be accepted after June 16, 1980, except for good cause shown.*

Any authority granted may reflect administratively acceptable restrictive amendments to the transaction proposed. Some of the applications may have been modified to conform with Commission policy.

We find with the exception of those applications involving impediments (e.g., jurisdictional problems, unresolved fitness questions, questions involving possible unlawful control, or improper divisions of operating rights) that each applicant has demonstrated, in accordance with the applicable provisions of 49 U.S.C. 11301, 11302, 11343, 11344, and 11349, and with the Commission's rules and regulations, that the proposed transaction should be authorized as stated below. Except where specifically noted this decision is neither a major Federal action significantly affecting the quality of the human environment nor does it appear to qualify as a major regulatory action under the Energy Policy and Conservation Act of 1975.

In those proceedings containing a statement or note that dual operations are or may be involved we find, preliminarily and in the absence of the issue being raised by a protestant, that the proposed dual operations are consistent with the public interest and the national transportation policy subject to the right of the Commission, which is expressly reserved, to impose such conditions as it finds necessary to insure that applicant's operations shall conform to the provisions of 49 U.S.C. 10930.

In the absence of legally sufficient protests as to the finance application *or* any application directly related thereto filed within 30 days of publication (or, if the application later becomes unopposed), appropriate authority will be issued to each applicant (except those with impediments) upon compliance with certain requirements which will be set forth in a notification of effectiveness of this decision-notice. To the extent that the authority sought below may duplicate an applicant's existing authority, the duplication shall not be construed as conferring more than a single operating right.

Applicant(s) must comply with all conditions set forth in the grant or grants of authority within the time period specified in the notice of effectiveness of this decision-notice, or the application of a non-complying applicant shall stand denied.

Decided: June 3, 1980.

By the Commission, Review Board Number 5, Members Krock, Taylor and Williams. (In MC-109821 (Sub-No. 68F), Board Member Taylor votes to publish with an impediment to the effect that applicant has failed to submit evidence to justify the conversion.)

MC-F14237F, filed November 28, 1979. PACK TRANSPORT, INC. (Pack) (3975 South 300 West, Salt Lake City, UT 84107)—Purchase—CLARENCE VOGT, an individual, doing business as VOGT TRANSFER & STORAGE CO. (Vogt) (P.O. Box 565, Ontario, OR 97914). Representative: Timothy R. Stivers, P.O. Box 162, Boise, ID 83701. Pack seeks authority to acquire control of the interstate operating rights of Vogt. Gywn Davidson, the sole stockholder of Pack, seeks authority to acquire control of said rights through the transaction. Pack is purchasing the interstate operating rights contained in Vogt's certificates issued in MC 110625 (Sub-Nos. 1, 6, and 9), which authorize the transportation as a motor common carrier, over irregular routes, as follows: (1) *commodities,* the transportation of which because of size or weight require the use of special equipment and *related machinery parts and related contractor's materials and supplies* when their transportation is incidental to the transportation by carrier of commodities which by reason of size or weight require special equipment, between points in Washington, Payette, and Canyon Counties, ID, on the one hand, and, on the other, points in Malheur and Harney Counties, OR; (2) *dry fertilizer,* in bulk, in tank vehicles, from points in Malheur and Harney Counties, OR, to points in ID south of the Salmon River; (3) *general commodities* (except articles of unusual value and petroleum products, in bulk, in tank vehicles), from Portland, OR, to points in Gilliam and Wheeler Counties, OR; (4) *livestock,* (a) between Condon, OR, on the one hand, and, on the other, points in WA, and (b) from points in Gilliam and Wheeler Counties, OR, to points in CA, ID, and WA, except from Condon, OR, to points in WA as otherwise herein authorized; (5) *household goods and emigrant movables,* between points in Gilliam and Wheeler Counties, OR, on the one

hand, and, on the other, points in ID and WA; (6) *wool, grain, feed, hay, and machinery,* between points in Gilliam and Wheeler Counties, OR, on the one hand, and, on the other, points in WA. Pack is authorized to operate as a motor common carrier pursuant to certificates issued in MC 129631 and subnumbers thereunder. (Hearing sites: Boise, ID, or Salt Lake City, UT.)

Notes.—(1) Application for temporary authority has been filed. (2) A directly related gateway elimination application has been filed in MC–129631 (Sub–No. 77F), published in this same **Federal Register** issue.

MC–F–14348F, filed March 24, 1980. TAYNTON FREIGHT SYSTEM, INC. (Taynton) (40 Main Street, Wellsboro, PA 16901—MERGER—ANDREW MC DERMOTT, INC. (McDermott) (220 Murray Street, Newark, NJ 07114). Representative: Michael R. Werner, P.O. Box 1409, 167 Fairfield Road, Fairfield, NJ 07006. Taynton seeks authority for the merger of the operating rights and property of McDermott into Taynton for ownership, management, and operation. Robert E. Taynton, Sr., Thurlow D. Taynton, Genevieve Olmstead, and the Commonwealth Bank & Trust Co., voting trustees of Taynton, seek authority to acquire control of said rights and property through the transaction. McDermott holds motor common carrier authority pursuant to certificates issued in MC–68203 and sub-numbers thereunder, which authorize the transportation over irregular routes, of (1) *general commodities* (except those of unusual value, commodities in bulk, commodities which because of size or weight require the use of special equipment, classes A and B explosives, and household goods as defined by the Commission), (a) between points in Monmouth and Passaic Counties, NJ, on the one hand, and, on the other, Camden and Trenton, NJ, points in Suffolk County, NY, those in PA within 150 miles of Newark, NJ, and those in NJ within 25 miles of Newark, NJ, and (b) between New York, NY, on the one hand, and, on the other, Camden and Trenton, NJ, points in PA within 150 miles of Newark, NJ, and points in NJ within 25 miles of Newark, NJ, and those in Suffolk County, Long Island, NY; and (2) *commodities,* which, because of size or weight, require the use of special equipment, between points in Exxex, Union, Hudson, Monmouth and Passaic Counties, NJ, on the one hand, and, on the other, points in that part of NJ, NY, PA, and CT, within 150 miles of Newark, NJ. Taynton holds authority to operate as a motor common carrier of general and specified commodities over regular and irregular routes pursuant to certificates issued in MC–109821 and sub-numbers thereunder. (Hearing site: Philadelphia, PA, or Washington, DC.)

Note.—An extension application has been filed in MC–109821 (Sub–No. 68F), published in this same **Federal Register** issue.

Decision-Notice

The following operating rights applications, filed on or after March 1, 1979, are filed in connection with pending finance applications under 49 U.S.C. 10926, 11343 or 11344. The 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 petition to intervene either with or without leave must be filed with the Commission within 30 days after the date of publication in the **Federal Register** with a copy being furnished the applicant. Protests to these applications will be rejected.

A petition for intervention without leave must comply with Rule 247(k) which requires petitioner to demonstrate that it (1) holds operating authority permitting performance of any of the service which the applicant seeks authority to perform, (2) has the necessary equipment and facilities for performing that service, and (3) has performed service within the scope of the application either (a) for those supporting the application, or, (b) where the service is not limited to the facilities of particular shippers, from and to, or between, any of the involved points.

Persons unable to intervene under Rule 247(k) may file a petition for leave to intervene under Rule 247(l). In deciding whether to grant leave to intervene, the Commission considers, among other things, whether petitioner has (a) solicited the traffic or business of those persons supporting the application, or, (b) where the identity of those supporting the application is not included in the published application notice, has solicited traffic or business identical to any part of that sought by applicant within the affected marketplace. Another factor considered is the effects of any decision on petitioner's interests.

Samples of petitions and the text and explanation of the intervention rules can be found at 43 FR 50908, as modified at 43 FR 60277. Petitions not in reasonable compliance with these rules may be rejected. Note that Rule 247(e), where not inconsistent with the intervention rules, still applies. Especially refer to Rule 247(e) for requirements as to supplying a copy of conflicting authority, serving the petition on applicant's representative, and oral hearing requests.

Section 247(f) provides that an applicant which does not intend timely to prosecute its application shall promptly request that it be dismissed, and that failure to prosecute an application under the procedures of the Commission will result in its dismissal.

Further processing steps will be by Commission notice, decision, or letter which will be served on each party of record. Broadening amendments will not be accepted after June 18, 1980.

Any authority granted may reflect administratively acceptable restrictive amendments to the service proposed below. Some of the applications may have been modified to conform to the Commission's policy of simplifying grants of operating authority.

Findings: With the exceptions of those applications involving duly noted problems (e.g., unresolved common control, unresolved fitness questions, and jurisdictional problems) we find, preliminarily, that each applicant has demonstrated that its proposed service is either (a) required by the public convenience and necessity, or, (b) will be consistent with the public interest and the transportation policy of 49 U.S.C. 10101. Each applicant is fit, willing, and able properly to perform the service proposed and to conform to the requirements of Title 49, Subtitle IV, United States Code, and the Commission's regulations. Except where specifically noted, this decision is neither a major Federal action significantly affecting the quality of the human environment nor a major regulatory action under the Energy Policy and Conservation Act of 1975.

In those proceedings containing a statement or note that dual operations are or may be involved we find, preliminarily and in the absence of the issue being raised by a protestant, that the proposed dual operations are consistent with the public interest and the national transportation policy subject to the right of the Commission, which is expressly reserved, to impose such conditions as it finds necessary to insure that applicant's operations shall conform to the provisions of 49 U.S.C. 10930.

In the absence of legally sufficient protests as to the finance application or the following operating rights applications directly related thereto filed on or before July 16, 1980 (or, if the application later becomes unopposed), appropriate authority will be issued to each applicant (except those with duly noted problems) upon compliance with certain requirements which will be set forth in a notification of effectiveness of this decision-notice.

Applicant(s) must comply with all conditions set forth in the grant or grants of authority within the time period specified in the notice by effectiveness of this decision-notice, or the application of a non-complying applicant shall stand denied.

MC 129631 (Sub-77F), filed November 28, 1979. Applicant: PACK TRANSPORT, INC.—GATEWAY ELIMINATION, 3975 South 300 West, Salt Lake City, UT 84107. Representative: Timothy R. Stivers, P.O. Box 162, Boise, ID 83701. Authority sought to operate in interstate or foreign commerce as a *common carrier*, by motor vehicle, over irregular routes, transporting, 1. *Agricultural implements, materials and supplies*, from Portland, OR to points in WA and ID. 2. *Plywood*, from Polson, MT, points in Gilliam, Harney, Malheur and Wheeler Counties, OR. 3. *Building materials*, from points in Teton County, WY to points in Gilliam and Wheeler Counties, OR. 4. *Flour and Mill feeds*, from points in Gilliam and Wheeler Counties, OR to Afton, Bedford, Big Piney, Boulder, Cokeville, Daniel, Diamondville, Eden, Etna, Evanston, Fairview, Farson, Ft. Bridger, Fossil, Freedom, Granger, Green River, Grover, La Barge, Lyman, Mountain View, Opal, Pinedale, Rock Springs, Sage, Smoot, Thayne and Urie, WY, and to Randolph and Woodruff, UT. 5. *Building materials*, between Baker County, OR, on the one hand, and on the other, points in Gilliam and Wheeler Counties, OR. 6. *Building materials and machinery*, from points in Gilliam and Wheeler Counties, OR to points in Box Elder, Cache, Davis (except Centerville), Morgan, Rich, Salt Lake, Summit, and Weber Counties, UT. Restricted against the transportation of oil field commodities as defined by the Commission in *Mercer Extension-Oil Field Commodities* 74 M.C.C. 459. 7. *Lumber and lumber mill products*, from points in Lincoln County, WY to points in Gilliam, Harney, Malheur, and Wheeler Counties, OR. Restricted to those shipments which require special equipment as to those shipments destined to Malheur and Harney Counties, OR. 8. *Gypsum products*, from points in Clark County, NV to points in Gilliam, Harney, Malheur and Wheeler Counties, OR. Restricted to those shipments which require special equipment as to shipment destined to Harney and Malheur Counties, OR. 9. *Roofing and roofing shingles*, restricted those shipments which require special equipment to load, unload or transport, from points in Davis and Salt Lake Counties, UT to points in Malheur and Harney Counties, OR. 10. *Roofing and roofing shingles*, from points in Davis and Salt Lake Counties, UT to points in Gilliam and Wheeler Counties, OR. 11. *Lumber and lumber mill products* (except commodities which because of size or weight from points in Coconino, Navajo, Apache, Yavapai, and Mohave Counties, AZ to points in Gilliam and Wheeler Counties, OR. 12. *Iron and steel articles*, as described in Appendix V to the Report of the Commission in Ex Parte No. 45, *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, between Salt Lake City, UT on the one hand, and, on the other, those points in Gilliam, Harney, Malheur, and Wheeler Counties, OR. Restricted to shipments which require special equipment to load or unload as to shipments destined to Harney and Malheur Counties, OR. 13. *Building materials*, between Cache County, UT and Gilliam and Wheeler Counties, OR. 14. *Iron and steel articles*, as described in Appendix V to the Report of the Commission in Ex Parte No. 45, *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, between Gilliam and Wheeler Counties, OR on the one hand, and, on the other, Salt Lake City, Brigham, Smithfield, Logan and Ogden, UT. 15. *Iron and steel articles*, as described in Appendix V to the Report of the Commission in Ex Parte No. 45 *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, from those points in OR within 25 miles of Hood River to points in Gilliam and Wheeler Counties, OR. 16. *Iron and steel articles*, as described in Appendix V to the Report of the Commission in Ex Parte No. 45. *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, from points in Cache County, UT to points in Gilliam and Wheeler Counties, OR. 17. *Iron and steel articles*, as described in Appendix V to the Report of the Commission in Ex Parte No. 45, *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, between Salt Lake City, UT on the one hand, and, on the other, points in Malheur, Harney, Gilliam, and Wheeler Counties, OR. Restricted to those commodities which require special equipment which because of their size or weight to transport on shipments originating at or destined to points in Malheur and Harney Counties, OR.18. *Machinery*, from Portland, OR to points in WA. 19. *Building and construction materials*, between points in UT on the one hand, and on the other, points in Malheur and Harney Counties, OR. 20. *Building and construction materials*, between points in UT on the one hand, and on the other, points in Gilliam and Wheeler Counties, OR. The purpose of this application is to eliminate the gateways for the above sections as follows: 1. Eliminates the gateway; of Gilliam and Wheeler Counties, OR 2. Eliminates the gateway of Canyon County, ID 3. Eliminates the gateway of Pocatello, ID 4. Eliminates the gateway of Malad City, ID 5. Eliminates the gateway of Ada County, ID 6. Eliminates the gateway of Oneida County, ID 7. Eliminates the gateway of Ada County, ID 8. Eliminates the gateway of Ada County, ID 9. Eliminates the gateway of Ada County, ID 10. Eliminates the gateway of Ada County, ID 11. Eliminates the gateway of Ada County, ID 12. Eliminates the gateway of Washington County, ID 13. Eliminates the gateway of Bear Lake County, UT 14. Eliminates the gateway of Pocatello, ID 15. Eliminates the gateways of points in ID 16. Eliminates the gateway of Boise, ID 17. Eliminates the gateway of Payette, ID 18. Eliminates the gateway of Gilliam and Wheeler Counties, OR 19. Eliminates the gateway of Washington, Payette and Canyon Counties, ID 20. Eliminates the gateway of points in ID. Condition: Approval and authorization of Parts (19) and (20) described above are conditioned upon the prior issuance to Pack Transport, Inc., of a Certificate of Public Convenience and Necessity in MC–129631 (Sub-No. 63F). Impediment: The rights proposed to be tacked are not susceptable of being tacked to permit the service applicant proposes, and the application fails to make the require showing of public convenience and necessity. (Hearing site: Boise, ID, or Salt Lake City, UT.)

Note.—This proceeding is directly related to a finance proceeding in MC–F–14237F, Pack Transport, Inc.,—Purchase—Clarence Vogt, d.b.a. Vogt Transfer & Storage Co., published in this same **Federal Register** issue.

MC 109821 (Sub-68F), filed March 24, 1980. Applicant: TAYNTON FREIGHT SYSTEMS, INC.—EXTENSION, 40 Main Street, Wellsboro, PA 16901. Representative: Michael R. Werner, 167 Fairfield Road, Fairfield, NJ 07006. To operate as a motor common carrier, in interstate or foreign commerce, transporting (A.) *General Commodities* (except those of unsual value, classes A and B explosives, household goods as defined by the Commission commodities in bulk, and those requiring special equipment), over regular routes, (1) Between New York, NY, and Allentown, PA: From New York, NY over US Hwy. 1, to junction US Hwy. 222, then over US Hwy. 222 to Allentown, and return over the same route; (2) Between New York, NY, and Troy, PA: From New York, NY over Int. Hwy. 95 to junction Int. Hwy. 80, then over Int. Hwy. 80 to junction US Hwy. 15, then over US Hwy. 15 to junction PA Hwy. 14, then over PA Hwy. 14 to Troy, and return over the same

route; (3) Between New York, NY, and Grantham, PA: From New York, NY over Int. Hwy. 278 to junction US Hwy. 1, then over US Hwy. 1 to junction US Hwy. 130, then over US Hwy. 130 to junction US Hwy. 40, then over US Hwy. 40 to US Hwy 202, then over US Hwy. 202 to junction US Hwy. 322, then over US Hwy. 322 to junction US Hwy. 15, then over US Hwy. 15 to Grantham, and return over the same route; (4) Between Newark, NJ, and S. Waverly, PA: From Newark, NJ over NJ Hwy. 21 to junction NJ Hwy. 507, then over NJ Hwy. 507 to junction NJ Hwy. 23, then over NJ Hwy. 23 to junction Int. Hwy. 84, then over Int. Hwy. 84 to junction Int. Hwy. 380, then over Int. Hwy. 380 to junction US Hwy. 6, then over US Hwy. 6 to junction US Hwy. 220, then over US Hwy. 220 to S. Waverly, and return over the same route; (5) Between Newark, NJ, and Camden, NJ: From Newark over US Hwy. 9 to junction NJ Hwy. 47, then over NJ Hwy. 47 to Camden, and return over the same route; (6) Between Newark, NJ, and the Interstate Highway 81 at the PA–NY State Boundary Line: From Newark over NJ Hwy. 21 to junction NJ Hwy. 10, then over NJ Hwy. 10 to junction NJ Hwy. 15, then over NJ Hwy. 15 to junction US Hwy. 206, then over US Hwy. 206 to junction US Hwy. 6, then over US Hwy. 6 to junction Int. Hwy. 81, then over Int. Hwy. 81 to the PA–NY State Boundary Line, and return over the same route; (7) Between Newark, NJ, and Mechanicsburg, PA: From Newark over Int. Hwy. 78 to junction Int. Hwy. 81, then over Int. Hwy. 81 to junction PA Hwy. 114, then over PA Hwy. 114 to Mechanicsburg, and return over the same route; (8) Between Newark, NJ, and Dunmore, PA: From Newark over US Hwy. 22 to junction PA Hwy. 33, then over PA Hwy. 33 to junction Int. Hwy. 80, then over Int. Hwy. 80 to junction Int. Hwy. 380, then over Int. Hwy. 380 to Dunmore, and return over the same route; (9) Between Newark, NJ, and Millersburg, PA: From Newark, over NJ Hwy. 21 to junction NJ Hwy. 3, then over NJ Hwy. 3 to junction US Hwy. 46, then over US Hwy. 46 to junction Int. Hwy. 80, then over Int. Hwy. 80 to junction US Hwy. 209, then over US Hwy. 209 to Millersburg, and return over the same route; (10) Between Newark, NJ, and Millersville, PA: From Newark over US Hwy. 1 to junction Int. Hwy. 287, then over Int. Hwy. 287 to junction US Hwy. 202, then over US Hwy. 202 to junction US Hwy. 30, then over US Hwy. 30 to junction PA Hwy. 462, then over PA Hwy. 462 to PA Hwy. 999, then over PA Hwy. 999 to Millersville, and return over the same route; (11) Between Newark, NJ, and the Interstate Highway 83 at the PA–MD State Boundary Line: From Newark over US Hwy. 1 to junction Int. Hwy. 287, then over Int. Hwy. 287 to junction Int. Hwy. 78, then over Int. Hwy. 78 to junction Int. Hwy. 81, then over Int. Hwy. 81 to junction Int. Hwy. 83, then over Int. Hwy. 83 to the PA–MD State Boundary Line, and return over the same route; (12) Between Camden, NJ, and Pleasant Corners, PA: From Camden over Int. Hwy. 676 to junction Int. Hwy. 95, then over Int. Hwy. 95 to junction US Hwy. 322, then over US Hwy. 322 to junction US Hwy. 1, then over US Hwy. 1 to junction PA Hwy. 100, then over PA Hwy. 100 to junction PA Hwy. 309, then over PA Hwy. 309 to Pleasant Corners, and return over the same route; (13) Between Camden, NJ, and West Chester, PA: From Camden over US Hwy. 30 to junction PA Hwy. 3, then over PA Hwy. 3 to West Chester, and return over the same route; (14) Between Camden, NJ, and Hummelstown, PA: From Camden over US Hwy. 30 to junction PA Hwy. 611, then over PA Hwy. 611 to junction US Hwy. 422, then over US Hwy. 422 to Hummelstown, and return over the same route: (15) Between Camden, NJ, and Middleburg, PA: From Camden to junction Int. Hwy. 676, then over Int. Hwy. 676 to junction Int. Hwy. 76, then over Int. Hwy. 76 to junction Int. Hwy. 176, then over Int. Hwy. 176 to junction US Hwy. 422, then over US Hwy. 422 to junction US Hwy. 322, then over US Hwy. 322 to junction PA Hwy. 61, then over PA Hwy. 61 to junction PA Hwy. 147, then over PA Hwy. 147 to junction US Hwy. 11, then over US Hwy. 11 to junction US Hwy. 522, then over US Hwy. 522 to Middleburg, and return over the same route; (16) Between Camden, NJ, and Williamsport, PA: From Camden to junction US Hwy. 30, then over US Hwy. 30 to junction Int. Hwy. 83, then over Int. Hwy. 83 to junction Int. Hwy. 81, then over Int. Hwy. 81 to junction US Hwy. 15, then over US Hwy. 15 to Williamsport, and return over the same route; (17) Between Camden, NJ, and Towanda, PA: From Camden to junction US Hwy. 30, then over US Hwy. 30 to junction PA Hwy. 283, then over PA Hwy. 283 to junction US Hwy. 322, then over US Hwy. 322 to PA Hwy. 147, then over PA Hwy. 147 to US Hwy. 220, then over US Hwy. 220 to Towanda, and return over the same route; (18) Between Camden, NJ, and Labott, PA: From Camden to junction US Hwy. 30, then over US Hwy. 30 to Labott, and return over the same route; (19) Between Trenton, NJ, and Kingsley, PA: From Trenton to junction US Hwy. 206, then over US Hwy. 206 to junction US Hwy. 6, then over US Hwy. 6 to junction PA Hwy. 106, then over PA Hwy. 106 to Kingsley, and return over the same route; (20) Between Trenton, NJ, and Butzville, NJ: From Trenton to junction NJ Hwy. 31, then over NJ Hwy. 31 to junction US Hwy. 46, then over US Hwy. 46 to Butzville, and return over the same route; (21) Between Trenton, NJ, and the PA Highway 29 at the PA–NY State Boundary Line: From Trenton to junction US Hwy. 1, then over US Hwy. 1 to PA Hwy. 611, then over PA Hwy. 611 to junction PA Hwy. 309, then over PA Hwy. 309 to junction PA Hwy. 29, then over PA Hwy 29 to the PA–NY State Boundary Line, and return over the same route; (22) Between Trenton, NJ, and US Highway 11 at the PA–NY State Boundary Line: From Trenton over US Hwy 1 to junction US Hwy. 13, then over US Hwy. 13 to junction US Hwy. 322, then over US Hwy. 322 to junction US Hwy. 11, then over US Hwy. 11 to the PA–NY State Boundary Line, and return over the same route; Serving all intermediate points on the above routes and all points in Suffolk County, NY, all points in NJ and those points in PA within 150 miles of Newark, NJ, as off-route points. (Hearing site: Philadelphia, PA, or Washington, DC.)

Note.—This application was filed in conjunction with a contemporaneously filed application pursuant to 49 U.S.C. 11343, Docket No. MC–F–14348F, wherein applicant seeks to merge the certificated authority of Andrew McDermott, Inc. (MC–68203), with its own. By this application, applicant seeks to convert portions of Andrew McDermott, Inc.'s irregular route authority to regular route authority.

MC 9876 (M1F) and MC 9876 (Sub-19M1F) (notice of filing petition to modify certificate), filed May 27, 1980. Petitioner: National Transportation Company, a corportation, c/o BOOTH, LIPTON & LIPTON, 405 Park Avenue, N.Y., N.Y. 10022. Representative: William W. Becker, Esq., 1819 H Street, N.W., Washington, DC 20006. Petitioner holds a motor, *common carrier* certificate in MC 9876, issued August 25, 1977, to operate over regular routes, in interstate or foreign commerce, transporting *General commodities,* with exceptions, between junction Pennsylvania Highway 516 and unnumbered highway (formerly U.S. Highway 111), and junction U.S. Highways 1 and 9 near Woodbridge, NJ, serving the intermediate points of Camden, NJ, and Baltimore, MD, over a specified route, and between New Freedom, PA, and junction U.S. Highways 1 and 9 near Woodbridge, NJ, serving all interemediate points in Pennsylvania, over a specified route: restricted to the transportation of traffic moving "in said carrier's vehicles" to or

from points in CT or MA "on, or authorized to be served in connection with, said carrier's routes authorized hereinabove". Petitioner further holds a motor, *common carrier* certificate in MC 9876 (Sub No. 19) to operate over regular routes, in interstate or foreign commerce, transporting *General commodites,* with exceptions, between Baltimore, MD, and Alexandria VA, serving all intermediate points and the off-route points of Fort Meade, MD, and those in Arlington and Fairfax Counties, VA, over a specified route, restricted to the transportation of traffic moving "in said carrier's vehicles" to or from points in CT, MA and RI", on, or authorized to be served in connection with said carrier's presently authorized routes". By the instant petition, petitioner seeks to modify the restrictions above by eliminating the words set forth in quotes, so that the restrctions may not be construed as restrictions against severability but will continue to restrict use of the authorized routes against local traffic.

Note.—This petition is directly related to Nos. MC–F–13954F and MC–F–13966F, in which National Transportation Company proposes to sell the above authority to North Penn Transfer, Inc. and J. B. Williams Express, Inc., respectively.

No. MC 81959 (Sub 1F), filed April 11, 1980. Applicant: BOULTER CARTING COMPANY, INCORPORATED, 1133 Emerson St., Rochester, NY 14606. Representatives: Herbert M. Canter and Benjamin D. Levine, 305 Montgomery St., Syracuse, NY 13202. Authority granted as a common carrier, transporting general commodites (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission and commodities in bulk), between points in Erie, Genesee, Livingston, Monroe, Orleans, and Wyoming counties, NY, subject to conditions. (Hearing site: Rochester, NY, or Washington, DC.)

Note.—The authoirty granted represents conversion of Certificate of Registration No. MC–7690 (Sub-No. 5) held by Paul B. Forsyth, Helen T. Forsyth, and John J. Forsyth, d/b/a Forsyth Trucking Company, which Boulter Carting sought to acquire in No. MC FC–78582. The transfer application was dismissed.

MC F 14086 (Amendment) filed: July 19, 1980 and previously published in the April 23, 1980, issue of the **Federal Register** at page 27549. Transferee: Delta Transport Corporation, 844 Union Street, P.O. Box 546, West Springfield, MA 01089. Transferor: Feldman's Express, Inc., George B. Rubin, Trustee in Bankruptcy, 10 Emerson Place, Boston, MA 02114. Transferee's Representative: Paul Sheley, 844 Union Street, P.O. Box 546, West Springfield, MA 01089. Transferor's Representative: Frank J. Weiner, 15 Court Square, Boston, MA 02108. This amendment is to include additonal authority that was inadvertently omitted from the last ordering paragraph of MC 96986 (Sub-No. 6). This authority is as follows: *Corregated paper boxes and corregated strawboard,* from Watertown, MA to points in RI with no transportation for compensation on return except as otherwise authorized.

By the Commission.

James H. Bayne,

Acting Secretary.

[FR Doc. 80–18034 Filed 6–13–80; 8:45 am]

BILLING CODE 7035–01–M

Finance Applications

The following applications seek approval to consolidate, purchase, merge, lease operating rights and properties, or acquire control through ownership of stock, of rail carriers or motor carriers pursuant to Sections 11343 (formerly Section 5(2)) or 11349 (formerly Section 210a(b)) of the Interstate Commerce Act.

An original and one copy of protests against the granting of the requested authority must be filed with the Commission on or before July 16, 1980. Such protest 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.

Each applicant states that approval of its application will not significantly affect the quality of the human environment nor involve a major regulatory action under the Energy Policy and Conservation Act of 1975.

MC F–14157F (Republication), filed September 12, 1980. Authority sought by METRO HAULING, INC. of 20848 77th Avenue South, Kent, WA 98031 for merger of the operating rights of Hayes Truck Lines, Inc., 20848 77th Avenue South, Kent, WA 98031. Representative: Jack R. Davis, 1100 IBM Building, Seattle, WA 98101. Authority sought to be merged: HAYES TRUCK LINES, INC., Certificate MC 27719: Regular Route: *General commodities,* except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, Between Winlock, Wash., and Portland, Oreg., serving no intermediate points; From Winlock over unnumbered highway to Cowlitz Corner, Wash., thence over U.S. Highway 99 to Portland, and return over the same route. Irregular Routes: *General commodities,* except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, From Tacoma, Wash., to points in Pierce, King, Snohomish, Lewis, Thurston, Mason, and Grays Harbor Counties, Wash., with no transportation for compensation on return except as otherwise authorized. Between points within 3 miles of Tacoma, Wash., including Tacoma. *Articles* which because of size or weight require the use of special equipment, *building materials,* and *chlorine,* Between points in Pierce, King, Snohomish, Lewis, Thurston, Mason and Grays Harbor Counties, Wash. Between points in Pierce, King, Snohomish, Lewis, Thurston, Mason and Grays Harbor Counties, Wash., on the one hand, and, on the other, points in Oregon. HAYES TRUCK LINES, INC. Certificate MC 27719 (Sub-4): Regular Routes: *General commodities,* except articles of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, Serving Junction U.S. Highway 99 and Washington Highway 12E, at or near Cowlitz Corner, Lewis County, Wash., for purposes of joinder only, as an intermediate point in connection with carrier's presently authorized regular-route operations.

By the Commission, division 1.

HAYES TRUCK LINES, INC. Certificate MC 27719 (Sub-6): Irregular Routes: *Insulating materials,* From the plant site of United States Gypsum Company at or near Tacoma, Wash., to points in Washington and points in Beaverhead, Broadwater, Cascade, Chouteau, Deer Lodge, Flathead, Gallatin, Glacier, Granite, Hill, Jefferson, Judity, Basin, Lake, Lewis and Clark, Liberty, Lincoln, Madison, Meagher, Mineral, Missoul, Pondera, Powell, Ravalli, Sanders, Silver Bow, Teton, and Toole Counties, Mont., and Boundary, Bonner, Kootenai, Benewah, Shoshone, Latah, Nez Perce, Clearwater, Lewis, Idaho, Adams, Washington, Valley, Payette, Gem, Boise, Custer, Ada, Canyon, and Elmore Counties, Idaho, with no transportation for compensation on return except as otherwise authorized. HAYES TRUCK LINES, INC. Certificate MC 27719 (Sub-7): To operate as a *common carrier,* by motor vehicle,

in interstate or foreign commerce, over irregular routes, transporting *cellulose fiber mats,* from the facilities of Reichhold Chemicals, at or near Tacoma, WA to points in WA, OR, and ID.

Note.—This application was previously published in the March 26, 1980, issue of the **Federal Register.** The purpose of this republication is to include additional authority that was inadvertently omitted from previous publication.

Operating Rights Application(s) Directly Related to Finance Proceedings

The following operating rights application(s) are filed in connection with pending finance applications under Section 11343 (formerly Section 5(2)) of the Interstate Commerce Act, or seek tacking and/or gateway elimination in connection with transfer applications under Section 10926 (formerly Section 212(b)) of the Interstate Commerce Act.

On applications filed before March 1, 1979, an original and one copy of *protests* to the granting of authorities must be filed with the Commission on or before July 16, 1980. Such protests shall conform 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.

Applications filed on or after March 1, 1979, are governed by Special Rule 247 of the Commission's *General Rules of Practice* also but are subject to petitions to intervene either with or without leave. An original and one copy of the petition must be filed with the Commission on or before July 16, 1980. A petition for intervention must comply with Rule 247(k) which requires petitioner to demonstrate that it (1) holds operating authority permitting performance of any of the service which the applicant seeks authority to perform, (2) has the necessary equipment and facilities for performing that service, and (3) has performed service within the scope of the application either (a) for those supporting the application, or (b) where the service is not limited to the facilities of particular shippers, from and to, or between, any of the involved points. Persons unable to intervene under Rule 247(k) may file a petition for leave to intervene under Rule 247(l) setting forth the specific grounds upon which it is made, including a detailed statement of petitioner's interest, the particular facts, matters, and things relied upon, the extent to which petitioner's interest will be represented by other parties, the extent to which petitioner's participation may reasonably be expected to assist in the development of a sound record, and the extent to which participation by the petitioner would broaden the issues or delay the proceeding.

Verified statements in opposition should not be tendered at this time. A copy of the protest or petition to intervene shall be served concurrently upon applicant's representative or applicant if no representative is named.

Each applicant states that approval of its application will not significantly affect the quality of the human environment nor involve a major regulatory action under the Energy Policy and Conservation Act of 1975.

MC 138237 (Sub-13F) (Republication), filedSeptember 12, 1980. Applicant: METRO HAULING, INC., 20848 77th Avenue South, Kent, WA 98031. Representative: Jack R. Davis, 1100 IBM Building, Seattle, WA 98101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes transporting: (1) *Machinery, contractors equipment* and *construction material, wood poles, reinforcing steel* and *steel piling,* when also an article which because of size or weight requires the use of special equipment, except cement and commodities in bulk. (2) *Construction material, wood poles, reinforcing steel* and *steel piling* when also building materials except cement and commodities in bulk. Between points in OR on the one hand, and, on the other, points in WA west of the Cascade Mountains. Gateways eliminated: Cascade Locks, Watinitin Pass, Santiam Pass, Eugene, OR and Marysville, WA.

Note.—This application is directly related to MC-F-14157F. The purpose of this republication is to correctly reflect the gateway elimination points. This application was previously published in the January 8, 1980, issue of the **Federal Register.**

By the Commission.

James H. Bayne,

Acting Secretary.

[FR Doc. 80-18035 Filed 6-13-80; 8:45 am]

BILLING CODE 7035-01-M

[Ex Parte No. MC-64 (Sub-No. 2); General Temporary Order No. 22]

Special Temporary Authority Procedures

Decided: May 8, 1980.

By notice in the **Federal Register** (44 FR 16996), the Commission announced that it was considering issuance of a decision containing special temporary authority (TA) procedures for the granting of "emergency" temporary authority applications involving identified situations where a need for motor transportation service has consistently been found under 49 U.S.C. 10928 (formerly section 210a(a) of the Interstate Commerce Act). The proposed procedures and situations were set forth in the **Federal Register** publication.

The Comments

Twenty-one statements were submitted in response to the notice of the proposal. Six separate comments were submitted by individual motor carriers or groups of motor carriers representing the views of 26 regulated motor carriers. The Common Carrier Conference—Irregular Route, an affiliate of the American Trucking Associations, Inc., which represents more than 500 regulated motor carriers filed a comment. Three comments were received from attorneys and practitioners, and the Motor Carrier Lawyers Association also filed a comment. Two shipper associations and eight shippers responded. The Department of Defense also filed comments.

Positions both for and against the proposal were presented. The shippers and shipper associations generally believe that the proposal would enable the Commission to respond expeditiously to recurring emergency and special situations involving an immediate need for transportation service. They believe that the new procedures would fulfill a need for simplified processing of certain emergency applications.

Most of the regulated carriers, their trade association, practitioners, and the Motor Carrier Lawyers Association oppose the proposal as originally formulated. The opposition focused on the following issues: (1) That existing procedures are adequate, (2) that failure to give notice to existing carriers would violate established law, (3) that the proposal would constitute an unlawful delegation of authority, (4) that the 180-day time period as proposed is too lengthy, (5) that there are no appeal procedures, and (6) that some of the categories of situations are vague and should be clarified. Most of the comments offer suggestions of ways in which various aspects of the proposal might be clarified or modified. We have considered these suggestions in our decision, and many of the changes we have made in the procedures as originally proposed, are responsive to those suggestions.

Discussion and Conclusions

The purpose of this proceeding is to establish procedures which will ensure that emergency needs can be met on an expedited basis, and which will provide for more efficient use of Commission

resources. The procedures will apply to situations in which there is no doubt that there is or will be an immediate need for transportation service. Since a general finding that an immediate need exists under specific emergency situations is being made by the Commission, applications involving factual situations which fall under the emergency categories can be handled ministerially by one person in the field. Because this involves a ministerial function, rather than a delegation of licensing authority, this is not an improper delegation under 49 U.S.C. 10305(a). The situations involved are of the type that consultation with a Board would unduly delay needed transportation and would serve no useful purpose. The time and energies of the Commission and its staff can thus be used more effectively for consideration of applications involving more complex issues in which discretion would be involved in a decision of whether to grant an application for emergency temporary authority.

Some parties complain that the Commission does not have the legal authority to establish a procedure under which Commission personnel could certify, without giving prior notice to existing carriers, that an applicant has shown that it qualifies for special temporary authority under the emergency situations described in this decision. Initially we note that the procedure adopted in this proceeding corresponds to that followed whenever we have issued a General Temporary Order. On a number of occasions we have issued General Temporary Orders finding that an emergency exists requiring additional transportation services. Applicants have received temporary authority pursuant to these general temporary orders without prior notice to competing carriers. Thus, the procedure adopted in the instant case is in line with this long-established precedent.

Moreover, 49 U.S.C. 10928 empowers the Commission to grant temporary authority "[w]ithout regard to subchapter II of chapter 103 of this title and subchapter II of chapter 5 of title 5." The statute therefore clearly exempts the Commission from the procedural requirements of both the Interstate Commerce Act and the Administrative Procedure Act. *Blue & Grey Transit, Inc.* v. *United States,* 606 F. 2d 437, 440 (4th Cir. 1979); *Barnes Freight Line, Inc.* v. *ICC,* 569 F. 2d 912, 920 (5th Cir. 1978). Through Section 10928. Congress chose to vest the Commission with broad discretion to respond swiftly, and in a procedurally simple fashion, to urgent transportation needs. *American Farm Lines, Inc.* v. *Black Ball Freight Service,* 397 U.S. 532, 539 (1970). Because there are no statutorily mandated procedures, the choice of procedures is left to the Commission. *FCC* v. *WJR,* 337 U.S. 265, 283 (1949); see also *Vermont Yankee Nuclear Power Corp.* v. *Natural Resources Defense Council,* 435 U.S. 519, 546–49 (1978).

Under the procedures contemplated in this proceeding, field staff personnel making applicant certifications would not be required to contact competing carriers. This reflects our judgment that the need for expeditious action when issuing special temporary authority responsive to the emergency situations described in this decision more than outweighs the usefulness of the information we would receive from following a prior notification procedure. The emergency service categories call for extremely prompt action. There is little or no time to give notice and elicit useful information from competing carriers.

Indeed, our experience has been that the information derived from our present telephone notice program in the context of normal emergency temporary authority applications has not generally been that helpful to making an informed decision.[1] The information derived is usually very sketchy. Moreover, the Commission does not have the time, staff, or resources to be able to identify and give notice to all potentially affected competing carriers. Thus, some competing carriers are unavoidably not contacted.

These problems would no doubt occur if we endeavored to notify competing carriers of the filing of applications seeking special temporary authority under the emergency categories. The sketchy information that might be derived from a program of hit-or-miss telephone notification does not justify the public resources that would be expended on such a program or the resulting delay in responding to urgent transportation situations.

The Irregular-Route Common Carrier Conference of the American Trucking Associations, Inc., contends in its comments that 49 U.S.C. 10306(b), 49 U.S.C. 10328(e), and due process considerations provide existing carriers with a right to notice and an opportunity to be heard regarding a grant of temporary authority. Section 10306(b), however, only gives a party the right to appear on its own behalf or be represented by a qualified individual in a proceeding before the agency. It does not establish the right to a proceeding *vis-a-vis* temporary authority matters. Section 10328(e), on the other hand, does give parties the general right to receive notice of, and to intervene and participate in, Commission proceedings. But Section 10928 expressly provides that Section 10328(e) does not apply to temporary authority proceedings. Section 10328(e) is included in the "[w]ithout regard to subchapter II of chapter 103 of this title" exemption language of Section 10928.

Nor do we agree with the Conference's due process contention. We are acting in accordance with the procedural flexibility specifically granted to us by Congress in 49 U.S.C. 10928, and the constitutionality of that statute has not been challenged. Moreover, the law is settled that the traffic of potential competitors of carriers receiving temporary authority does not constitute property entitled to due process protection. *Bell Lines, Inc.* v. *United States,* 306 F. Supp. 209, 218 (S.D. W. Va. 1969), *aff'd per curiam* 397 U.S. 818 (1970); *Bredehoeft Produce Co.* v. *United States,* 376 F. Supp. 70, 83 (W.D. Ark. 1974).

The 180-day period of effectiveness caused quite a bit of concern. First, if the field were allowed to authorize service for 180 days, an applicant would be entitled to a permanent extension through the filing of a corresponding permanent authority application within 60 days of the date of authorization of the 180-day grant. Thus an applicant could potentially be allowed to operate indefinitely without giving the public the benefit of adequate notice which is now provided by notice of an application for temporary authority published in the **Federal Register.** Second, if a grant of authority exceeds 90 days, a formal application for registration must be made with the State Commissions of the States through which operations will be conducted under the grant of authority. See 49 CFR Parts 1023 and 1131.7. Third, most emergencies do not last for more than 30 days. For these reasons, we

[1] The Commission discontinued its informal practice of giving telephone notice of ETA's when it published the *Notice of Elimination of Notification Procedure in the Processing of Emergency Temporary Authority Applications under 49 U.S.C. 10928,* 43 FR 58701, Dec. 15, 1978. The United States Court of Appeals for the Fifth Circuit vacated the *Notice of Elimination* because it was issued without complying with the notice and comment requirements of the Administrative Procedure Act, 5 U.S.C. 553, *Brown Express, Inc.* v. *United States,* 607 F. 2d 695 (5th Cir. 1979). In response to the court's remand, the Commission first rescinded the *Notice of Elimination* and then instituted a notice and comment rulemaking to consider the elimination of telephone notice. See Ex Parte No. MC–67 (Sub No. 6), *Elimination of Notification Procedure in the Processing of Emergency Temporary Authority Applications* under 49 U.S.C. 10928, 45 FR 6634 (Jan. 29, 1980).

have limited the time period to one 30-day maximum grant of authority.

Appeal procedures were not provided in the proposal. Although no administrative appeal procedures have been provided in prior general temporary orders, because of the comprehensive nature of this decision, we are establishing a process for administrative appeal similar to that presently in effect in emergency temporary authority proceedings with the option of an extention of the period of an additional 30 days in cases where the emergency continues.

Also, changes have been made to clarify and limit the categories themselves. The one involving disruption of carrier service due to adverse weather conditions has been eliminated. We believe that it opened up the possibility of a wide range of interpretations and that category (1) is sufficiently broad to encompass any weather situation serious enough to warrant special authority.

The rules state that in certain instances a sworn shipper statement would be required and in others a sworn carrier statement would be required. For the movement of freight, all of the categories covered in this decision are those which require a shipper statement. However, in Ex Parte No. MC–64 (Sub-No. 2A), we are considering broadening the emergency categories, and some of those call for a statement from the carriers.

Finally, in order to coordinate with the rules adopted in Ex Parte No. MC–67 (Sub-No. 5), *Temporary Authority Application Procedures*, 45 FR 1434 (1980), which revised procedures in temporary authority and emergency temporary applications under 49 U.S.C. 10928 (formerly Sections 210a(a) and 311 (a) of the Interstate Commerce Act), we have cast the procedures in terms broad enough to accommodate the implementation of Regional Motor Carrier Boards.

We find: Pursuant to 49 U.S.C. 10928 (formerly Section 210a(a) of the Interstate Commerce Act) and 10321 there will be an immediate need for motor carrier service temporarily to supplement the freight and passenger transportation facilities of the Nation under the following categories of emergency situations.

(1) Natural disasters, such as floods, storms, forest fires, earthquakes, or other comparable unpredictable occurrences which affect the public health, safety, and welfare;

(2) Major catastrophies, such as explosions, fires, or oil spills;

(3) Perishable commodities in imminent danger of spoilage due to failure or lack of storage facilities;

(4) Suspension or termination of service by an existing for-hire carrier, by any mode, which has served the supporting shippers due to work stoppage; and

(5) Transportation services required as a result of war, civil insurrection, or other similar national or international emergency when such is certified by the President of the United States or the Secretary of Defense.

This decision will not affect the quality of the human environment or conservation of energy resources.

It is ordered: The following special procedures are adopted to expedite the processing of emergency temporary authority applications falling under those categories listed above:

(1) An applicant seeking special temporary authority under any of the five enumerated categories may make contact with the I.C.C. field office having jurisdiction over the applicant's domicile.

(2) The contact must be made in writing, if possible, but in dire emergency may be made in person or by telephone. All statements made in support of the application are subject to the same penalties for making false representations as if they were made in writing. The field representative, if contacted in person or by telephone, must make a written record of the statement. Applicant must follow any oral contact with the written forms within 5 days of the authorization of emergency service.

(3) The forms are the same as those now used for applications for emergency temporary authority (OP–MCB–95), except that an additional statement must be made by the shipper (unless otherwise noted in the specific categories for which the Commission has found that there will be a need for service) under oath that "there is an immediate transportation need which reasonably cannot be met by existing carrier service." The shipper under the special temporary authority procedures will be allowed to file a shorter certification of service failures and lack of equipment than is required by present procedures. No supporting statements are necessary for applications pertaining to passenger transportation; applicant will furnish the certification of a need for service in these situations. Applicant must mark along the top of the application in bold letters "SPECIAL TA PROCEDURES" and must identify the special category under which its particular factual situation falls. It must also provide a statement under oath in those instances where a statement from the applicant is required. The field representative receiving the application will accept the sworn statements as evidence of the matters recited.

(4) If the I.C.C. field official determines that an application matches one of the five emergency factual situations enumerated by this comprehensive general temporary authority decision, the field representative may implement this decision and authorize the commencement of transportation services without further proceedings.

(5) The grant of emergency temporary authority under the special temporary authority procedures is effective for the period determined by the field official to be necessary to satisfy the particular immediate need, but may not exceed 60 days including the single authorized 30 day extension where warranted. Should the applicant foresee a continuing need, it may file an application under the regular procedures which will be handled by an appropriate employee Board.

(6) If the field representative rejects an application, by determining that applicant's factual circumstances do not fall within one of the categories of "emergency" situations, the applicant may have the field officer contact an appropriate employee Board by telephone, requesting that its application be considered by the Board under the regular ETA procedures (in which case it may need to strengthen its evidence).

Existing carriers seeking reconsideration of a decision granting authority under these procedures may file a petition at any time during the life of the authority. Replies must be filed within 20 days after the filing of the petition. Pleadings must be served on all parties.

When a field representative acts on an application under the special temporary authority procedures, he should send a copy of the informational form to be kept on file in the offices of the appropriate employee Board.

(7) The field representative authorized to make certifications under the special temporary authority procedures shall be any Regional Operations Director, Assistant Regional Operations Director, or District Supervisor of the Commission's Bureau of Operations, or their designees.

The use of these rules is optional with a carrier. Irrespective of conditions, a carrier may elect not to file under these rules and may file under regular procedures for ETA or TA as it sees fit.

All other temporary authority applications will be handled under the applicable procedures. Concurrent with

the issuance of this decision the Commission, in Ex Parte No. 64 (Sub-No. 2A), is issuing a notice of a proposal to add additional categories to be handled under the special temporary authority procedures.

This special temporary authority procedure is conditioned upon compliance with applicable requirements concerning tariff publications, evidence of security for the protection of the public, and designation of agents for service of process, and further conditioned upon such tariffs quoting rates, fares, and charges no lower than those of existing rail, water, or motor carriers in the territory in which the operations are to be authorized.

Service performed under special authority granted pursuant to this decision shall in no way constitute evidence or showing warranting future issuance of a certificate of public convenience and necessity or permit, as provided in 49 U.S.C. 10922 (formerly section 207(a) of the Interstate Commerce Act) and 49 U.S.C. 10923 (formerly section 209(b) of the Interstate Commerce Act).

The provisions of this comprehensive General Temporary Authority Decision shall become effective July 16, 1980, and shall remain in effect until modified or cancelled by further decision of the Commission.

Notice of this decision shall be given to motor carriers, other parties of interest, and the general public by depositing a copy in the Office of the Secretary of the Commission, Washington, D.C., and by filing a copy with the Director, Office of the Federal Register.

By the Commission, Chairman Gaskins, Vice Chairman Gresham, Commissioners Stafford, Clapp, Trantum, and Alexis. Commissioner Stafford dissenting with a separate expression.

Agatha L. Mergenovich,

Secretary.

In Ex Parte No. MC-64 (Sub-No. 2):

Commissioner Stafford (Dissenting)

I am pleased to see that the final rules adopted by the majority have resolved several of my objections to this rulemaking in the first instance (see my dissent of March 8, 1979).

Specifically, the limiting of special temporary authority to no more than 30 days is a significant change from the original proposal of 180 days. However, while the length of time is now reasonable, the territorial scope of "special authority" remains unlimited. From a practical standpoint I do not envision many nationwide applications under these regulations, but limiting the territorial scope to no more than one of the Commissions's six regions would be preferable.

Although the appeal process has been clarified, that is, an aggrieved party may ultimately appeal to a Commissioner, my final original objection still somewhat remains. The term "field representative" (as the person possessing decision-making authority) is now clarified to encompass three categories of Commission personnel—all of whom possess the experience and training to render fair and responsible decisions. However, the phrase "or their designees" places us right back to square one, i.e.—a clerk-typist could conceivably be making decisions on grants of authority. If for some reason the individuals in the three specified job categories are unavailable to make an immediate decision, the application should be forwarded to the Motor Carrier Board *vis-a-vis* a "designee".

[FR Doc. 80-18042 Filed 6-13-80; 8:45 am]

BILLING CODE 7035-01-M

Long-and Short-Haul Application for Relief (Formerly Fourth Section Application)

June 11, 1980.

This application for long-and-short-haul relief has been filed with the I.C.C.

Protests are due at the I.C.C. on or before July 1, 1980.

No. 43829, Southwestern Freight Bureau, Agent No. BN-69, on carload shipments on volcanic scoria or slag, from Santa Fe NM to stations in Southwestern Territory, effective July 10, 1980, in Supplement 200 to its tariff ICC SWFB 2004-J. Grounds for relief—market competition.

By the Commission.

James H. Bayne,

Acting Secretary.

[FR Doc. 80-18037 Filed 6-13-80; 8:45 am]

BILLING CODE 7035-01-M

[Docket No. AB-10 (Sub-No. 19F)]

Norfolk & Western Railway Co. Abandonment at Leets, Va.; Findings

Notice is hereby given pursuant to 49 U.S.C. 10903 that by a Certificate and Decision decided May 28, 1980, a finding, which is administratively final, was made by the Commission, Review Board Number 5, stating that, subject to the conditions for the protection of railway employees prescribed by the Commission in *Oregon Short Line R. Co.—Abandonment Goshen*, 360 I.C.C. 91 (1979), the present and future public convenience and necessity permit the abandonment by the Norfolk and Western Railway Company of a portion of its Leets Spur, Norfolk Division, extending from milepost N-195.99 (end of spur) at Leets, Va. westward to milepost N-201+971 feet, about 850 feet east of Leptic Siding, a distance of approximately 4.98 miles in the Counties of Amherst and Campbell, Va. A certificate of public convenience and necessity permitting abandonment was issued to the Norfolk and Western Railway Company. Since no investigation was instituted, the requirement of § 1121.38(a) of the regulations that publication of notice of abandonment decisions in the **Federal Register** be made only after such a decision becomes administratively final was waived.

Upon receipt by the carrier of an actual offer of finanical assistance, the carrier shall make available to the offeror the records, accounts, appraisals, working papers, and other documents used in preparing Exhibit I [§ 1121.45 of the regulations). Such documents shall be made available during regular business hours at a time and place mutually agreeable to the parties.

The offer must be filed and served no later than July 1, 1980. The offer, as filed, shall contain information required pursuant to § 1121.38(b) (2) and (3) of the regulations. If no such offer is received, the certificate of public convenience and necessity authorizing abandonment shall become effective July 31, 1980.

James H. Bayne,

Acting Secretary.

[FR Doc. 80-18036 Filed 6-13-80; 8:45 am]

BILLING CODE 7035-01-M

Released Rates Application

AGENCY: Interstate Commerce Commission.

ACTION: Notice, Released Rates Application No. MC-1514.

SUMMARY: National Motor Freight Traffic Association, Inc., Agent for and on behalf of the participants in the National Motor Freight Classification seeks authority to amend Released Rates Order No. MC-972 to establish additional exceptions and commodity rates on essential oils. The released provisions would be published in either the participants' tariffs or their publishing agent's tariffs.

ADDRESSES: Anyone seeking copies of this application should contact: Mr. William W. Pugh, N.M.F.T.A., 1616 "P" Street, NW., Washington, D.C. 20036, Tel. (202) 797-5310.

FOR FUTHER INFORMATION PLEASE CONTACT:

Mr. Harold Ward, Bureau of Traffic, Interstate Commerce Commission, Washington, D.C. 20423, Tel. (202) 275-7447.

SUPPLEMENTARY INFORMATION: Relief is sought from 49 U.S.C. 10730.

James H. Bayne,

Acting Secretary.

[FR Doc. 80-18039 Filed 6-13-80; 8:45 am]

BILLING CODE 7035-01-M

[Docket No. AB-55 (Sub-40F)]

Seaboard Coast Line Railroad Co. Abandonment Between Floyd and Society Hill, S.C.; Findings

Notice is hereby given pursuant to 49 U.S.C. 10903 that by a Certificate and Decision decided May 21, 1980, a finding, which is administratively final, was made by the Commission, Review Board Number 5, stating that, subject to the conditions for the protection of railway employees prescribed by the Commission in *Oregon Short Line R. Co.-Abandonment Goshen,* 360 I.C.C. 91 (1979), the present and future public convenience and necessity permit the abandonment by the Seaboard Coast Line Railroad Company of a portion of a line of railroad known as the Darlington Subdivision, extending from railroad milepost AJ-309.14 near Floyd, SC, to milepost AJ-319.61 at Society Hill, SC, a distance of 10.47 miles, in Darlington County, SC. A certificate of public convenience and necessity permitting abandonment was issued to the Seaboard Coast Line Railroad Company. Since no investigation was instituted, the requirement of § 1121.38(a) of the regulations that publication of notice of abandonment decisions in the **Federal Register** be made only after such a decision becomes administratively final was waived.

Upon receipt by the carrier of an actual offer of financial assistance, the carrier shall make available to the offeror the record, accounts, appraisals, working papers, and other documents used in preparing Exhibit I (§ 1121.45 of the regulations). Such documents shall be made available during regular business hours at a time and place mutually agreeable to the parties.

The offer must be filed and served no later than 15 days after publication of this Notice. The offer, as filed, shall contain information required pursuant to § 1121.38(b) (2) and (3) of the regulations. If no such offer is received, the certificate of public convenience and necessity authorizing abandonment shall become effective July 31, 1980.

James H. Bayne,

Acting Secretary.

[FR Doc. 80-18038 Filed 6-13-80; 8:45 am]

BILLING CODE 7035-01-M

Long-and-Short-Haul Applications for Relief (Formerly Fourth Section Applications)

June 10, 1980.

These applications for long-and-short-haul relief have been filed with the I.C.C.

Protests are due at the I.C.C. on or before July 1, 1980.

No. 43827, Southwestern Freight Bureau, Agent No. B-68 on returned shipments of dry formaldehyde and adipic acid, in carloads, from, to and between stations in Southwestern Territory, in Item 169.90 to Supplement 117 of its tariff ICC SWFB 6005-D, effective July 10, 1980. Grounds for relief—rate relationships.

No 43828, Southwestern Freight Bureau, Agent No. B-67, on carload shipments of blocks, bricks, slabs or tile, cement, clay or shale from stations in Indiana to stations in Missouri, as published in Supplement 12 to its Tariff ICC SWFB 4773, effective July 13, 1980. Grounds for relief—offset increased costs.

By the Commission

James H. Bayne,

Acting Secretary.

[FR Doc. 80-17967 Filed 6-13-80; 8:45 am]

BILLING CODE 7035-01-M

Transportation of Government Traffic Special Certificate Letter Notice(s)

The following letter notices request participation in a Special Certificate of Public Convenience and Necessity for the transportation of general commodities, (except classes A and B explosives, radioactive materials, etiologic agents, shipments of secret materials, and weapons and ammunition which are designated sensitive by the United States Government), between points in the United States (including Alaska and Hawaii), restricted to the transportation of traffic handled for the United States Government or on behalf of the United States Government where the government contractor (consignee or consignor), is directly reimbursed by the government for the transportation costs, under the Commission's regulations (49 CFR 1062.4), pursuant to a general finding made in Ex Parte No. MC-107, *Government Traffic,* 131 M.C.C. 845 (1979).

An original and one copy of verified statement in opposition (limited to argument and evidence concerning applicant's fitness) may be filed with the Interstate Commerce Commission on or before July 7, 1980. A copy must also be served upon applicant or its representative.

If applicant is not otherwise informed by the Commission, operations may commence on or before July 16, 1980, subject to its tariff publication's effective date, or the filing of an effective tender pursuant to 49 U.S.C. 10721.

GT-555-80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: VON DER AHE VAN LINES, INC. 600 Rudder Ave., Fenton MO 63026. Representative: Robert J. Gallagher, Esq., 1000 Connecticut Ave. NW., Suite 1112, Washington, D.C. 20036. Government Agency involved: Departments of Defense and Transportation and General Services Administration.

GT-556-80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: T. F. S., INC., RR No. 2, Box No. 126, Grand Island, NE 68801. Representative: Robert Wenzl (same address as applicant). Government Agency involved: Department of Defense, General Services Administration and U.S. Government Printing Office.

GT-557-80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: SCHNEIDER TRANSPORT, INC., P.O. Box 2298, Green Bay, WI 54306. Representative: John R. Patterson, Associate General Counsel (address same as applicant). Government Agency involved: Agencies listed in U.S. Government Manual (1979-80 edition).

GT-558-80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: NILSON VAN & STORAGE, P.O. Box 3756—6913 North Main St., Columbia, SC 29230. Representative: Howard A. Nilson, President (address same as applicant.) Government Agency involved: Departments of Defense and Transportation, U.S. Coast Guard, and Veterans Administration, General Services Administration.

GT-559-80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: AUTO DRIVEAWAY CO., 310 S. Michigan Ave. Chicago, IL 60604. Representative: Gary E. Thompson, 4304 East-West Highway, Washington, D.C. 20014. Government Agency involved: Departments of Agriculture, Commerce, Defense, Energy, Interior and Transportation, General Services Administration, National Aeronautics and Space Administration, U.S. Postal Service.

GT-560-80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: COX REFRIGERATED EXPRESS, INC., 10606 Goodnight Lane, Dallas, TX 75220. Representative: E. Larry Wells, P.O. Box 45538, Dallas, TX 75245. Government Agency involved:

Agencies listed in U.S. Government Manual (1979–80 edition).

GT–561–80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: SALTER TRUCKING COMPANY, P.O. Box 67, Eufaula, AL 35207. Representative: Donald B. Sweeney, Jr., Esq., Bishop, Sweeney, Colvin & Johnson, 603 Frank Nelson Bldg., Birmingham, AL 35203. Government Agency involved: Departments of Defense, Agriculture, Transportation, Energy, Interior, Health, Education, and Welfare, Treasury, National Aeronautics and Space Administration, Veterans Administration, General Services Administration, National Railroad Passenger Service Corp., Tennessee Valley Authority, U.S. Postal Service, U.S. Government Printing Office, Bureau of Reclamation and Mines, U.S. Supplies Property Office, Federal Prison Industries, Department of Housing and Urban Development, Federal Maritime Commission, Nuclear Regulatory Commission.

GT–562–80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: H. H. MOORE, JR., P.O. Box 477, Appomattox, VA 24522. Representative: Richard J. Lee, Suite 1222—700 Bldg., 700 East Main St., Richmond, VA 23219. Government Agency involved: Agencies listed in U.S. Government Manual (1979–80 edition).

GT–563–80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: AMERICAN TRANSPORT, INC., 7850 F Street, Omaha, NE 68127. Representative: Arthur J. Cerra, Stinson, Mag & Fizzell, 2100 Ten Main Center, P.O. Box 19251, Kansas City, MO 64141. Government Agency involved: General Services Administration.

GT–564–80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: MOORE TRANSPORTATION CO., INC., 3509 N. Grove St., Fort Worth, TX 76106. Representative: Bernard H. English, 6270 Firth Rd., Fort Worth, TX 76116. Government Agency involved: Department of Agriculture, Defense, and Energy; General Services Administration, Tennessee Valley Authority, U.S. Government Printing Office, National Aeronautics and Space Administration.

GT–565–80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: JOSH, INC., P.O. Box 18765, Fort Worth, TX 76118. Representative: R. E. Josserand, P.O. Box 18765, Fort Worth, TX 76118. Government Agency involved: Departments of Agriculture, Defense and Commerce; Atomic Energy Commission, Commodity Credit Corporation, Federal Aviation Authority, General Services Administration, National Aeronautics and Space Administration.

GT–566–80 (Special Certificate—Government Traffic), filed May 27, 1980. Applicant: JACK B. KELLEY, INC., Rte. 1, Box 400, Amarillo, TX 79106. Representative: Austin L. Hatchell, Lanham, Hatchell, Sedberry & Hoffman, 801 Vaughn Bldg., Austin, TX 78701. Government Agency involved: Departments of Defense, Commerce, Interior; General Services Administration, National Aeronautics and Space Administration, U.S. Corp of Engineers, Department of Energy, Nuclear Regulatory Commission, Energy Research and Development Administration.

GT–567–80 (Special Certificate—Government Traffic), filed May 27, 1980. Applicant: DELTA REFINING CO., 543 W. Mallory Ave., Memphis, TN 38109. Representative: John L. LeMay, Manager of Transportation (address same as applicant). Government Agency involved: Department of Defense.

GT–568–80 (Special Certificate—Government Traffic), filed May 27, 1980. Applicant: K. L. BREEDEN & SONS, INC., P.O. Box 4267, Lone Star, TX 75668. Representative: Bernard H. English, 6270 Firth Rd., Fort Worth, TX 76116. Government Agency involved: Departments of Agriculture, Defense, Energy; General Services Administration, Tennessee Valley Authority, U.S. Government Printing Office.

GT–569–80 (Special Certificate—Government Traffic), filed May 23, 1980. Applicant: SMITH'S TRUCK LINES, P.O. Box 88, Muncy, PA 17756. Representative: John W. Frame, P.O. Box 626, 2207 Old Gettysburg Rd., Camp Hill, PA 17011. Government Agency involved: Departments of Defense and Agriculture, General Services Administration.

GT–570–80 (Special Certificate—Government Traffic), filed May 27, 1980. Applicant: MARVIN HAYES LINES, INC., P.O. Box 468, Clarksville, TN 37040. Representative: Leon D. Huffine, Vice President, (address same as applicant). Government Agency involved: Agencies listed in U.S. Government Manual (1979–80 edition).

GT–571–80 (Special Certificate—Government Traffic), filed May 23, 1980. Applicant: ALBERT FURNITURE CO., d.b.a. Albert Moving and Storage, 406 4th St., Wichita Falls, TX 76301. Representative: David Earl Tinker, Esq., 1000 Connecticut Ave. NW., Suite 1200, Washington, D.C. 20036. Government Agency involved: Department of Defense, General Services Administration, U.S. Coast Guard, National Aeronautics and Space Administration, and Veterans Administration.

GT–572–80 (Special Certificate—Government Traffic), filed May 24, 1980. Applicant: KIRBY TRANSPORT, INC., 8023 E. Slauson Ave., Suite 10, Montebello, CA 90640. Representative: Mark Kirby (address same as applicant). Government Agency involved: Department of Defense, General Services Administration, U.S. Government Printing Office.

GT–573–80 (Special Certificate—Government Traffic), filed May 24, 1980. Applicant: SEARS TRUCKING, INC., 1760 South Anaheim, Blvd., Anaheim, CA 92805. Representative: Robert Evans (address same as applicant). Government Agency involved: Department of Defense, General Services Administration, U.S. Government Printing Office.

GT–574–80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: MERRILL TRANSPORT CO., 1037 Forest Ave., Portland, ME 04104. Representative: Francis E. Barrett, Jr., Esq., 10 Industrial Park Rd., Hingham, MA 02043. Government Agency involved: Departments of Defense, Agriculture, Transportation, Energy, Interior; U.S. Surplus Property Office, Nuclear Regulatory Commission, National Aeronautics and Space Administration, General Services Administration and Veterans' Administration.

GT–575–80 (Special Certificate—Government Traffic), filed April 25, 1980. Applicant: R & E HAULING, INC., 2940 Waterview Ave., P.O. Box 2800, Baltimore, MD 21225. Representative: Oscar L. Peebles, Vice President (address same as applicant). Government Agency involved: U.S. Government Printing Office, Internal Revenue Service, General Services Administration, Departments of Defense and State, U.S. Postal Service, Veterans' Administration.

GT–576–80 (Special Certificate—Government Traffic), filed May 5, 1980. Applicant: J. B. MONTGOMERY, INC., 5565 E. 52nd Ave., Commerce City, CO 80022. Representative: Don L. Bryce, Traffic Manager (same address as applicant). Government Agency involved: Department of Defense, General Services Administration, and U.S. Postal Service.

GT–577–80 (Special Certificate—Government Traffic), filed May 7, 1980. Applicant: STEVENS VAN LINES, INC.,

121 So. Niagara St., Saginaw, MI 48602. Representative: Robert J. Gallagher, Esq., 1000 Connecticut Ave., NW., Suite 1112, Washington, D.C. 20036. Government Agency involved: Departments of Defense and Transportation, General Services Administration.

GT–578–80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: W. J. DIGBY, INC., 6015 E. 58th Ave., Commerce City, CO 80022. Representative: Howard Gore (address same as applicant). Government Agency involved: Ammunition Procurement & Supply, Departments of Agriculture, Commerce, Defense, Energy, Health, Education and Welfare, Housing and Urban Development, Interior, Transportation and Treausry; Joint Service Schools, Post Office Department, Environmental Protection Agency, General Services Administration, Federal Prison Facilities, U.S. Government Printing Office.

GT–579–80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: TRANS-STATE LINES, INC., 633 Main St., Van Buren, AR 72956. Representative: Larry C. Price, Traffic Manager, P.O. Box 48, Fort Smith, AR 72902. Government Agency involved: Agencies listed in U.S. Government Manual (1979–80 edition).

GT–580–80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: INTERSTATE CONTRACT CARRIER CORP., 2156 West 2200 South, Salt Lake City, UT 84125. Representative: Richard A. Peterson, Peterson, Bowman, & Johanns, P.O. Box 81849, Lincoln, NE 68501. Government Agency involved: Agencies listed in U.S. Government Manual (1979–80 edition).

GT–581–80 (Special Certificate—Government Traffic), filed May 19, 1980. Applicant: UNITED CHEMICAL CARRIERS, INC., 15812 La Monde, Hacienda Heights, CA 91745. Representative: Bobbie F. Albanese, 13215 E. Penn St., Suite 310, Whittier, CA 90602. Government Agency involved: Agencies listed in U.S. Government Manual (1979–80 edition).

GT–582–80 (Special Certificate—Government Traffic), filed May 20, 1980. Applicant: LINCOLN MOVING & STORAGE CO., INC., 1071 Andover Park West, Seattle, WA 98188. Representative: Henry C. Winters, 525 Evergreen Bldg., Renton, WA 98055. Government Agency involved: Agencies listed in U.S. Government Manual (1979–80 edition).

GT–583–80 (Special Certificate—Government Traffic), filed May 20, 1980. Applicant: ROAD WEST, INC., 1315 East Holt Blvd., Ontario, CA 91761. Representative: Robert Fuller, 13215 East Penn St., Suite 310, Whittier, CA 90602. Government Agency involved: Agencies listed in U.S. Government Manual (1979–80 edition).

GT–584–80 (Special Certificate—Government Traffic), filed May 20, 1980. Applicant: OLD DOMINION FREIGHT LINE, INC., 1791 Westchester Dr., P.O. Box 2006, High Point, NC 27261. Representative: Kim D. Mann, 7101 Wisconsin Ave. 1010, Washington, DC 20014. Government Agency involved: Agencies listed in U.S. Government Manual (1979–80 edition).

GT–585–80 (Special Certificate—Government Traffic), filed March 21, 1980. Applicant: LEATHAM BROTHERS, INC., P.O. Box 16026, Salt Lake City, UT 84116. Representative: Robert Clifford, Traffic Manager (address same as applicant). Government Agency involved: Agencies listed in U.S. Government Manual (1979–80 edition).

GT–586–80 (Special Certificate—Government Traffic), filed May 21, 1980. Applicant: CHAMBERS-THOMPSON MOVING & STORAGE, INC., 596 Hilliard St., P.O. Box 789, Manchester, CT 06040. Representative: M. Harrison Boyd, Harrison Boyd and Associates, 2550 M St. NW., Suite 300, Washington, DC 20037. Government Agency involved: Agencies listed in U.S. Government Manual (1979–80 edition).

GT–587–80 (Special Certificate—Government Traffic), filed May 21, 1980. Applicant: ECK MILLER TRANSPORTATION, CORP., Rte. 1, Box 248, Rockport, IN 47635. Representative: Fred F. Bradley, P.O. Box 773, Frankfort, KY 40602. Government Agency involved: General Services Administration, Departments of Defense and Energy.

GT–588–80 (Special Certificate—Government Traffic), filed May 21, 1980. Applicant: BRADA MILLER FREIGHT SYSTEM, INC., P.O. Box 10785, Birmingham, AL 35202. Representative: Chandler L. van Orman, Esq., Wheeler & Wheeler, 1729 H St. NW., Washington, D.C. 20006. Government Agency involved: Agencies listed in U.S. Government Manual (1979–80 edition).

GT–589–80 (Special Certificate—Government Traffic), filed May 21, 1980. Applicant: GREAT COASTAL EXPRESS, INC., 5600 Midlothian Turnpike, P.O. Box 24286, Richmond, VA 23224. Representative: Paul D. Collins, Director (address same as applicant). Government Agency involved: Department of Defense, Veterans Administration, and U.S. Postal Service.

GT–590–80 (special certificate—Government traffic), filed May 21, 1980. Applicant: OLEN BURRAGE TRUCKING, INC., RT. 9, Box 29, Philadelphia, MS 39350. Representative: Fred W. Johnson, Jr., P.O. Box 22807, Jackson, MS 39205. Government agency involved: Departments of Defense, Interior, Agriculture; General Services Administration, Tennessee Valley Authority, National Aeronautics and Space Administration.

GT–591–80 (special certificate—Government traffic), filed May 14, 1980. Applicant: PRIME, INC., Rte. 1, Box 115–B, Urbana, MO 65767. Representative: H. J. Anderson, Vice President, P.O. Box 4208, Springfield, MO 65804. Government agency involved: General Services Administration, and Department of Defense.

GT–592–80 (special certificate—Government traffic), filed May 9, 1980. Applicant: COSMOPOLITAN FORWARDERS, LTD., 520 South Van Dorn St., Alexandria, VA 22034. Representative: David E. Tinker, Esq., 1000 Connecticut Ave. N.W., Suite 1200, Washington, DC 20036. Government agency involved: Department of Defense, U.S. Coast Guard, General Services Administration, Drug Enforcement Agency, Department of the Interior.

GT–593–80 (special certificate—Government traffic), filed May 8, 1980. Applicant: SAMMONS TRUCKING, P.O. Box 4347, Missoula, MT 59801. Representative: Donald W. Smith, P.O. Box 40248, Indianapolis, IN 46240. Government agency involved: Veterans Administration, U.S. Postal Service, General Services Administration, Departments of Defense, Energy, Health, Education, and Welfare, Housing and Urban Development, Interior, Agriculture, Commerce, Transportation, Treasury; U.S. Government Printing Office, National Aeronautics and Space Administration, and Nuclear Regulatory Commission.

GT–594–80 (special certificate—Government traffic), filed May 8, 1980. Applicant: CARAVAN REFRIGERATED CARGO, INC., P.O. Box 226188, Dallas, TX 75266. Representative: James K. Newbold, Jr., Vice President (same address as applicant). Government agency involved: Departments of Defense and Agriculture.

GT–595–80 (special certificate—Government traffic), filed May 21, 1980. Applicant: D. A. EXPRESS, INC., 11937 South Page Blvd., Calumet Park, IL 60643. Representative: Daniel C. Sullivan, 10 South LaSalle St., Suite 1600, Chicago, IL 60603. Government agency involved: Departments of

Defense, Energy, Commerce, Transportation, and General Services Administration.

GT–596–80 (special certificate—Government traffic), filed May 21, 1980. Applicant: SAM YOUND, INC., P.O. Box 337, Wolcott, IN. Representative: Donald W. Smith, P.O. Box 40248, Indianapolis, IN 46240. Government agency involved: Veterans' Administration, U.S. Postal Service, General Services Administration, Departments of Defense, Energy, Health, Education, and Welfare, Housing and Urban Development, Interior, Agriculture, Commerce, Transportation, Treasury; U.S. Government Printing Office, National Aeronautics, and Space Administration, Nuclear Regulatory Commission.

GT–597–80 (special certificate—Government traffic), filed May 21, 1980. Applicant: AIRLINE MOVING & STORAGE, INC., 142 Stockton St., Jacksonville, FL 32204. Representative: Sol H. Proctor, 1101 Blackstone Bldg., Jacksonville FL 32202. Government agency involved: Agencies listed in U.S. Government Manual (1979–80 edition).

GT–598–80 (special certificate—Government traffic), filed May 22, 1980. Applicant: DIVERSIFIED CARRIERS, INC., 903 6th St. N.W., Rochester, MN 55901. Representative: Robert P. Sack, P.O. Box 6010, West St. Paul, MN 55118. Government agency involved: Departments of Agriculture, Defense and General Services Administration.

GT–599–80 (special certificate—Government traffic), filed May 22, 1980. Applicant: OCCO TRANSPORT, INC., Industrial Park Boulevard, Cokato, MN 55231. Representative: Robert P. Sack, P.O. Box 6010, West St. Paul, MN 55118. Government agency involved: Departments of Agriculture, Defense, and General Services Administration.

GT–600–80 (special certificate—Government traffic), filed May 22, 1980. Applicant: POLMAN TRANSFER, INC., Rte. 3, Wadena, MN 56482. Representative: Robert P. Sack, P.O. Box 6010, West St. Paul, MN 55118. Government agency involved: Departments of Defense and Agriculture, General Services Administration.

GT–601–80 (special certificate—Government traffic), filed May 22, 1980. Applicant: CONVOY COMPANY, 3900 N.W. Yeon Ave., Protland, OR 97210. Representative: Raymond A. Greene, Jr., Handler, Baker, Greene & Taylor, 100 Pine St., Suite 2550, San Francisco, CA 94111. Government agency involved: Department of Defense, General Services Administration.

GT–602–80 (special certificate—Government traffic), filed May 12, 1980. Applicant: ANDREW T. STINSON d.b.a. STINSON TRUCKING, 351 South Park Victoria, Milpitas, CA 95035. Representative: Eldon M. Johnson, The Hardford Bldg., 650 California St., Suite 2808, San Francisco, CA 94108. Government agency involved: Department of Defense.

GT–603–80 (special certificate—Government traffic), filed May 20, 1980. Applicant: W. S. THOMAS TRANSFER, INC., 1854 Morgantown Ave., Fairmont, WV 26554. Representative: Henry M. Wick, Jr., Wick, Vuono & Lavelle, 2310 Grant Bldg., Pittsburgh, PA 15219. Government agency involved: Agencies listed in U.S. Government Manual (1979–80 edition).

GT–604–80 (special certificate—Government traffic), filed May 8, 1980. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer St., Boston, MA 02210. Representative: Lawrence T. Sheils (address same as applicant). Government agency involved: Agencies listed in U.S. Government Manual (1979–80 edition).

GT–605–80 (special certificate—Government traffic) filed May 16, 1980. Applicant: K. L. BREEDEN & SONS, INC., P.O. Box 4267, Lone Star, TX 75668. Representative: Bernard H. English, 6270 Firth Rd., Fort Worth, TX 76116. Government agency involved: Departments of Agriculture, Defense, and Energy; General Services Administration, Tennessee Valley Authority, Government Printing Office, and National Aeronautics & Space Administration.

GT–606–80 (special certificate—Government traffic), filed May 27, 1980. Applicant: CONALCO CONTRACT CARRIER, INC., P.O. Box 968, Jackson, TN 38301. Representative: Charles W. Teske (address same as applicant). Government agency involved: Department of Defense and General Services Administration.

GT–607–80 (special certificate—Government traffic), filed May 16, 1980. Applicant: CHURN'S TRUCK LINES, INC., P.O. Box 188, Eastville, VA 23347. Representative: James F. Flint, 1250 Connecticut Ave., NW., Suite 600, Washington, DC 20036. Government agency involved: Department of Defense.

GT–608–80 (Special Certificate—Government traffic), filed May 16, 1980. Applicant: J.C.D. TRANSPORTATION CORP., P.O. Box 487, 5950 Fisher Rd., East Syracuse, N.Y. 13057. Representative: Michael R. Werner, P.O. Box 1409, 167 Fairfield, Fairfield, NJ 07006. Government agency involved: Departments of Defense, Agriculture, Energy, Interior, and Health, Education and Welfare; Coast Guard, General Services Administration, National Aeronautics and Space Administration, Government Printing Office, Veterans Administration, and Internal Revenue Service.

GT–609–80 (Special Certificate—Government traffic), filed May 27, 1980. Applicant: HATFIELD TRUCKING SERVICE, INC., 1625 North C St., Sacramento, CA 95814. Representative: Eldon M. Johnson, The Hardford Bldg., 650 California St., Suite 2808, San Francisco, CA 94108. Government agency involved: Department of Defense and General Services Administration.

GT–610–80 (Special Certificate—Government traffic), filed May 7, 1980. Applicant: DALEY & WANZER, INC., 821 Nantasket Ave., Hull, MA 02045. Representative: Robert J. Gallagher, 100 Connecticut Ave. NW., Suite 1112, Washington, DC 20036. Government agency involved: Departments of Defense and Transportation; General Services Administration.

GT–611–80 (Special Certificate—Government traffic), filed May 7, 1980. Applicant: ESSEX VAN & STORAGE, INC., 1500 Eastern Ave., Baltimore, MD 21221. Representative: Robert J. Gallagher, 1000 Connecticut Ave. NW., Suite 1200, Washington, DC 20036. Government agency involved: Departments of Defense and Transportation; General Services Administration.

By the Commission.

James H. Bayne,

Acting Secretary.

[FR Doc. 80–17966 Filed 6–13–80; 8:45 am]

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[Volume No. 16]

Petitions, Applications, Finance Matters (Including Temporary Authorities), Alternate Route Deviations, Intrastate Applications, Gateways, and Pack and Crate

Special Republication Notice

MCC 8879, BOWMAN TRANSPORTATION, INC., et al. v. CENTRAL MOTOR EXPRESS, INC. (MC–38320 (Sub-No. 13)) (published in **Federal Register** issue of April 9, 1979, and republished this issue). Defendant: CENTRAL MOTOR EXPRESS, INC., P.O. Box C, Campbellsville, KY 42718. Representatives: Louis J. Amato, P.O. Box E, Bowling Green, KY 42101; Edward G. Villalon, 1032 Pennsylvania Building, Pennsylvania Avenue and 13th

St. NW., Washington, D.C. 20004. Notice: At the request of defendant, Central Motor Express, Inc., made pursuant to leave granted in the decisions of Division 2 of the Interstate Commerce Commission of May 3 and August 9, 1978 in this proceeding, an oral hearing will be held at a time and place to be herafter fixed on the question of whether the public convenience and necessity require the continuation of operations described below which are currently being conducted by defendant under authority found by the Commission to have been issued as the result of misrepresentations by defendant when originally applying, in 1968, for authority it presently holds in Certificate MC–38320 (Sub-13). That certificate, which was issued on February 24, 1969, authorizes 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, commodities requiring special equipment and those injurious or contaminating to other lading), beteen the plant site and storage facilities of the Ingersoll-Rand Company, Campbellsville, KY, on the one hand, and, on the other, points in AL, GA, IL, IN (except Anderson, Fort Wayne, Indianapolis, and Marion), LA, MS, MO, NC, OH (except Cincinnati and Dayton), PA, SC, TN, VA, WV, and WI. In the decisions of Division 2, referred to above, it was found that because of misrepresentation made by defendant when its application was filed in No. MC–38320 (Sub-13), the certificate now held in that number should be modified to read: "restricted to the transportation of traffic originating at or destined to the plant site of Ingersoll-Rand Company, at or near Campbellsville, KY: As issued, the Sub-No. 13 certificate does not prohibit defendant from tacking such authority with its other authority at the plant site so as to conduct through operations between the 15 States embraced in its Sub-13 certificate, on the one hand, and, on the other, points in both KY and other States (IN and TN) authorized to be served under other authority held by defendant. As modified in the manner directed in the decisions cited above, tacking operations could not be performed since operations under the Sub-13 authority must be restricted to the transportation of traffic originating at or destined to the Ingersoll-Rand Company, Campbellsville, KY plant site. At the oral hearing, defendant will be given the opportunity to present evidence to prove that there is a public need for continuation of operations it has conducted for the past seven years through tacking the Sub-13 authority with other authority at the plant site.

Note.—The original Federal Register notice failed to give adequate notice of the circumstances giving rise to this proceeding, or of the nature of the oral hearing which will be held herein. Any person not already a party to this proceeding may file a petition for leave to intervene within 30 days from the date of this publication. Defendant requests that oral hearing be held at Louisville, KY.

Petitions for Modification, Interpretation or Reinstatement of Motor Carrier Operating Rights Authority

Notice

The following petitions seek modification or interpretation of existing motor carrier operating rights authority, or reinstatement of terminated motor carrier operating rights authority.

All pleadings and documents must clearly specify the suffix numbers (e.g., M1 F, M2 F) where the docket is so identified in this notice.

The following petitions, filed on or after March 1, 1979, 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 *petition to intervene either with or without leave* must be filed with the Commission within 30 days after the date of publication in the Federal Register with a copy being furnished the applicant. Protests to these applications will be *rejected.*

A petition for intervention without leave must comply with Rule 247(k) which requires petitioner to demonstrate that if (1) holds operating authority permitting performance of any of the service which the applicant seeks authority to perform, (2) has the necessary equipment and facilities for performing that service, and (3) has performed service within the scope of the application either (a) for those supporting the application, or, (b) where the service is not limited to the facilities of particular shippers, from and to, or between, any of the involved points.

Persons unable to intervene under Rule 247(k) may file a petition for leave to intervene under Rule 247(l). In deciding whether to grant leave to intervene, the Commission considers, among other things, whether petitioner has (a) solicited the traffic or business of those persons supporting the application, or, (b) where the identity of those supporting the application is not included in the published application notice, has solicited traffic or business identical to any part of that sought by applicant within the affected marketplace. Another factor considered is the effects of any decision on petitioner's interests.

Samples of petitions and the text and explanation of the intervention rules can be found at 43 Fed. Reg. 50908, as modified at 43 Fed. Reg. 60277.

Petitions not in reasonable compliance with these rules may be rejected. Note that Rule 247(e), where not inconsistent with the intervention rules, still applies. Especially refer to Rule 247(e) for requirements as to supplying a copy of conflicting authority, serving the petition on applicant's representative, and oral hearing requests.

MC 34975 (Sub-12–M1F), notice of filing of petition to modify certificate filed March 17, 1980. Petitioner: TREDWAY'S EXPRESS, INC., 512 Myrtle Ave., Boonton, NJ 07005. Representative: Michael R. Werner, P.O. Box 1409 167 Fairfield Rd., Fairfield, NJ 07006. Petitioner holds a motor *common carrier* authority in MC–34975 Sub 12F, issued February 14, 1980, authorizing the transportation of *such commodities* as are dealt in by department stores, from points in NJ, NY, CT, PA, MD, and DE, to the terminal facilties of Tredway's Express, Inc., at (a) Albany, NY, and Farmingdale, NY, (b) West Haven, CT, (c) Baltimore, MD, (d) Dover, DE, (e) Philadelphia and Allentown, PA, and (f) Newark, Boonton, and East Windsor, NJ, and (2) from the terminal facilities named in (1) above, to points in NY, NJ, CT, PA, MD, DE, and Washington, DC. By the instant petition, petitioner seeks to modify the above commodity description to "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)".

MC 65580 (Subs-4, 10, 13, 15, 16, 19, 24F, 25F, and 27F (M1F)) (notice of filing of petition to modify and consolidate certificates), filed December 5, 1979. Petitioner: MUSHROOM TRANSPORTATION CO., INC., 845 E. Hunting Park Ave., Philadelphia, PA 19124. Representative: Michael R. Werner, P.O. Box 1409, 167 Fairfield Rd., Fairfield, NJ 07006. Petitioner holds motor *common carrier* certificates in MC–65580 and Subs 4, 10, 13, 15, 16, 19, 24F, 25F, and 27F issued April 27, 1966, January 29, 1953, November 1, 1960, March 8, 1966, November 7, 1969, December 18, 1970, December 20, 1972, December 5, 1979, and April 30, 1980 (Subs 25F and 27F), respectively. MC–65580 authorizes transportation as follows: (I) Regular routes: (A) *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 Baltimore, MD, and Philadelphia, PA, over US Hwy 1, serving no intermediate points, (2) between Baltimore, MD, and Buffalo, NY, (a) from Baltimore over US Hwy 1 to junction PA Hwy 52, then over PA Hwy 52 to West Chester, PA, then over US Hwy 322 to Downingtown, PA, then over US Hwy 30 to Lancaster, PA, then over US Hwy 230 to Harrisburg, PA, (also from Baltimore over US Hwy 111 to Harrisburg), then over US Hwy 11 to Northumberland, PA, then over US Hwy 15 via Erwins and Wayland, NY, to Rochester, NY, then over NY Hwy 33 via Batavia, NY to Buffalo (also from Batavia over NY Hwy 5 to Buffalo) and return over the same routes, (b) from Baltimore to Erwins, NY as specified above, then over NY Hwy 17 to Kennedy, NY, then over US Hwy 62 to Frewsburg, NY, then over NY Hwy 60 to Jamestown, NY, then over NY Hwy 17 to Kennedy, then over US Hwy 62 to Buffalo, and return over the same routes, (c) from Baltimore to Wayland, NY, as specified above, then over NY Hwy 245 to Dansville, NY, then over NY Hwy 36 to Greigsville, NY, then over NY Hwy 63 to Pavilion, NY, then over NY Hwy 19 to Pavilion Center, NY, then over US Hwy 20 to Buffalo (also from Pavilion, NY, over NY Hwy 63 to Batavia, NY, then to Buffalo as specified above), and return over the same routes, (d) from Baltimore over US Hwy 1 to Philadelphia, PA, then over US Hwy 309 to Wilkes-Barre, PA, then over US Hwy 11 to Syracuse, NY, then over NY Hwy 5 to Elbridge, NY, then over NY Hwy 31C to Jordan, NY, then over NY Hwy 31 to Rochester, NY, then over NY Hwy 33 via Batavia, NY to Buffalo (also from Syracuse, NY, over NY Hwy 5 to Batavia, NY, then to Buffalo as specified above), and return over the same routes, (3) between Binghamton and Endicott, NY, over NY Hwy 17C. Service is authorized to and from the intermediate and off-route points of York, Lancaster, Landisville, and Steelton, PA, Kearny and Trenton, NJ, those in Chester, Delaware, Montgomery, Philadelphia, and Bucks Counties, PA, and New Castle County, DE, those in NJ on and south of US Hwy 30, those in NJ within 45 miles of Kennett Square, PA, Harrisburg, PA, and those on the regular routes between Harrisburg and Buffalo, NY, restricted to traffic moving to or from points in that part of NY on and west of a line beginning at the NY-PA State line and extending along US Hwy 15 to Springwater, NY, then along NY Hwy 15A to Rochester; points in the Washington, DC., Commercial Zone, as defined by the Commission in 3 M.C.C. 243, those within eight miles of Baltimore, and those in the NY territory specified above, without restriction; except that service is not authorized on the regular routes between points in MD, PA, and DC. (II) Regular routes: (A) *general commodities*, (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, films and articles aassociated with the exhibtion of motion pictures, as described in the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, commodities in bulk, and those requiring special equipment), (1) between Painted Post, and Syracuse, NY, serving no intermediate points, from Painted Post, over NY Hwy 17 to junction NY Hwy 13, then over NY Hwy 13 to junction NY Hwy 281, then over NY Hwy 281 to Tully, NY, then over US Hwy 11 to Syracuse, and return over the same route, (2) between Corning and Seneca Falls, NY, over NY Hwy 414, serving no intermediate points, but serving Corning for purpose of joinder only, (3) between Watkins Glen and Syracuse, NY, serving no intermediate points, but serving Watkins Glen for purpose of joinder only, from Watkins Glen over NY Hwy 14 to junction Interstate Hwy 90, then over Interstate Hwy 90 to Syracuse, and return over the same route, (4) between junction NY Hwys 5 and 90 and Montezuma, NY, over NY Hwy 90, serving no intermediate ponts, (5) between Weedsport, NY and junction NY Hwys 31B and 5, over NY Hwy 31B, serving no intermediate points, restricted in Section (II) above to traffic moving between Painted Post, NY, and Syracuse, NY, and points beyond, (6) between Rochester and Syracuse, NY, serving all intermediate points, from Rochester over US Hwy 15 to junction NY Hwy 5 (also from Rochester over NY Hwy 15A to junction NY Hwy 5), then over NY Hwy 5 to Syracuse, and return over the same routes, (7) between Rochester, NY, and junction NY Hwys 96 and 5, serving all intermediate points, from Rochester over NY Hwy 252 to junction NY Hwy 96, then over NY 96 to junction NY Hwy 5, and return over the same route, (8) between Rochester, NY, and junction NY Hwys 31C and 5, serving all intermediate points, from Rochester over NY Hwy 31 to junction NY Hwy 31C, then over NY Hwy 31C to junction NY Hwy 5, and return over the same route, (9) between Rochester and Syracuse, NY, serving all intermediate points, from Rochester over US Hwy 104 to Oswego, NY, then over NY Hwy 48 (also Oswego over NY Hwy 57) to Syracuse, and return over the same route, (10) between junction US Hwy 104 and NY Hwy 370, over NY Hwy 370, serving all intermediate points. Restriction: The authority granted in the five routes next above in Section (II) is restricted to traffic from, to, or through Syracuse or Rochester, NY. (B) *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 Kennett Square, PA, and Baltimore, MD, over US Hwy 1, serving intermediate and off-route points within 15 miles of Kennett Square. Restriction: The authority granted in Section (II) shall not be severable, by sale or otherwise, from the irregular-route authority contained in Section (III). (III) Irregular routes: (A *mushrooms*, and *mushroom grower's supplies*, from points in that part of PA, DE, and MD bounded by a line beginning at Philadelphia, PA, and extending along the Delaware River to Delaware City, DE, then in a southwesterly direction through Summit Bridge, DE, and Chase, MD, to Baltimore, MD, then in a northwesterly direction through Manchester and Melrose, MD, to Bandanna, PA, then in a northeasterly direction through Keys and Safe Harbor, PA, to Honey Brook, PA, and then east through Conshohocken, PA, to point of beginning, including the points specified, to Chicago, IL, Boston, MA, New Haven, CT, Providence, RI, Newark and Camdem, NJ, New York, Rochester and Buffalo, NY, Baltimore, MD, Philadelphia, PA, and DC, (B) *greenhouse products*, from points in the above-specified origin territory to New York, NY, Baltimore, MD, Providence, RI, Boston, MA, New Haven, CT, Philadelphia, PA, Newark, NJ, and DC, (C) *agricultural commodities*, from points in the above-specified origin territory to New York, NY, Baltimore, MD, Providence, RI, Philadelphia, PA, Newark, NJ, and DC, (D) *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 Kennett Square, PA, and points within 15 miles thereof, on the one hand, and, on the other, New York, NY, (E) *general commodities*, (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, films and articles associated with the exhibition of motion pictures, as described in the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766,

commodities in bulk, and commodities requiring special equipment), between Syracuse, Rochester, Buffalo, Albany, and Watervliet, NY, on the one hand, and, on the other, points in NY. Restriction: Carrier shall not, pursuant to the irregular-route authority contained in Section (III), transport shipments moving between any points authorized in Section (II) to be served by it in regular-route operations. MC–65580 Sub 4, authorizes transportation, over regular routes, of (A) *general commodities,* (except those of unsual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Northumberland and Williamsport, PA, over PA Hwy 14, and all intermediate points, restricted to traffic moving to or from points in NY on and west of a line beginning at the NY-PA State line and extending along US Hwy 15 to Springwater, NY, and then along NY Hwy 15A to Rochester, NY, (B) *general commodities,* with the above-specified exceptions, over alternate routes for operating convenience only in connection with carrier's regular routes operations. (1) between Harrisburg and Amity Hall, PA, over US Hwy 22, with service at Amity Hall for the purpose of joinder only, (2) between junction US Hwys 11 and 15 near Shamoken Dam and Williamsport, PA, over US Hwy 15, with service at junction US Hwys 11 and 15 for the purpose of joinder only, (3) between Lemoyne, PA and junction US Hwys 11 and 22, over US Hwy 11, with service at Lemoyne and junction US Hwys 11 and 22 for the purpose of joinder only, (4) between Clarks Ferry and Northumberland, PA, over PA Hwy 14, with service at Clarks Ferry for the purpose of joinder only, (5) between Downingtown and Philadelphia, PA, over US Hwy 30, (6) between Gap, PA, and junction PA Hwy 41 and US Hwy 1, near Avondale, PA, over PA Hwy 41, (7) between Mansfield and Port Allegany, PA, over US Hwy 6, (8) between Coudersport, PA, and Ceres, NY, from Coudersport over PA Hwy 44 to the PA–NY State line, then over unnumbered Hwy to Ceres, and return over the same route, (9) between Port Allegany, PA, and junction NY Hwys 16 and 17, from Port Allegany over PA Hwy 155 to junction PA Hwy 446, then over 446 to the PA–NY State line, and then over NY Hwy 16 to junction NY Hwy 17, and return over the same route. MC–65580 Sub 7 authorized transportation as follows: *printed matter,* serving the facilities of the Haynes Lithograph Company at Rockville, MD, as an off-route point for pick-up only in connection with carrier's authorized regular-route operations from Baltimore, MD, to Philadelphia, PA, and from Baltimore, MD, to Buffalo, NY, restricted against service from the named facility to points on carrier's regular routes in MD, PA, and DC. MC–65580 Sub 10 authorized transportation over regular routes, of (A) *general commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), (1) between Buffalo, NY and Erie, PA, serving all intermediate points, (a) from Buffalo over US Hwy 62 to junction US Hwy 20, then over US Hwy 20 to Erie, and return over the same route, (b) from Buffalo over NY Hwy 5 to the NY-PA State line, then over PA Hwy 5 to Erie, and return over the same route, (2) between Dunkirk, NY and Warren, PA, serving all intermediate points, and the off-route points of Falconer, Lakewood, Blockville, Stockton, South Stockton, and Centralia, NY, from Dunkirk over NY Hwy 60 to Frewsburg, NY, then over US Hwy 62 to Warren, and return over the same route, and (B) *oil and grease in* containers, from Bradford, PA, to Dunkirk, NY, serving no intermediate points, from Bradford over US Hwy 219 to junction NY Hwy 17, then over NY Hwy 17 to Falconer, NY, then over unnumbered Hwy to Kimbell Stand, and then over NY Hwy 60 to Dunkirk, and return over the same route, MC–65580 Sub 13 authorizes *general commodities,* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Syracuse, NY, as an intermediate point in connection with carrier's regular-route operations between Baltimore, MD, and Buffalo, NY, authorized in Corrected Certificate No. MC–65580. MC–65580 Sub 15 authorizes transportation as follows: (A) *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) from Lancaster, PA, over PA Hwy 501 to junction unnumbered Hwy (near Reistville, PA), then over unnumbered Hwy to Richland, PA, and return over the same route, (2) between Lancaster and Lebanon, PA, serving all intermediate points, from Lancaster over PA Hwy 72 to junction unnumbered Hwy (formerly portion PA Hwy 72), then over unnumbered Hwy to Lebanon, and return over the same route, (3) between Lancaster and Palmyra, PA, serving all intermediate points, (a) from Lancaster over US Hwy 230 to Elizabethtown, PA, then over PA Hwy 743 via Deodate, PA, to junction unnumbered Hwy (near Hershey, PA), then over unnumbered Hwy to Hershey, PA, and then over US Hwy 422 to Palmyra, and return over the same route, (b) from Lancaster to Deodate, PA, as specified above, then over PA Hwy 743 to junction PA Hwy 117, then over PA Hwy 117 to Palmyra, and return over the same route, (4) between Lancaster and Columbia, PA, over US Hwy 30, serving all intermediate points, (5) between specified PA points, serving all intermediate points, as follows: (a) from Lancaster over PA Hwy 999 to Millersville, and return over the same route, (b) from Lancaster over PA Hwy 340 to Intercourse, and return over the same route, and (c) from Lancaster over PA Hwy 340 to junction unnumbered Hwy, then over unnumbered Hwy to Paradise, and return over the same route, (6) between Lancaster, PA, and Camden, NJ, serving all intermediate points, and the off-route point of Pomeroy, PA, from Lancaster over US Hwy 30 to junction Business Route US Hwy 30, then over Business Route US Hwy 30 to junction US Hwy 30, then over US Hwy 30 to Camden, and return over the same route, (7) between Downingtown, PA, and Camden, NJ, over US Hwy 30, serving all intermediate points, and the off-route point of Pomeroy, PA, (8) between Lancaster, and Honey Brook, PA, serving all intermediate points, and the off-route point of Pomeroy, PA, (a) from Lancaster over US Hwy 30 to junction PA Hwy 897, then over PA Hwy 897 to junction PA Hwy 340, then over PA Hwy 340 to junction unnumbered Hwy (formerly portion PA Hwy 282), then over unnumbered Hwy to junction PA Hwy 10, then over PA Hwy 10 to Honey Brook, and return over the same route, (b) from Lancaster over US Hwy 30 to junction PA Hwy 10, then over PA Hwy 10 to Honey Brook, and return over the same route, (9) between Lancaster and Reading, PA, over US Hwy 222, serving all intermediate points, and the off-route point of Denver, PA, (10) between Lancaster, and Myerstown and Richland, PA, over PA Hwy 501, serving all intermediate points, (11) between Lancaster, and Reading, PA, over US Hwy 222, serving all intermediate points, and the off-route point of Denver, PA, and (12) between Lancaster, and Myerstown and Richland, PA, serving all intermediate points, (a) from Lancaster over PA Hwy 501, to Myerstown, and return over the same

route, (b) from Akron over unnumbered Hwy to Rothsville, then over PA Hwy 772 to Lititz, and return over the same route, (c) from Brickerville, over US Hwy 322 to junction unnumbered Hwy (near Hershey), then over unnumbered Hwy to Hershey, and return over the same route, (d) from Schaefferstown over PA Hwy 897 to Lebanon, and return over the same route, and (e) from Richland over unnumbered Hwy to junction US Hwy 422, then over US Hwy 422 to Palmyra, and return over the same route, irregular routes: (A) *general commodities,* (except those of unusual value, livestock, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), (1) between points in Lancaster County, PA, on the one hand, and, on the other, Baltimore, MD, Philadelphia, PA, and points in DE (except those is Sussex County, DE). Restriction: The authority to operate between points in Lancaster, PA, on the one hand, and, on the other, Philadelphia, PA shall be restricted against the transportation of freight originating at Lancaster, PA, or points in Lancaster County east of Lancaster on US Hwy 30, and destined to Philadelphia, PA, and points in the Philadelphia, commercial zone within the commercial zone of Camden, NJ, and freight originating in Philadelphia, PA, and points in the Philadelphia, PA commercial zone within the commerical zone of Camden, NJ and destined to Lancaster, PA, or points in Lancaster County east of Lancaster on US Hwy 30, (2) from Akron over unnumbered Hwy to Rothsville, then over PA Hwy 772 to Lititz, and return over the same route, (3) from Brickerville over US Hwy 322 to junction unnumbered Hwy (near Hershey), then over unnumbered Hwy to Hershey, and return over the same route, (4) from Schaefferstown over PA Hwy 897 to Lebanon, and return over the same route, and (5) from Richland over unnumbered Hwy to junction US Hwy 422, then over US Hwy 422 to Palmyra, and return over the same route, irregular routes: (B) *general commodities,* (except those of unusual value, livestock, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment),
between points in Lancaster County, PA, on the one hand, and, on the other, Baltimore, MD, Philadelphia, PA, and points in DE (except those in Sussex County, DE). MC–65580 Sub 16 authorizes transportation, as follows: Regular routes: (A) *general commodities,* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) serving the facility of PPG Industries, Inc., at or near Kebert Park, Greenwood Township, Crawford County, PA, as an off-route point in connection with carrier's regular-route operations to and from Pittsburgh, PA, authorized herein, (2) between Pittsburgh and Eire, PA, over US Hwy 19, (3) between Mercer, and Erie, PA, from Mercer over PA Hwy 58 to Greenville, PA, then over PA Hwy 18 to Hartstown, PA, then over US Hwy 322 to junction PA Hwy 18 east of Conneaut Lake, PA, then over PA Hwy 18 to Albion, PA, then over US Hwy 6N to Lundys Lane, PA, then over PA Hwy 18 to junction US Hwy 20 near Girard, PA, then over US Hwy 20 to Erie, and return over the same route, (4) between Harlansburg, and Mercer, PA, from Harlansburg over PA Hwy 108 via Slippery Rock, PA, to junction PA Hwy 8 near Forestville, PA, then over PA Hwy 8 to Harrisville, PA, then over PA Hwy 58 via Grove City, PA, to Mercer, and return over the same route (5) between Conneaut Lake, and Meadville, PA, over US Hwy 6, serving all intermediate points on the above-specified routes, except that service is not authorized between Pittsburgh and Portersville, PA, between Meadville and Eire, PA, or between intermediate points on those segments, or between points on US Hwy 20, and serving the off-route point of North East, PA, restricted to transportation of shipments moving to and from points located on the above-described route, over US Hwy 19, between Pittsburgh and Eire, PA, (6) between Cleveland, OH, and Grove City, PA, serving the intermediate points of Warren, OH, and those in PA, from Cleveland over US Hwy 422 to Warren, OH, then over OH Hwy 82 to the OH–PA State line, then over US Hwy 62 to Mercer, PA, and then over PA Hwy 58 to Grove City, and return over the same route, (7) between Cleveland, OH, and Oil City, PA, serving the intermediate points of Warren, OH, and those in PA, from Cleveland over US Hwy 422 to Parkman, OH, then over OH Hwy 88 to the OH–PA State line, then over PA Hwy 358 to Greenville, PA, then continuing over PA Hwy 358 to Sandy Lake, PA, (formerly shown as over Alternate US Hwy 322), and then over US Hwy 62 to Oil City, and return over the same route, (8) between Pittsburgh, PA, and Bradford, PA, serving the intermediate points south of Slippery Rock, PA, restricted to south-bound traffic only; and all other intermediate points without restriction, from Pittsburgh over PA Hwy 8 via Stone House, PA, to junction PA Hwy 173, then over PA Hwy 173 to Slippery Rock, PA, then over PA Hwy 108 to junction PA Hwy 8, then over PA Hwy 8 via Harrisville, Franklin, and Oil City, PA, to Titusville, PA, then over PA Hwy 27 via Pleasantville, PA, to Pitsfield, PA, then over US Hwy 6 via Youngsville, PA, to Warren, PA, then over PA Hwy 59 to Marshburg, PA, then over unnumbered Hwy (formerly portion PA Hwy 59) to Custer City, PA, and then over US Hwy 219 to Bradford, and return over the same route, (9) between Titusville, PA, and Union City, PA, over PA Hwy 8 serving all intermediate points, (10) between Warren, PA, and junction US Hwy 62 and the PA–NY State line, over US Hwy 62, serving all intermediate points, (11) between Grove City, and Emlenton, PA, serving all intermediate points, from Grove City over PA Hwy 58 to Harrisville, PA, then over PA Hwy 58 (formerly PA Hwy 338) to Knox, PA, then over PA Hwy 208 to Shippenville, PA, then over US Hwy 322 to Brookville, PA, then over PA Hwy 28 to New Bethlehem, PA, then over PA Hwy 861 to Rimersburg, PA, then over PA Hwy 68 to junction PA Hwy 268, and then over PA Hwy 268 to Emlenton, and return over the same route, (12) between Harrisville and Grove City, PA, serving all intermediate points, from Harrisville over PA Hwy 8 to Butler, PA, then over PA Hwy 68 to Rochester, PA, then over PA Hwy 18 to Beaver Falls, PA, then over unnumbered Hwy to junction PA Hwy 65, then over PA Hwy 65 via Frisco, PA, to Ellwood City, PA, then over PA Hwy 288 to Wampun, PA, then over PA Hwy 18 to junction PA Hwy 168, then over PA Hwy 168 via West Pittsburgh, PA, to New Castle, PA, then over PA Hwy 18 to junction PA Hwy 158, then over PA Hwy 158 to New Wilmington, PA, then over PA Hwy 208 to Volant, PA, and then over PA Hwy 168 via Leesburg, PA, to junction PA Hwy 208, and then over PA Hwy 208 to Grove City, and return over the same route, (13) between Titusville, and Cambridge Springs, PA, serving all intermediate points, from Titusville over PA Hwy 8 to Hydetown, PA, then over PA Hwy 408 to Cambridge Springs, and return over the same route, (14) between junction PA Hwys 127 and 227 and junction US Hwys 6 and 6N, serving all intermediate points, from junction PA Hwys 127 and 227 over PA Hwy 227 via Neiltown, PA, to Pleasantville, PA, then over PA Hwy 27 via Titusville, PA, to Meadville, PA, and then over US Hwy 6 to junction US Hwy 6N, and return over

the same route, (15) between Conneaut Lake, and Pittsfield, PA, serving all intermediate points, from Conneaut Lake over PA Hwy 18 to Albion, PA, then over US Hwy 6N to junction US Hwy 6, and then over US Hwy 6 to Pittsfield, and return over the same route, (16) between Conneaut Lake and Linesville, PA, over US Hwy 6, serving all intermediate points, (17) between Mercer and Franklin, PA, serving all intermediate points from Mercer over PA Hwy 58 to Jamestown, PA, then over US Hwy 322 to Franklin, and return over the same route, (18) between Mercer and Youngsville, PA, serving all intermediate points, from Mercer over US Hwy 62 to junction US Hwy 6, just east of Irvine, PA, then over US Hwy 6 to Youngsville, and return over the same route, (19) between Meadville and Spartanburg, PA over PA Hwy 77, serving all intermediate points, (20) between Grove City and Cochranton, PA, over PA Hwy 173, serving all intermediate points, (21) between West Hickory and Tidioute, PA, over PA Hwy 127, serving all intermediate points, (22) between Shippenville, and Tionesta, PA, serving all intermediate points, from Shippenville over PA Hwy 208 (formerly portion PA Hwy 66) to junction PA Hwy 36 (formerly portion PA Hwy 66), then over PA Hwy 36 to Tionesta, and return over the same route, (23) between Marienville and Rimersburg, PA, over PA Hwy 68, serving all intermediate points, (24) between Butler and Eau Claire, PA, over PA Hwy 38, serving all intermediate points, (25) between Sharon, and Hartstown, PA, serving all intermediate points, from Sharon over PA Hwy 518 to junction PA Hwy 18, then over PA Hwy 18 to Hartstown, and return over the same route, serving the off-route points of Adamsville, Annandale, Atlantic, Beaver Center, Boyers, Callensburg, Cooperstown, Crossingville, Dempseytown, Euclid, Fredonia, Geneva, Guys Mills, Hadley, Kellettville, Kennard, Mayburg, Mosiertown, Nickleville, Rockland, Seneca, Venus, West Sunbury, and Woodcock, PA, in connection with the 15 next above-specified routes, (26) between Bradford and Farmers Valley, PA, over PA Hwy 46, serving all intermediate points, (27) between Oil City and Philipsburg, PA, serving all intermediate points and the off-route points of Brockway, Falls Creek, and DuBois, PA, from Oil City over PA Hwy 257 to Cranberry, PA, then over US Hwy 322 to Philipsburg, and return over the same route, irregular routes: (A) *petroleum products*, in containers, from Rouseville, PA, to Medina, Lima, Dayton, and Columbus, OH, (B) *empty petroleum-products containers* and *returned petroleum products*, from Medina, Lima, Dayton, and Columbus, OH, to Rouseville, PA, and (C) *steel castings*, between Grove City, PA, and Mount Vernon, OH, restricted against serving points located north of US Hwy 6 and 6N in Erie County, PA, on the one hand, and, on the other, Warren and Cleveland, OH, and the commercial zones thereof, as defined by the Commission. MC–65580 Sub 17 authorizes transportation as follows: Alternate routes for operating convenience only: *general commodities*, (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Erie, PA, and Cleveland, OH, in connection with carrier's regular-route operations, serving no intermediate points, and serving Erie, PA, for purposes of joinder only, from Erie over US Hwy 19 to junction Interstate Hwy 90, then over Interstate Hwy 90 to Cleveland, and return over the same route. MC–65580 Sub 19 authorizes transportation as follows: (A) *general commodities*, (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, intoxicating liquors, commodities in bulk, and commodities requiring special equipment), (1) between New York, NY, and Allentown, PA, as follows: (a) from New York over US Hwy 1 to Newark, NJ, then over US Hwy 22 to Allentown, and return over the same route, and (b) from New York over US Hwy 1 to Elizabeth, NJ, then over NJ Hwy 28 to junction US Hwy 22, and then over US Hwy 22 to Allentown, and return over the same route, (2) between Easton and Philadelphia, PA, over US Hwy 611, service is authorized to and from all intermediate points on the above-specified routes; and the off-route points of Flemington, Quakertown, Milford, Alpha, Hampton, Broadway, Oxford, Bridgeville, Great Meadows, Stanhope, Columbia, Andover, Paulina, Baptistown, Everittstown, Finesville, High Bridge, Asburg, Washington, Belvidere, Townsbury, Delaware, Allamuchy, Hainesburg, Blairstown, Marksboro, Frenchtown, Pittstown, Riegelsville, Califon, Stewartsville, Port Murray, Buttzville, Hackettstown, Hope, Tranquility, Johnsonbury, Jacksonburg, Newton, Allerton, Anderson, Beattystown, Carpentersville, Change Water, Glen Gardner, Harmony, Hazen, Hoffmans, Hughesville, Jutland, Karrsville, Little York, Long Valley, Ludlow, Martins Creek, Middle Valley, Mt. Pleasant, Mt. Herman, Mountain Lakes, New Village, Pattenburg, Penwell, Pequest, Polkville, Port Colden, Port Warren, Rockport, Springtown, Stanton, Stephensburg, Still Valley, Three Bridges, Vail, Vernoy, Vienna, Walnut Valley, Netcong, and East Highbridge, NJ, Stroudsburg, Saylorsburg, Bangor, Martins Creek, Riegelsville, Delaware Water Gap, Mt. Bethel, Wind Gap, Stockertown, Kintersville, Portland, Pen Argyl, Belfast, Nazareth, Springtown, Hellertown, Bath, Treschlers, Moorestown, Catasauqua, Chapman's, Quarry, Walnutport, Danielsville, Northampton, Beersville, Berlinsville, Kunkletown, Ackermanville, Aluta, Butztown, Cherry Hill, Clearfield, Daniels Quarries, Durham, East Bangor, Edelman, Factoryville, Flicksville, Freemansburg, Gruvertown, Hecktown, Johnsonville, Kriedersville, Kresslerville, Laurys, Mauch Chunk, Weissport, Newburgh, Niskey, Plainfield, Raubsville, Redington, Richmond, Rivertown, Roseto, Slateford, Stone Church, Tatamy, Upper Black Eddy, Wagnersville, East Stroudsburg, Coplay, Fullerton, Hokendauqua, Lehighton and Palmerton, PA; and those within 15 miles of Newark, NJ, (B) *meats, packinghouse products*, and *canned goods*, from Wilkes-Barre and Scranton, PA, to Phillipsburg, NJ, and (C) *machinery, and machine parts*, between Easton, PA, and Phillipsburg, NJ, on the one hand, and, on the other, points in NY, NJ, and PA. MC–65580 Sub 24F authorizes transportation, over regular routes, of *general commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between New York, NY, (except Yonkers, NY) and junction US Hwy 130 and NJ Hwy 73, from New York over Interstate Hwy 95 to junction US Hwy 1, then over US Hwy 1 to junction US Hwy 130, then over US Hwy 130 to junction NJ Hwy 73, and return over the same route, (2) between junction US Hwy 130 and NJ Hwy 73 and junction US Hwy 130 and NJ Hwy 70, over US Hwy 130, (3) between junction US Hwy 130 and NJ Hwy 70 and Philadelphia, PA, from junction US Hwy 130 and NJ Hwy 70 over US Hwy 130 to junction US Hwy 30, then over US Hwy 30 to Philadelphia, and return over the same route, (4) between junction US Hwy 130 and NJ Hwy 73 and Philadelphia, PA, over NJ Hwy 73, (5) between junction US Hwy 130 and NJ Hwy 70 and Philadelphia, PA, over NJ Hwy 70, (6) between New York, NY, (except Yonkers, NY) and junction NJ Hwy 17 and Interstate Hwy 80, from New York

over US Hwy 1 to junction NJ Hwy 3, then over NJ Hwy 3 to junction NJ Hwy 17, then over NJ Hwy 17 to junction Interstate Hwy 80, and return over the same route, (7) between junction NJ Hwy 17 and Interstate Hwy 80 and junction NJ Hwys 17 and 4, over NJ Hwy 17, (8) between junction NJ Hwys 17 and 4 and junction NJ Hwy 17 and US Hwy 202, over NJ Hwy 17, (9) between New York, NY, (except Yonkers, NY) and junction Interstate Hwy 80 and NJ Hwy 17, from New York over Interstate Hwy 95 to junction Interstate Hwy 80, then over Interstate Hwy 80 to junction NJ Hwy 17, and return over the same route, (10) between New York, NY, (except Yonkers, NY) and junction NJ Hwy 17 and 4, from New York over Interstate Hwy 95 to junction NJ Hwy 4, then over NJ Hwy 4 to junction NJ Hwy 17, and return over the same route, and (11) between junction NJ Hwy and US Hwy 202 and West Mahwah, NJ, over US Hwy 202, serving, in (1) through (11) inclusive, all intermediate points and those off-route points in that part of NJ and PA bounded by a line, including points on the line described as beginning at the intersection of the NJ–NY State line with the Hudson River, then west along the NJ–NY State line to junction US Hwy 202, then south along US Hwy 202 to junction US Hwy 46, then west along US Hwy 46 to junction US Hwy 206, then south along US Hwy 206 to Trenton, NJ, then south along US Hwy 1 to Philadelphia, PA, then across the Delaware River to Camden, NJ, then south along the east bank of the Delaware River to Penns Grove, NJ, then north along US Hwy 130 to junction Alternate US Hwy 130 (formerly NJ Hwy 44), then north along Alternate US Hwy 130 to Paulsboro, NJ, then north along Interstate Hwy 295 to junction County Road 534, then east along County Road 534 to junction US Hwy 206, then north along US Hwy 206 to junction County Road 537, then east along County Road 537 to junction NJ Hwy 33, and then east along NJ Hwy 33 to the Atlantic Ocean. MC–65580 Sub 25F authorizes transportation, over regular routes, of general commodities (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Bethlehem and Irwin, PA, from Bethlehem over Interstate Hwy 78 to junction Interstate Hwy 81, then over Interstate Hwy 81 to junction Interstate Hwy 76, then over Interstate Hwy 76 to Irwin, and return over the same route, serving no intermediate points, (2) between Philadelphia, PA, and junction Interstate Hwys 76 and 81, at or near Middlesex, PA, (a) from Philadelphia over US Hwy 1 to junction Interstate Hwy 276, then over Interstate Hwy 276 to junction Interstate Hwys 76 and 81, and return over the same route, serving no intermediate points, and serving junction Interstate Hwys 76 and 81 for purpose of joinder only, (b) from Philadelphia over US Hwy 30 to junction PA Hwy 283, then over PA Hwy 283 to junction Interstate Hwy 76, and return over the same route, serving no intermediate points, and serving junction Interstate Hwys 283 and 76 for purpose of joinder only, (3) between York and Irwin, PA, over US Hwy 30, (4) between Kennett Square and York, PA, from Kennett Square over PA Hwy 82 to junction US Hwy 30, then over US Hwy 30 to York, and return over the same route, serving no intermediate points, and serving York for purpose of joinder only, (5) between Kennett Square, PA and junction US Hwy 30 and PA Hwy 41, at or near Gap, PA, from Kennett Square over US Hwy 1 to junction PA Hwy 41, then over PA Hwy 41 to junction US Hwy 30, and return over the same route, serving junction US Hwy 30 and PA Hwy 41, for purpose of joinder only, (6) between Allentown, and Philipsburg, PA, from Allentown over PA Hwy 309 to junction Interstate Hwy 80, then over Interstate Hwy 80 to junction PA Hwy 879, then over PA Hwy 879 to junction US Hwy 322, then over US Hwy 322 to Philipsburg, and return over the same route, serving no intermediate points, (7) between Harrisburg, PA, and Hagerstown, MD, over Interstate Hwy 81. MC–65580 Sub 27F authorizes transportation, over regular routes, of *general commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Cleveland, OH, and junction Interstate Hwy 90 and OH–IN State line, over Interstate Hwy 90, (2) between Cleveland, OH, and junction Interstate Hwy 71 and OH–KY State line, over Interstate Hwy 71, (3) between Cleveland, OH and junction Interstate Hwy 77 and OH–WV State line over Interstate Hwy 77, (4) between Elyria, OH, and junction Interstate Hwy 80 and OH–PA State line, over Interstate Hwy 80, (5) between Toledo, OH and OH–KY State line, (a) over Interstate Hwy 75 and (b) over US Hwy 23, (6) between junction US Hwy 30 and OH–WV State line and junction US Hwy 30 and OH–IN State line, over US Hwy 30, (7) between Cincinnati, OH and junction US Hwy 50 and OH–WV State line, over US Hwy 50, (8) between Cincinnati, OH, and junction US Hwy 127 and OH–MI State line, over US Hwy 127, (9) between junction US Hwy 224 and OH–PA State line and junction US Hwy 224 and OH–IN State line, over US Hwy 224, (10) between Cincinnati, OH, and junction US Hwy 22 and junction US Hwy 22 and OH–PA State line, over US Hwy 22, (11) between Columbus, and Athens, OH, over US Hwy 33, (12) between Bridgeport, OH, and junction Interstate Hwy 70 and OH–IN State line, over Interstate Hwy 70, (13) between Cambridge, OH and Bridgeport, OH, over US Hwy 40, (14) between Cleveland, OH and OH–PA State line, (a) over Interstate Hwy 90, and (b) over US Hwy 422, (15) between Ashtabula and Youngstown, OH, over OH Hwy 11, and (16) between Pittsburgh, PA and junction Interstate Hwy 70 and WV–OH State line, from Pittsburgh over Interstate Hwy 279 to junction Interstate Hwy 79, then over Interstate Hwy 79 to junction Interstate Hwy 70, then over Interstate Hwy 70 to WV–OH State line, and return over the same route, as an alternate route for operating convenience only, and serving all intermediate points and all off-route points in OH in (1) through (14) above, restricted against the transportation of traffic moving (a) between points in MI, on the one hand, and, on the other, points in OH, (b) between Toledo, OH, on the one hand, and, on the other, points in OH, for shipments having a prior or subsequent movement by water or rail, and (c) between Toledo Harbor Warehouse, on the one hand, and, on the other, points in OH.

By the instant petition, petitioner seeks to consolidate the above certificates and add the following authority, *general commodities*, (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment) serving Prince Georges, Anne Arundel, Montgomery, Howard, Baltimore, Frederick, Carroll, Allegany, Harford, Cecil, Dorchester, Wicomico and Washington Counties, MD; Fairfax, Prince William and Arlington Counties, VA, Hancock, Brooke, Ohio, and Marshall; Counties, WV, and points in DE, NJ, NY, and PA as off-route points in connection with carrier's regular-route operations.

MC 71593 (Subs 9, 16 and 22) (M1F) (notice of filing of petition to modify certificates), filed April 28, 1980. Petitioner: FORWARDERS TRANSPORT, INC., 1608 E. Second St., Scotch Plains, NJ 07076. Representative: David W. Swenson (same address as

applicant). Petitioner holds motor *common carrier* certificates in (1) MC–71593 Sub 9, issued July 11, 1979; (2) MC–71593 Sub 16, issued February 11, 1980, and (3) MC–71593 Sub 22, issued February 11, 1980, authorizing transportation in interstate or foreign commerce, over irregular routes, (1) *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 Boston and Springfield, MA, New Haven, CT, New York, NY, Philadelphia, PA, Baltimore, MD, Chicago, IL, Milwaukee, WI, Memphis, TN, and St. Louis, MO, on the one hand, and, on the other, Los Angeles and San Francisco, CA, Phoenix, AZ, Reno, NV, Seattle, WA, and Portland, OR, restricted to the transportation of traffic moving on freight forwarder bills of lading. (2) *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), which are at the time moving on bills of lading of freight forwarders under 49 U.S.C. § 10102 (8) between New Haven, CT, Chicago, IL, Baltimore, MD, Boston and Springfield, MA, St. Louis, MO, New York, NY, Philadelphia, PA, Memphis, TN, and Milwaukee, WI, on the one hand, and, on the other, Denver, CO, Las Vegas, NV, and Salt Lake City, UT. (3) *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 New Haven, CT, Chicago, IL, Baltimore, MD, Boston and Springfield, MA, New York, NY, and Philadelphia, PA, on the one hand, and, on the other, Minneapolis, MN, and Kansas City, MO, and (2) between Kansas City and St. Louis, MO, restricted in (1) and (2) above to the transportation of traffic moving on freight forwarder bills of lading as defined in 49 U.S.C. 10102(8) (formerly Section 402(a)(5) of the Interstate Commerce Act). By the instant petition, petitioner seeks to modify the authority as follows: change the authorities to read points in states instead of cities: example: Sub 9—reads Boston and Springfield, MA, New Haven, CT, . . . change this to read—points in MA, CT, . . .

MC 108393 (Sub-142) (MIF) (correction) (notice of petition for modification of permit), filed March 28, 1980, published in **Federal Register**, issues of May 7 and May 22, 1980, and corrected, this issue. Petitioner: SIGNAL DELIVERY SERVICE, INC., 201 East Ogden Avenue, Hinsdale, IL 60521. Representative: Edward F. Schiff, 1333 New Hampshire Ave, NW., Washington, DC 20036.

Note.—On May 7, 1980, the above-entitled petition for modification was published in the Federal Register. Inadvertently, the same petition was published in the Federal Register of May 22, 1908. May 7, 1980 is the proper publication date. All petitions filed pursuant to the May 22, 1980 Federal Register will be disregarded.

MC 119293 (Sub-5) (MIF) (notice of filing of petition to modify certificate), filed June 4, 1979. Petitioner: DIAL TRANSFER INCORPORATED, 756 North Fourth Street, Minneapolis, MN 55401. Representative: Samuel Rubenstein, 301 North Fifth St., Minneapolis, MN 55403. Petitioner holds a motor *common carrier* Certificate in MC-119293 Sub 5, issued September 26, 1973, to transport in interstate or foreign commerce, over irregular routes, *New furniture*, from St. Paul, Minn., to points in MN, ND, and SD, with no transportation for compensation on return except as otherwise authorized. Restriction: The operations authorized herein are restricted to the transportation of shipments having a prior movement by rail. By the instant petition, petitioner seeks to modify the authority to delete the restriction.

MC 123407 (Sub-134) (MIF) (notice of filing of petition for modification and interpretation), filed December 6, 1979, previously noticed in the FR issue of April 15, 1980. Petitioner: SAWYER TRANSPORT, INC., Sawyer Center, Route #1, Chesterton, IN 46304. Representative: H. E. Miller, Jr. (same address as applicant). Petitioner holds motor a *common carrier* authority in Certificate MC 123407 Sub 134, issued May 26, 1978, authorizing, as pertinent, transportation of *empty container*, between points in the United States (except AK and HI). By the instant petition, petitioner seeks an interpretation of the term "empty containers", and further seeks to add an additional commodity description to its present authority which would read as follow: "such commodities as are dealt in or used by manufacturers or distributors of containers (except commodities in bulk)".

Note.—The purpose of this republication is to change the word "and" to "or" in the commodity description sought to be added.

MC 123744 (Sub-25F)(M1F) (notice of filing of petition to modify Certificate), filed March 21, 1980. Petitioner: BUTLER TRUCKING COMPANY, a corporation, P.O. Box 88, Woodland, PA 16881. Representative: Dwight L. Koerber, Jr., 805 McLachlen Bank Bldg., 666 Eleventh St. N.W., Washington, DC 20001. Petitioner holds a motor *common carrier* authority in MC–123744 Sub 25F, issued September 16, 1977, authorizing the transportation of *refractory products*, (except in bulk in tank or hopper vehicles), from the plant site and shipping facilities of A. P. Green Refractories Co., in Philadelphia, PA., to points in AL, CT, DE, FL, GA, IL, IN, KY, LA, ME, MD, MA, MS, MO, NH, NJ, NY, NC, PA, RI, SC, TN, TX, VT, VA, WV, WI, and DC, with no transportation for compensation on return except as otherwise authorized. From the plant site and shipping facilities of Dolomite Brick Corporation of America, in York, PA, to points in AL, CT, DE, IL, IN, KY, LA, ME, MD, MA, MS, MO, NH, NJ, NY, NC, PA, RI, TN, VT, VA, WV, WI, and DC, with no transportation for compensation on return except as otherwise authorized. From the plant site and shipping facilities of Crescent Brick Company, Inc., Resco Products, Inc., and Blair Clay Products, in New Cumberland, WV, and Altoona, Norristown and Alexandria, PA, to points in AL, CT, DE, IL, IN, KY, LA, ME, MD, MA, MS, MO, NH, NJ, NY, NC, PA, RI, TN, VT, VA, WV, WI, and DC, with no transportation for compensation on return except as otherwise authorized. From the plant site and shipping facilities of Crescent Brick Company, Inc., at New Cumberland, WV, to points in FL, GA, SC, and TX, with no transportation for compensation on return except as otherwise authorized. Restriction: The operations authorized herein are restricted against the transportation of commodities moving to Canada. By the instant petition, petitioner seeks to modify the above Certificate by eliminating the plant site and deleting the restriction against handling traffic moving to Canada.

MC 130133 (M1F) (notice of filing of petition to modify license), filed April 28, 1980. Petitioner: BETTY'S TOURS, INC., 425 Mission St., San Francisco, CA 94105. Representative: Marshall G. Berol, Esq., 601 California St., Suite 1900, San Francisco, CA 94108. Petitioner holds a motor *common carrier* License in MC 130133, issued April 4, 1975, to transport in interstate or foreign commerce, over irregular routes, *Passengers and their baggage*, in round-trip, special and charter operations, beginning and ending at points in CA, and extending to points in AZ, CA, CO, ID, MT, NV, NM, OR, UT, WA, and WY. By the instant petition, petitioner wants to add Walnut Creek, Lafayette, and Concord, CA as additional points to operate as a broker.

MC 135078 (Sub-19 (M1F) and Sub-45 (M1F)) (notice of petition to modify certificates), filed March 21, 1980. Petitioner: AMERICAN TRANSPORT, INC., 7850 "F" St., Omaha, NE 68127. Representative: Arthur J. Cerra, 2100 TenMain Center, P.O. Box 19251, Kansas City, MO 64141. Petitioner holds motor *common carrier* certificates in (I) MC 135078 Sub 19, issued December 7, 1978, authorizing transportation over irregular routes, of (1) *such commodities* as are dealt in, sold, and used by retail department stores and mail order houses (except food-stuffs, plumbing fixtures and supplies, and commodities in bulk), and (2) *uncut piece goods* and *commodities* used in the manufacture of clothing, (a) from points in CT, ME, MA, and OH, and Haverhill, NH, Bayonne and Jersey City, NJ, East Aurora, Medina, and New York, NY, Philadelphia and Wilkes-Barre, PA, and East Warren, RI, to EL Dorado Springs, Kansas City, Lexington, and St. Louis, MO, restricted to traffic originating at the named origins and destined to the indicated destinations, and (b) from St. Louis, MO, to El Dorado Springs, Kansas City, and Lexington, MO, restricted to traffic destined to the indicated destinations; and (II) MC 135078 Sub 45F, issued October 5, 1979, authorizing transportation over irregular routes, of (1) *such commodities* as are dealt in or used by department stores and mail order house (except foodstuffs, plumbing fixtures, plumbing supplies, and commodities in bulk), and (2) *uncut piece goods* and *commodities* used in the manufacture of clothing, from points in NH, NJ, NY, and those in PA on and east of U.S. Hwy 15, to EL Dorado Spring, Kansas City, Lexington, and St. Louis, MO. By the instant petition, petitioner seeks to delete the restriction against the transportation of foodstuffs and plumbing fixtures and supplies from the commodity description in each of the above certificates.

Republications of Grants of Operating Rights Authority Prior to Certification

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 on or before July 11, 1980 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.

MC 142059 (Sub-29F) (republication), filed March 31, 1978, published in the **Federal Register** issue of June 22, 1978, and republished this issue. Applicant: CARDINAL TRANSPORT, INC., 1830 Mound Road, Joliet, IL 60436. Representative: Jack Riley, 1830 Mound Road, Joliet, IL 60436. A Decision of the Commission, Division 1, decided April 16, 1980, and served April 24, 1980, finds that the present and future public convenience and necessity require operations by applicant to operate as a *common carrier*, by motor vehicle, (A) in foreign commerce only, over irregular routes, transporting *general commodities* (except those of unusual value, commodities in bulk, in tank vehicles, new automobiles, bananas, and Classes A and B explosives), having a prior or subsequent movements by water, between ports of entry in the United States (except AK and HI), on the one hand, and, on the other, points in the United States (except AK and HI); and (B) in interstate or foreign commerce, over irregular routes, transporting *empty used containers, used trailers, and used trailer chassis* between ports in the United States (except AK and HI), on the one hand, and, on the other, points in the United States (except AK and HI). Restricted in (A) above (1) against the transportation of general commodities (except those requiring special equipment, foods, and food products), from points in CT, NJ, Chicago, IL, New York, NY, and points in the New York, NY commercial zone as defined by the Commission, and Philadelphia, PA, and points in the Philadelphia, PA commercial zone, as defined by the Commission, to Miami, FL, and points in the Miami, FL commercial zone as defined by the Commission; and (2) against the transportation of commodities which because of size or weight require the use of special equipment, (a) between points in DE, MD, NC, PA, VA, WV and the District of Columbia, and (b) between points in the six States named in (2)(a) above and the District of Columbia, on the one hand, and, on the other, points in NJ and NY, that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations. The purpose of this republication is to indicate applicant's actual grant of authority.

Broker, Water Carrier and Freight Forwarder Operating Rights Applications

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 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 an 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 of allegations phrased generally, protests not in reasonable compliance with the requirements of the rules may be rejected.

Permanent Authority Decisions Volume

Decision-Notice

Decided: May 23, 1980.

The following broker, freight forwarder or water carrier applications are governed by Special Rule 247 of the Commission's *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 notice of the application is published in the **Federal Register.** Failure to file a protest within 30 days will be considered as a waiver of opposition to the application. A protest under these rules shall comply with Rule 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, as specifically noted below), and specify with particularity the facts, matters, and things relied upon. The protest shall not include issues or allegations phrased

generally. A protestant shall include a copy of the specific portion of its authority which it believes to be in conflict with that sought in the application, and describe in detail the method—whether by joinder, interline, or other means—by which protestant would use this authority to provide all or part of the service proposed. 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. A copy shall be served concurrently upon applicant's representative, or upon applicant if no representative is named. If the protest includes a request for oral hearing, the request shall meet the requirements of section 247(e)(4) of the special rules and shall include the certification required in that section.

Section 247(f) provides, in part, that an applicant which does not intend timely to prosecute its application shall promptly request that it be dismissed, and that failure to prosecute an application under the procedures of the Commission will result in its dismissal.

Further processing steps will be by Commission notice, decision, or letter which will be served on each party of record. *Broadening amendments will not be accepted after the date of this publication.*

Any authority granted may reflect administratively acceptable restrictive amendments to the service proposed below. Some of the applications may have been modified to conform to the Commission's policy of simplifying grants of operating authority.

Findings: With the exceptions of those applications involving duly noted problems (e.g., unresolved common control, unresolved fitness questions, and jurisdicational problems) we find, preliminarily, that each applicant has demonstrated that its proposed service is either (a) required by the public convenience and necessity, or, (b) will be consistent with the public interest and the transportation policy of 49 U.S.C. § 10101. Each applicant is fit, willing, and able properly to perform the service proposed and to conform to the requirements of Title 49, Subtitle IV, United States Code, and the Commission's regulations. Except where specifically noted, this decision is neither a major Federal action significantly affecting the quality of the human environment nor a major regulatory action under the Energy Policy and Conservation Act of 1975.

In the absence of legally sufficient protests, filed within 30 days of publication of this decision-notice (or, if the application later becomes unopposed), appropriate authority will be issued to each applicant (except those with duly noted problems) upon compliance with certain requirements which will be set forth in a notification of effectiveness of this decision-notice. To the extent that the authority sought below may duplicate an applicant's existing authority, such duplication shall not be construed as conferring more than a single operating right.

Applicants must comply with all specific conditions set forth in the grant or grants of authority within 90 days after the service of the notification of the effectiveness of this decision-notice, or the application of a non-complying applicant shall stand denied.

By the Commission, Review Board Number 1, Members Carleton, Joyce, and Jones.

W-1311 (Sub-4F), filed November 19, 1979. Applicant: AMERICAN PACIFIC CONTAINER LINE, INC., 501 Army St., San Francisco, CA 94124. Representative: M. Kimmerle Culver (same address as applicant). To operate as a *common carrier*, by water, in interstate or foreign commerce, transporting (1) *general commodities*, in containers, between the ports of Alameda, Arcata, Eureka, Port Chicago, Port Hueneme, Richmond, Sacramento, and Stockton, CA, Astoria, Coos Bay, and St. Helens, OR, and Bellingham, Kelso, Longview, Port Angeles, Port Townsend, and Vancouver, WA, restricted to cargo having a prior or subsequent movement by water, (2) *empty containers*, between the ports of Alameda, Arcata, Eureka, Port Chicago, Port Hueneme, Richmond, Sacramento, and Stockton, CA, Astoria, Coos Bay and St. Helens, OR, and Bellingham, Kelso, Longview, Port Angeles, Port Townsend, and Vancouver, WA, and (3) *general commodities*, in trailers, *empty trailers, chassis container lifting spreaders*, and *sailing vessels*, between the ports of Alameda, Arcata, Eureka, Long Beach, Los Angeles, Oakland, Port Chicago, Port Hueneme, Richmond, Sacramento, San Diego, San Francisco, and Stockton, CA, Astoria, Coos Bay, Portland, and St. Helens, OR, and Bellingham, Kelso, Longview, Port Angeles, Port Townsend, Seattle, Tacoma, and Vancouver, WA. (Hearing site: San Francisco, CA).

W-1311 (Sub-5F), filed November 19, 1979. Applicant: AMERICAN PACIFIC CONTAINER LINE, INC., 501 Army St., San Francisco, CA 94124. Representative: M. Kimmerele Culver (same address as applicant). To operate as a *common carrier*, by water, in interstate or foreign commerce, transporting (1) *general commodities*, in containers, (2) *empty containers*, (3) *chassis*, (4) *container lifting spreaders*, and (5) *sailing vessels*, between the ports of Alameda, Arcata, Eureka, Long Beach, Los Angeles, Oakland, Port Chicago, Port Hueneme, Richmond, Sacramento, San Diego, San Francisco, and Stockton, CA, Astoria, Coos Bay, Portland, and St. Helens, OR, and Bellingham, Kelso, Longview, Port Angeles, Port Townsend, Seattle, Tacoma, and Vancouver, WA. (Hearing site: San Francisco, CA).

Permanent Authority Decisions Volume

Decision-Notice

Decided: May 23, 1980.

The following broker, freight forwarder or water carrier applications are governed by Special Rule 247 of the Commission's *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 notice of the applicaton is published in the **Federal Register.** Failure to file a protest within 30 days will be considered as a waiver of opposition to the application. A protest under these rules shall comply with Rule 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, as specifically noted below, and specify with particularity the facts, matters, and things relied upon. The protest shall not include issues or allegations phrased generally. A protestant shall include a copy of the specific portion of its authority which it believes to be in conflict with that sought in the application, and describe in detail the method—whether by joinder, interline, or other means—by which protestant would use this authority to provide all or part of the service proposed. 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. A copy shall be served concurrently upon applicant's representative, or upon applicant if no representative is named. If the protest includes a request for oral hearing, the request shall meet the requirements of section 247(e)(4) of the special rules and shall include the certification required in that section.

Section 247(f) provides, in part, that an applicant which does not intend timely to prosecute its application shall promptly request that it be dismissed, and that failure to prosecute an

application under the procedures of the Commission will result in its dismissal.

Further processing steps will be by Commission notice, decision, or letter which will be served on each party of record. *Broadening amendments will not be accepted after the date of this publication.*

Any authority granted may reflect administratively acceptable restrictive amendments to the service proposed below. Some of the applications may have been modified to conform to the Commission's policy of simplifying grants of operating authority.

Findings: With the exceptions of those applications involving duly noted problems (e.g., unresolved common control, unresolved fitness questions, and jurisdictional problems) we find, preliminarily, that each applicant has demonstrated that its proposed service is either (a) required by the public convenience and necessity, or, (b) will be consistent with the public interest and the transportation policy of 49 U.S.C. § 10101. Each applicant is fit, willing, and able properly to perform the service proposed and to conform to the requirements of Title 49, Subtitle IV, United States Code, and the Commission's regulations. Except where specifically noted, this decision is neither a major Federal action significantly affecting the quality of the human environment nor a major regulatory action under the Energy Policy and Conservation Act of 1975.

In the absence of legally sufficient protests, filed within 30 days of publication of this decision-notice (or, if the application later becomes unopposed), appropriate authority will be issued to each applicant (except those with duly noted problems) upon compliance with certain requirements which will be set forth in a notification of effectiveness of this decision notice. To the extent that the authority sought below may duplicate an applicant's existing authority, such duplication shall not be construed as confering more than a single operating right.

Applicants must comply with all specific conditions set forth in the grant or grants of authority within 90 days after the service of the notification of the effectiveness of this decision-notice, or the application of a non-complying applicant shall stand denied.

By the Commission, Review Board Number 3, Members Parker, Fortier, and Hill.

MC 130832F, filed March 31, 1980. Applicant: JOHN T. WEIR, d.b.a. SCHOLASTIC TOURS, 64 Fitch Lane RD 2, Greensburg, PA 15601. Representative: John T. Weir (same address as applicant). To engage in operations, in interstate or foreign commerce, as a *broker*, at Greensburg, PA, in arranging for the transportation by motor vehicle, of *passengers and their baggage*, in special and charter operations, beginning and ending at points in OH, PA, and WV, and extending to points in the U.S. (excluding AK and HI). (Hearing site: Pittsburgh, PA or Washington, DC.)

MC 130841F, filed April 14, 1980. Applicant: C-MOR TRAVEL, INC., d.b.a. HOUSE OF TRAVEL, 2730 El Camino Real, Santa Clara, CA 95051. Representative: Lloyd E. Cole (same address as applicant). To engage in operations, in interstate or foreign commerce, as a *broker*, at Santa Clara, CA, in arranging for the transportation, by motor vehicle, of *passengers and their baggage*, in the same vehicle with passengers, in round-trip special and charter operations beginning and ending at points in Santa Clara County, CA, and extending to points in the U.S. (including AK and HI). (Hearing site: San Francisco, CA.)

Note.—Applicant is cautioned that arrangements for charter parties or groups should be made in conformity with the requirements set forth in *Tauck Tours, Inc., Extension—New York, N.Y.*, 54 M.C.C. 291 (1952).

MC 130850F, filed April 9, 1980. Applicant: LOW COUNTRY ADVENTURES, LTD., Pope Greenwood Nine, P.O. Box 4942, Hilton Head Island, SC 29928. Representative: Charlene Barrett (same address as applicant). To engage in operations, in interstate or foreign commerce, as a *broker* at Hilton Head Island, SC, in arranging for the transportation, by motor vehicle, of *passengers and their baggage*, in the same vehicle with passengers, in round-trip special and charter operations, beginning and ending at Hilton Head Island, SC, and extending to points in the U.S. (including AK and HI). (Hearing site: Charleston, SC.)

Note.—Applicant is cautioned that arrangements for charter parties or groups should be made in conformity with the requirements set forth in *Tauck Tours, Inc., Extension—New York, N.Y.*, 54 M.C.C. 291 (1952).

MC 149105F, filed December 27, 1979. Applicant: BAYOU STATE TRUCKING, INC., 639 South Rendon St., New Orleans, LA 70119. Representative: Warren A. Jones, 11010 Guildford Rd., New Orleans, LA 70127. To operate as a *common carrier*, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting *general commodities* (except classes A and B explosives), between points in the commercial zone of New Orleans, LA, restricted to the transportation of traffic having a prior or subsequent movement by water. (Hearing site: New Orleans, LA.)

MC 83745 (Sub-10F), filed March 11, 1980. Applicant: UNIVERSAL TRUCKING, INC., 6020 Hohman Ave., Hammond, IN 46320. Representative: Joel H. Steiner, 39 South LaSalle St., Chicago, IL 60603. To operate as a *common carrier*, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting *commodities* which because of their size or weight require special equipment, between Chicago, IL, Pittsburgh, PA and those points within 25 miles of Pittsburgh, PA, points in IN, OH, and those in IL on and south of US Hwy 24, on the one hand, and, on the other, points, in MI, KY, WV, and TN. (Hearing site: Chicago, IL.)

Note.—The sole purpose of this application is to substitute single-line for joint-line operations.

MC 124078 (Sub-968F), filed June 11, 1979. Applicant: SCHWERMAN TRUCKING CO., 611 South 28th Street, Milwaukee, WI 53215. Representative: Richard H. Prevette, P.O. Box 1601, Milwaukee, WI 53201. To operate as a *common carrier*, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting (1) *chemicals* (except petroleum products, fertilizer, and liquid natural gas), in bulk, in tank vehicles, from Chicago, Gurnee, Illiopolis, and Millsdale, IL, to points in the United States (except AK and HI); and (2)(a) *animal fats, animal oils, and vegetable oils* (except liquid chemicals) in bulk, in tank vehicles, and (b) *edible blends and edible products* of the commodities in (2)(a) above, (except liquid chemicals), in bulk, in tank vehicles, from Bradley, Lorenzo, and Summit, IL, to points in AL, AR, FL, GA, IN, IA, MI, MN, MO, MS, NE, NJ, NY, NC, OH, OK, PA, SC, TN, and WI. (Hearing site: Chicago, IL.)

Note.—The sole purpose of this application is to substitute single-line for joint-line operations.

Permanent Authority Decisions Volume; Decision-Notice

Decided: May 27, 1980.

The following broker, freight forwarder or water carrier applications are governed by Special Rule 247 of the Commission's *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 notice of the application is published in the **Federal Register**. Failure to file a protest within 30 days will be considered as a waiver of

opposition to the application. A protest under these rules shall comply with Rule 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, as specifically noted below), and specify with particularity the facts, matters, and things relied upon. The protest shall not include issues or allegations phrased generally. A protestant shall include a copy of the specific portion of its authority which it believes to be in conflict with that sought in the application, and describe in detail the method—whether by joinder, interline, or other means—by which protestant would use this authority to provide all or part of the service proposed. 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. A copy shall be served concurrently upon applicant's representative, or upon applicant if no representative is named. If the protest includes a request for oral hearing, the request shall meet the requirements of section 247(e)(4) of the special rules and shall include the certification required in that section.

Section 247(f) provides, in part, that an applicant which does not intend timely to prosecute its application shall promptly request that it be dismissed, and that failure to prosecute an application under the procedures of the Commission will result in its dismissal.

Further processing steps will be by Commission notice, decision, or letter which will be served on each party of record. *Broadening amendments will not be accepted after the date of this publication.*

Any authority granted may reflect administratively acceptable restrictive amendments to the service proposed below. Some of the applications may have been modified to conform to the Commission's policy of simplifying grants of operating authority.

Findings: With the exceptions of those applications involving duly noted problems (e.g., unresolved common control, unresolved fitness questions, and jurisdictional problems) we find, preliminarily, that each applicant has demonstrated that its proposed service is either (a) required by the public convenience and necessity, or, (b) will be consistent with the public interest and the transportation policy of 49 U.S.C. § 10101. Each applicant is fit, willing, and able properly to perform the service proposed and to conform to the requirements of Title 49, Subtitle IV, United States Code, and the Commission's regulations. Except where specifically noted, this decision is neither a major Federal action significantly affecting the quality of the human environment nor a major regulatory action under the Energy Policy and Conservation Act of 1975.

In the absence of legally sufficient protests, filed within 30 days of publication of this decision-notice (or, if the application later becomes unopposed), appropriate authority will be issued to each applicant (except those with duly noted problems) upon compliance with certain requirements which will be set forth in a notification of effectiveness of this decision notice. To the extent that the authority sought below may duplicate an applicant's existing authority, such duplication shall not be construed as conferring more than a single operating right.

Applicants must comply with all specific conditions set forth in the grants or grants of authority within 90 days after the service of the notification of the effectiveness of this decision-notice, or the application of a non-complying applicant shall stand denied.

By the Commission, Review Board Number 1, Members Carleton, Joyce, and Jones.

MC 130860F, filed April 21, 1980. Applicant's name and address are DON W. HUTCHINGS, 6782 So. 2485 E., Salt Lake City, UT 84121. The name under which operations will be performed is ELM ENTERPRISES INC. Applicant is represented by Elm Enterprises Inc., in this proceeding whose address is P.O. Box 1274 Freeport Ctr., Clearfield, UT 84016. Following are the names and business addresses for all persons who are officers and directors, partners (including limited or "silent" partners), and first five principal shareholders, with their appropriate titles: Bryan A. Espenschied, president, Bldg. G–8 Freeport Center, Clearfield, UT, John W. Lambert, vice president, Bldg. G–8 Freeport Center, Clearfield, UT, Louis S. Lambert, Secretary and Treasurer, 2918 Apple Blossom Lane, Holiday, UT, Robert J. Martin, silent partner, P.O. Box 1253, Freeport Center, Clearfield, UT. The daily operations will be managed by Don W. Hutchings whose business address is Bldg. G–8 Freeport Center, P.O. Box 1274, Clearfield, UT 84106. Applicant is affiliated with the following shipper or warehouse: General Electric Company, College Boulevard-College Park, Portsmouth, VA 23705, and AAR–J Warehouse, P.O. Box 1253 Freeport Center, Clearfield, UT 84016.

MC 130866F, filed April 15, 1980. Applicant: AMERICAN WORLD TOURS, INC., 927 Hull St., Richmond, VA 23224. Representative: Evangle Watley (same address as applicant). to engage in operations in interstate or foreign commerce, as a *broker*, at Richmond, VA, in arranging for the transportation by motor vehicle, of *passengers and their baggage*, in special or charter operations, between Richmond, VA, on the one hand, and, on the other, points in the U.S. (including AK and HI). (Hearing site: Richmond, VA.)

MC 130867F, filed April 15, 1980. Applicant: RAY MANLEY'S INDIAN LAND TOURS, 238 So. Tucson Blvd., Tucson, AZ 85716. Representative: Ray Manley (same address as applicant). To engage in operations, in interstate or foreign commerce, as a *broker* at Tucson AZ, in arranging for the transportation by motor vehicle, of *passengers and their baggage*, in special or charter operations, between Tucson, AZ, on the one hand, and, on the other, points in UT, CO, and NM. (Hearing site: Phoenix, AZ.)

MC 130897F, filed May 13, 1980. Applicant's name and address are VICENT C. WEBER, 2907 N.E. 63rd Terrace, Gladstone, MO, 64119. The name under which operations will be performed is WEBER TRANSPORTATION COMPANY INC. Applicant is represented by himself in this proceeding, whose address is 500 Scott Ave., P.O. Box 5128, Kansas City, KS 66119. Following are the names and business addresses for all persons who are officers and directors, partners (including limited or "silent" partners), and first five principal shareholders, with their appropriate titles: Vicent C. Weber, Sole owner. The daily operations will be managed by Vicent C. Weber, whose address is 500 Scott Ave., P.O. Box 5128, Kansas City, KS 66119. Applicant is affiliated with the following shipper or warehouse: None.

FF–527F, filed February 21, 1980. Applicant: SOUTHERN FREIGHT, INC., 11903 Flicker Way, Cooper City, FL 33026. Representative: K. Edward Wolcott, P.O. Box 872, Atlanta, GA 30301. To operate in interstate commerce, as a *freight forwarder*, transporting *general commodities* (except those of unusual value, classes A and B explosives, commodities in bulk, household goods as defined by the Commission, and those requiring special equipment) between points in Dade, Broward, and Palm Beach Counties, FL, on the one hand, and, on the other, points in TN, KY, GA, and AL, restricted to the use of the facilities of common carriers by rail and water. (Hearing site: Atlanta, GA, or Miami, FL.)

Permanent Authority Decisions Volume; Decision-Notice

Decided: May 23, 1980.

The following broker, freight forwarder or water carrier applications are governed by Special Rule 247 of the Commission's *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 notice of the application is published in the **Federal Register.** Failure to file a protest within 30 days will be considered as a waiver of opposition to the application. A protest under these rules shall comply with Rule 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, as specifically noted below), and specify with particularity the facts, matters, and things relied upon. The protest shall not include issues or allegations phrased generally. A protestant shall include a copy of the specific portion of its authority which it believes to be in conflict with that sought in the application, and describe in detail the method—whether by joinder, interline, or other means—by which protestant would use this authority to provide all or part of the service proposed. 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. A copy shall be served concurrently upon applicant's representative, or upon applicant if no representative is named. If the protest includes a request for oral hearing, the request shall meet the requirements of section 247(e)(4) of the special rules and shall include the certification required in that section.

Section 247(f) provides, in part, that an applicant which does not intend timely to prosecute its application shall promptly request that it be dismissed, and that failure to prosecute an application under the procedures of the Commission will result in its dismissal.

Further processing steps will be by Commission notice, decision, or letter which will be served on each party of record. *Broadening amendments will not be accepted after the date of this publication.*

Any authority granted may reflect administratively acceptable restrictive amendments to the service proposed below. Some of the applications may have been modified to conform to the Commission's policy of simplifying grants of operating authority.

Findings: With the exceptions of those applications involving duly noted problems (e.g., unresolved common control, unresolved fitness questions, and jurisdictional problems) we find, preliminarily, that each applicant has demonstrated that its proposed service is either (a) required by the public convenience and necessity, or, (b) will be consistent with the public interest and the transportation policy of 49 U.S.C. § 10101. Each applicant is fit, willing, and able properly to perform the service proposed and to conform to the requirements of Title 49, Subtitle IV, United States Code, and the Commission's regulations. Except where specifically noted, this decision is neither a major Federal action significantly affecting the quality of the human environment nor a major regulatory action under the Energy Policy and Conservation Act of 1975.

In the absence of legally sufficient protests, filed within 30 days of publication of this decision-notice (or, if the application later becomes unopposed), appropriate authority will be issued to each applicant (except those with duly noted problems) upon compliance with certain requirements which will be set forth in a notification of effectiveness of this decision notice. To the extent that the authority sought below may duplicate an applicant's existing authority, such duplication shall not be construed as conferring more than a single operating right.

Applicants must comply with all specific conditions set forth in the grant or grants of authority within 90 days after the service of the notification of the effectiveness of this decision-notice, or the application of a non-complying applicant shall stand denied.

By the Commission, Review Board Number 3, Members Parker, Fortier, and Hill.

Water Carrier Exemption

W-1324F, filed October 15, 1979. Applicant: LAKE TRANSPORTATION COMPANY, INC., 24481 Detroit Rd., West Lake, OH 44145. Representative: Charles J. McCarthy, Suite 1105, 1750 Pennsylvania Ave., N.W., Washington, DC 20006. Exemption under 49 U.S.C. 10544(c) (formerly Section 303(e)(2) of the Interstate Commerce Act), for operation by applicant, in interstate or foreign commerce, as a *contract carrier*, by water, by non-self-propelled vessels with the use of separate towing vessels, transporting commodities in bulk and metals and metal products, in cargoes of not less than 8,000 net tons, between points in the U.S. on the Great Lakes and points in the U.S. on the St. Lawrence Seaway. (Hearing site: Cleveland, OH, or Washington, DC.)

Permanent Authority Notices; Substitution Applications: Single-Line Service for Existing Joint-Line Service

The following applications, filed on or after April 1, 1979, are governed by the special procedures set forth in Part 1062.2 of Title 49 of the Code of Federal Regulations (49 CFR 1062.2). These proposals are published as "service sought", (as opposed to decision-notices), because in each case it appears questionable as to whether all or part of the authority sought should be issued, weighing applicant's evidence under 49 CFR 1062.2. (For example, questions may be raised relating to applicant's contentions concerning why the involved joint-line service has been cancelled or is in a state of deterioration which warrant a decision on the merits, regardless of whether the application is opposed.)

The rules provide, in part, that carriers may file petitions with this Commission for the purpose of seeking intervention in these proceedings. Such petitions may seek intervention either with or without leave as discussed below. However, all such petitions must be filed in the form of verified statements, and contain all of the information offered by the submitting party in opposition. Petitions must be filed with the Commission within 30 days of publication of this decision-notice.

Petitions for intervention without leave (i.e., automatic intervention), may be filed only by carriers which are, or have been, participating in the joint-line service sought to be replaced by applicant's single-line proposal, and then only if such participation has occurred within the one-year period immediately proceeding the application's filing. Only carriers which fall within this filing category can base their opposition upon the issue of the public need for the proposed service.

Petitions for intervention with leave may be filed by any carrier. The nature of the opposition, however, must be limited to issues other than the public need for the proposed service. The appropriate basis for opposition, i.e., applicant's fitness, may include challenges concerning the veracity of the applicant's supporting information, and the bona-fides of the joint-line service sought to be replaced (including the issue of its substantiality). Petitions containing only unsupported and undocumented allegations will be rejected.

Petitions not in reasonable compliance with the requirements of the rules may be rejected. An original and one copy of the petition to intervene shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or upon applicant if no representative is named.

Further processing steps will be by Commission notice, decision, or letter which will be served on each party of record. *Broadening amendments will not be accepted after the date of this publication.*

Notice of Correction

The following application was published in the **Federal Register** issue of May 22, 1980, in the section headed Permanent Authority Notices, Substitution Applications: Single-Line Service for Existing Joint-Line Service. The May 22, 1980, republication should be disregarded. There was a prior republication on April 23, 1980.

MC 136782 (Sub-23F), filed August 3, 1979. Applicant: R.A.N. TRUCKING COMPANY, a corporation, P.O. Box 128, Eau Claire, PA 16030. Representative: Daniel C. Sullivan, 10 South LaSalle St., Suite 1600, Chicago, IL 60603.

Note.—Any petitions filed pursuant to the May 22, 1980, republication will be disregarded.

Irregular-Route Motor Common Carriers of Property—Elimination of Gateway Letter Notices

The following letter-notices of proposals to eliminate gateways for the purpose of reducing highway congestion, alleviating air and noise pollution, minimizing safety hazards, and conserving fuel have been filed with the Interstate Commerce Commission under the Commission's *Gateway Elimination Rules* (49 CFR 1065), 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 June 26, 1980. 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.

MC 55898 (Subs. E7, E16, E18, E20), filed December 9, 1975. Applicant: DECATO BROS. INC., Heater Road, Lebanon, NH 03766. Representative: David M. Marshall, 135 State St., Suite 200, Springfield, MA 01103.

MC 55898 (E7), *Lumber*, from points in Caledonia, Orange, and Windsor Counties, VT, to points in NY. (Gateway eliminated: points in VT and NH.)

MC 55898 (E16), *Lumber*, from points in MA to points in VT on and north of U.S. Hwy 4. (Gateway eliminated: points in NH.)

MC 55898 (E18), *Lumber*, from points in MA on and east of I Hwy 91 to Walton, NY. (Gateway eliminated: points in NH.)

MC 55898 (E20), *Forest products*, between points in VT, on the one hand, and, on the other, points in MA in and east of Worcester County. (Gateway eliminated: points in NH.)

MC 55898 (E21), *Pre-fabricated wood buildings*, complete or in sections (except in sections mounted on wheeled undercarriages equipped with bitchball connector), from points in VT to points in the U.S. (except points in MA and points in NY east of I Hwy 81). (Gateway eliminated: points in NH.)

MC 83539 (Sub-133), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Representative: Newt Cunningham (same as above). (1) *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; (2) *such self-propelled articles* each weighing 15,000 pounds or more, which may be included in heavy machinery and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in NM in and north of Valencia, Torrance, Guadalupe, Curry, De Baca and Roosevelt Counties, on the one hand, and, on the other, points in ID in and north of Idaho County. (Points in CO and MT, on and west of a line extending norh and south through Dupuyer and Butte, MT.) * (Gateways eliminated indicated above by asterisk.)

MC 83539 (Sub-609), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Representative: Newt Cunningham (same as above). *Such self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts*, and *supplies* moving in connection therewith, restricted to commodities which are transported on trailers; between points in AZ, on the one hand, and, on the other points in WI. (Gateay eliminated: points in NM AND OK.)

MC 83539 (Sub-610), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Representative: Newt Cunningham (same as above). (1) *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; (2) *self-propelled articles*, each weighting 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in CO, on the one hand, and, on the other, points in VA. (Gateway eliminated: points in TN within a 50-mile radius of Nashville.)

MC 83539 (Sub-612), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Representative: Newt Cunningham (same as above). (1) *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; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; (a) between points in MO, on the one hand, and, on the other, points in AL in and east of Limestone, Morgan, Cullman, Blount, Jefferson, Shelby, Chilton, Autauga, Montgomery, Bullock, Barbour and Henry Counties and (b) between points in AL, on the one hand, and, on the other points in MO, in and north of St. Louis, Franklin, Gasconade, Osage, Cole, Moniteau, Morgan, Pettis, Johnson and Jackson Counties. (Gateway: points in TN within a 50 mile radius of Nashville.)

MC 83539 (Sub-616), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Representative: Newt Cunningham (same as above). (1) *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; (2) *self-propelled articles,* each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; (a) between points in VA in and north of Giles, Montgomery, Roanoke, Bedford, Campbell, Appomattox, Buckingham, Fluvannah, Goochland, Henrico, Hanover, King William, King and Queen, Gloucester, Matthews, Middlesex, Essex, Westmoreland, Richmond, Northumberland and Lancaster Counties, on the one hand, and, on the other, points in the AL in and west of Madison, Morgan, Cullman, Jefferson, Bibb, Perry, Dallas, Wilcox, Monroe and Baldwin Counties; and (b) Between points in VA, on the one hand, and, on the other, points in AL in and north and west of Madison, Morgan, Winston, Marion and Lamar Counties. (Gateway: points in a 50 mile radius of Nashville, Tennessee.)

MC 83539 (Sub-617), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Representative: Newt Cunningham (same as above). (1) *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; (2) *self-propelled articles,* each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in LA, on the one hand, and, on the other, points in WY. (Gateway: points in Colorado and Wichita, Kansas.)

MC 83539 (Sub-618), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Representative: Newt Cunningham (same as above). (1) *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 (except boats); (2) *self-propelled articles,* each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in AZ, on the one hand, and, on the other, points in CT. (Gateway eliminated: points in CO and UT.)

By the commission.

James H. Bayne,

Acting Secretary.

[FR Doc. 80-17968 Filed 6-13-80; 8:45 am]

BILLING CODE 7035-01-M

[No. 37326]

Southern Railway Co.; Petition for Declaratory Order—Charges for Guaranteed Annual Supply of Grain Cars

AGENCY: Interstate Commerce Commission.

ACTION: Postponement of filing date in institution of declaratory order proceeding and consolidation of proceedings.

SUMMARY: In this proceeding, the Commission will review the lawfulness of a proposal in which grain shippers would pay extra for a guaranteed car supply. Our notice (45 FR 28542, April 29, 1980 sought comment on how to proceed in light of Ex Parte No. 358 (Sub-No. 1) (45 FR 28381, April 29, 1980), Change of Policy, Railroad Contract Rates. The original due date for comments in both proceedings was June 13, 1980. The comment period in Ex Parte No. 358 (Sub-No. 1) has since been extended to July 28, 1980. (45 FR 39317, June 10, 1980).

The Pillsbury Company has suggested that this proceeding be held in abeyance pending decision in Ex Parte No. 358 (Sub-No. 1). The Southern Railway seeks to have both proceedings handled concurrently and requests a similar extension of the comment period in this case. As the issues in the two proceedings are clearly related, we will issue a consolidated decision.[1] We see no reason to postpone a decision in this case until after Ex Parte No. 358 (Sub-No. 1). In light of this conclusion and the Southern's request, the comment period will also be extended to July 28, 1980.

DATE: Comments are now due July 28, 1980.

ADDRESS: An original and 15 copies of comments should be sent to: Office of Proceedings, Room 5340, Interstate Commerce Commission, Washington, DC 20423.

FOR FURTHER INFORMATION CONTACT: Richard Felder or Jane Mackall, (202) 275-7693.

Dated: June 9, 1980.

[1] However, the records in both cases will remain separate.

By the Commission, Darius W. Gaskins, Jr., Chairman.

James H. Bayne,

Acting Secretary.

[FR Doc. 80-18147 Filed 6-13-80; 8:45am]

BILLING CODE 7035-01-M

Motor Carrier Temporary Authority Application

The following are notices of filing of applications for temporary authority under Section 10928 of the Interstate Commerce Act and in accordance with the provisions of 49 CFR 1131.3. These rules provide that an original and two (2) copies of protests to an application may be filed with the Regional Office named in the **Federal Register** publication no later than the 15th calendar day after the date of the notice of the filing of the application is published in the **Federal Register.** One copy of the protest must be served on the applicant, or its authorized representative, if any, and the protestant must certify that such service has been made. The protest must identify the operating authority upon which it is predicated, specifying the "MC" docket and "Sub" number and quoting the particular portion of authority upon which it relies. Also, the protestant shall specify the service it can and will provide and the amount and type of equipment it will make available for use in connection with the service contemplated by the TA application. The weight accorded a protest shall be governed by the completeness and pertinence of the protestant's information.

Except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application.

A copy of the application is on file, and can be examined at the ICC Regional Office to which protests are to be transmitted.

Note.—All applications seek authority to operate as a common carrier over irregular routes except as otherwise noted.

Motor Carriers of Property

Notice No. 37

May 28, 1980.

MC 140389 (Sub-81TA), filed November 13, 1979. Applicant: OSBORN TRANSPORTATION, INC., P.O. Box 1830, Highway 77, Gadsden, AL 35902. Representative: Clayton R. Byrd, P.O. Box 12566, 125 Milton Avenue SE., Atlanta, GA 30315. *Frozen foods,* from Plover, WI, and Greenville, MI to points

in AL, FL, GA, KY, LA, MS, NC, SC, and TN, for 180 days. Supporting shipper(s): Ore-Ida Foods, Inc., P.O. Box 10, Boise, ID 83707. Send protests to: Mabel E. Holston, ICC, Room 1616, 2121 Building, Birmingham, AL 35203.

MC 148078 TA, filed August 6, 1979, and published in the **Federal Register** issue of October 1, 1979, and republished as corrected this issue. Applicant: BEAU PARRISH EXPRESS CO., INC., P.O. Box 14733, Baton Rouge, LA 70808. Representative: Rick Chambers (same address as applicant). *Machinery and equipment, machinery and equipment parts and acessories, and materials (other than bulk), used in connection with the operation, maintenance, and repairs of: (1) Paper and pulp mills, (2) Electrical power and power transmission plants, also transmission lines, (3) Barge, towing companies, shipyards and related facilities, (4) Refineries and cracking plants, (5) Chemical and petro-chemical plants and (6) Pipeline compressor stations;* between points located within Louisiana Parishes of Iberville, Ascension, East Baton Rouge, West Baton Rouge, East Feliciana and West Feliciana on the one hand, and, on the other, points located in the United States east of, and on, Interstate Highway No. 35, OK, and TX. Supporting shipper(s): Baton Rouge Marine Electrical Service, Inc., P.O. Box 476, Baton Rouge, LA 70821; Ingersoll-Rand Service Division, 4152 Rhoda Dr., Baton Rouge, LA 70816; General Electric Co.—Apparatus Service Div., Baton Rouge Service Shop, 10955 No. Dual St., Baton Rouge, LA 70814; SFI, Inc., P.O. Box 455, Zachary, LA 70791. Send protests to: Robert J. Kirspel, DS, ICC, T-9038 Federal Bldg., 701 Loyola Ave., New Orleans, LA 70113. The purpose of this republication is to complete the scope of the application as previously omitted.

MC 148589 (Sub-2TA), filed January 9, 1980, and published in the **Federal Register** issue of February 25, 1980, and republished as corrected this issue. Applicant: STOREY TRUCKING CO., INC., P.O. Box 126, Henegar, AL 35978. Representative: Blaine Buchanan, 1024 James Bldg., Chattanooga, TN 37402. Contract, irregular: *Boiler cleaning compounds (liquid and dry); plasticizer, coloring, wall paper pulp,* from the facilities of Alco Chemical Corp., at Santa Fe Springs, CA, Chicago, IL, Detroit, MI, Arlington, TX, and Dallas, TX, for 180 days, under continuing contract with Alco Chemical Corp., in Chattanooga, TN. An underlying ETA seeks 90 days authority. Supporting shipper(s): Alco Chemical Corp., 909 Mueller Drive, Chattanooga, TN 37406. Send protests to: Mabel E. Holston, ICC, Room 1616—2121 Building, Birmingham, AL 35203. The purpose of this republication is to show the complete scope of the application as previously omitted.

Notice No. F-33

The following applications were filed in Region I. Send protests to Regional Authority Center, Interstate Commerce Commission, 150 Causeway St., Rm. 501, Boston, MA 02114.

MC 150951 (Sub-1-1TA), filed June 4, 1980. Applicant: CRANSTON TRUCKING COMPANY (Division of Cranston Print Works Company), 1381 Cranston Street, Cranston, Rhode Island 02920. Representative: A. Joseph Mega, 11 Newark Street, Providence, Rhode Island 02908. *Contract Carrier Irregular Routes: Retail Department Store Merchandise, Freight All Kinds (FAK)* from the consolidating facilities point of the Charlotte Freight Association at or near Boston, Massachusetts, South Kearney, New Jersey and Los Angeles, California to the facilities of the Charlotte Freight Association at Charlotte, North Carolina. Also from the consolidating facilities point of the Charlotte Freight Association at or near Los Angeles, California to the facilities of the Charlotte Freight Association at Atlanta, Georgia. *Restriction:* The shipments are restricted to a transportation service to be provided under a continuing contract or contracts with the Charlotte Freight Association of Charlotte, North Carolina. Supporting shipper: Charlotte Freight Association, P.O. Box 8825, Charlotte, NC 28208.

MC 150887 (Sub-1-1TA), filed June 4, 1980. Applicant: CLOVER LANE TRANSPORTATION, INC., 1544 Irving Street, Rahway, NJ 07065. Representative: Norman Weiss, P.O. Box 1409, 167 Fairfield Road, Fairfield, NJ 07006. *Contract Carrier, irregular routes:* Such commodities as are dealt in or used by a manufacturer, processor or distributor of pharmaceuticals, diagnostic products, toiletries and animal feed supplements, except commodities in bulk, between Belvidere, NJ, on the one hand, and, on the other, railroad yards and steamship piers in the New York, NY commercial zone, restricted to shipments having a prior or subsequent movement by rail or water and to movements under a continuing contract or contracts with Hoffman La-Roche, Inc., of Nutley, NJ. Supporting Shipper: Hoffman La-Roche, Inc., 340 Kingsland St., Nutley, NJ 07110.

MC 147074 (Sub-1-6TA), filed May 8, 1980. Republication: Originally published in **Federal Register** of May 19, 1980. Applicant: E Z FREIGHT LINES, 70 Gould Street, Bayonne, NJ 07002. Representative: Robert B. Pepper, 168 Woodbridge Avenue Highland Park, NJ 08904. *Commodities as are dealt in by retail department stores* (except foodstuffs and commodities in bulk) between the facilities of Zayre Corp., located at Alsip, IL, and other points in IL (except Chicago Commercial Zone, IN, MI, WI, IA, KY and OH. Supporting shipper: Zayre Corp., 235 Connecituct Path, Framingham, MA 01701.

MC 150907 (Sub-1-1TA), filed June 4, 1980. Applicant: BERNARD C. WESSELING, d/b/a, BERNHAVEN SOD SUPPLY, R.R. 2, Bowmanville, Ontario, Canada L1C 3K3. Representative: Robert D. Gunderman, Esq., Suite 710, Statler Building, Buffalo, NY 14202. *Contract carrier:* irregular routes: Fertilizer, *except in bulk in tank vehicles,* from ports of entry on the International Boundary line between the United States and Canada on the Niagara River to Rochester (Monroe County), Tonawanda and Orchard Park (Erie County) NY, restricted to the transportation of traffic under a continuing contract or contracts with C.I.L. Inc., of London, Ontario. Supporting shipper: C.I.L. Inc., 45 Sheppard Avenue East, Toronto, Ontario, Canada M2N 2Z9.

MC 144891 (Sub-1-4), filed June 2, 1980. Applicant: CASSIDY'S TRANSFER & STORAGE LIMITED, 1001 MacKay Street, P.O. Box 515, Pembroke, Ontario, Canada K8A 6X7. Representative: Robert D. Gunderman, Esq., 710 Statler Building, Buffalo, NY 14202. *Contract carrier:* irregular routes: *New, uncrated office furniture,* from ports of entry on the International Boundary line between the US and Canada in NY and MI to Chicago, Illinois, returned shipments of the same commodities in the reverse direction, restricted to the transportation of traffic under contract with Storwal International Inc. originating at or destined to its facilites in Pembroke, Ontario. Supportng shipper: Storwal International Inc., 1000 Olympic Drive, Pembroke, Ontario.

MC 125129 (Sub-1-2) filed June 2, 1980. Applicant: INDEPENDENT FREIGHT, INC., P.O. Box 446, Maple Street, Danielson, CT 06239. Representative: Richard B. Greene (same as applicant). *Contract carrier:* irregular routes: *Glass Containers, bottles, demijohns or jars, caps, covers, stoppers or tops; fiberboard boxes, knocked down or folded in packages,* between Dayville, CT on the one hand and on the other to all points in MA west of Interstate Route 91 for the account of Glass Containers

Corp. Supporting shipper: Glass Containers Corp., 535 No. Gilbert Ave., Fullerton, CA.

MC 59640 (Sub-1–6TA), filed June 9, 1980. Applicant: PAULS TRUCKING CORPORATION, Three Commerce Drive, Cranford, NJ 07016. Representative: Michael A. Beam, 301 Blair Road, Woodbridge, NJ 07095. *Contract carrier:* irregular routes: *Such commodities as are dealt in by retail sporting goods houses, and equipment, materials, and supplies used in the conduct of such businesses (except commodities in bulk):* Between Carteret, NJ, on the one hand, and, on the other, the following points and their commercial zones: Chicago, IL, Indianapolis and Greenwood, IN, Detroit, Flint and Lansing, MI, Minneapolis and St. Paul, MN, St. Louis, MO, Binghamton, Buffalo, Rochester and Syracuse, NY, Cleveland and Columbus, OH, Pittsburgh, PA, and Milwaukee, WI. Supporting shipper: Herman's World of Sporting Goods, Div. of W. R. Grace and Company, Carteret, NJ.

MC 59570 (Sub-1–2TA), filed June 2, 1980. Applicant: HECHT BROTHERS, INC., 2075 Lakewood Road, Toms River, New Jersey 08753. Representative: Jean R. Hecht, 2075 Lakewood Road, Tom River, New Jersey 08743. *Salt, salt with additives, dry pepper, and dry mineral mixtures,* in bags, bulk, and containers, from points in NJ except those in and south of Burlington County to VT, NH, and ME. Supporting shipper: Morton Salt Division of Perth Amboy, NJ 08861.

MC 150931 (Sub-1–1TA), filed June 2, 1980. Applicant: ARTHUR MOODY d.b.a. S.W.D. TRANSPORTATION, Main Street, P.O. Box 731, Southwest Harbor, Maine 04679. Representative: John C. Lightbody, Esq., Murray, Plumb & Murray, 30 Exchange Street, Portland, Maine 04101. *Finished and unfinished boats and hulls,* between Camden and Southwest Harbor, ME and points in FL and WA. Supporting shipper: Lee S. Wilbur & Co. of Southwest Harbor, Maine 04679.

MC112750 (Sub-1–2TA), filed March 25, 1980. Republication: Originally published in **Federal Register** of April 7, 1980. Applicant: PUROLATOR COURIER CORP., 3333 New Hyde Park Road, New Hyde Park, NY 11042. Representative: Elizabeth L. Henoch (same address as applicant). *Contract,* Irregular *Commercial Papers, documents and written instruments* (except currency and negotiable securities) as are used in the business of banks and banking institutions, between DeFuniak Springs, FL, on the one hand, and, on the other, Mobile, AL. Supporting shipper: Financial Data Center of Mobile, 2248 Michigan Avenue, Mobile, AL 36615.

MC 143489 (Sub-1–1TA), filed May 29, 1980. Applicant: R. B. HUMPHREYS, INC., Tibbitts Road, New Hartford, New York 13413. Representative: Murray J. S. Kirshtein, Esq., 118 Bleecker Street, Utica, New York 13501. *Contract carrier,* irregular routes: *Dry expanded Animal Food, in bags, and materials and supplies used in the manufacturing and packaging of Animal Foods,* between Sherburne, N.Y. on the one hand, and, on the other, points in MA, ME, PA, OH, VT, NH, CT, RI, NJ, DE, VA, WI, IA, IL, MI, IN, and WV. Supporting shipper: Chenango Valley Pet Foods Inc., Sherburne, New York.

MC 125129 (Sub-1–1), filed June 2, 1980. Applicant: INDEPENDENT FREIGHT, INC., P.O. Box 446, Maple Street, Danielson, CT 06239. Representative: Richard B. Greene (same address as applicant). *Contract Carrier:* irregular routes: *Glass containers, bottles, demijohns or jars, caps, covers, stoppers or tops; fiberboard boxes, knocked down or folded in packages,* between Dayville, CT on the one hand, and, on the other, to all points in ME, NH and VT, for the account of Glass Container Corp. Supporting shipper(s): Glass Containers Corp., 535 No. Gilbert Ave., Fullerton, CA.

MC 135115 (Sub-1–1TA), filed May 29, 1980. Applicant: BRAZEAU TRANSPORT, INC., 600 Chemin St-Francois, Ville St-Laurent, Quebec H4S 1B7. Representative: Edward L. Nehez, P.O. Box 1409, 167 Fairfield Road, Fairfield, NJ 07006. *Asphalt,* in bulk, in tank vehicles, from ports of entry on the United States-Canada boundary line to points in Maine. Supporting shipper: All States Asphalt, Inc., P.O. Box 91, Sunderland, MA 01375.

MC 128633 (Sub-1–2TA), filed May 30, 1980. Applicant: LAUREL HILL TRUCKING CO., 614 New County Road, Secaucus, NJ 07094. Representative: William J. Augello, Esq., Augello, Pezold and Hirschmann, P.C., 120 Main Street, P.O. Box Z, Huntington, NY 11743. *Contract carrier,* irregular: *trade show exhibits, displays, store fixtures,* and *equipment, materials and supplies used in connection therewith,* between Northvale and Norwood, NJ, on the one hand, and, on the other, points in the U.S.; between all points in the U.S., excluding AK and HI. Supporting shipper: Dimensional Communications, Inc. of Northvale, New Jersey 07647.

MC 116371 (Sub-1–2TA), filed May 30, 1980. Applicant: LIQUID CARGO LINES LIMITED, P.O. Box 269, Clarkson, Ontario, Canada L5J 2Y4. Representative: Wilhelmina Boersma, 1600 First Federal Building, Detroit, Michigan 48226. *Products of corn and soy beans,* in bulk, in tank vehicles, from the facilities of A. E. Staley Manufacturing Company at Decatur, IL, Lafayette, IN and Morrisville (Bucks County) PA, to ports of entry on the International Boundary Line between the United States and Canada in New York on the Niagara River and in Michigan on the Detroit and St. Clair Rivers. Supporting shipper: A. E. Staley Manufacturing Company of Decatur, IL 62521.

MC 150196 (Sub-1–2TA), filed March 3, 1980. Republication: Originally published in **Federal Register** of May 19, 1980. Applicant: AUTO CITY, INC., 440 McClellan Hwy., E. Boston, MA 02128. Representative: John A. Maiona, Exq., 294 Washington St., Boston, MA 02108. *Used leased motor vehicles,* in truckaway service, over irregular routes, from and to Boston, MA, to points and places east of the Mississippi River, i.e. each State, including all capital and principal cities, towns, including major air, rail and bus terminals, in the following States: ME, NH, VT, MA, RI, CT, NY, PA, NJ, DE, MD, OH, MI, WI, IL, IN, WV, VA, KY, TN, NC, SC, GA, AL, MS, FL, LA, DC. Supporting shippers are: (1) Dollar Rent-a-Car, E. Boston, MA, (2) The Hertz Corp, Peabody, MA, (3) Local Car Rental, E. Boston, MA.

MC 142684 (Sub-1–2TA), filed June 2, 1980. Applicant: B. C. LINES, INC., 8 South Main Street, Millbury, MA 01527. Representative: Robert G. Parks, 20 Walnut Street, Suite 101, Wellesley Hills, MA 02181. *Passengers and their baggage,* in special round trip operation, beginning and ending at Worcester, MA and extending to Lincoln Greyhound Park at Lincoln, RI. Supporting shippers: There are 7 statements of support for this application.

MC 7840 (Sub-1–2TA), filed June 6, 1980. Applicant: ST. LAWRENCE FREIGHTWAYS, INCORPORATED, 650 Cooper Street, Watertown NY 13601. Representative: W. J. Steinaker, 650 Cooper Street, Watertown NY 13601. Commodity: Iron Oxide, from Ogdensburg NY, to Elizabethtown KY. Supporting shipper: Ottawa Chemical Division Ferro Corp., Lower Denny Street, Ogdensburg NY 13669.

MC 150838 (Sub-1–1TA), filed June 6, 1980. Applicant: R. A. PRINDIVILLE & ASSOCIATES TRUCKING CO., INC., 4588 Broadway Street, Depew, New York 14043. Representation: LeBlanc & Panara, John M. Panara, Esq., 230 Clark Street, Hamburg, New York 14075. *Contract carrier,* irregular routes, heavy industrial machinery and equipment,

between Syracuse, New York on the one hand, and, on the other, points in NY, UT, KY, IN, IL, and OR. *Restriction:* Under a continuing contract(s) with Syracuse Supply Company of Syracuse, New York. Supporting shipper. Syracuse Supply Co., P.O. Box 4814, Syracuse, NY 13221.

MC 111625 (Sub-1–2TA), filed June 6, 1980. Applicant: BERMAN'S MOTOR EXPRESS, INC., P.O. Box 1566, Binghamton, New York 13902. Representative: J. Edward Derrick, (same address as applicant). Iron and Steel Articles, form the Facilities of Cives Steel Company at Conklin, New York to Mineral, Virginia. Supporting shipper: James E. Jackson, President, Cives Steel Company, Conklin, New York 13902.

MC 140768 (Sub-1–5TA), filed June 6, 1980. Applicant: AMERICAN TRANS-FREIGHT, INC., P.O. Box 796, Manville, NJ 08835. Representative: Eugene M. Malkin, Suite 1832, Two World Trade Center, New York, NY 10048. (1) *Charcoal briquets, vermiculite, active carbon, hickory chips, charcoal lighter fuel, charcoal grills and accessories for charcoal grills,* from the facilities of Husky Industries, Inc. at or near Scotia and Stamford, NY to points in CT, DE, MA, ME, MD, NH, NJ, and RI; and (2) *materials, supplies and equipment* (except commodities in bulk and those which, because of size or weight, require the use of special equipment), used in the manufacture and distribution of the commodities specified in (1) above in the reverse direction. Supporting shipper(s): Husky Industries, Inc., 62 Perimeter Center East, Atlanta, GA 30346.

MC 150975 (Sub-1–1TA), filed June 6, 1980. Applicant: DORVAL CORP., 1201 Corbin St., Elizabeth, NJ 07201. Representative: George A. Olsen, P.O. Box 357, Gladstone, NJ 07934. *Such merchandise as is dealt in by wholesale, retail, or chain grocery houses,* From Elizabeth, NJ, To the facilities of The Great Atlantic & Pacific Tea Company, Inc., located in Altoona and Yeadon, PA; Detroit, MI; Chicago, IL; Indianapolis, IN; Halethorpe, MD; Louisville, KY; Charlotte, NC; Atlanta, GA; Kansas City, MO; and Anniston, AL. Supporting shipper(s): The Great Atlantic and Pacific Tea Company, 2 Paragon Drive, Montvale, NJ 07645.

MC 148292 (Sub-1–3TA), filed June 5, 1980. Applicant: J. POSA, INC., One N. First Street, Fulton, NY 13069. Representative: Terrell C. Clark, P.O. Box 25, Stanleytown, VA 24168. (1) *Malt beverages,* in containers and related advertising materials, from Rochester, NY to points in OH and PA, Newport, KY, Brockton, MA, Havre de Grace, MD, Keene and Manchester, NH, and Hainesport, NJ, (2) *Materials, supplies* and *equipment* used in the manufacture, sale, and distribution of malt beverages, and empty malt beverage containers, from the destinations in (1) above to Rochester, NY. There are 16 statements in support attached to the application which may be examined at the I.C.C. Regional Office in Boston, MA 02114.

MC 147074 (Sub-1–7TA), filed June 5, 1980. Applicant: E Z FREIGHT LINES, 70 Gould Street, Bayonne, NJ 07002. Representative: Robert B. Pepper, 168 Woodbridge Avenue, Highland Park, NJ 08904. Auto parts and supplies between Kensola, WI and Chicago, IL. Supporting shipper: Vechiclos Automotores Mexicanos, SA CV, Poinente 150 #837, IND. Vallejo, Mexico 16, D.F.

MC 22425 (Sub-1–1TA), filed June 5, 1980. Applicant: MALFIN EXPRESS, INC., 155 Lenox Street, Norwood, MA 02062. Representative: Robert G. Parks, 20 Walnut Street, Suite 101, Wellesley, Hills, MA 02181. (1) *Foundry products,* and (2) equipment, material and supplies used in the manufacture and distribution of the commodities named in (1) above, between points in CT, DE, IL, ME, MD, MA, MI, NH, NJ, NY, OH, PA, RI and VT. Supporting Shipper: Klein-Farris Co., Inc. Statler Office Building, Boston, MA 02116.

MC 145829 (Sub-1–6), filed May 27, 1980. Applicant: ETI CORP., P.O. Box 1, Keasbey, NJ 08832. Representative: George A. Olsen, P.O. Box 357, Gladstone, NJ 07934. *Contract carrier:* irregular routes: *Paper and Plastic Bags, and materials, equipment, and supplies used in the manufacture of Paper and Plastic Bags (except commodities in bulk),* (1) Between Savage, MD, on the one hand, and on the other, points in NY, NJ, PA, WV, VA, NC, SC, GA, DE, and DC; and (2) Between Huntington, NY, on the one hand, and, on the other, points in ME, NH, VT, MA, CT, RI, NJ, PA, MD, VA, and DE. Supporting Shipper(s): Samson Bag Co., Arnold Drive, Huntington, NY 11743.

MC 126844 (Sub-1–3TA), filed June 5, 1980. Applicant: R.D.S. TRUCKING CO., INC., 1713 North Main Rd., Vineland, NJ 08360. Representative: Kenneth F. Dudley, P.O. Box 279, Ottumwa, IA 52501, Telephone: 515–682–8154, 515–682–3403. *Foodstuff Canned, (Except frozen or in bulk),* (1) From Hoopeston and Princeville, IL and Belledeau, LA to all points in and east of WI, IL, KY, TN, and MS and (2) From St. Francisville, LA to all points in and east of WI, IL, KY, TN, and MS (Except MA, MI, NY, and PA) and (3) From Turkey, NC to all points in and east of WI, IL, KY, TN, and MS (Except MA, NJ, NY, and PA). Restricted to transportation of traffic for the account of Joan of Arc Company. Supporting Shipper: Joan of Arc Company, 2231 W. Altorfer, Peoria, IL 61615.

MC 150959 (Sub-1–TA), filed June 5, 1980. Applicant: GEORGE A. LABAGH, INC., 713 North Street, Middletown, NY 10940. Representative: Joseph T. Bambrick, Jr., P.O. Box 216, Doughlassville, PA 19518. Fruit juices and drinks other than frozen or in bulk (1) from Middletown, NY, to points in ME, NH, VT, MA, RI, CT, NY, NJ, PA, DE, MD, VA, NC, SC, FL, AL, MS, LA, TN, KY, WV, OH, GA, IN, IL, MI, WI, MN, TX, KS, MO, DC. (2) items used in the manufacture, packaging and sales of fruit drinks and juices from Middletown, NY–ME, NH, VT, MA, RI, CT, NY, NJ, PA, DE, MD, VA, NC, SC, GA, FL, AL, MS, LA, TN, KY, WV, OH, IN, IL, MI, WI, MN, TX, KS, MO, DC. Supporting shipper: Derry Products, Inc., 87–113 Wisner Avenue, Middletown, NY 10949.

MC 138304 (Sub-1–2 TA), filed April 7, 1980. Applicant: NATIONAL PACKERS EXPRESS, INC., 1600 Clinton Street, Hoboken, NJ 07930. Representative: Craig B. Sherman, Attorney at Law, Broad and Cassel, Barnett Bank Building, 1108 Kane Concours, Bay Harbor Islands, FL 33154. *Wire, wire rod, fasteners, nuts, bolts, and screws,* between points in GA, MA, FL, OH, ND, SC, TN, MI, MN, IL, CT, PA, NY. Restricted to transportation of traffic for the account of Brighton Best Socket Screw Mfg. Co., Green & North Streets, Teterboro, NJ 07608. Supporting shipper: Brighton Best Socket Screw Mfg. Co., Green & North Streets, Teterrboro, NJ 07608.

MC 150953 (Sub-1–TA), filed June 4, 1980. Applicant: SERVERS YARN EXPRESS, INC., 3450 Drummond, Suite 724, Montreal, Quebec, Canada H3G 1Y2. Representative: Eric Meierhoefer, Suite 423, 1511 K Street, NW, Washington, DC 20005. *Contract carrier:* Irregular routes: *Textiles and textile products* from points in AL, GA, SC, NC, and VA, to points of entry located on the US–Canada border in NY (under contract(s) with W. D. Severs Marketing Limited). Supporting shipper: W. D. Severs Marketing Limited, Montreal, Quebec, Canada.

The following applications were filed in Region 2. Send protests to: ICC, Federal Reserve Bank Bldg., 101 N. 7th St., Room 620, Philadelphia, PA 19106.

MC 128460 (Sub-II–1TA), filed May 30, 1980. Applicant: CENTRAL AIR FREIGHT SERVICES, INC., 29 W. Green St., Hazleton, PA 18201. Representative: Joseph F. Hoary, 121 S. Main St., Taylor,

PA 18517 *General Commodities (except those of unusual value, Classes A and B Explosives, Household Goods as defined by the Commission, commodities in bulk & those requiring special equipment),* between Stewart Field Airport (Orange City), NY on the one hand, and, on the other, points in Montour, Luzerne, Lackawanna, Columbia, Schuylkill, Northumberland, Carbon, Sullivan, Wyoming, Pike & Monroe Counties, PA. Restricted to transportation of shipments having a prior or subsequent move by air for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper(s): Emery Air Freight Corp., Folcroft Indus. Park., Concord Bldg., Folcroft, PA 19032.

MC 21227 (Sub-II–1TA), filed May 28, 1980. Applicant: BUDIG TRUCKING CO., 100 Gest St., Cincinnati, OH 45203. Representative: Ernest A. Brooks II, 1301 Ambassador Bldg., St. Louis, MO 63101. Common, Regular, *Electrical transmission and distribution equipment, materials and supplies,* (1) from Columbia, MO, over U.S. Hwy 63 to junction MO Hwy 22, then east over MO Hwy 22 to Centralia, MO, and return over the same route, serving no intermediate points; and, (2) from Centralia, MO, over MO Hwy 22 to Mexico, MO, and return over the same route, serving no intermediate points. An underlying ETA seeks 90 days authority. Supporting shipper: A. B. Chance Co., 210 N. Allen St., Centralia, MO 65240.

MC 142864 (Sub-II–2TA), filed May 30, 1980. Applicant: RAY E. BROWN TRUCKING, INC., P.O. Box 501, Massillon, OH 44646. Representative: Jerry B. Sellman, 50 W. Broad St., Columbus, OH 43215. *Frozen foodstuffs, except in bulk,* from Massillon, OH, to points in CT, DE, GA, IL, IN, KY, MD, MA, MI, NJ, NY, NC, PA, TN, VA, WV, WI and DC; restricted to traffic originating at the facilities of Ore-Ida Foods, Inc. at or near Massillon, OH. Supporting shipper(s): Ore-Ida Foods, Inc., P.O. Box 10, Boise, ID 83707.

MC 69281 (Sub-II–1TA), filed April 16, 1980. Originally published in the Federal Register of May 6, 1980. Applicant: THE DAVIDSON TRANSFER & STORAGE CO., 698 Fairmont Ave., Baltimore, MD 21204. Representative: David W. Ayers, P.O. Box 58, Baltimore, MD 21203. Common, regular: *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 Allentown, PA and Reading, PA; from Allentown over PA Hwy 222 to Reading, PA and return over the same route; (2) between Allentown, PA and Pottsville, PA; from Allentown, PA over PA Hwy 309 to junction PA Hwy 209 to Pottsville, PA and return over the same route; serving all points in Berks and Schuylkill Counties, PA, for for 180 days. An underlying ETA seeks 90 days authority. Applicant intends to tack and interline. Supporting shipper: Verified statement of carrier.

MC 148443 (Sub-2–1TA), filed January 4, 1980. Applicant: SOUTH SHORE EQUIPMENT CORP., 1284 Miller Rd., Avon, OH 44011. Representative: Andrew Jay Burkholder, 275 E. State St., Columbus, OH 43215. *I/S cleaning compounds, rust preventing compounds, proprietary electroplating additives, paint, paint products, metal and metal products, petroleum products, chemicals, nickel, and the materials and supplies used in the manufacturing, marketing and distribution of same,* between Cleveland, OH, CT, SC, FL, MI, MN, IL, MO, TX, LA, CO, AZ, CA, and WA, on the one hand, and the US (except AL and HI) on the other, for 180 days. An underlying ETA seeks 90 days authority. There are *12* supporting shippers. You may review their statements at the ICC, Fed. Res. Bank Bldg, 101 N. 7th St., Philadelphia, PA 19106.

MC 138714 (Sub-II–3TA), filed May 30, 1980. Applicant: VIRGINIA TRANSPORTATION, INC., Box 26449, Richmond, VA 23261. Representative: Eric Meierhoefer, Suite 423, 1511 K St., N.W., Washington, DC 20005. Contract; irregular; *electrical appliances and parts, and materials and supplies used in the distribution and sale thereof,* between the facilities of the Wards Company, Inc., located in Richmond, VA and points in its commercial zone on the one hand, and, on the other, New York and Hauppauge, NY, and Clementon, NJ, and points in their respective commercial zones, under a continuing contract(s) with the Wards Company, Inc., for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Wards Company, Inc., 2040 Thalbro Street, Richmond, VA 23230.

MC 144186 (Sub-2–1TA), filed June 3, 1980. Applicant: SUPERIOR TRANSFER, INC., 2669 Merchant Dr., Baltimore, MD 21230. Representative: Ronald N. Cobert, Suite 501, 1730 M Street, NW., Washington, DC 20036. *Cleaning compounds, buffing compounds, and related articles* between the facilities of Cello Chemical Company at or near Havre de Grace, MD, on the one hand, and on the other, the commercial zones of Washington, DC and Baltimore, MD for 180 days. Supporting shipper(s): Cello Chemical Company, Executive Plaza 1, Suite 305, Hunt Valley, MD 21031.

MC 142051 (Sub-1–1), filed June 3, 1980. Applicant: MOYER PACKING TRANSPORTATION COMPANY d.b.a. V & J DERSTINE, P.O. Box 395, Allentown Rd., Souderton, PA 18964. Representative: Edwin L. Scherlis, Suite 420, 1315 Walnut St., Philadelphia, PA 19107. *Contract; irregular: Hides, tallow, feather blood and blood meal, bakery meal, animal fat, raw offal, meat meal, fat and bones* between the plantsites of Moyer Packing Company, in the Commonwealth of Pennsylvania, on the one hand, and on the other, points in DE, FL, GA, IN, IL, MA, MI, NC, NH, SC, VT, WI, DC, IA, MN, MS, AR, KY, TN, AL, LA, NE, KS, OK, TX and MO under a continuing contract or contracts with the North Penn Hide Company, Division of Moyer Packing Company for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper(s): Moyer Packing Transportation Company, P.O. Box 395, Souderton, PA 18964.

MC 116763 (Sub-2–16), filed June 2, 1980. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, OH 45380. Representative: Gary J. Jira (same as applicant). Authority applied for: *(1) Foodstuffs, and (2) Such commodities used in the manufacturing; packaging and distribution of foodstuffs.* Restricted in (1) and (2) above against the transportation of commodities in bulk, in tank vehicles. Between Versailles, OH on the one hand, and on the other, points in the United States (except AK and HI) for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper(s): Specialty Foods Company, P.O. Box 258, Versailles, OH 45380.

MC 135170 (Sub-2–2), filed May 30, 1980. Applicant: TRI-STATE ASSOCIATES, INC., P.O. Box 188, Federalsburg, MD 21632. Representative: James C. Hardman, 33 N. LaSalle St., Chicago, IL 60602. *Contract, Irregular: Plastic Bottles,* from Berwick, PA to Frederick, MD, under a continuing contract or contracts with the Clorox Company. An underlying ETA seeks 90 days authority. Supporting shipper: Clorox Company, 125 Statue of Liberty Drive, Jersey City, NJ 07303.

MC 143088 (Sub-2–1TA), filed June 2, 1980. Applicant: TARBOX TRUCKING, INC., Johnson Heights, Blossburg, PA 16912. Representative: C. Jack Pearce, Suite 1200, 1000 Connecticut Ave. NW., Washington, D.C. 20036. *Contract: Irregular. Animal and poultry feed,* between Waverly, NY on the one hand, and. on the other, the commercial zones of Boston (including North Wilmington, MA), for 180 days, an underlying ETA

which seeks ninety days authority. Supporting shipper: Agway Inc., P.O. Box 4933, 333 Butternut Dr., Syracuse, N.Y. 13221.

Note.—Dual operations are involved in this application.

MC 65941 (Sub-2–2), filed May 29, 1980. Applicant: TOWER LINES, INC., P.O. Box 6010, Wheeling, WV 26003. Representative: James R. Stevick, same as applicant. *General Commodities* (Except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk). Between points in the U.S. in and east of MN, IA, MO, AR, and TX—restricted to shipments originating at or destined to the facilities of Borg-Warner Chemicals. Supporting shipper: Borg-Warner Chemicals, International Center, Parkersburg, WV 26101.

MC 14215 (Sub-II–6TA), filed May 29, 1980. Applicant: SMITH TRUCK SERVICE, INC., 1118 Commercial, Mingo Junction, OH 43938. Representative: A. Charles Tell, 100 E. Broad St., Columbus, OH 43215. *Sand,* from Dundee, OH to Chicago, Cicero and Melrose Park, IL, for 180 days. Supporting shipper: National Castings Co., 500 S. Dock St., Sharon, PA 16146.

MC 114569 (Sub-2–21), filed May 28, 1980. Applicant: SHAFFER TRUCKING, INC., P.O. Box 418, New Kingstown, PA 17072. Representative: N. L. Cummins (same as applicant). (1) *foodstuffs* (except frozen foods and commodities in bulk) from Philadelphia, PA, Norfolk, VA, and points in MA, CT, RI, NY, NJ, MD, DE, and those in VA east of Chesapeake Bay to points in AR, AZ, CO, IA, IL, IN, KS, KY, LA, MI, MN, MO, MS, NE, ND, NM, OH, OK, SD, TN, TX, WI, and WY, and (2) *frozen foods* (a) from Wethersfield and Hartford, CT, to points in KS and TX, (b) from New York, NY, Jersey City, NJ, and Philadelphia, PA, to points in AR, CO, IA, KS, KY, LA, MI, MN, MO, MS, NE, ND, NM, NV, OK, SD, TN, TX, WI, and WY, and (c) from Wilmington, DE, Mt. Airy, MD, and Norfolk, VA, to points in IL, IA, KY, MI, MN, MO, OH, TN, and WI for 180 days. An underlying ETA seeks 90 days authority. Supporting shippers: There are eleven (11) supporting shippers. Their statements may be examined at the I.C.C. office in Philadelphia, PA.

MC 116763 (Sub-2–14), filed May 27, 1980. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, OH 45380. Representative: Gary J. Jira (same as applicant). *Foodstuffs* (except commodities in bulk), in vehicles equipped with mechanical refrigeration, from the facilities of General Foods Corporation located at Evansville, IN, to all points in the United States in and east of ND, SD, NE, CO, OK and TX, for 180 days. Restricted to traffic originating at the named origin and destined to points in the named destination states. Supporting shipper(s): General Foods Corp., 250 North St., White Plains, NY 10625.

MC 116763 (Sub-2–13), filed May 27, 1980. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, OH 45380. Representative: Gary J. Jira (same as applicant). *(1) Paper, paper articles and printed materials & (2) such commodities as are used in the manufacturing, distribution and sale of the commodities in (1) above* (Restricted in (1) and (2) above against the transportation of commodities in bulk in tank vehicles.) Between points in the United States (except AK and HI). Restricted to traffic originating at or destined to the facilities utilized by Beveridge Paper Co. a subsidiary of Simkins Industries, Inc. Supporting shipper(s): Beveridge Paper Company, subsidiary of Simkins Industries, 717 W. Washington St., Indianapolis, IN 46204.

MC 109124 (Sub-2–3TA), filed may 27, 1980. Applicant: SENTLE TRUCKING CORPORATION, P.O. Box 7850, Toledo, OH 43619. Representative: James M. Burtch, 100 E. Broad St., Suite 1800, Columbus, OH 43215. *Aluminum and zinc alloy ingots and materials and supplies used in the manufacture and distribution thereof,* between Mapel Heights, OH and points in IL, IN, KY, NJ, NY, and PA, for 180 days. Supporting shipper: Aluminum Smelting & Refining Co., Inc., 5463 Dunham Road, Maple Heights, OH 44137.

MC 150185 (Sub-2–2), filed may 27, 1980. Applicant STAM–WIN, INC., 3700 Park East Drive, Cleveland, OH 44122. Representative: J. A. Kundtz, 1100 National City Bank Bldg., Cleveland, OH 44114. *Contract; irregular: Empty drums and empty steel containers* from Cleveland, OH to points in IN, KY, MI, NJ, NY, OH, PA,and WV, under a continuing contract or contracts with Cortland container Corporation for 180 days. Supporting shipper(s): Cortland Container Corporation, 8806 Crane Ave, Cleveland, OH 44105.

MC 144672 (Sub-2–2), filed May 27, 1980. Applicant: VICTORY EXPRESS, INC., P.O. Box 26189, Trotwood, OH 45426. Representative: Richard M. Schaefer (same as applicant). *Office supplies, paper forms and equipment, materials and supplies used in the manufacture and distribution of Office supplies and paper forms* from Leitchfield, KY to points in states on and east of I–35 for 180 days. Supporting shipper(s): Huron Copysette, Inc., Leitchfield, KY 42754.

MC 135653 (Sub-2–3), filed May 29, 1980. Applicant: SPECIAL SERVICE TRANSPORTATION, INC., 1100 W. Smith, Medina, OH 44256. Representative: Michael Spurlock, 275 E. State St., Columbus, OH 43215. *Paper and paper products, and materials and supplies used in the manufacture and distribution thereof,* between the facilities of Packaging Corporation of America at Rittman, OH, on the one hand, and on the other, points in PA, NY, MA, RI, NJ, MD, CT, DE, IN, MI, and IL, for 180 days. An underyling ETA seeks 90 days authority. Supporting shipper(s): Packaging Corporation of America, Industrial St., Rittman, OH 44270.

MC 143300 (Sub-2–1TA), filed May 27, 1980. Applicant: J. C. WOOLBRIDGE INC., Rt. 7, Box 43, Martinsville, VA 24112. Representative: Terrell C. Clark, P.O. Box 25, Stanleytown, VA 24168. *Paper and paper products and textile products,* from points in Henry County, VA to points in the Norfolk, VA Commerical Zone. An underlying ETA seeks 90 days authority. Supporting shippers: Martinsville Iron & Steel Co., Inc., P.O. Box 3591, Martinsville, VA 24112, Newco Fibre Company, P.O. Box 30667, Charlotte, NC 28230.

MC 116763 (Sub-2–15TA), filed May 30, 1980. Applicant: CARL SUBLER TRUCKING, INC., North West St., Versailles, OH 45380. Representative: Gary J. Jira (same as applicant). Authority applied for: *Canned and preserved foodstuffs* from the facilities of Heinz USA at or near Grand Prairie, TX to points in LA, AR, OK and NM, and in each case restricted to traffic originating at the named origins and destined to the named states, for 180 days. An underyling ETA seeks 90 days authority. Supporting shipper(s): Heinz USA, Div. of H. J. Heinz Co., P.O. Box 57, Pittsburgh, PA 15230.

MC 107012 (Sub-2–44), filed June 3, 1980. Applicant: NORTH AMERICAN VAN LINES, INC., 5001 U.S. Hwy. 30 West, P.O. Box 988, Fort Wayne, IN 46801. Representative: David D. Bishop (same as applicant). *Golf cars* from the facilities of Yamaha Motor Corp. at or near Cypress, CA and from the Port of Long Beach, CA to points in the U.S. (except AK and HI), for 180 days. An underyling ETA seeks 90 days authority. Supporting shipper: Yamaha Motor Corp., U.S.A., 6555 Katella Ave., Cypress, CA 90630.

Note.—Common control may be involved.

MC 107012 (Sub-2–43), filed June 2, 1980. Applicant: NORTH AMERICAN

VAN LINES, INC., 5001 U.S. Hwy. 30 West, P.O. Box 988, Fort Wayne, IN 46801. Representative: David D. Bishop (same as applicant). *Cabinets, parts and accessories,* (1) from the facilities of American Woodmark Corp. located at or near Moorefield, WV and Berryville, Edinburg, Strasburg, and Winchester, VA to points in CT, DE, MA, ME, NH, NJ, NY, PA, RI, and VT; and (2) from the facilities of American Woodmark Corp. located at or near Moorefield, WV to points in NC and SC, for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper(s): American Woodmark Corp., Byrd Ave., P.O. Box 514, Berryville, VA 22611.

Note.—Common control may be involved.

MC 28088 (Sub-2–2), filed June 2, 1980. Applicant: NORTH & SOUTH LINES, INC., 2710 S. Main St., Harrisonburg, VA 22801. Representative: John R. Sims, Jr., 915 Pennsylvania Bldg., 425 13th St., NW., Washington, DC 20004. *(1) Printed matter, and (2) materials and supplies used in the manufacture or distribution of printed matter (except commodities in bulk)* between points in the United States (except AK and HI) for 180 days. Restricted to shipments originating or terminating at the facilities of R. R. Donnelley and Sons Company. Supporting shipper(s): R. R. Donnelley and Sons Co., 1400 Kratzer Rd., Harrisonburg, VA 22801.

MC 107012 (Sub-2–38), filed June 2, 1980. Applicant: NORTH AMERICAN VAN LINES, INC., 5001 U.S. Hwy. 30 West, P.O. Box 988, Fort Wayne, IN 46801. Representative: Bruce W. Boyarko (same as applicant). (1) *parts, attachments, tools, and accessories for internal combustion engines,* (2) *displays used in sale of same from Fayetteville, NC to points in AZ, CA, ID, NV, OR, UT, WA and WY for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper(s): Purolator Products Inc., 970 New Brunswick Avenue, Rahway, NJ 07065.*

Note.—Common control may be involved.

MC 28088 (Sub-2–3), filed June 2, 1980. Applicant: NORTH & SOUTH LINES, INC., 2710 S. Main St., Harrisonburg, VA 22801. Representative: Henry E. Seaton, 929 Pennsylvania Bldg., 425 13th St. NW., Washington, DC 20004. *Stoves, fireplace inserts and materials, supplies and equipment used in the manufacture of same,* between Rockingham County, VA, on the one hand, and points in the U.S. on the other for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper(s): Sierra Manufacturing of Virginia, Inc., P.O. Box 346, Harrisonburg, VA 22801.

MC 125335 (Sub-2–9TA), filed June 2, 1980. Applicant: GOODWAY TRANSPORT, INC., P.O. Box 2283, York, PA 17405. Representative: Gailyn L. Larsen, P.O. Box 82816, Lincoln, NE 68501. *Frozen foods,* from Barker, NY, to points in CT, DE, IA, KS, MA, MD, NJ, PA, VA, and WI, for 180 days. Supporting shipper: Southland Frozen Foods, Inc., 305 E. Ohio Street, Plant City, FL.

MC 150939 (Sub-2–1), filed June 2, 1980. Applicant: GEMINI TRUCKING, INC., 1533 Broad Street, Greensburg, PA 15601. Representative: William A. Gray, 2310 Grant Building, Pittsburgh, PA 15219. *Contract; irregular: General commodities* (except those of unusual value, classes A and B explosives, household goods and commodities in bulk), between points in the United States in and east of MN, IA, MO, AR, TX for 180 days. Restriction: Restricted to traffic originating at or destined to the facilities of Borg-Warner Chemicals. Restriction: Restricted to a transportation service to be performed under a continuing contract or contracts with Borg-Warner Chemicals. Supporting shipper: Borg-Warner Chemicals, International Center, Parkersburg, W. VA 26101.

MC 124821 (Sub-II–13), filed June 2, 1980. Applicant: GILCHRIST TRUCKING, INC., 105 N. Keyser Ave., Old Forge, PA 18518. Representative: John W. Frame, Box 626, 2207 Old Gettysburg Rd., Camp Hill, PA 17011. *Paper and plastic bags, and/or wrapping paper, and/or materials and supplies used in connection with the manufacture, sale and distribution of the above-named commodities,* Between Plainfield, IL, on the one hand, and on the other, points in IN, KY, MI, MO, NJ, NY, OH, PA and WV, for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Trinity Midwest Corporation, 529 5th Ave., New York, NY 10017.

MC 108589 (Sub-2–1), filed June 2, 1980. Applicant: EAGLE EXPRESS COMPANY, 11425 Williamson Rd., Cincinnati, OH 45241. Representative: Michael Spurlock, 275 E. State St., Columbus, OH 43215. *Common; Regular; 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 Cookeville, TN and Gainesboro, TN, serving Baxter, TN as an intermediate point, and serving all points in Jackson City., TN as off-route points. From Cookeville, TN over Interstate Rte. 40 to junction TN Rte. 56, then over TN Rte. 56 to Gainesboro, TN and return over the same route. (2) Alternate route for operating convenience only: Between Celina, TN and Gainesboro, TN, serving the termini for the purpose of joinder only. From Celina, TN over TN Rte. 53 to Gainesboro, TN and return over the same route for 180 days. An underlying ETA seeks 90 days authority. Applicant desires to tack with existing authority and interline at Cincinnati, OH, Knoxville and Nashville, TN and Lexington and Louisville, KY. Supporting shipper(s): Twin Rivers Furniture Co., Hwy. 53, Gainesboro, TN 38562; UCEMC Hwy. 53, Gainesboro, TN 38562; Gold Medal, Inc., POB 37, Baxter, TN 38544; W. T. Sewall & Co., Box 68, Baxter, TN 38544.

MC 108589 (Sub-2–9), filed June 2, 1980. Applicant: EAGLE EXPRESS COMPANY, 11425 Williamson Rd., Cincinnati, OH 45241. Representative: Michael Spurlock, 275 E. State St., Columbus, OH 43215. *Common; Regular; 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 Cookeville, TN and McMinnville, TN, serving no intermediate points, and serving points in Warren City., TN as off-route points. From Cookeville, TN over Rtes. 111 and 42 to junction U.S. Rte. 70 S, then over U.S. Rte. 70 S to McMinnville, TN and return over the same route for 180 days. An underlying ETA seeks authority for 90 days. Applicant desires to tack with existing authority and interline at Cincinnati, OH, Knoxville and Nashville, TN and Lexington and Louisville, KY. Supporting shipper(s): There are 7 supporting shippers. Their statements may be reviewed at the ICC, Fed. Res. Bank Bldg., Phila., PA.

MC 65475 (Sub-2–3), filed June 2, 1980. Applicant: JETCO, INC., 4701 Eisenhower Ave., Alexandria, VA 22304. Representative: J. G. Dail, Jr., P.O. Box LL, McLean, VA 22101. *Fabricated steel and equipment, materials, and supplies* used in the manufacture thereof, between the facilities of Standard Building Systems, Inc., at or near Point of Rocks, MD, on the one hand, and, on the other, points in the US east of the Mississippi River, for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Standard Building Systems, Inc., Point of Rocks, MD 21777.

MC 144075 (Sub-2–2), filed June 2, 1980. Applicant: INDUSTRIAL TRANSPORT, INC., 11910 Harvard Ave., Post Office Box 04177, Cleveland, OH 44105. Representative: Brian S. Stern, 2425 Wilson Blvd., Suite 367, Arlington, VA 22201. *Contract: Irregular:* (1) *electrical stairways and walks,* (2)

elevators, and (3) *materials, equipment, supplies,* and parts used in the construction, manufacture, assembly, and installation of the commodities described in (1) and (2), from Edison and Randolph Township (Morris County), NJ, and Gettysburg, PA, to San Francisco, CA. An underlying ETA seeks 90 days authority. Supporting shipper: Westinghouse Electric Corporation, 90 Northfield Ave., Raritan Center, Edison, NJ 08817.

MC 146704 (Sub-2–7TA), filed June 2, 1980. Applicant: FALCON MOTOR TRANSPORT, INC., 1250 Kelly Ave., Akron, OH 44306. Applicants Representative: C. K. Woodring, P.O. Box 22, Northfield, OH 44067. *Contract: Irregular; (1) Aluminum and Zinc ingots, billets, bars and pigs,* and *(2) Materials and supplies used in the production and refining of (1) above,* restricted against transportation by tank or dump vehicles. Between Maple Heights, OH and points in CT, IL, IN, IA, KY, MI, MO, NJ, NY, PA and WI, for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Aluminum Smelting and Refining Co., Inc., 5463 Dunham Road, Maple Heights, OH 44137.

MC 56244 (Sub-2–10TA), filed June 2, 1980. Applicant: KUHN TRANSPORTATION COMPANY, INC., P.O. Box 98, R.D. #2, Gardners, PA 17324. Representative: J. Bruce Walter, 410 North Third St., P.O. Box 1146, Harrisburg, PA 17108. *(1) Foodstuffs (except commodities in bulk and frozen foods), and (2) pet foods* from the facilities of Castle & Cooke Foods, at Baltimore, MD and points in its commercial zone to points in IA, IL, IN, KY, MI, MO, OH, TN, and those points in PA on, north, and west of a line beginning at Lake Erie and extending along Interstate Hwy 79 to junction Interstate Hwy 76, then along Interstate Hwy 76 to PA–OH State line, restricted to the transportation of shipments originating at the indicated origins and destined to the indicated destinations for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Castle & Cooke Foods, Division of Castle & Cook, Inc., P.O. Box 3928, San Francisco, CA 94119.

MC 125335 (Sub-2–8TA), filed June 2, 1980. Applicant: GOODWAY TRANSPORT, INC., P.O. Box 2283, York, PA 17405. Representative: Gailyn L. Larsen, P.O. Box 82816, Lincoln, NE 68501. *Plastic containers,* from Wilmington, NC, to Bayonne, NJ, and points in its commercial zone, for 180 days. An underlying ETA seeks 90 authority. Supporting shipper: South Atlantic Container Corp., P.O. Box 1197, Wilmington, NC 28402.

MC 150432 (Sub-2–1), filed June 2, 1980. Applicant: H & M TRANSPORTATION, INC., U.S. 42 & 70, London, OH 43140. Representative: Owen B. Katzman, 1800 M St., NW, Suite 800 So., Washington, DC 20036. *Contract; irregular: Iron and steel articles* between Columbus and West Jefferson, OH, on the one hand, and, on the other, points in the US (except AK and HI), under a continuing contract with Capitol Manufacturing Co., a division of Harsco. An underlying ETA seeks 90 days authority. Supporting shipper(s): Capitol Manufacturing Co., a division of Harsco, 153 W. Fulton St., Columbus, OH 43215.

MC 146820 (Sub-II–3TA), filed June 2, 1980. Applicant: B & G TRUCKING, INC., P.O. Box 581, Worthington, OH 43085. Representative: David A. Turano, 100 E. Broad St., Columbus, OH 43215. Contract: irregular *(1) Stove boards and stove board products; and (2) equipment, materials and supplies used in the manufacture and distribution of the commodities in (1) above (except commodities in bulk)* between the facilities of Hearth Products, Inc. at or near Columbus, OH, on the one hand, and, on the other, pts. in IL, IN, KY, MI, NY, NC, PA, VA, WV and WI for the account of Hearth Products, Inc. for 180 days. Supporting shipper: Hearth Products, Inc., 665 N. Hague Ave., Columbus, OH 43204.

MC 128746 (Sub-II–2TA), filed June 3, 1980. Applicant: D'AGATA NATIONAL TRUCKING CO., 3240 S. 61st St., Phila., PA 19153. Representative: Edward J. Kiley, 1730 M St., NW, Washington, DC 20036. *Beer and malt beverages* from Newport, KY to points in PA, NY, NJ, MD, and MA, for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: G. Heileman Brewing Co., Inc., 100 Harborview Plaza, LaCrosse, WI 54601.

MC 136343 (Sub-II–7TA), filed June 4, 1980. Applicant: MILTON TRANSPORTATION, INC., P.O. Box 355, Milton, PA 17847. Representative: Herbert R. Nurick, P.O. Box 1166, Harrisburg, PA 17108. *(1) Floor coverings and (2) materials, equipment and supplies used in the manufacturing, distribution, installation and maintenance of floor coverings* between the facilities of Armstrong World Industries, Inc., at or near Kankakee, IL, on the one hand, and, on the other, points in the states of CT, DE, ME, MD, MA, NH, NY, NJ, NC, OH, PA, RI, SC, TN, VA, VT, WV and DC for 180 days. Restricted to transportation of traffic originating at or destined to the above-named points. An underlyng ETA seeks 90 days authority. Supporting shipper: Armstrong World Industries, Inc., P.O. Box 3001, Lancaster, PA 17604.

MC 3114 (Sub-II–3TA), filed June 4, 1980. Applicant: T. H. COMPTON, INC., R.F.D. #1, Berkeley Springs, WV 25411. Representative: Herbert Alan Dubin, 818 Connecticut Ave., NW., Washington, DC 20006. *Lime, in bulk,* from Berkeley County, WV to points in PA. Supporting shipper: Riverton Corp., Riverton, VA 22651.

MC 107555 (Sub-II–1TA), filed June 4, 1980. Applicant: CLARENCE ALLEN, JR., d.b.a. BROWN'S TRANSFER, 405 E. Main St., Ronceverte, WV 24970. Representative: John M. Friedman, 2930 Putnam Ave., Hurricane, WV 25526. *Electronic equipment and household goods,* between points in AL, AZ, AR, CA, CO, CT, DE, FL, GA, IL, IN, IA, KS, KY, LA, MD, MA, MI, MS, MO, MT, NE, NV, NJ, NM, NY, NC, ND, OH, OK, OR, PA, RI, SC, SD, TN, TX, UT, VT, VA, WA, WV, WI, WY and DC. Supporting shipper(s): The Bendix Corp., P.O. Drawer 831, Lewisburg, WV 24901.

MC 63417 (Sub-II–12TA), filed June 4, 1980. Applicant: BLUE RIDGE TRANSFER COMPANY, INC., P.O. Box 13447, Roanoke, VA 24034. Representative: William E. Bain (same address as applicant). *Insulating materials* from warehouse and plant facilities of Pabco Division of Louisiana-Pacific Corp. at or near Fruita, CO, and Grambling, LA, to points in U.S. (except AK and HI) for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Pabco Insulation Division of Louisiana-Pacific Corporation, 1110 16 Road, Fruita, CO 81521.

The following applications were filed in Region 3. Send protest to ICC, Regional Authority Center, P.O. Box 7520, Atlanta, GA 30357.

MC 115162 (Sub-3–6TA), filed May 29, 1980. Applicant: POOLE TRUCK LINE, INC., P.O. Box Drawer 500, Evergreen, AL 36401. Representative: Robert E. Tate (same address as applicant). *Such commodities as are dealt in or used by agricultural and industrial equipment manufacturers or dealers* from the facilities of or utilized by International Harvester Co. at Canton, East Moline, Moline and Rock Island, IL; Louisville, KY; Gulfport, MS; and Memphis, TN to the states of AL, FL, GA, KY, LA, MS, NC, SC, TN, and VA. Supporting shipper: International Harvester Co.; 401 N. Michigan Avenue; Chicago, IL 60611.

MC 115162 (Sub-3–7TA), filed May 29, 1980. Applicant: POOLE TRUCK LINE, INC., P.O. Box Drawer 500, Evergreen, AL 36401. Representative: Robert E. Tate (same address as applicant). *Cement, in packages* from the plantsite of Ideal

Basic Industries Cement Division located at or near Houston, TX to the facilities of Ideal Basic Industries, Inc., Cement Division located at Mobile, AL and New Orleans, LA. Supporting shipper: Ideal Basic Industries, P.O. Box 8789, Denver, CO 80201.

MC 125368 (Sub-3–7TA), filed May 29, 1980. Applicant: CONTINENTAL COAST TRUCKING COMPANY, INC., P.O. Box 26, Holly Ridge, North Carolina 28445. Representative: C. W. Fletcher, President, P.O. Box 26, Holly Ridge, North Carolina 28445. *Frozen vegetables and supplies used in the manufacture of frozen vegetables,* between the facilities of Saulsbury Brothers, Inc., Ridgley, MD, on the one hand, and, on the other, points in the United States, except AK, HI, NE, NH, and WY. Supporting shipper: Saulsbury Brothers, Inc., Box 457, Railroad Ave., Ridgely, MD 21660.

MC 149218 (Sub-3–3TA), filed May 29, 1980. Applicant: SUNBELT EXPRESS, INC., 118 Hamilton Cir., Bremen, GA 30110. Representative: Clyde W. Carver, P.O. Box 720434, Atlanta, GA 30328. *Containers container closures and container components* from Birmingham, AL, to Addison, IL, and LaPorte, IN, and points in their commercial zones. Supporting shipper: Sirco Systems, Inc., P.O. Box 367, Birmingham, AL 35201.

MC 145027 (Sub-3–1TA), filed May 29, 1980. Applicant: BO–MARK TRANSPORT, INC., P.O. Box 652, Savannah, GA 31402. Representative: Mark S. Gray, P.O. Box 872, Atlanta, GA 30301. *General commodities (except those of unusual value, Classes A & B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment)* between points in GA, SC, and Nassau, Duval, Hamilton, Baker, Clay, St. Johns, Alachua, Bradford, Columbia and Union Counties, FL, restricted to traffic in trailers having a prior or subsequent movement by rail or water. Supporting shippers: There are 16 shippers supporting this Temporary Authority Application.

MC 146927 (Sub-3–3TA), filed May 20, 1980. Applicant: DIXIE TRANSPORT, INC., Post Office Box 1126, Hattiesburg, MS 39401. Representative: William P. Jackson, Jr., 3426 N. Washington Boulevard, Post Office Box 1240, Arlington, VA 22210. *Such commodities as are dealt in or used by a manufacturer of paper and paper products (except in bulk),* between the facilities of American Can Company, at or near Naheola, AL, and Meridian, MS, on the one hand, and, on the other, points in TX and AR. Supporting shipper: American Can Company, Post Office Box 1699, Meridian, MS 39301.

MC 145072, (Sub-3–4TA), filed May 30, 1980. Applicant: M. S. CARRIERS, INC., 1797 Florida Street, Memphis, Tennessee 38109. Representative: A. Doyle Cloud, Jr., 2008 Clark Tower, 5100 Poplar Avenue, Memphis, Tennessee 38137. *Paints, stains, and varnishes (except in bulk) and materials, equipment and supplies used in the manufacture of above named items;* between Memphis, TN on the one hand, and on the other, the states of AL, AR, GA, IL, IN, KA, KY, LA, MO, MS, NC, OH, OK, TX. Supporting shipper: United Coatings Co., P.O. Box 1102, Memphis, Tennessee 38101.

MC 150505 (Sub-3–1TA), filed April 2, 1980. Applicant: VERMAD TRUCKING, INC., 605 Bel Air Boulevard, Mobile, Alabama 36606. Representative: James David Mills, Post Office Box 2664, Mobile, Alabama 36601. *Building materials,* (1) From the facilities of Eagle Picher Industries, in Joplin, MO, Marco Fireplace Co., Inc., in Louisville, KY, Ownes-Corning Fiberglas Corporation in Atlanta and Fairburn, GA, Waxahachie, TX, Jacksonville, FL, Barington, NJ, Newark, OH, Kansas City, MO, Certain-Teed Company in Savannah and Athens, GA, Texarcana, TX, Texarcana, AK, Johns-Manville in Winder, GA, Galaway Insulation in Macon, GA, National Gypsum Company in New Orleans, LA, and Southland Oil Company in Sandersville, MS, on the one hand, and, on the other, the facilities and job-sites of Gulf Atlantic Corporation, Coastal Insulation Company of Pensacola, Inc., Fiberglass Insulators, Inc., and Insulation Contractors, Inc., in Gulfport and Biloxi, MS, Birmingham and Mobile, AL, and Escambia and Santa Rosa Counties and Panama City, FL, New Orleans and Slidell, LA, Summerville, SC, and Savannah, GA (2) between Mobile, AL, on the one hand, and, on the other, Slidell, LA, Gulfport and Biloxi, MS, Pensacola, FL, Savannah, GA, and Summerville, SC. Supporting shipper: Gulf Atlantic Corporation, 605 Bel Air Boulevard, Mobile, AL 36606.

MC 150464 (Sub-3–3TA), filed May 27, 1980. Applicant: C. E. MELTON TRANSPORT, Route 4, Highway 280 East, Americus, GA 31709. Representative: Carl Melton (same address as applicant's). *General commodities (except materials in bulk), and iron and steel articles* between points in Macon, Cordele and Columbus, GA on the one hand, and on the other hand, points within a fifty mile radius of Americus, GA (restricted to traffic having a prior or subsequent move by rail piggyback). Supporting shippers: Bowen Supply Co., Americus, GA; Intertherm, Americus, GA; American Tree and Wreath, Americus GA; Metalux Corp., Americus, GA.

MC 85970 (Sub-3–4TA), filed May 29, 1980. Applicant: SARTAIN TRUCK LINE, INC., 1625 Hornbrook Street, Dyersburg, TN 38024. Representative: Warren A. Goff, 2008 Clark Tower, 5100 Poplar Avenue, Memphis, TN 38137. (1) *Fibreboard and (2) materials, equipment and supplies used/useful in the manufacture, distribution, and/or sale thereof* between the facilities of Colonial Fiber located at or near Covington, TN, on the one hand, and, on the other, points in the United States (except Alaska and Hawaii). Supporting shipper: Colonial Fiber, Covington, TN.

MC 118831 (Sub-3–1TA), filed May 28, 1980. Applicant: CENTRAL TRANSPORT, INC., P.O. Box 7007, High Point, NC 27264. Representative: Ben H. Keller, III (same address as applicant). *Liquid chemicals,* in bulk, in tank vehicles, from Greensboro, NC to WV and from FL, GA, IL, KY, MI, MO, NJ, OH, PA, TN, TX, and WV to Greensboro, NC. Supporting shipper: Brin-Mont Chemicals, P.O. Box 7322, Greensboro, NC.

MC 107515 (Sub-3–25TA), filed May 28, 1980. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, GA 30050. Representative: Alan E. Serby, Esq., 3390 Peachtree Road, N.E., 5th Floor-Lenox Towers South, Atlanta, GA 30326. *Malt beverages* (except in bulk) (1) from points in AR and TX to points in FL, GA, SC, NC, VA, MD, DC, DE, PA, and NC; and (2) from points in MD, PA, and VA to points in TX. Supporting shipper: PAC–ES–TAR, Inc., 4308 North Central Expressway, Suite 210, Dallas, TX 75206.

MC 138157 (Sub-3–16TA), filed May 28, 1980. Applicant: SOUTHWEST EQUIPMENT RENTAL, INC. d.b.a. SOUTHWEST MOTOR FREIGHT, P.O. Box 9596, Chattanooga, TN 37412. Representative: Patrick E. Quinn, P.O. Box 9596, Chattanooga, TN 37412. *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, commodities injurious or contaminating to other lading, and frozen foods), from Seattle and Kent, WA to points in the United States in and east of MT, WY, CO, NM, and to points in CA. Restriction: Restricted to traffic originating at the facilities of Universal Distribution Center and A&D Transco. Supporting shippers: Universal Distribution Center, 18700 80th Place, S., Kent, WA 98031; and A&D Transco, 1762 6th S., Suite 123, Seattle, WA 98134.

MC 145855 (Sub-3–1TA), filed May 28, 1980. Applicant: JOHN RAY TRUCKING, INC., Post Office Box 206, Estaboga, AL 36260. Representative: John W. Cooper, 200 Woodward Bldg., 1927 First Avenue North, Birmingham, AL 35203. (1) *Fabricated metal articles and materials, equipment and supplies* used or utilized in the manufacture and shipping of said commodities, exceot commodities in bulk, between Anniston, AL, and all points in the United States, except AK and HI. Supporting shippers: The Halden Machine Company, Anniston, AL; Southern Plating and Machine Company, Anniston, AL.

MC 121568 (Sub-3–5TA), filed May 29, 1980. Applicant: HUMBOLDT EXPRESS, INC., 345 Hill Avenue, Nashville, TN 37211. Representative: James G. Caldwell (same address as applicant). *Automotive parts and automotive body parts and accessories and the materials, supplies, and equipment used in the manufacture and distribution of these commodities (except in bulk),* between Ripely, TN and Portageville, MO, on the one hand, and, on the other, between points in the States of TX, OK, KS, NE, IA, MN, WI, MO, AR, LA, IL, MS, MI, IN, OH, WV, KY, AL, GA, NC, VA, and TN. Supporting shipper: Siegel Roberts of Tennessee, P.O. Box 468, Ripley, TN.

Note.—Applicant intends to tack with exit authority and interline at Memphis and Nashville, TN and other authorized points.

MC 146451 (Sub-3–10TA), filed May 29, 1980. Applicant: WHATLEY-WHITE, INC., 230 Ross Clark Circle, N.E., Dothan, AL 36302. Representative: William K. Martin, Capell, Howard, Knabe & Cobbs, P.A., P.O. Box 2069, Montgomery, AL 36197. *Materials, equipment and supplies used in the manufacturing, packaging and distribution of garments,* between the facilities utilized by Van Heusen Co. at or near Ozark, AL, on the one hand, and, on the other hand, all points in and east of MN, IA, MO, AR and LA. Supporting shipper: Van Heusen Co., Civic Center, Ozark, AL 36360.

MC 146451 (Sub-3–9TA), filed May 29, 1980. Applicant: WHATLEY-WHITE, INC., 230 Ross Clark Circle, N.E., Dothan, AL 36302. Representative: R. S. Richard, Capell, Howard, Knabe & Cobbs, P.A., P.O. Box 2069, Montgomery, AL 36197. (1) *Insulating materials and high temperature bonding cement,* and (2) *materials, equipment and supplies used in the manufacture and distribution of the commodities named in (1),* except commodities in bulk: Between the facilities of (a) Forty-Eight Insulations, Inc., at or near Aurora, IL, and Alliance, OH, (b) Keene Corporation, at or near Kalamazoo, MI, and (c) U.S. Gypsum, at or near Wabash, IN, on the one hand, and, on the other, those points in the U.S. in and east of MT, WY, CO, and NM, restricted to the transportation of traffic originating at or destined to the named facilities. Supporting shipper: Forty-Eight Insulations, Inc., P.O. Box 1148, Aurora, IL 60507.

MC 121821 (Sub-3–4TA), filed April 28, 1980. Republication—Originally published in **Federal Register** of 05/19/80 Page 32796, Volume 45, No. 98. Applicant: TENNESSEE MOTOR LINES, INC., 420 Maple Avenue, Nashville, TN 37210. Representative: Paul M. Daniell, P.O. Box 872, Atlanta, GA 30301. *General commodities (except those of unusual value, Classes A & B explosives, household goods as defined by the Commission, commodities in bulk,* and those requiring special equipment): (1) Between Knoxville, TN and Tiptonville, TN, from Knoxville, TN over Interstate Hwy. 40 to its junction with U.S. Hwy. 641, then over U.S. Hwy. 641 to Camden, TN, then over U.S. Hwy. 70 to Huntington, TN, then over U.S. Hwy. 70A to Atwood, TN, then over TN Hwy. 104 to Dyersburg, TN, then over TN Hwy. 78 to Tiptonville, TN serving Camden, Milan, Trenton, Bradford, Rutherford, Dyer, Dyersburg and Ridgely, TN as intermediate or off-route points. (2) Between Chattanooga, TN and Nashville, TN, from Chattanooga, TN over Interstate Hwy. 24, serving Nashville, TN for purpose of joinder with Route 1 only. (No service proposed on traffic moving between Nashville and Chattanooga).

Note.—(Applicant intends to interchange at Chattanooga and Knoxville, TN.) There are seven statements in support attached to this application which may be examined at the ICC's Regional Office in Atlanta, GA.

The following applications were filed in Region 4. Send protests to: ICC, Dirksen Bldg., 219 S. Deaborn St., Room 1386, Chicago, IL 60604.

MC 43038 (Sub-4–9TA), filed June 4, 1980. Applicant: COMMERCIAL CARRIERS, INC., 20300 Civic Center Dr., 4th Floor, Box CS 5027, Southfield, MI 48037. Representative: Paul H. Jones, 29725 Shacket Ave., Madison Heights, MI 48071. *Imported Motor Vehlces* (excluding trailers), in secondary movements, in truckaway service, between points in OR, on the one hand, and, on the other, points in CO, NV, UT and WY. An underlying ETA seeks 90 days authority. Supporting shipper: Toyota Motor Sales, U.S.A. Inc., 20500 W. 190th St., Torrance, CA 90509.

MC 43038 (Sub-4–5TA), filed June 4, 1980. Applicant: COMMERCIAL CARRIERS, INC., 2300 Civic Center Dr., 4th Floor, Box CS 5027, Southfield, MI 48037. Representatives: Paul H. Jones, 29725 Shacket Ave., Madison Heights, MI 48071. Nicholas W. Hetman, 3800 Frederica, Owensboro, KY 42301. *Motor vehicles* (excluding trailers), in secondary movements, in truckaway service, between points in FL on the one hand, and, on the other, points in NC, SC, VA and WV. An underlying ETA seeks 90 days authority. There are five suppporting shippers.

MC 99123 (Sub-4–2), filed June 4, 1980. Applicant: QUAST TRANSFER, INC., P.O. Box 7, Winsted, MN 55395. Representative: James E. Ballenthin, 630 Osborn Building, St. Paul, MN 55102. *Common; Regular; 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 Hutchinson and Minneapolis-St. Paul, MN, serving the intermediate and off-route points of Cokato, Winsted and Lester Prairie, and serving the commercial zones of Hutchinson, Minneapolis-St. Paul, Cokato, Winsted and Lester Prairie, (1) from Hutchinson over Minnesota Highway 7 to Minneapolis, and return over the same route. (2) from Hutchinson over Minnesota Highway 7 to junction Minnesota Highway 261, then over Minnesota Highway 261 and Wright County Road 6 to junction U.S. Highway 12, then over U.S. Highway 12 to Cokato, then over Wright and McLeod County Roads to junction Minnesota Highway 7 near Silver Lake, then over Minnesota Highway 7 to Hutchinson, and return over the same route. An underlying ETA seeks 90 days authority. Supporting shippers: There are 25 supporting shippers.

MC 99565 (Sub-4–1TA), filed June 4, 1980. Applicant: FORE WAY EXPRESS, INC., 204 S. Bellis St., Wausau, WI 54401. Representative: Nancy J. Johnson, P.O. Box 218, 103 E. Washington St., Crandon, WI 54520. Common: regular *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 Ripon, WI and Oshkosh, WI serving all intermediate points: from Ripon, WI over WI Hwy 23 to junction WI Hwy 49, then over WI Hwy 49 to junction WI Hwy 116, then over WI Hwy 116 to junction WI Hwy 110, then over WI Hwy 110 to junction US Hwy 41 near Oshkosh, WI and return over the same route. Alternate routes for operating convenience only: between Ripon, WI and Fond du Lac, WI serving no

intermediate points: From Ripon, WI over WI Hwy 23 to Fond du Lac, WI and return over the same route. Between Omro, WI and Oshkosh, WI serving no intermediate points: from Omro, WI over WI Hwy 21 to Oshkosh and return over the same route. Between Green Lake, WI and Oshkosh, WI serving no intermediate points: from Green Lake, WI over WI Hwy 23 to junction WI Hwy 44 at Ripon to Oshkosh, WI, and return over the same route. Applicant intends to tack this authority with its regular route authority. An underlying ETA seeks 90 days authority. Supporting shippers: Berlin Glove Co., 150 W. Franklin St., Berlin, WI; Kolpin Mfg., Inc., 119 S. Pearl St., Berlin, WI 54923; Hart Design & Mfg., P.O. Box 600 Winneconne, WI 54936.

MC 124979 (Sub-4–3TA), filed June 4, 1980. Applicant: C. BERG COMPANY, Saginaw, MN 55779. Representative: Val M. Higgins, 1000 First National Bank Bldg., Minneapolis, MN 55402. *Grate chain links,* between points in MN on and north of MN Hwy 210, on the one hand, and, on the other, Laurium, MI. Supporting shipper: Northern Technical Services, Inc., 61 First St., Laurium, MI 49913.

MC 126276 (Sub-4–1TA), filed June 4, 1980. Applicant: FAST MOTOR SERVICE, INC., 9100 Plainfield Rd., Brookfield, IL 60513. Representative: James Hardman, 33 N. LaSalle St., Chicago, IL 60602. Contract: Irregular, *Metal Containers,* from the facilities of The Continental Group, Inc. at or near Perry and Atlanta, GA to Chicago, IL and Milwaukee, WI, under continuing contract(s) with Continental Can Co. An underlying ETA seeks 90 days authority. Supporting shipper: The Continental Group, Inc., 5401 W. 65th St., Chicago, IL 60638.

MC 126276 (Sub-4–2TA), filed June 4, 1980. Applicant: FAST MOTOR SERVICE, INC., 9100 Plainfield Road, Brookfield, IL 60513. Representative: James C. Hardman, 33 N. LaSalle St., Chicago, IL 60602. Contract, irregular, *Metal containers and closures,* from Baltimore, MD to points in IN, IL, WI, TN, SD, OK, OH, PA, MI, IA, NE and MN, under continuing contracts with Independent Can Company. An underlying ETA seeks 90 days authority. Supporting shipper: Independent Can Company, 1001 S. Lakewood Avenue, Baltimore, MD 21224.

MC 126276 (Sub-4–3TA), filed June 4, 1980. Applicant: FAST MOTOR SERVICE, INC., 9100 Plainfield Road, Brookfield, Illinois 60513. Representative: Albert A. Andrin, 180 North LaSalle Street, Chicago, Illinois 60601. *Contract carrier,* irregular routes, *Paper products, plastic products, metal foil products, toothpicks, wire goods, scouring pads, and materials and supplies used in the distribution and sale of the above-name commodities* (except in bulk), from the facilities of American Can Company at or near Lexington, KY, to points in TN, WV, and PA for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: American Can Company, 915 Harger Road, Oak Brook, IL 60521. Send protests to: Annie Booker, TA, ICC, 219 S. Dearborn, Room 1386, Chicago, IL 60604.

MC 126276 (Sub-4–4TA), filed June 4, 1980. Applicant: FAST MOTOR SERVICE, INC., 9100 Plainfield Road, Brookfield, Illinois 60513. Representative: Albert A. Andrin, 180 North LaSalle Street, Chicago, Illinois 60601. *Contract,* irregular: *Containers, container ends, and closures; commodities manufactured or distributed by manufacturers and distributors of containers when moving in mixed loads with containers; and material, equipment and supplies used in the manufacture and distribution of containers, container ends and closures,* From, to or between the following points or areas: (1) Evansville, IN to Champ Village, MO; (2) Champ Village, MO to Chicago and West Chicago, IL; (3) Jackson, TN to points in MI, OH, PA, NY, and NJ. An underlying ETA seeks 90 days authority. Supporting shipper: Boise Cascade Corporation, P.O. Box 7747, Boise, ID 83707.

MC 126346 (Sub-4–6TA), filed June 4, 1980. Applicant: HAUPT CONTRACT CARRIERS, INC., P.O. Box 1023, Wausau, WI 54401. Representative: Elaine M. Conway, 10 S. LaSalle St., Suite 1600, Chicago, IL 60603. *Contract;* irregular, *Such commodities as are dealt in or used by manfacturers of lawn and garden products and snow blowers,* between the facilities of Ariens Company at Des Moines, IA and Brillion, WI and points in the U.S. Restricted to traffic moving under continuing contract(s) with Ariens Company. Supporting shipper: Ariens Company, Brillion, WI 54110.

MC 127651 (Sub-4–1TA), filed June 4, 1980. Applicant: EVERETT G. ROEHL, INC., East 29th Street, Box 7, Marshfield, WI 54449. Representative: Richard A. Westley, Attorney, 4506 Regent Street, Suite 100, Madison, WI 53705. Authority Sought: (1) *Lumber and lumber products,* from Black River Falls, and Spring Green, WI to points in IL, IN, IA, MI, and MN, restricted against the transportation of lumber, except in mixed loads with lumber products, from Spring Green, WI to points in IL and IN which are within the Chicago, IL Commercial Zone; (2) *lumber,* from points in IA on, north and east of a line extending from the IL-IA border over Interstate Hwy 80 to its junction with Interstate Hwy 35, then over Interstate Hwy 35 to the IA-MN border, to Black River Falls, WI, for 180 days. Applicant has filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Hart Tie & Lumber Co., Inc., 230 Tamarac Street, Black River Falls, WI 54615.

MC 134477 (Sub-4–13TA), filed June 4, 1980. Applicant: SCHANNO TRANSPORTATION, INC., 5 West Mendota Rd., West St. Paul, MN 55118. Representative: Thomas D. Fischbach, P.O. Box 43496, St. Paul, MN 55164. *Commodities as are dealt in by retail department and catalog stores* (except commodities in bulk), from the facilities of Montgomery Ward at Kansas City, MO to the facilities of Montgomery Ward at or near Chicago, Franklin Park and Northlake, IL. Supporting shipper: Montgomery Ward, One Montgomery Ward Plaza, Chicago, IL 60671.

MC 135410 (Sub-4–7TA), filed June 4, 1980. Applicant: COURTNEY J. MUNSON, d.b.a. MUNSON TRUCKING, P.O. Box 266, North 6th Street Road, Monmouth, IL 61462. Representative: Daniel O. Hands, Attorney at Law, Suite 200, 205 West Touhy Avenue, Park Ridge, IL 60068. (1) *Soil, soil conditioners, horticultural accessories,* and (2) *materials, equipment and supplies used in the manufacture, preparation and packaging of the products described in (1) above (except in bulk),* (a) between the facilities of Hyponex Company at or near Philmont, NY and Akron, OH on the one hand, and, on the other, MO and WI and (b) from IL, IN, MI and OH to the facilities of Hyponex Company at or near Philmont, NY and Akron, OH. Supporting shippers: Hyponex Company, P.O. Box F, Philmont, NY 12565.

MC 143320 (Sub-4–2TA), filed June 4, 1980. Applicant: POTAWATOMI TRAILS, INC., 51585 Winding Waters Lane, Elkhart, IN 46514. Representative: Richard P. Miller, 51585 Winding Waters Lane, Elkhart, IN 46514. Contract—Irregular, *Tools and hardware* used in or in connection with the manufacture and/or distribution of mobile homes, buildings in sections, and recreational vehicles between Elkhart County, IN; Snyder County, PA; Mecklenburg County, VA; Mecklenburg County, NC; Tift County, GA; Polk County, FL; Colbert and Marion Counties, AL; and Tarrant County, TX, under a continuing contract(s) with G.M. Distributors, Inc.,

G.M. Industrial Corporation of Elkhart, IN. An underlying ETA seeks 90 days authority. Supporting shipper: G.M. Distributors, Inc., G.M. Industrial Corporation, 55356 County Road 15 South, Elkhart, IN 46514.

MC 145465 (Sub-4–1TA), filed June 4, 1980. Applicant: GURN ENTERPRISES, INC., Route 6, Box 8, Allegan, MI 49010. Representative: Dixie C. Newhouse, 1329 Pennsylvania Ave., P.O. Box 1417, Hagerstown, MD 21740. *Contract;* irregular routes; *Office partitions, component parts, materials and supplies (except in bulk) used in the manufacture thereof,* Between Holland, MI, and its commercial zone on the one hand, and on the other, points in the U.S., except AK and HI. An underlying ETA seeks 90 days authority. Supporting Shipper: Haworth Office Interior System, 545 East 32nd Street, Holland, MI 49423.)

MC 145465 (Sub-4–2), filed June 4, 1980. Applicant: GURN ENTERPRISES, INC., Route 6, Box 8, Allegan, MI 49010. Representative: Dixie C. Newhouse, 1329 Pennsylvania Ave., P.O. Box 1417, Hagerstown, MD 21740. Contract, Irregular; *Drugs, toilet articles and materials and supplies* used in the manufacture, sale and distribution thereof, between Allegan, MI, and points in its commercial zone, on the one hand, and, on the other, points, in MN, WI, and IL. An underlying ETA seeks 90 days authority. Supporting Shipper: L. Perrigo Company, 117 Water St., Allegan, MI 49010.

MC 147797 (Sub-4–2), filed June 4, 1980. Applicant: WALGREEN CO., 200 Wilmot Road, Deerfield, IL 60015. Representative: John T. O'Connell, 521 S. LaGrange Road, LaGrange, IL 60525. *Contract; Irregular; Carbonated beverage preparations, flavoring compounds, beverage containers, both full and empty (except in bulk)* from Eustis, FL to points in GA; from Atlanta, GA to Brimingham, AL. Supporting Shipper: Shasta Beverages, Inc., 26901 Industrial Boulevard, Hayward, CA.

MC 149270 (Sub-4–3TA), filed June 4, 1980. Applicant: PROCESSED CEMENT, INC., 355 Lakeview Rd., Wayzata, MN 55391. Representative: James F. Finley, 1401 Silver Lake Rd., New Brighton, MN 55112. *Flyash and liquid concrete admixtures* between all points in WI, ND, SD, IA, NE, MN, and IL. Supporting Shipper: Contech, Inc., 7711 Computer Ave., Minneapolis, MN 55435.

MC 149234 (Sub-4–3TA), filed June 4, 1980. Applicant: RIVER VALLEY OIL CO., INC., Box 526, Spring Green, WI 53588. Representative: Michael J. Wyngaard, 150 E. Gilman St., Madison, WI 53703. *Glass and insulated glass units, and parts and accessories thereto* from Spring Green, WI to points in IA, MN, and IL. Supporting Shipper: Cardinal Insulated Glass Co., 1011 E. Madison St., Spring Green, WI 53588.

MC 150049 (Sub-4–3), filed June 4, 1980. Applicant: JACOB A. RESSLER, DENNIS RESSLER, JAMES RESSLER & ALLEN RESSLER d.b.a. JACK RESSLER & SONS TRUCKING, Box 311, Mandan, ND 58554. Representative: Charles E. Johnson, P.O. Box 1982, Bismarck, ND 58501. *Contract; Irregular; Lumber, lumber products and wood products,* (1) from WA, OR, ID, MT, WY, and UT to ND, SD, MN, WI and IA; (2) from the facilities of Jones Lumber Corp., at or near Minneapolis, MN to ND, SD, MT, WY, CO, OR, WA, ID, CA and UT, restricted to a transportation service to be performed under a continuing contract or contracts with Jones Lumber Corp., at or near Minneapolis, MN. Supporting shipper: Jones Lumber Corp., 722 Kasota Circle, Minneapolis, MN 55414.

MC 150108 (Sub-4–3TA), filed June 4, 1980. Applicant: HORNER TRANSPORTATION SERVICE, INC., 312 West End Ave., Detroit, MI 48209. Representative: Robert E. McFarland, 999 W. Big Beaver Rd., Suite 1002, Troy, MI 48084. *Contract;* irregular; *Plastic, plastic articles and plastic parts* from the facilities of Thermoplastics, Inc., at or near Warren, MI to points in IN, OH, and GA and *supplies and materials as are used in the manufacture of plastic, plastic articles and plastic parts* from points in IN, OH, and GA to the facilities of Thermoplastics, Inc., at or near Warren, MI. Supporting shipper: Thermoplastics, Inc., 26488 Graesbeck, Warren, MI 48089.

MC 150110 (Sub-4–2TA), filed June 4, 1980. Applicant: STONEHOUSE TRUCKING CO., INC., P.O. Box 249, Grant Park, IL 60940. Representative: Abraham A. Diamond, 29 S. LaSalle St., Chicago, IL 60603. *Contract;* irregular; *Paper or paperboard interior packaging forms; plastic articles; and materials, equipment and supplies used or useful in the manufacture, sale and distribution of commodities named above,* between the facilities of Malanco, Inc. and Malanco Plastics, Inc., at or near Blue Island and Grant Park, IL on the one hand, and, on the other, points in IN. An underlying ETA seeks 90 days authority. Supporting shipper: Malanco Plastics, Inc., 2200 W. 138th St., Blue Island, IL 60406.

MC 150111 (Sub-4–2TA), filed June 4, 1980. Applicant: ILLINI TRANSPORTS, INC., P.O. Box 249, Beardstown, IL 62618. Representative: Robert T. Lawley, 300 Reisch Bldg., Springfield, IL 62701. *Meat, meat products, meat by-products, and articles distributed by meat packing houses* from Beardstown, IL to the facilities of Oscar Mayer and Company, Inc. at Goodlettsville, TN. Supporting shipper: Oscar Mayer and Company, Inc., P.O. Box 7188, Madison, WI 53707.

MC 150134 (Sub-4–2), filed June 4, 1980. Applicant: SAVINI MOTORS, INC., 2445 N. Marmora Avenue, Chicago, IL 60639. Representative: Donald S. Mullins, 1033 Graceland Avenue, Des Plaines, IL 60016. *Paper; paper products; and materials, supplies and equipment used in the manufacture of paper products, except commodities in bulk,* Between Cicero, IL, on the one hand, and on the other, points in IA, IN, MI, MO, OH and WI. Supporting shipper: Simkins Industries, Inc., 5701 W. Ogden Ave., Chicago, IL 60650.

MC 150234 (Sub-4–1TA), filed June 4, 1980. Applicant: TRANSCONTINENTAL RIGGING & LOADING CORPORATON, P.O. Box 162, Melrose Park, IL 60160. Representative: Donald W. Smith, P.O. Box 40248, Indianapolis, IN 46240. *Boats, which because of size or weight require the use of special equipment,* from Marinette, WI to Portsmouth, VA and San Diego, CA. An underlying ETA seeks 90 days authority. Supporting shipper: Marinette Marine Corporation, Foot of Eli St., Marinette, WI 54143.

MC 56270 (Sub-4–1TA), filed June 4, 1980. Applicant: LEICHT TRANSFER & STORAGE CO., 1401–55 State St., P.O. Box 2385, Green Bay, WI 54306. Representative: Dennis L. Sedlacek (same address as applicant). *Iron and Steel articles;* from 1) Green Bay, WI to Lebanon, MO; West Plains, MO; Searcy, AR 2) from Oak Creek, WI to Moline, IL; Des Moines, IA; Fairfield, IA; Oscoela, IA; Ottumwa, IA; Rock Valley, IA; Lebanon, MO; West Plains, MO; and Searcy, AR. An underlying ETA seeks 90 days authority. Supporting shipper: Fort Howard Steel & Wire, 200 9th St., P.O. Box 1034, Green Bay, WI 54305.

MC 102817 (Sub-4–5TA), filed June 4, 1980. Applicant: PERKINS FURNITURE TRANSPORT, INC., P.O. Box 24335, Indianapolis, IN 46254. Representative: Robert Loser, 1101 Chamber of Commerce Bldg., Indianapolis, IN 46204. *New furniture,* from Sheboygan Falls, WI to points in AL, AR, FL, GA, IL, IN, IA, KY, LA, MS, MO, OH, PA, TN, WV, NJ, and NY. An underlying ETA seeks 90 days authority. Supporting shipper: Richardson Bros. Company, P.O. Box 157, Sheboygan Falls, WI. 53085.

MC 103993 (Sub-4–1TA), filed June 4, 1980. Applicant: MORGAN DRIVE-AWAY, INC., 28651 U.S. 20 West, Elkhart, Indiana 46515. Representative: James B. Buda, Attorney at Law, 28651 U.S. 20 West, Elkhart, Indiana 46515.

Trucks in excess of 1500 pounds, in secondary movements, in drive-away service, from the plantsite of Fruehauf Corporation, at or near Waverly, OH to points in Chicago, IL, Detroit, MI, and Philadelphia, PA, and their respective commercial zones. Supporting shipper: Fruehauf Corp., Detroit, MI.

MC 105045 (Sub-4–4TA), filed June 4, 1980. Applicant: R. L. JEFFRIES TRUCKING CO., INC., P.O. Box 3277, Evansville, IN 47731. Representative: George H. Veech, Vice President, P.O. Box 3277, Evansville, IN 47731. *Iron and Steel Articles and Pipe* from Berg Steel Pipe Corp., Bay County, FL to Philadelphia, PA, Pittsburgh, PA, Houston, TX, Atlanta, GA, New Orleans, LA, Birmingham, AL, Wagoner, OK and Brooklyn, NY. Supporting shipper: Berg Steel Pipe Corp., Bay County, FL.

MC 107012 (Sub-4–2TA), filed June 4, 1980. Applicant: NORTH AMERICAN VAN LINES, INC., 5001 U.S. Hwy 30 West, P.O. Box 988, Fort Wayne, IN 46801. Representative: Bruce W. Boyarko, P.O. Box 988, Fort Wayne, IN 46801 (219) 429–2224. *Such commodities as are dealt in and distributed by trading stamp companies* (except foodstuffs and commodities in bulk), from the facilities of Top Value Enterprises, Inc., located at or near Kettering, OH and Glen Burnie, MD, to the facilities of Top Value Enterprises, Inc., at points in AL, FL, GA, LA, MS, NC, and SC. Supporting shipper: Top Value Enterprises, Inc., P.O. Box 456, Dayton, OH 45401.

MC 107012 (Sub-4–5TA), filed June 4, 1980. Applicant: NORTH AMERICAN VAN LINES, INC., 5001 U.S. Hwy 30 West, P.O. Box 988, Fort Wayne, IN 46801. Representative: David D. Bishop, P.O. Box 988, Fort Wayne, IN 46801. (219) 429–2110. (1) *Such commodities as are dealt in by retail, department, catalogue sales, hardware, appliance, home improvement, drug and variety stores,* (except foodstuffs, new furnishings from Atlanta, GA to IL, IN, MI, OH and WI, and new furnishings from Chattanooga, TN to NJ, NY, PA, IL, IN, MI, OH, and WI); and (2) *foodstuffs* when moving in mixed loads with commodities named in (1) above, from the facilities of Action Shippers Association Inc., and Express Transportation at or near Chattanooga, TN and Atlanta, GA to points in IL, IN, MI, NJ, NY, OH, PA and WI. Supporting shipper: Action Shippers Association, Inc., 2301 Riverside Drive, Chattanooga, TN 37401.

MC 107012 (Sub-4–6TA), filed June 4, 1980. Applicant: NORTH AMERICAN VAN LINES, INC., 5001 U.S. Hwy 30 West, P.O. Box 988, Fort Wayne, IN 46801. Representative: David D. Bishop, P.O. Box 988, Fort Wayne, IN 46801. (219) 429–2110. (1) *conduits and ducts and (2) parts and accessories for the commodities named in (1) above* from the facilities of GI Industry at or near Anaheim, CA to points in AZ, CO, ID, IL, MT, MI, MO, NV, NM, NY, PA, OH, TX, OR, UT, VA, WA, WV and WY. Supporting shipper: GI Industry, Inc., 2045 S. State College Blvd., Anaheim, CA 90806.

MC 107162 (Sub-4–4TA), filed June 4, 1980. Applicant: NOBLE GRAHAM TRANSPORT, INC., Rural Route 1, Brimley, MI 49715. Representative: Michael S. Varda, 121 South Pinckney Street, Madison, WI 53703. *Dry-mix concrete, in bags, and tar emulsion sealer* (except in bulk) from the facilities of Ready-Crete Corp., at Menomonee Falls, WI, to points in the Upper Peninsula of Michigan. An underlying ETA application seeks 90 days authority. Supporting shipper: Ready-Crete Corp., P.O. Box 628, Manomonee Falls, WI 53051.

MC 113651 (Sub-4–3TA), filed June 4, 1980. Applicant: INDIANA REFRIGERATOR LINES, INC., P.O. Box 552, Riggin Road, Muncie, IN 47305. Representative: Henry Higgs (same as applicant). *Bananas and agricultural commodities otherwise exempt from economic regulation when moving in mixed loads with bananas.* From Wilmington, DE to points in the States of IL, IN, MI, OH, PA, WV, VA, and WI. An underlying ETA seeks 90 days authority. Supporting shipper: Del Monte Banana Co., 1201 Brickell Ave., Miami, FL 33101.

MC 115651 (Sub-4–2TA), filed June 4, 1980. Applicant: KANEY TRANSPORTATION, INC., 7222 Cunningham Road, Rockford, Illinois 61102. Representative: E. Stephen Heisley, 666 11th Street, Washington, D.C. 20001. *Petroleum products, in bulk, in tank vehicles,* from Madison, WI to points in IL. An underlying ETA seeks 90 days authority. Supporting Shipper: Hampshire Fuel Shop, Inc., Hampshire, IL.

MC 110988 (Sub-4–9TA), filed June 4, 1980. Applicant: SCHNEIDER TANK LINES, INC., 4321 W. College Ave., Appleton, WI 54911. Representative: Matthew J. Reid, Jr., P.O. Box 2298, Green Bay, WI 54306. *Chemicals, in bulk in tank vehicles,* from Meredosia, IL to Milwaukee, WI and Minneapolis, MN. An underlying ETA seeks 90 days authority. Supporting Shipper: National Starch & Chemical Corporation, P.O. Box 6500, Bridgewater, NJ 08807.

MC 110988 (Sub-4–11TA), filed June 4, 1980. Applicant: SCHNEIDER TANK LINES, INC., 4321 W. College Ave., Appleton, WI 54911. Representative: Matthew J. Reid, Jr., P.O. Box 2298, Green Bay, WI 54306. *Limestone slurry, in bulk,* from Texas, MD to Troy, MI, underlying ETA seek 90 days authority. Supporting Shipper: Fintkote Stone Products Company, 11350 McCormick Road, Hunt Valley, Maryland 21031.

MC 110988 (Sub-4–22), filed June 4, 1980. Applicant: SCHNEIDER TANK LINES, INC., 4321 W. College Ave., Appleton, WI 54911. Representative: Patrick M. Byrne, P.O. Box 2298, Green Bay, WI 54306. *Chemicals, in bulk used in the manufacture or processing of leather* from Baltimore, MD and Peabody and Somerville, MA to the facilities of Pfister & Vogel Tanning Co., a Division of Beatrice Food Co. at Milwaukee, WI. Applicant has also filed an underlying ETA seeking up to 90 days operating authority. Supporting Shipper: Pfister & Vogel Tanning Company, Division of Beatrice Food Company, 1531 North Water Street, Milwaukee, WI 53201.

MC 111310 (Sub-4–2TA), filed June 4, 1980. Applicant: BEER TRANSIT, INC., P.O. Box 352, Black River Falls, Wisconsin 54615. Representative: Michael J. Wyngaard, 150 East Gilman Street, Madison, Wisconsin 53703. *Paper and paper products* from Fort Atkinson, WI to Warner Robins, GA; Lapel and Marion, IN; Rosemount and Shakopee, MN; Eden and Winston-Salem, NC; Auburn, Fulton and Volney, NY; Ada and Henryetta, OK; Brockway, PA; Waco, TX and Danville, VA. Supporting Shipper: Philip Morris Industrial, Inc., 4200 North Holton Street, P.O. Box 294, Milwaukee, Wisconsin 53201.

MC 111496 (Sub-4–1TA), filed June 4, 1980. Applicant: TWIN CITY FREIGHT, INC., 2550 Long Lake Road, Roseville, MN 55113. Representative: Richard P. Anderson, 502 First National Bank Bldg., Fargo, ND 58126. *General commodities with usual exceptions,* serving the facilities of Malco Producrs, Inc., at or near Annandale, MN, as an off-route point in conjunction with carrier's other authorized regular route operations. Supporting shipper: Malco Products, Inc., Annandale, MN 55302.

MC 118696 (Sub-4–2TA), filed June 4, 1980. Applicant: FERREE FURNITURE EXPRESS, INC., 252 Wildwood Road, Hammond, IN 46234. Representative: John F. Wickes, Jr., 1301 Merchants Plaza, Indianapolis, IN 46204. *Flexible Urethane Foam,* from the facilities of Tenneco Chemicals, Inc., at Carlstadt, East Rutherford and Rockaway, NJ; Hazelton, PA; and Bridgeview, IL, to

points in IL, IN, KY, MI, OH, WI and MN, and underlying ETA seeking 90 days authority. Supporting shipper: Donald H. Weintraub, Tenneco Chemicals, Inc., W–100 Century Road, Paramus, NJ 07652.

MC 118696 (Sub-4–4TA), filed June 4, 1980. Applicant: FERREE FURNITURE EXPRESS, INC., 252 Wildwood Road, Hammond, IN 46234. Representative: John F. Wickes, Jr., 1301 Merchants Plaza, Indianapolis, IN 46204. *Materials, equipment and supplies,* used in the manufacture of plastic or rubber articles (except in bulk, in tank vehicles), from points in CT, GA, IL, IA, KY, MD, MI, MN, MO, NY, OH, PA, SD, TN, and WI, to the facilities of the General Tire & Rubber Co., at or near Marion, IN. An underlying ETA seeks 90 authority. Supporting shipper: GTR Foam Products Company, 1700 Factory Ave., Marion, IN 46952.

MC 119704 (Sub-4–1TA), filed June 4, 1980. Applicant: R. A. HARRIS & SONS, INC., 3501 22nd St., Menominee, MI 49858. Representative: Dennis R. Harris (same as applicant). *Contract;* irregular; *Aluminum castings, ingots, shavings;* Peshtigo, WI on one hand and points in OK on the other hand from points in OK to destinations and destination back to Peshtigo, WI under contract with Marinette Casting Corporation. An underlying ETA seeks 90 days authority. Supporting shipper: Marinette Casting Corporation, P.O. Box 171, Peshtigo, WI 54157.

MC 119704 (Sub-4–2TA), filed June 4, 1980. Applicant: R. A. HARRIS & SONS, INC., 3501 22nd St., Menominee, MI 49858. Representative: Robert A. Harris (same address as applicant). *Contract; Irregular; Chilled shot-steel (not ammo) chilled grit-steel & machines,* from Wadsworth, OH to points in IN, IL, MN, WI, MO, KS, IA, OK, ND, SD, and MI. From Waukesha, WI, to points in IN, IL, MN, MI, KS under contract with Industrial Associates, Inc. An underlying ETA seeks 90 days authority. Supporting shipper: Industrial Associates, Inc., W246 S. 3234 Industrial Lane, Waukesha, WI.

MC 123407 (Sub-4–13TA), filed June 4, 1980. Applicant: SAWYER TRANSPORT, INC., Sawyer Center, Rt. 1, Chesterton, IN 46304. Representative: H. E. Miller, Jr. (same address as applicant). *Paper and plastic articles* from the facilities of Lily Division of Owens-Illinios Corporation at Riverside, CA, to points in AZ, ID, MT, NV, OR, UT, and WA. Supporting Shipper: Lily Division of Owen-Illinois Corporation, P.O. Box 1035, Toledo, OH 43666.

MC 123407 (Sub-4–15TA), filed June 4, 1980. Applicant: SAWYER TRANSPORT, INC., Sawyer Center, Rt. 1, Chesterton, IN 46304. Representative: H. E. Miller, Jr. (same address as applicant). *Containers, not sheet iron or steel, SU, not nested,* from Lemoyne, PA, to Phoenix, AZ. Supporting Shipper: American Can Co., American Lane, Greenwich, CT 06830.)

MC 123407 (Sub-4–16TA), filed June 4, 1980. Applicant: SAWYER TRANSPORT, INC., Sawyer Center, Rt. 1, Chesterton, IN 46304. Representative: H. E. Miller, Jr. (same address as applicant). *Asphalt sealer* from the facilities of Meggison Enterprises, Inc., at Denver, CO, to points in the United States (except AK and HI). Supporting Shipper: Meggison Enterprises, Inc., 8241 W. 70th, Arvada, CO 80004.)

MC 123407 (Sub-4–17TA), filed June 4, 1980. Applicant: SAWYER TRANSPORT, INC., Sawyer Center, Rt. 1, Chesterton, IN 46304. Representative: H. E. Miller, Jr. (same address as applicant). *Such commodities as are manufactured, distributed, or used by manufacturers or distributors of containers* (except commodities in bulk) between all points in the United States, restricted to the transportation of shipments originating at or destined to the facilities of Continental Can Company. Supporting Shipper: Continental Can Company, U.S.A., 5401 W. 65th St., Chicago, IL 60638.)

MC 123407 (Sub-4–18TA), filed June 4, 1980. Applicant: SAWYER TRANSPORT, INC., Sawyer Center, Rt. 1, Chesterton, IN 46304. Representative: H. E. Miller, Jr. (same address as applicant). *Glass containers* from the facilities of Midland Glass Company at Terre Haute, IN, to St. Louis, MO. Supporting Shipper: Midland Glass Company, P.O. Box 557, Cliffwood, NJ 07721.)

MC 123407 (Sub-4–23TA), filed June 4, 1980. Applicant: SAWYER TRANSPORT, INC., Sawyer Center, Rt. 1, Chesterton, IN 46304. Representative: H. E. Miller, Jr. (same address as applicant.) *Glass containers and closures therefor* from Cook and Lake Counties, Illinois, to points in GA, KS, LA, MS, NJ, NY, NC, OK, PA, SC, and TX, restricted to the transportation of shipments originating at the facilities of the Ball Corporation. Supporting shipper: Ball Corporation, 345 S. High St., Muncie, IN 47302.

MC 123294 (Sub-4–3TA), filed June 4, 1980. Applicant: WARSAW TRUCKING CO., INC., Sawyer Center, Route 1, Chesterton, IN 46304. Representative: H. E. Miller, Jr. (same address as applicant). *Starch* From Chicago and Decatur, IL, Roby and Indianapolis, IN, and Oak Creek, WI, to Troy, Dayton, and Urbana, OH. Supporting shipper: Kimberly-Clark Corporation, 1414 W. Larsen Rd., Neenah, WI 45956.

MC 97251 (Sub-4–1TA), filed June 3, 1980. Applicant: TURNER TRUCKING COMPANY, INC., 1215 W. Main St., Lebanon, IN 46052. Representative: Alki E. Scopelitis, 1301 Merchants Plaza, Indianapolis, IN 46204. *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), from the facilities of Chesebrough Pond's, Inc. at Monticello, IN to Chicago, IL. An underlying ETA seeks 90 days authority. Supporting shipper: Chesebrough Ponds, Inc., John St., Clinton, CT 06413.

MC 112893 (Sub-4–1TA), filed June 3, 1980. Applicant: BULK TRANSPORT COMPANY, 100 Waukegan Rd., P.O. Box 1000, Lake Bluff, IL 60044. Representative: Michael V. Kaney (same address as applicant). *Asphalt and asphalt products,* in bulk, in tank vehicles, from Janesville, WI to points in IL on and north of U.S. Hwy. 136. Supporting shipper: Energy Cooperative, Inc., 6300 River Rd., Rosemont, IL 60018.

MC 148642 (Sub-4–1TA), filed June 3, 1980. Applicant: DON WILLIAMS d.b.a. D. A. WILLIAMS FEED TRANSIT, Morgan, MN 56266. Representative: Stephen Grinnell, 1000 First National Bank Building, Minneapolis, MN 55402. *Contract;* irregular, *Feed and feed ingredients* in bulk, or in bag and bulk combination moving upon the same vehicle, equipped with auger or self-unloading equipment from, to or between the facilities of Farmland Industries, Inc. in Mankato, MN to accounts served by Farmland Industries, Inc. in the States of WI and SD under continuing contract or contracts with Farmland Industries, Inc. Supporting shipper: Farmland Industries, Inc., 3301 3rd Ave., P.O. Box 3029, Mankato, MN 56001.

MC 115821 (Sub-4–2TA), filed June 3, 1980. Applicant: BEELMAN TRUCK CO., St. Lobory, IL 62282. Representative: Ernest A. Brooks II, 1301 Ambassador Bldg., St. Louis, MO 63101. *Lightweight aggregates,* in bulk, in dump vehicles, from the facilities of Arkansas Lightweight Aggregate Corp., at or near West Memphis, AR to Sesser, Swansea, Carbondale and Belleville, IL and Sikeston and Cape Girardeau, MO. An underlying ETA seeks 90 days authority. Supporting shipper: Arkansas Lightweight Aggregate Corp., P.O. Box 1567, West Memphis, AR 72601.

MC 113651 (Sub-4–1TA), filed June 3, 1980. Applicant: INDIANA REFRIGERATOR LINES, INC., P.O. Box

552, Riggin Rd., Muncie, IN 47305. Representative: Henry Higgs (same as applicant). *Foodstuffs* (other than frozen, except in bulk), from Plymouth, IN to points in IA, KS, LA, MO, and TX. An underlying ETA seeks up to 90 days authority. Supporting shipper: RJR Foods, Inc., P.O. Box 3037, Winston-Salem, NC 27102.

MC 1328 (Sub-4–1TA), filed June 3, 1980. Applicant: MGS TRANSPORTATION, INC., 401 Park Ave., Alexandria, IN 46001. Representative: Charles M. Garrett (same as applicant). *Contract;* irregular; *Plastic bottles, as plastic articles outbound and materials and supplies* used in the manufacturing and distribution of plastic articles, except in bulk, from Franklin, IN to FL, GA, IL, KY, MI, MO, OH, OK, TN, TX and WI under contract with Hoover Universal, Inc. Supporting shipper: Hoover Universal, Inc., Rte. 2, Tri Port Rd., Georgetown, KY.

MC 1718 (Sub-4–2TA), filed June 3, 1980. Applicant: ALFRED M. FLATEGRAFF d.b.a. GARDNER TRUCK LINE, P.O. Box 22, Pine River, MN 56474. Representative: Stanley C. Olsen, Jr., 7400 Metro Blvd., Suite 411, Edina, MN 55435. (1) *Wooden spools, wooden reels, wooden reel heads and wooden cooperate, and* (2) *materials, equipment, supplies and accessories* used in the manufacture and installation of the commodities named in (1) above (a) between the facilities of Durkee Manufacturing Co., Inc. at or near Pine River, MN on the one hand, and, on the other, points in AL, GA, IN, KY, MI, OH, OR, PA, TX, and WA, and (b) from points in IL, IA, KS, MO, NE, and WI to the facilities of Durkee Manufacturing Co., Inc. at or near Pine River, MN. Supporting shipper: Durkee Manufacturing Co., Inc., Box 67, Pine River, MN 56474.

MC 150152 (Sub-4–1TA), filed June 3, 1980. Applicant: J. D. BURCHILL d.b.a. DOUG'S 66 SERVICE, Third Ave. and 11th St., Worthington, MN 56187. Representative: Robert D. Gisvold, 1000 First National Bank Bldg., Minneapolis, MN 55402. *Wrecked, disabled and repossessed motor vehicles and replacement vehicles therefor,* between points in IA, MN, SD, and WI. Supporting shippers: Allied Mills, Inc., P.O. Box 431, Worthington, MN 56187; Henderschiedt Truck Line, 1923 Spruce, Box 162, Worthington, MN 56187, and Murphy Motor Freight, Shamrock Div., Box 143, Worthington, MN 56187.

MC 84739 (Sub-4–1TA), filed June 3, 1980. Applicant: SEVERSON TRANSPORT, INC., 624 Albion Rd., Edgerton, WI 53534. Representative: Ronald J. Mastej, 900 Guardian Bldg., Detroit, MI 48226. *Aluminum and aluminum products,* from the facilities of National Southwire Aluminum Company at or near Hawesville, KY to points in WI and points in IL, on, north and east of I–74. Supporting shipper: National Aluminum Division of National Steel Corp., 2800 Grant Bldg., Pittsburgh, PA 15219.

MC 117068 (Sub-4–1TA), filed June 3, 1980. Applicant: MIDWEST SPECIALIZED TRANSPORTATION, INC., P.O. Box 6418, North Highway 63, Rochester, MN 55901. Representative: Paul F. Sullivan, 711 Washington Bldg., Washington, D.C. 20005. *Iron and steel articles* from the facilities of Nucor Corp. at or near Norfolk, NE to points in IL, IN, MI, NM, OH and WI. Supporting shipper: Nucor Corp., P.O. Box 59, Norfolk, NE 68701.

MC 110380 (Sub-4–1TA), filed June 3, 1980. Applicant: BERSCHENS OF MADISON, INC., 121 W. Verona Ave., Verona, WI 53593. Representative: Rolfe E. Hanson, 121 W. Doty St., Madison, WI 53703. *Fiberglass domes and custom engineered fiberglass speciality products* from Janesville, WI to points in ND, SD, KS, NE, MN, IA, MO, IN, KY, TN, MI, OH, PA, WV, and IL. An underlying ETA seeks 90 days authority. Supporting shipper: Fiberglass Engineered Products, Inc., 130 Freedom La., Janesville, WI 53545.

MC 110988 (Sub-4–8TA), filed June 3, 1980. Applicant: SCHNEIDER TANK LINES, INC., 4321 W. College Ave., Appleton, WI 54911. Representative: Matthew J. Reid, Jr., P.O. Box 2298, Green Bay, WI 54306. *Paint lacquer* from Harvey, IL to Winchester, VA. An underlying ETA seeks 90 days authority. Supporting shipper: Service Coatings, Inc., 15600 Lathrop, Harvey, IL 60426.

MC 111812 (Sub-4–2TA), filed June 3, 1980. Applicant: MIDWEST COAST TRANSPORT, INC., P.O. Box 1233, Sioux Falls, SD 57101. Representative: Lamoyne Brandsma (same as applicant). *Arc welders, battery charges, and parts thereof,* from the facilities of Century Manufacturing Co. located at or near Minneapolis, MN to points in AZ, CA, CO, ID, MT, NV, NM, OR, TU, WA and WY. An underlying ETA seeks 90 days authority. Supporting shipper: Century Manufacturing Co., 9231 Penn. Ave., South, Minneapolis, MN 55431.

MC 32122 (Sub-4–1TA), filed June 3, 1980. Applicant: PAZEN TRANSFER LINES, INC., P.O. Box 243, Waukau, WI 59480. Representative: James A. Spiegel, Olde Towne Office Park, 6425 Odana Road, Madison, WI 53719. *Plastic packaging and materials, equipment and supplies used in the production and distribution of plastic packaging,* between Oshkosh, WI and points in IL, restricted to transportation to or from the facilities of Banner Packaging, Inc., Oshkosh, WI. Underlying ETA seeks authority for 90 days. Supporting shipper: Banner Packaging, Inc., Box 37, Winnebago, WI 54986.

MC 35358 (Sub-4–1TA), filed June 3, 1980. Applicant: BERGER TRANSFER & STORAGE, INC., 3720 Macalaster Drive NE., Minneapolis, MN 55421. Representative: Andrew R. Clark, 1000 First National Bank Bldg., Minneapolis, MN 55402. *Furniture,* from Warren, MI to points in FL. Supporting shipper: Formation Industries, Inc., 6655 Chicago Road Building 400, Warren, MI 48092.

MC 64932 (Sub-4–1TA), filed June 3, 1980. Applicant: ROGERS CARTAGE CO., 10735 S. Cicero Ave., Oak Lawn, IL 60453. Representative: William F. Farrell (same address as applicant). *Anti-freeze chemicals,* in bulk, in tank vehicles from Toledo, OH to Bayard, WV and Johnstown, PA. An underlying ETA seeks 90 days authority. Supporting shipper: Viking Laboratories, Inc., 5720 Whiteford Rd., Sylvania, OH 43560

MC 69938 (Sub-4–1TA), filed June 3, 1980. Applicant: B. V. & G. TRANSPORT COMPANY, 1557 State Street, Granite City, IL 62040. Representative: Carl L. Steiner, 39 South La Salle Street, Chicago, IL 60603. *Iron and steel articles,* from St. Louis, MO to all points in Adair, Audrain, Boone, Callaway, Cape Girardeau, Clark, Cole, Crawford, Franklin, Gasconade, Jefferson, Know, Lewis, Lincoln, Macon, Marion, Monroe, Montgomery, Osage, Perry, Pike, Ralls, Randolf, St. Charles, St. Francois, Ste. Genevieve, St. Louis, Schuyler, Scotland, Warren and Washington Counties, MO. Restricted to traffic having a prior movement by water. Supporting shipper: St. Louis Terminals Corp., One North Market Street, St. Louis, MO 63102.

MC 113651 (Sub-4–2TA), filed June 3, 1980. Applicant: INDIANA REFRIGERATOR LINES, INC., P.O. Box 552, Riggin Rd., Muncie, IN 47305. Representative: Henry Higgs (same address as applicant). *Meat, meat products, meat by-products, and articles distributed by meat packing houses* (except commodities in bulk) from Green Bay, WI to points in Jacksonville, Miami, Plant City and Tampa, FL. Supporting shipper: Green Bay Dressed Beef, Inc., 520 Lawrence, Green Bay, WI 54302.

MC 115651 (Sub-4–1TA), filed June 3, 1980. Applicant: KANEY TRANSPORTATION, INC., 7222 Cunningham Rd., P.O. Box 39, Rockford, IL 61105. Representative: Stephen Heisley, 666 Eleventh St., NW,

Washington, D.C. 20001. *Petroleum products, in bulk, in tank vehicles,* from Rockford, IL and points within five miles to Clinton, IA. Supporting shipper: Bielema Oil Co., Inc., Fulton, IL.

MC 114606 (Sub-4–1TA), filed June 3, 1980. Applicant: S. F. DOUGLAS TRUCK LINE, INC., 587 First St., SW, New Brighton, MN 55551. Representative: Samuel Rubenstein, P.O. Box 5, Minneapolis, MN 55440. *Sugar and corn syrup,* in bulk, from Minneapolis, MN to points in NE. Supporting shipper: American Crystal Sugar Company, 101 North Third St., Moorehead, MN.

MC 113434 (Sub-4–1TA), filed June 4, 1980. Applicant: GRA-BELL TRUCK LINE, INC., A–5253 144th Ave., Holland, MI 49423. Representative: Roger Van Wyk (same address as applicant). *Prepared animal feed (except in bulk);* from Holland and Hamilton, MI to IL, IN, OH, PA, NY, NJ, and St. Louis, MO. Restricted to traffic originating at the facilities of Hi-Life Packing Co. An underlying ETA is seeking 90 days authority. Supporting shipper: Hi-Life Packing Company, P.O. Box 218 Rt. M–40, Hamilton, MI 49419.

MC 113434 (Sub-4–2TA), filed June 4, 1980. Applicant: GRA-BELL TRUCK LINE, INC., A–5253 144th Ave., Holland, MI 49423. Representative: Roger Van Wyk, same. *Products, materials and supplies used in or produced by the food processing industry,* between IL, IN, IA, KY, MI, MO, NY, OH, PA, WV, WI, restricted to traffic originating at or destined to the facilities of the Kellogg Company. An underlying ETA seeks 90 days authority. Supporting shipper: Kellogg Company, 235 Porter Street, Battle Creek, MI 49016.

MC 123407 (Sub-4–20TA), filed June 4, 1980. Applicant: SAWYER TRANSPORT, INC., Sawyer Center, Rt. 1, Chesterton, IN 46304. Representative: H. E. Miller, Jr. (same address as Applicant). *Iron and Steel pails, cans, and drums,* from Alsip, IL, to Minneapolis, MN, Lafayette, IN, Luling, LA, and Clarksburg, MS, and from Greenville, OH, to Dallas, TX, restricted to the transportation of shipments originating at the facilities of Inland Steel Container Company. Supporting shipper: Inland Steel Container Company, 4300 W. 130th St., Alsip, IL 60658.

MC 123407 (Sub-4–22TA), filed June 4, 1980. Applicant: SAWYER TRANSPORT, INC., Sawyer Center, Route 1, Chesterton, IN 46304. Representative: H. E Miller, Jr., Sawyer Center, Route 1, Chesterton, IN 46304. *Metal cans and ends,* from the facilities of the Coca-Cola Company, Foods Division, at Valparaiso, IN to Franklin Park, IL, Ortonville, MN and Pella, IA. An underlying ETA seeks up to 90 days operating authority. Supporting shipper: The Coca Cola Co.—Foods Division, 2351 Industrial Drive, Valparaiso, IN 46383.

MC 69116 (Sub-4–2TA), filed June 4, 1980. Applicant: SPECTOR INDUSTRIES, INC., d.b.a. SPECTOR FREIGHT SYSTEM, 1050 Kingery Highway, Bensenville, IL 60106. Representative: Edward G. Bazelon, 39 South La Salle Street, Chicago, IL 60603. *Railway car or locomotive wheels, iron or steel, loose or mounted on axles, with or without bearings,* from Keokuk, IA, to points in the United States in and east of ND, SD, NE, CO, OK, and TX (except OH, PA and WV). Supporting shipper: Griffin Wheel Co., Div. of Amsted Industries, Inc., 200 West Monroe Street, Chicago, IL 60606.

MC 123407 (Sub-4–19TA), filed June 4, 1980. Applicant: SAWYER TRANSPORT, INC., Sawyer Center, Rt. 1, Chesterton, IN 46304. Representative: H. E. Miller, Jr. (same address as applicant). (1) *Aluminum and steel cans* and (2) *plastic articles* (1) from Whitehouse, OH, to Rochester, NY; and (2) from Shelbyville, TN, to Iowa City, IA, restricted in (1) and (2) to the transportation of shipments originating at the facilities of American Can Company. Supporting shipper: American Can Company, 915 Harger Rd., Oak Brook, IL 60521.

MC 69116 (Sub-4–3TA), filed June 4, 1980. Applicant: SPECTOR INDUSTRIES, INC., d.b.a. SPECTOR FREIGHT SYSTEM, 1050 Kingery Highway, Bensenville, IL 60106. Representative: Edward G. Bazelon, 39 South La Salle Street, Chicago, IL 60603. 1. *Derrick bases, booms, legs, masts, ore sills, iron or steel, and 2. materials and supplies used in the manufacture of the commodities named in 1. above,* from Watertown, SD to points in the United States in and east of ND, SD, NE, CO, OK and TX. Supporting shipper: Telelect, Inc., 9135 Grand Avenue, South Minneapolis, MN.

MC 69116 (Sub-4–4TA), filed June 4, 1980. Applicant: SPECTOR INDUSTRIES, INC., d.b.a. SPECTOR FREIGHT SYSTEM, 1050 Kingery Highway, Bensenville, IL 60106. Representative: Edward G. Bazelon, 39 South La Salle Street, Chicago, IL 60603. *Meats and packinghouse products:* From Tama, IA, to points in and east of ND, SD, NE, KS, OK and TX. An underlying ETA seeks 90 days authority. Supporting shipper: Tama Meat Packing Corporation, P.O. Box 209, Tama, IA 52339.

MC 51146 (Sub-4–10TA), filed June 5, 1980. Applicant: SCHNEIDER TRANSPORT, INC., P.O. Box 2298, Green Bay, WI 54306. Representative: Mathew J. Reid, Jr. P.O. Box 2298, Green Bay, WI 54306. *Glass and stoneware products* from Wooster, OH to Milwaukee, WI, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days operating authority. Supporting shipper: Brielmaier Supply Company, 1303 North 4th Street, Milwaukee, WI 53212.

MC 51146 (Sub-4–13TA), filed June 5, 1980. Applicant: SCHNEIDER TRANSPORT, INC., P.O. Box 2298, Green Bay, WI 54306. Representative: Matthew J. Reid, Jr. (same address as applicant). *Paper and paper products, cellulose products, plastic film, plastic bags, paper backed with foil, and equipment, materials, and supplies* from New Castle, DE; St. Louis, MO; and Greensburg, IN to points in MN, IA, WI, MO, IL, IN, KY, MI, OH, WV, VA, MD, DE, PA,NJ, NY, CT, RI, MA, VT, NH, and ME, an underlying ETA seeking up to 90 days authority. Supporting shipper: Crown Zellerbach, One River Street, South Glens Falls, NY 12801 (Stephen G. Reynolds).

MC 51146 (Sub-4–14TA), filed June 5, 1980. Applicant: SCHNEIDER TRANSPORT, INC., P.O. Box 2298, Green Bay, WI 54306. Representative: Matthew J. Reid, Jr. (same address as applicant). *Automobile parts and accessories* between Toledo and Zanesville, OH; Chattanooga, TN; Detroit, Center Line, Howell, Saginaw, Owosso, and Ypsilanti, MI; Pueblo, CO; Ft. Wayne, IN; and Cleveland, OH, for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: American Motors Corporation, 5626 Twenty-fifth Avenue, Kenosha, WI 53140.

MC 125708 (Sub-4–2TA), filed June 5, 1980. Applicant : THUNDERBIRD MOTOR FREIGHTLINES, INC., 425 W. 152nd Street, East Chicago, IN 46312. Representative: Anthony C. Vance, Esq., 1307 Dolley Madison Blvd., McLean, VA 22101. *Paper, in rolls,* from Lockport, LA, to Teutopolis, IL, *restricted* to traffic destined to the facilities of Three Z Printing at Teutopolis, IL. Underlying ETA seeks 90-day authority. Supporting shipper: Three Z Printing, Rte #40, Teutopolis, IL 62467.

MC 126309 (Sub-4–1TA), filed June 5, 1980. Applicant: JAMES E. GOONAN, Rt. 1 Box 97, Browntown, WI 53522. Representative: James A. Spiegel, Attorney, Olde Towne Office Pk., 6425 Odana Rd., Madison, WI 53719. Contract;—Irregular, *Petroleum products, in bulk, in tank vehicles,* from

Dubuque and Iowa City, IA, to South Wayne, WI, restricted to transportation performed under a continuing contract(s) with Pecatonica Oil Company Co-operative, South Wayne, WI. An underlying ETA seeks 90 days authority. Supporting shipper: Pecatonica Oil Company Co-Operative, Box 138, South Wayne, WI 53587.

MC 126555 (Sub-4–1TA), filed June 5, 1980. Applicant: UNIVERSAL TRANSPORT, INC., P.O. Box 3000, Rapid City, SD 57709. Representative: Galen Meek (same address as applicant). *Steel line pipe-bare or coated and wrapped,* from Denver, Fort Collins, CO to Wyoming, ND, SD, UT, NE. An underlying ETA seeks 90 days authority. Supporting shipper: Vinson Supply Company, Box 1349, Denver, CO 80201.

MC 126555 (Sub-4–2TA), filed June 5, 1980. Applicant: UNIVERSAL TRANSPORT, INC., P.O. Box 3000, Rapid City, SD 57709, Representative: Galen Meek (same address as applicant). *Bentonite* from Belle Fouche, SD Upton, and Lovell, WY to Oklahoma, TX. Supporting shipper: American Colloid Co., P.O. Box 228, Skokie, IL 6007.

MC 126555 (Sub-4–3TA), filed June 5, 1980. Applicant: UNIVERSAL TRANSPORT, INC., Box 3000, Rapid City, SD 57709. *Masonary supplies* from CO (Pueblo and Denver) to WY and MT Supporting shipper: WYO-Ben Supply, 3044 Hsper Road, P.O. Box 20317, Billings, MT 59104.

MC 128205 (Sub-4–1TA), filed June 5, 1980. Applicant: BULKMATIC TRANSPORT COMPANY, 12000 S. Doty Ave., Chicago, IL 60628. Representative: Arnold L. Burke, 180 N. LaSalle St., Chicago, IL 60601. *Starch, in bulk,* from Clinton, IA and Chicago, IL to Kentucky and MO An underlying ETA seeks 90 days authority. Supporting shipper: Clinton Corn Processing Company, P.O. Box 340, Clinton, IA 52732.

MC 133566 (Sub-4–1TA), filed June 5, 1980. Applicant: GANGLOFF & DOWNHAM TRUCKING CO., INC., P.O. Box 479, Logansport, IN 46947. Representative: Thomas J. Beener, One State Street Plaza, New York, NY 10004. *Foodstuffs (except in bulk)* from the port of entry at the U.S. Canadian International boundary line at Buffalo, NY to the warehouse and storage facilities of Rich Products Corp. located at or near Logansport, IN and Appleton, and Green Bay, WI. Restricted to traffic originating at the facilities of Rich Products Corp. and destined to warehouse and storage facilities of Rich Products Corp. Applicant has also filed an underlying ETA seeking up to 90 days operating authority. Supporting shipper: Rich Products Corporation, 1145 Niagara Street, Buffalo, NY 14213.

MC 133689 (Sub-4–3TA), filed June 5, 1980. Applicant: OVERLAND EXPRESS, INC., 8651 Naples Street, NE., Blaine, MN 55434. Representative: Robert P. Sack, P.O. Box 6010, West St. Paul, MN 55118. *Such commodities as are dealt in by manufacturers of paper, plastic and paper, plastic products, wood building products and equipment, materials and supplies used in the manufacture of such commodities* except in bulk, between the facilities of Georgia-Pacific Corporation at Burlington, IA; Cincinnati, OH; Farmingdale, NY; Gary, IN; Gilman, VT; Kalamazoo, MI; Lyons Falls, Plattsburgh and Warwick, NY; Lockport and Taylorville, IL; St. Louis and St. Genevieve, MO; Reading, PA; Woodland, ME; Tomahawk, WI; Hamlet, NC; Palatka, FL; Pine Bluff, AR; Richmond, VA and Knoxville, TN on the one hand, and, on the other, points in and east of ND, SD, NE, KS, AR, OK, LA. Supporting shipper: Georgia-Pacific Corporation, 320 Post Road; Darien, CT 06820.

MC 133689 (Sub-4–1TA), filed June 5, 1980. Applicant: OVERLAND EXPRESS, INC., 8651 Naples Street, NE., Blaine, MN 55434. Representative: Robert P. Sack, P.O. Box 6010, West St. Paul, MN 55118. *Trailer axles, related parts and accessories;* from Kenton, OH to Sioux City, IO. Supporting shipper: Rockwell International, 2135 W. Maple Rd., Troy, MI 48084.

MC 134336 (Sub-4–1TA), filed June 5, 1980. Applicant: LYLE JOSEPH KLEINSCHMIT, d.b.a. LYLE KLEINSCHMIT, 4838 Glenn Street, Route 5, Rapid City, SD 57701. Representative: J. Maurice Andren, 1734 Sheridan Lake Road, Rapid City, SD 57701. *Building and Landscaping Stone.* From Keystone, SD and points in it's Commercial Zone to points in CA, CO, IA, KS, MN, MO, MT, NM, NE, ND, OK, TX, WI and WY. Supporting shipper: Johnson Mining Co., P.O. Box 252, Keystone, SD 57751.

MC 134604 (Sub-4–1TA), filed June 5, 1980. Applicant: HOWARD DULLUM, Gardner, ND 58036. Representative: Kip B. H. Erickson, 502 First National Bank Bldg., Fargo, ND 58126. *Anhydrous ammonia,* in bulk, in tank vehicles, from Benson, MN, to points in ND and SD, for 180 days. Supporting shipper: Farmland Industries, Inc., P.O. Box 7305, Kansas City, MO 64116.

MC 135539 (Sub-4–1TA), filed June 5, 1980. Applicant: FARM SERVICE & SUPPLIES, INC., P.O. Box 5351, Evansville, IN 47715. Representative: Robert J. Gill, First Commercial Bank Bldg., 410 Cortez Rd. West, Suite 406, Bradenton, FL 33507. *Contract;* Irregular; *Road construction equipment,* between the facilities of Blaw Knox Construction Equipment Co. at or near Mattoon, IL, on the one hand, and on the other, points in the United States except AK and HI. Supporting shipper: Blaw Knox Construction Equipment Co., E. Rt. 16, Mattoon, IL 61938.

MC 136635 (Sub-4–2TA), filed June 5, 1980. Applicant: UNIVERSAL CARTAGE, INC., 640 W. Ireland Rd., South Bend, IN 46630. Representative: Donald W. Smith, Suite 945–9000 Keystone Crossing, Indianapolis, IN 46240. *Automobiles, trucks and tactical vehicles,* in initial movements, from the plant site of AM General Corporation located in St. Joseph County, IN to Baltimore, MD, Toledo, OH and points in VA, NJ, and NY. An underyling ETA seeks 90 days authority. Supporting shipper: AM General Corporation, 701 W. Chippewa Ave., South Bend, IN 46630.

MC 149389 (Sub-4–2TA), filed June 4, 1980. Applicant: DELIVERY SERVICE CORPORATION, 1141 Springwells, Detroit, MI 48209. Representative: William B. Elmer, 21635 East Nine Mile Road, St. Clair Shores, MI 48080. *Plastics, plastic materials and supplies, and plastic articles,* between Warren, MI, on the one hand, and, on the other Atlanta, GA; Springfield, MA; Newark, NJ; Cincinnati, OH; and Houston, TX, including points in the Commercial Zones of each of said cities, restricted against the transportation of commodities in bulk. Supporting shipper: General Polymers, Inc., 12001 Toepfer Rd., Warren, MI 48089.

MC 108859 (Sub-4–2TA), filed June 2, 1980. Applicant: CLAIRMONT TRANSFER CO., 1803 Seventh Avenue, North Escanaba, MI 49829. Representative: Elmer J. Wery, P.O. Box 3548, Green Bay, WI 54303. *General commodities, (except those of unusual value, Classes A and B explosives, household goods as described by the Commission, commodities in bulk and those requiring special equipment)* to serve the facilities of Kimball Office Furniture Division of Kimball International, Inc., at or near Borden, (corporate name New Providence), Clark County, IN, in connection with applicant's presently authorized regular route operations. Supporting shipper: Kimball Office Furniture Co., 1549 Royal Street, Jasper, IN 47546. (Applicant intends to tack this authority in MC–108859 and to interline at Chicago, IL; Green Bay or Milwaukee, WI; Minneapolis-St. Paul, MN; Cincinnati or Cleveland, OH.)

MC 150933 (Sub-4–1TA), filed June 2, 1980. Applicant: MELVIN E. PETERSON AND JANICE KRUEGER, a partnership, d.b.a. CASUAL TRAVEL, 715 State St., Jefferson, WI 53549. Representative: Foster L. Kent, P.O. Box 1017, Omaha, NE 68101. *Passengers and their baggage, in special and charter operations,* between points in Dane, Grant, Green, Iowa, Jefferson, Lafayette, and Rock Counties, WI on the one hand, and on the other, points in the U.S. (except AK and HI). Supporting shippers: There are 46 statements of support.

MC 150533 (Sub-4–1TA), filed June 3, 1980. Applicant: GENE WANGLER, Rural Route #4, Minot, ND 58701. Representative: Kent Johnson, Teevens, Johnson, Montgomery, P.C., P.O. Box 2205, Minot, ND 58701. *Common;* regular; *General commodities,* between Minot International Airport, Minot, and Williston, ND, from Minot International Airport over US Hwy. 83 to Junction US Hwy. 2 & 52, then over US Hwy. 2 to Williston, ND, and return over the same route, serving only points in Williston as needed. An underlying ETA seeks 90 days authority. There are 25 supporting shippers.

MC 134369 (Sub-4–1TA), filed June 2, 1980. Applicant: CARLSON TRANSPORT, INC., P.O. Box R, Byron, IL 61010. Representative: Allan C. Zuckerman, 39 S. LaSalle St., Chicago, IL 60603. *Sand and sand with additives,* from Rockwood, MI, to Chicago, IL. An underlying ETA seeks 90-day authority. Supporting shipper: Acme Resin Corporation, 1401 S. Circle Ave., Forest Park, IL 60130.

MC 150273 (Sub-4–1TA), filed June 2, 1980. Applicant: TRANSIT SERVICING, INC., 8121–C East 34 Rd., Cadillac, MI 49601. Representative: Burton A. Hines, Sr., 121 N. Mitchell St., Cadillac, MI 49601. *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)* from, to, or between manufacturing points in and north of the counties of Manistee, Wexford, Missaukee, Roscommon, Ogema, and Iosco in the lower peninsula of MI and the entire upper peninsula of MI, on the one hand, and, on the other, points in Cadillac, Midland, Grand Rapids, and Detroit, MI, Ft. Wayne, IN, Chicago, IL, restricted to traffic having had a prior or subsequent interstate movement and destined to or originating at K Mart Stores. An underlying ETA seeks 90 days authority. Supporting shipper: K Mart Corporation, International Headquarters, 3100 W. Big Beaver Rd., Troy, MI 48084.

MC 142059 (Sub-4–5TA), filed June 2, 1980. Applicant: CARDINAL TRANSPORT, INC., 1830 Mound Rd., Joliet, IL 60436. Representative: Jack Riley (same address as applicant). *Fireplace accessories in packages,* from Decatur, AL to points in AR, CA, CO, GA, IN, LA, MS, TX and WA. Supporting shipper: Remco Engineering, 2115 Hwy. South, Decatur, AL 35601.

MC 108223 (Sub-4–3TA), filed June 3, 1980. Applicant: CENTURY-MERCURY MOTOR FREIGHT, P.O. Box 43050, St. Paul, MN 55164. Representative: Robert S. Lee, 1000 First National Bank Bldg., Minneapolis, MN 55402. *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 Chicago, IL; points in the St. Louis, MO Commercial Zone; points in Peoria, Woodford, Tazewell, McLean, Champaign, Vermilion, Sangamon, Macon and Effingham Counties, IL; points in St. Joseph, Allen, Cass, Miami, Wabash, Howard, Grant, Tipton, Madison, Delaware, Hamilton, Marion, Vigo, Monroe, Brown, Barthalomew, Lawrence, Jackson, Vanderburgh and Warwick Counties, IN; and Lucas, Wood, Cuyahoga, Summit and Franklin Counties, OH. There are 99 supporting shippers.

MC 103993 (Sub-4–14TA), filed June 4, 1980. Applicant: MORGAN DRIVE-AWAY, INC., 28651 U.S. 20 West, Elkhart, IN 46515. Representative: James B. Buda (same address as applicant). *Trailers, (except those designed to be drawn by passenger automobiles),* from McCulloch County, TX, to points in the U.S. (except AK and HI). Supporting shipper: Mamark Marketing Corp., Canastota, NY.

MC 128837 (Sub-4–5TA), filed June 4, 1980. Applicant: TRUCKING SERVICE, INC., P.O. Box 229, Carlinville, IL 62626. Representative: Michael W. O'Hara, 300 Reisch Bldg., Springfield, IL 62701. *Iron and steel articles,* from Carlinville, Centralia, Irvington, Flora, Sparta, IL and Louisiana, MO to points in AR, IA, IN, KS, OH, OK, MN, MO, NB, TX and WI, and from Dallas, TX and Clarksville, OH to Carlinville, Centralia, Irvington, Flora, Sparta, IL and Louisiana, MO (restricted to movements originating or terminating at the facilities of Valley Steel Products Company, Division of Valley Industries). Supporting shipper: Valley Steel Products Company, Division of Valley Industries, P.O. Box 429, Centralia, IL 62801.

MC 105501 (Sub-4–2TA), filed June 4, 1980. Applicant: TERMINAL WAREHOUSE COMPANY, 1851 Radisson Road NE., Blaine, MN 55434. Representative: Samuel Rubenstein, P.O. Box 5, Minneapolis, MN 55440. *Non-alcoholic beverages (except in bulk),* from Lenexa, KS, to points in MN, ND, SD and WI. Supporting shipper: Shasta Beverages, Inc., Lenexa, KS 66015.

MC 128837 (Sub-4–6TA), filed June 4, 1980. Applicant: TRUCKING SERVICE, INC., P.O. Box 229, Carlinville, IL 62626. Representative: Michael W. O'Hara, 300 Reisch Bldg., Springfield, IL 62701. *Empty glass containers,* from the facilities of Pierce Glass at Lincoln, IL to Ripon, CA, Gallup, NM, and points in FL and MA. Supporting shipper: Pierce Glass, 1200 North Logan, Lincoln, IL 62656.

MC 134477 (Sub-4–27), filed June 4, 1980. Applicant: SCHANNO TRANSPORTATION, INC., 5 W. Mendota Rd., West St. Paul, MN 55118. Representative: Thomas Fischbach, P.O. Box 43496, St. Paul, MN 55164. *Chemicals (except in bulk),* from Kalama, WA to points in AL, AR, CT, DE, FL, GA, LA, ME, MD, MA, MS, NH, NJ, NY, NC, OH, PA, RI, SC, TN, TX, VT, VA, WV, and DC. An underlying ETA seeks 90 days authority. Supporting shipper: Kalama Chemical, Inc., The Bank of California Center, Seattle, WA 98184.

MC 135231 (Sub-4–5TA), filed June 4, 1980. Applicant: NORTH STAR TRANSPORT, INC., Route 1, Highway 1 and 59 North, Thief River Falls, MN 56701. Representative: Robert P. Sack, P.O. Box 6010, West St. Paul, MN 55118. *Materials, Supplies and equipment used in the manufacture and distribution of small arms ammunition and steel junction boxes (except commodities in bulk)* from points in the U.S. (except AK and HI) to Anoka, MN. An underlying ETA seeks 90 days authority. Supporting shipper: Federal Cartridge Corp., 9th & Tyler Streets, Anoka, MN 55303.

MC 145577 (Sub-4–3TA), filed June 4, 1980. Applicant: GULLETT-GOULD, LTD., P.O. Box 406, Union City, IN 47390. Representative: Jerry B. Sellman, 50 West Broad St., Columbus, OH 43215. *(1) Compressors, liquid or gas, and evaporator coils,* from Sidney, OH, to points in CA, AZ, NM, TX and CO; and *(2) used compressors for reconditioning* from points in CA, AZ, NM, TX and CO to Sidney, OH. An underlying ETA seeks 90 days authority. Supporting shipper: Copeland Corporation, Campbell Rd., Sidney, OH 45365.

MC 150914 (Sub-4–1TA), filed May 30, 1980. Applicant: RICH DYKSTRA, d.b.a. ILLIANA SCRAP SERVICE COMPANY, R. R. 1, Box 147, Crete, IL 60417. Representative: Edward G. Finnegan,

Ltd., 134 N. LaSalle St., Suite 1016, Chicago, IL 60602. *Ferrous and non-ferrous scrap metal in dump trailers,* from, to and between points in the states of IL, IN, MI, IA, and OH. Supporting shippers: Erman Howell Division, Luria Steel & Trading, 125 S. Wacker Dr., Chicago, IL 60606; Scrap Corporation of America, 666 N. Lake Shore Dr., Chicago, IL 60611; Max Schlossberg Co., 332 S. Michigan Ave., Chicago, IL 60604; and Belson Scrap & Steel, Inc., P.O. Box 147, Kankakee, IL 60901.

MC 116915 (Sub-4–7TA), filed June 2, 1980. Applicant: ECK MILLER TRANSPORTATION CORP., Rt. #1, Box 248, Rockport, IN 47635. Representative: Fred F. Bradley, P.O. Box 773, Frankfort, KY 40602. *Zinc, zinc scrap, zinc alloys viz: anodes, ingots, dust, oxide, powder, sheet, slabs and strip and material, equipment and supplies used in the manufacture thereof (except commodities in bulk),* between the facilities of N.J. Zinc, Division of GW Natural Resources, at or near Palmerton, PA and Depue, IL, on the one hand, and, on the other, points in the U.S. in and east of ND, SD, NE, KS, OK, and TX. Supporting shipper: New Jersey Zinc Division, G+W Industries, First American Court, Nashville, TN 37238.

MC 106674 (Sub-4–20TA), filed June 2, 1980. Applicant: SCHILLI MOTOR LINES, INC., P.O. Box 123, Remington, IN 47977. Representative: Jerry L. Johnson (same address as applicant). *(1) Plastic Containers, and (2) Materials, equipment and supplies used in the manufacture, distribution and sale of (1) above,* between Langhorne, PA and points in its commercial zone on the one hand, and, on the other, points in DC, DE, MA, CT, RI, NY, NJ, VA, and MD. Supporting shipper: Amoco Container Company, 2111 Powers Ferry Rd., NW., Atlanta, GA 30339

MC 147264 (Sub-4–2TA), filed June 3, 1980. Applicant: JAT EXPRESS, INC., 4002 N. Rosewood, Muncie, IN 47302. Representative: James C. Hardman, 33 N. LaSalle St., Chicago, IL 60602. *Bananas and agricultural commodities exempt from regulation under Section 203(b)(6) of the Act when transported in mixed loads with bananas,* from Mobile, AL to points in OH, IN, IL, MI, KY, MO, KS and WI. Supporting shipper: Chiquita Brands, 15 Mercedes Drive, Montvale, NJ 07645.

MC 105045 (Sub-4–5TA), filed May 20, 1980. Applicant: R. L. JEFFRIES TRUCKING CO., INC., P.O. Box 3277, Evansville, IN 47731. Representative: George H. Veech (same address as applicant). *Conveyors, conveyor systems, attachments and equipment* from Continental Conveyor and Equipment Co., Inc., from Salyersville, KY to Granger, WY, Salt Lake City, UT, Beulah, ND, Portal, ND, Blaine, WA, Sherman, TX, Phoenix, AZ, Port of Rocks, WY and Hugo, OK. Supporting shipper: Continental Conveyor & Equipment Co., Inc., Salyersville, KY.

MC 148074 (Sub-4–4TA), filed June 3, 1980. Applicant: FRUTH MOTOR TRUCK SERVICE, INC., 720 Scheel St., P.O. Box 992, Belleville, IL 62221. Representative: Edward D. McNamara, Jr., 907 S. Fourth St., Springfield, IL 62703. *Contract;* irregular. *Medicines, toilet preparations, shampoo, and articles used in the manufacture thereof (except in bulk),* between Hillside, NJ on the one hand, and, on the other, the St. Louis, MO commercial zone. Supporting shipper: Bristol Meyers Products Company, 225 Long Ave., Hillside, NJ 07207.

MC 148074 (Sub-4–3TA), filed June 3, 1980. Applicant: FRUTH MOTOR TRUCK SERVICE, INC., 720 Scheel St., P.O. Box 992, Belleville, IL 62221. Representative: Edward D. McNamara, Jr., 907 S. Fourth St., Springfield, IL 62703. *Plastic bottles,* from Lancaster, PA to the St. Louis, MO commercial zone. Supporting shipper: Bristol Meyers Company, 225 Long Avenue, Hillside, NJ 07207.

MC 15975 (Sub-4–6TA), filed June 3, 1980. Applicant: BUSKE LINES, INC., 123 W. Tyler Ave., Litchfield, IL 65056. Representative: Howard H. Buske (same address as applicant). *Malt beverages,* in containers, form Detroit, MI, Peoria, IL and Milwaukee, WI, to Bonne Terre, Cape Girardeau, Kennett, Poplar Bluff and West Plains, MO. An underlying ETA seeks 90 days authority. Supporting shipper: Bluff City Beer Co., P.O. Box 897, Poplar Bluff, MO 63901.

MC 105045 (Sub-4–6TA), filed June 3, 1980. Applicant: R. L. JEFFRIES TRUCKING CO., INC., P.O. Box 3277, Evansville, IN 47731. Representative: George H. Veech (same address as applicant). *Carbon electrodes,* from the plantsite of the Carborundum Company located at or near Hickman, KY to Lemont, IL, Chicago, Il, Darlington, SC and Magna, UT. Supporting shipper: The Carborundum Company, P.O. Box 337, Niagara Falls, NY 14302.

MC 115975 (Sub-4–2TA), filed June 3, 1980. Applicant: C.B.W. TRANSPORT SERVICE, INC., P.O. Box 48, Wood River, IL 62095. Representative: Ernest A. Brooks II, 1301 Ambassador Bldg., St. Louis, MO 63101. *Waste lube oil, in bulk, in tank vehicles,* from Milwaukee, WI, to McCook, IL, under continuing contract(s) with Estech General Chemicals Corporation. Supporting shipper: Estech General Chemicals Corporation, 7601 W. 47th St., McCook, IL 60525.

MC 148355 (Sub-4–1TA), filed May 27, 1980. Applicant: A–1 DISPOSAL CORPORATION, P.O. Box 301, Plainwell, MI 49080. Representative: George A. Pendleton, P.O. Box 51, 5116 Brookgate NW., Comstock Park, MI 49321. *Toxic/Hazardous Materials, Hazardous Substances, and Hazardous Wastes, except Nuclear Wastes or Explosives,* between MI, IN, IL, on the one hand, and, on the other, points in AL, AR, GA, IL, IN, KY, LA, MI, MS, MO, NY, NC, OH, PA, SC, TN, and WI. Supporting shippers: There are 32 supporting shippers.

MC 107295 (Sub-4–12TA), filed June 3, 1980. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, IL 61842. Representative: Richard D. Vollmer (same address as applicant). *Fabricated steel,* from Meridian, MS, to Rabbit Hash, KY. Supporting shipper: Bates Steel, Inc., 533–65th Avenue, Meridian, MS 39301.

MC 111274 (Sub-4–2TA), filed June 3, 1980. Applicant: SCHMIDGALL TRANSFER INC., P.O. Box 351, Morton, IL 61550. Representative: Frederick C. Schmidgall (same address as applicant). *Contract;* irregular: (1) *lumber and lumber mill products,* from GA, AL, MS, AR, CA, OR, WA, ID, MT, WY, SD, LA, OK, and points of entry on the U.S. Canadian boundary in MT, ID and WA to WI, MN, IL, IA, IN, and MI, under a continuing contract with Midwest Lumber Assoc. of Sun Prairie, WI. Supporting shipper: Midwest Lumber Assoc., Sun Prairie, WI.

MC 140615 (Sub-4–2TA), filed June 3, 1980. Applicant: DAIRYLAND TRANSPORT, INC., P.O. Box 1116, Wisconsin Rapids, WI 54494. Representative: Dennis C. Brown (same address as applicant). *Plastic Materials (Except in bulk),* from points in the state of IL to points in MN, SD, WI, restricted to traffic originating at the facilities of American Hoechst Corporation. An underlying ETA seek 90-day authority. Supporting shipper: American Hoechst Corporation, 289 North Main St., Leominster, MA 01453.

MC 107295 (Sub-4–13TA), filed June 4, 1980. Applicant: PRE-FAB TRANSIT CO., P.O. Box 146, Farmer City, IL 61842. Representative: Duane Zehr (same address as applicant). *Aerospace ground equipment and accessories thereto, and airport ground support equipment,* between points in the U.S. Supporting shipper: Cavco of Florida, Inc., 2001 Bldg., 2001 Ninth Ave., Vero Beach, FL 32960.

MC 143280 (Sub-4–1TA), filed June 3, 1980. Applicant: SAFE TRANSPORTATION COMPANY, 6834 Washington Ave. South, Eden Prairie, MN 55344. Representative: Robert P. Sack, P.O. Box 6010, West St. Paul, MN 55118. *Animal feed ingredients (except in bulk),* from Milwaukee, WI to points in IN, IA, MO, and OH. Supporting shipper: Badger By-Products, 511 East Menomonee Ave., Milwaukee, WI 53202.

MC 121002 (Sub-4–1TA), filed June 3, 1980. Applicant: WALLACE RICE, d.b.a. RICE TRUCKING, P.O. Box 36, Maddock, ND 58348. Representative: Gene P. Johnson, P.O. Box 2471, Fargo, ND 58108. *General commodities (except liquid commodities in bulk, in tank vehicles),* between Fargo, ND, on the one hand, and, on the other, Carrington, Fessenden and New Rockford, ND. Applicant intends to interline at Fargo, ND. An underlying ETA seeks 90 days authority. There are 23 supporting shippers.

MC 150232 (Sub-4–1TA), filed June 3, 1980. Applicant: ROY D. LANGER, d.b.a. A & R SERVICE COMPANY, 342 Winnebago, Park Forest, IL 60466. Representative: Albert A. Andrin, 180 N. La Salle St., Chicago, IL 60601. *Contract;* irregular: *Steel tubing,* from Chicago Heights, IL to points in the States of WI, MI, IN, OH, MN, and IA. An underlying ETA seeks 90 days authority. Supporting shipper: Vulcan Tube and Metals Company, 555 E. 16th St., Chicago, Heights, IL 60411.

MC 150930 (Sub-4–1TA), filed June 2, 1980. Applicant: WRIGHT TRUCKING, INC., Route 1, Chatfield, MN 55923. Representative: Stanley C. Olsen, Jr., 7400 Metro Boulevard, Suite 411, Edina, MN 55435. *Hides, skins and pelts,* from Blue Earth and Chatfield, MN and Osage, IA, to Cedar Rapids, IA, Butler, MO, Louisville, KY, Detroit, MI and points in MA, NY, TX and WI. Supporting shipper: Kark Rendering, Chatfield, MN 55923.

MC 150929 (Sub-4–1TA), filed June 2, 1980. Applicant: HOME JUICE COMPANY OF INDIANAPOLIS, INC., 4025 W. 10th St., Indianapolis, IN 46222. Representative: Donald W. Smith, P.O. Box 40248, Indianapolis, IN 46240. *Orange juice and citrus flavored drinks,* from Melrose Park, IL to the facilities of O. J. Industries, Inc. at Dayton, OH, under continuing contract(s) with O. J. Industries, Inc. An underlying ETA seeks 90 days authority. Supporting shipper: O. J. Industries, Inc., 915 Calumet Lane, Dayton, OH 45247.

MC 135152 (Sub-4–7), filed May 30, 1980. Applicant: CASKET DISTRIBUTORS, INC., P.O. Box 327, Harrison, OH 45030. Representative: James D. Campbell, (same address as applicant). *Household appliances,* between Pittsburgh, PA and points in OH, IN, IL, KY, PA, NY, WV, and TN. Supporting shipper: Kelly & Cohen, Mt. Lebanon Blvd., Pittsburgh, PA.)

MC 150890 (Sub-4–1TA), filed May 28, 1980. Applicant: THIELE TRANSPORTATION, INC., 1338 Dugdale Rd., Waukegan, IL 60085. Representative: Paul J. Maton, 10 S. LaSalle St., Rm. 1620, Chicago, IL 60603. *Iron and steel articles, including grating, blades and track for road machinery and graders,* on and south of U.S. Hwy. 18 in WI, including Milwaukee, Prairie Du Chien and Saukville, WI, and Chicago, Rockford, Mundelein, Richmond, Crystal Lake and Savanna, IL. Supporting shippers: Republic Steel Corp., 116th & Burley Avenue, Chicago, IL 60617; MacLean Fogg Company, 1000 Allanson Rd., Mundelein, IL 60660; T. C. Industries, Inc., Route 31, Crystal Lake, IL 60014; National Lock Fastener, Div. Keystone Consolidated Ind., 4500 Kishwaukee, Rockford, IL 61109.)

MC 110988 (Sub-4–5TA), filed May 30, 1980. Applicant: SCHNEIDER TANK LINES, INC., 4321 W. College Ave., Appleton, WI 54911. Representative: Patrick M. Byrne, P.O. Box 2298, Green Bay, WI 54306. *Plastic materials, in bulk,* from the facilities of Arco Polymers, Inc. at Cleveland, OH to New Castle, PA. Supporting shipper: Arco Polymers, Inc., 1500 Market St., Philadelphia, PA 19101.)

MC 117068 (Sub-4–5TA), filed June 2, 1980. Applicant: MIDWEST SPECIALIZED TRANSPORTATION, INC., P.O. Box 6418 North Highway 63, Rochester, MN 55901. Representative: Richard C. McGinnis, 711 Washington Bldg., Washington, DC 20005. (1) *Sandblasting, power-cleaning and drilling equipment, generators, and compressors;* and (2) *Parts, attachments, and accessories for the commodities named in (1) above,* from Michigan City, IN, to points in CA, OR and WA. Supporting shipper: Sullair Corporation, 3700 East Michigan Blvd., Michigan City, IN 46360.)

MC 145246 (Sub-4–3TA), filed June 2, 1980. Applicant: A. E. SCHULTZ CORPORATION, 901 Lyndale Ave., Neenah, WI 54956. Representative: Frank M. Coyne, 25 W. Main St., Madison, WI 53703. *Salt, in bulk,* from the plant site of Hardy Salt Company at Manistee, MI, to points in WI. Supporting shipper: Hardy Salt Co., 800 S. Vanderenter Avenue, St. Louis, MO 63166.)

MC 146628 (Sub-4–2TA), filed June 2, 1980. Applicant: HUNT SUPER SERVICE, INC., P.O. Box 270, Bradley, IL 60915. Representative: Robert T. Lawley, 300 Reisch Bldg., Springfiled, IL 62701. *Contract,* Irregular: *Meat, food products, restaurant supplies, in mechanically refregerated vehicles,* from Chicago, IL to points in AL, CT, GA, IN, IA, KS, KY, LA, MI, MN, MS, MO, NJ, OH, TN, TX, WI. An underlying ETA seeks 90 days authority. Supporting shipper: Rymer/Munic Packing Co., Inc., 4600 So. Packers Ave., Chicago, IL 60609.

MC 51146 (Sub-4–47TA), filed June 2, 1980. Applicant: SCHNEIDER TRANSPORT, INC., P.O. Box 2298, Green Bay, WI 54306. Representative: Matthew J. Reid, Jr. (same address as applicant). *Fibrous glass insulating materials and products,* from Des Moines, IA to points in IL, MN, WI, ND, and SD. Supporting shipper: Owens-Corning Fiberglas Corporation, Fiberglas Tower, Toledo, OH 43659.

MC 139066 (Sub-4–1TA), filed June 2, 1980. Applicant: VAN BUS DELIVERY COMPANY, d.b.a. UNITED VAN BUS DELIVERY, 2601–32nd Ave., South, Minneapolis, MN 55406. Representative: Warren A. Goff, 2008 Clark Tower, 5100 Poplar Ave., Memphis, TN 38137. *Contract;* Irregular; *Liquid calcium chloride in bulk, and liquid chlorine in cylinders,* between St. Paul, MN, on the one hand, and, on the other, points in WI. Supporting shipper: Van Waters and Rogers, Div. of Uniwar, 2313 Wycliff Street, St. Paul, MN 55114.

MC 145676 (Sub-4–1TA), filed June 2, 1980. Applicant: JOHN BREITWEISER TRUCKING, INC., R.R. #1, Dow, IL 62022. Representative: Robert T. Lawley, 300 Reisch Bldg., Springfield, IL 62701. *Contract;* Irregular; *Carbonated beverages and flavored syrups,* from Granite City, IL to Omaha, NE. An underlying ETA seeks 90 days authority. Supporting shipper: Shasta Beverages, Div. of Consolidated Foods Company, Box 73, Granite City, IL 62040.

MC 150946 (Sub-4–1), filed June 4, 1980. Applicant: PRINCETON INDUSTRIES CORP., P.I.C. Industrial Park, Princeton, IN 47670. Representative: Thomas J. Kimpel, Esquire, c/o MERRILL, SCHROEDER & JOHNSON, 301 Union Federal Building, Evansville, IN 47708. *Contract;* regular; *Beer, in cases,* from Hoboken, NJ, Pittsburgh, PA, and St. Louis, MO, to Evansville, IN. Supporting shipper: Vanco Beverage, Inc., 2400 N. Fulton Ave., Evansville, IN 47710.

MC 147488 (Sub-4–2TA), filed June 4, 1980. Applicant: BURT CLIFFORD TRANSPORT, INC., Box 400, Ruthven, Ontario, CD NOP 2G0. Representative: Wilhelmina Boersma, 1600 First Federal Bldg., Detroit, MI 48226. (1) *Charcoal, antifreeze, charcoal lighter fluid, safety*

salt and other barbeque supplies; (2) *Containers therefore,* from the port of entry on the International Boundary line between the U.S. and Canada at Detroit, MI to points in MI, IN, IL, OH, PA, and NC, and (2) from said states to the port of entry on the International Boundary line between the U.S. and Canada at Detroit, MI. An underyling ETA seeks 90 days authority. Supporting shippers: Petropak Limited, Box 159, Essex, Ontario, CD.

MC 110988 (Sub-4–36TA), filed June 4, 1980. Applicant: SCHNEIDER TANK LINES, INC., 4321 W. College Ave., Appleton, WI 54911. Representative: Patrick M. Byrne, P.O. Box 2298, Green Bay, WI 54306. *Chemicals, in bulk (except those in dump vehicles, cement, liquid propane gas, anhydrous ammonia, and salt)* from the facilities of The General Tire & Rubber Company at Mogadore, OH to points in IN, MI, and IL. Supporting shipper: The General Tire & Rubber Company, #1 General Street, Akron, OH 44329.

MC 145122 (Sub-4–1TA), filed June 6, 1980. Applicant: SKYLAND, INC., 256 Celia St. S.W., Wyoming, MI 49508. Representative: William H. Towle, 180 North LaSalle St., Chicago, IL 60601. *General commodities (except articles of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment),* between (1) Detroit Metropolitan Wayne County Airport, on the one hand, and, on the other, Chicago O'Hare Airport, and (2) between Detroit Metropolitan Wayne County Airport and Willow Run Washtenaw County Airport, on the one hand, and, on the other, points in Jackson, Hillsdale, Calhoun, Branch, Eaton, Barry, Kalamazoo, Allegan, Van Buren, Cass, Berrien, and St. Joseph Counties, MI and Williams County, OH, restricted to the transportation of shipments having a prior or subsequent movement by air. An underyling ETA seeks 90 days authority. There are 24 supporting shippers.

MC 147343 (Sub-4–2TA), filed June 5, 1980. Applicant: TREADWAY CARRIERS, INC., 9333 N. Meridian St., Indianapolis, IN 46260. Representative: Charles E. Mayer (same address applicant). Common; irregular; *Iron of Steel, castings or forgings, not including products of plate or sheet iron or steel, in packages,* from Berlin, WI to Indianapolis, IN and its commercial zone. An underlying ETA seeks 90 days authority. Supporting shipper: Schwitzer Div. Wallace Murray Corp., 1125 Brookside Av., Indianapolis, IN 46206.

MC 147343 (Sub-4–1TA), filed June 5, 1980. Applicant: TREADWAY CARRIERS, INC., 9333 N. Meridian St., Indianapolis, IN 46260. Representative: Charles E. Mayer (same address applicant). *Wood chips, wood shavings, saw dust (except in bulk),* from Ballston Spa, NY, North Tonawanda, NY, and Elsworth, ME, to all points and places in the States of IL, IN, IA, MI, OH, and WI. An underlying ETA seeks 90 days authority. Supporting shipper: D. I. Wholesale, 700 N. High School, Rd., Indianapolis, IN 46224.

MC 149057 (Sub-4–2TA), filed June 6, 1980. Applicant: C & M TRUCKING, INC., 3500 Monroe, Monroe, MI 48161. Representative: John C. Scherbarth, 22375 Haggerty Rd., P.O. Box 400, Northville, MI 48167. (1) *Iron and steel articles,* from the facilities of North Star Steel Company at or near Monroe, MI to points in IA, MN, MO, TN, and NC; and (2) *Materials, equipment and supplies used in the manufacture and distribution of iron and steel articles,* from points in IA, MN, MO, TN, and NC to the facilities of North Star Steel Company at or near Monroe, MI. Supporting shipper: North Star Steel Company, 2901 Metro Dr., Minneapolis, MN 55420.

MC 113751 (Sub-4–1TA), filed June 6, 1980. Applicant: HAROLD F. DUSHEK, INC., 10th & Columbia St., Waupaca, WI 54981. Representative: James A. Spiegel, 6425 Odana Road, Madison, WI 53719. *Foundry castings and foundry products, and materials, equipment and supplies used in the manufacture of foundry castings and foundry products,* between Waupaca and Marinette, WI, and points in AL, AR, GA, IA, IL, IN, KY, LA, MN, MO, MS, NC, OH, OK, SC, TN and TX. Transportation in IL restricted to that part of IL south of IL Hwy 17. An underlying ETA seeks 90 days authority. Supporting shipper: Waupaca Foundry, Inc., Tower Road, Waupaca, WI 54981.

MC 135231 (Sub-4–6TA), filed June 6, 1980. Applicant: NORTH STAR TRANSPORT, INC., Route 1, Highway 1 and 59 North, Thief River Falls, MN 56701. Representative: Robert P. Sack, P.O. Box 6010, West St. Paul, MN 55118. *Paper forms and materials, supplies and equipment (except commodities in bulk) used in the manufacture of paper forms,* between Arlington, TX; Merced, California and Manchester, CT on the one hand, and points in the US (except AK and HI) on the other hand. An underlying ETA seeks 90 days authority. Supporting shipper: Continental Forms, Inc., Arlington, TX 76010.

MC 150947 (Sub-4–1TA), filed June 6, 1980. Applicant: ELDON ANNIS, d.b.a. ANNIS TRUCKING, Route 1, Glenwood City, WI 54013. Representative: John B. Van de North, Jr., 2200 First National Bank Bldg., St. Paul, MN 55101. (1) *Grass seed and insulation (except in bulk),* From the facilities of Glenwood City Cellulose, Inc. located at Glenwood City, WI to points in MN, NE, IA and IL; and (2) *Materials equipment and supplies used in the manufacture and distribution of grass seed and insulation (except in bulk),* From Phoenix, AZ, Atlanta, GA, and points in MN, NE, IA and IL to the facilities of Glenwood City Cellulose, Inc. located at Glenwood City, WI. Supporting shipper: Glenwood City Cellulose, Inc., Route 2, Glenwood City, WI 54013.

MC 126091 (Sub-4–1TA), filed June 6, 1980. Applicant: FRALEY & SCHILLING, INC., General Delivery, Rushville, IN 46173. Representative: Donald W. Smith, P.O. Box 40248, Indianapolis, IN 46240. *Contract;* irregular; *Ferro alloys, silicon metal, manganese metal, pig iron, chemicals and ores, and materials, equipment and supplies used in the manufacture of ferro alloys, silicon metal, manganese metal, pig iron, chemicals and ores,* between the facilities of Foote Mineral Company at Frazer, PA, Kings Mountain, NC, and Sunbright, VA, on the one hand, and on the other points in the U.S. in and east of MN, IA, MO, AR, and LA, restricted to service to be performed under continuing contract(s) with Foote Mineral Company. Supporting shipper: Foote Mineral Company, Route 100, Exton, PA 19431.

MC 116227 (Sub-4–2TA), filed June 6, 1980. Applicant: POLMAN TRANSFER, INC., Route 3, Box 470, Wadena, MN 56482. Representative: Robert P. Sack, P.O. Box 6010, West St. Paul, MN 55118. *Common;* regular; *Iron and Steel Articles,* from Port of Entry on the U.S.-Canadian border at or near Niagra Falls, NY to Wadena, MN. An underlying ETA seeks 90 days authority. Supporting shipper: Homecrest Industries, Inc., Homecrest Ave.—Box 350, Wadena, MN 56482.

MC 141721 (Sub-4–1TA), filed June 6, 1980. Applicant: DFC TRANSPORTATION COMPANY, 45 Main St., Huntley, IL 60142. Representative: Edward G. Bazelon, 39 S. LaSalle St., Chicago, IL 60603. *Contract;* Irregular; *Peppers, in containers, cheese sauce, tortilla chips, paper bowls, and food warmers,* (1) from Laredo, Dallas, Houston, and San Antonio, TX, to CO, KS, MO, OK, AR, TN, KY, IL, IN, OH, MN, and NE; and (2) from Dixon, IL, to points in the U.S. (except AK and HI), under a continuing contract with Liberto Specialty Company, d.b.a. Ricos Products Company of San Antonio, TX. An underlying ETA seeks 90-day authority.

Supporting shipper: Liberto Specialty Company, d.b.a. Ricos Products Company, 830 South Presa, San Antonio, TX 78210.

MC 117730 (Sub-4–3TA), filed June 5, 1980. Applicant: KOUBENEC MOTOR SERVICE, INC., Route #47, Huntley, IL 60142. Representative: Stephen H. Loeb, Suite 2027, 33 N. LaSalle St., Chicago, IL 60602. *Resin coated sand in bulk,* from the facilities of Acme Resin Corp., at Chicago, IL, to the facilities of Central Foundry Div. of General Motors at Defiance, OH. An underlying ETA seeks 90 days authority. Supporting shipper: Acme Resin Corp. 1401 Circle, Forest Park, IL.

MC 120436 (Sub-4–1TA), filed June 4, 1980. Applicant: NUSSBAUM TRUCKING, INC., Route 51 North, Normal, IL 61761. Representative: Edward D. McNamara, Jr., 907 S. 4th St., Springfield, IL 62703. *Canned goods (except frozen and except in bulk,* from the facilities of Joan of Arc, at or near Hoopeston and Princeville, IL to Wright City, MO. Supporting shipper: Joan of Arc Co., 2231 W. Altorfer, Peoria, IL.

MC 149308 (Sub-4–3TA), filed May 29, 1980. Applicant: VICTORY FREIGHTWAY SYSTEM, INC., P.O. Box P, Sellersburg, IN 47172. Representative: William P. Jackson, Jr., 3426 N. Washington Blvd., P.O. Box 1240, Arlington, VA 22210. *Such commodities as are manufactured or distributed by a manufacturer of aluminum and aluminum products (except in bulk),* from the facilities of Reynolds Metals Company, at or near Elizabethtown, KY, to points in CA. Supporting shipper: Reynolds Metals Company, P.O. Box 32920, Louisville, KY 90432.

MC 110988 (Sub-4–37), filed June 5, 1980. Applicant: SCHNEIDER TANK LINES, INC., 4321 W. College Av., Appleton,WI 54911. Representative: Patrick M. Byrne, P.O. Box 2298, Green Bay, WI 54306. *Such commodities as are dealt in, or used by, manufacturers and distributors of liquid adhesives,* between points in the U.S. (except AK and HI), restricted to traffic moving from, to, or between the facilities of Peter Cooper Corporation. Supporting shipper: Peter Cooper Corporation, Palmer St., Gowanda, NY 14070.

MC 110988 (Sub-4–38), filed June 6, 1980. Applicant: SCHNEIDER TANK LINES, INC., 4321 W. College Av., Appleton, WI 54911. Representative: Patrick M. Byrne, P.O. Box 2298, Green bay, WI 54306. *Liquid caustic soda,* from the facilities of Vel-Tex Chemical Company at St. Paul, MN to Alberta, MI. Supporting shipper: Vel-Tex Chemical Company, 1125 Childs Rd., St. Paul, MN 55106.

MC 150977 (Sub-4–1TA), filed June 5, 1980. Applicant: SHAY COMPANY, INC., P.O. Box 2081, Clarksville, IN 47130. Representative: Paul M. Daniell, P.O. Box 872, Atlanta, GA 30301. *General Commodities, (except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment),* between points in CA on the one hand, and, on the other, points in KY, OH, IN, MI, WI, IL, MO and TN. Restricted to the transportation of traffic which is at the time moving on bills of lading issued by ABC–TNT, a freight forwarder as defined in Section 10102(8) of the Interstate Commerce Act. Supporting shipper: ABC–TNT, P.O. Box 3266, Anaheim, CA 92803.

MC 140148 (Sub-4–1TA), filed June 4, 1980. Applicant: ASCOT TRUCKING CORP., 453 N. Mayd St., Chicago, IL 60622. Representative: Anthony E. Young, 29 S. LaSalle St., Chicago, IL 60603. *General commodities (except those of unusual value, Class A & B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment or handling),* between Chicago, IL, and its commercial zone on the one hand, and, on the other, points in WI, MI, IL, IN, and OH, Restricted to the transportation of traffic having a prior or subsequent movement by air, rail or water. There are 10 supporting shippers.

The following protests were filed in Region 5.

Send protests to: Consumer Assistance Center, Interstate Commerce Commission, Post Office Box 17150, Fort Worth, TX 76102.

MC 29910 (Sub-5–16TA), filed May 27, 1980. Applicant: ARKANSAS–BEST FREIGHT SYSTEM, INC., 301 South Eleventh Street, Fort Smith, AR 72901. Representative: Joseph K. Reber (address same as above). *Common, regular. General commodities, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading,* Between New Orleans, LA and Baton Rouge, LA, serving all intermediate points: (1) From New Orleans over U.S. Highway 61 to Baton Rouge, and return over the same route; and (2) From New Orleans over LA Hwy 48 (formerly LA Hwy 1) to junction LA Hwy 44 (formerly LA Hwy 1), then over LA Hwy 44 to junction LA Hwy 30 (formerly LA Hwy 1), then over LA Hwy 30 to junction U.S. Hwy 61 at or near Prairieville, LA, then over U.S. Highway 61 to Baton Rouge, and return over the same route. Applicant intends to tack authority applied for to authority already held and interline with other carriers at any point at which it is presently authorized to serve by virtue of its existing authority in MC29910 and subs.

MC 29910 (Sub-5–17TA), filed May 27, 1980. Applicant: ARKANSAS–BEST FREIGHT SYSTEM, INC., 301 South Eleventh Street, Fort Smith, AR 72901. Representative: Joseph K. Reber (address same as above). *Common, regular. General commodities (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment)* serving Thibodaux, LA as an off-route point in connection with carriers regular route service at New Orleans, LA. Supporting shippers: Drexler Motor Company, Thibodaux, LA; Red Stick Linen Service, 1101 Talbot, Thibodaux, LA and West Brothers, Thibodaux, LA.

MC 29910 (Sub-5–18TA), filed May 28, 1980. Applicant: ARKANSAS–BEST FREIGHT SYSTEM, INC., 301 South 11th Street, Fort Smith, AR 72901. Representative: Joseph K. Reber (address same as above). *Common, regular. General commodities, except those of unusual value, and except dangerous explosives, livestock, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading,* between Two Rivers, WI, and North Chicago, IL, as follows: From Two Rivers over WI Highway 42 to Manitowoc, WI, thence over U.S. Highway 141 to junction Milwaukee County Highway B, thence over Milwaukee County Highway B to Milwaukee, WI, thence over WI Highway 42 via Racine, WI, to the WI–IL State line, and thence over IL Highway 42 North Chicago; from Two Rivers to Milwaukee as specified above, thence over Milwaukee County Highway H to junction WI Highway 38, thence over WI Highway 38 to Racine, WI, and thence to North Chicago as specified above; from Two Rivers to Milwaukee as specified above, thence over Milwaukee County Highway AA to junction Milwaukee County Highway Z, thence over Milwaukee County Highway Z to junction WI Highway 42, thence to North Chicago as specified above; and return over these routes to Two Rivers. Service is authorized to and from the off-route points in Milwaukee County, WI,

between points and places in WI as follows: From Sheboygan over WI Highway 32 to Kiel, WI, thence over WI Highway 57 to Chilton; from Sheboygan over WI Highway 23 to Plymouth; from Sheboygan over WI Highway 28 to Sheboygan Falls; from Milwaukee over WI Highway 19 to Sun Prairie, WI, thence over U.S. Highway 151 to Madison; from Milwaukee over WI Highway 15 to Beloit, WI, and thence over U.S. Highway 51 to South Beloit, IL; from Milwaukee over U.S. Highway 41 to junction WI Highway 36, thence over WI Highway 36 to Lake Geneva, WI, and thence over U.S. Highway 12 to Genoa City; from Racine over WI Highway 11 to Janesville; service is authorized to and from the off-route point of Williams Bay, WI; from Racine over WI Highway 20 to Rochester; from Milwaukee over U.S. Highway 18 to Waukesha, WI (also from Milwaukee over WI Highway 59 to Waukesha) thence over WI Highay 59 to Milton, WI, and thence over WI Highway 26 to Janesville; service is authorized to and from the off-route point of Genesee Depot, WI.

From Watertown over U.S. Highway 16 to Portage; service is authorized to and from the off-route points of Clyman, Reeseville, Fall River, and Pardeeville, WI; from Watertown over WI Highway 26 to junction WI Highway 33, thence over WI Highway 33 to Beaver Dam, WI, thence over U.S. Highway 151 to Columbus, WI, and thence over U.S. Highway 16 to Portage; from Watertown over WI Highway 26 to Fort Atkinson, WI, thence over U.S. Highway 12 to Whitewater; from Watertown over County Highway A to Lake Mills, WI, thence over WI Highway 30 to junction WI Highway 26; from Lake Geneva over WI Highway 36 to Williams Bay, WI, thence over County Highway H to junction WI Highway 50, and thence over WI Highway 50 to Delavan; and return over these routes to the above-specified origin points. Service is authorized to and from all intermediate points on the above-specified routes. Irregular routes: *General commodities, with exceptions as specified above,* between points and places in Racine, Kenosha, Burlington, Waukesha, Watertown, Port Washington, Sheboygan, and East Troy, WI, and those in Milwaukee County, WI. Regular routes: *Commodities generally, except those of unusual value, explosives, small arms ammunition, livestock, furs, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading.* Between points in WI, as follows: From Milwaukee over unnumbered highways via Hales Corners, Muskego, Big Bend, Caldwell, and Lake Beulah, WI, to junction WI Highway 15 near East Troy, WI; from Hales Corners over unnumbered highway to St. Martin; from junction unnumbered highway and WI Highway 83 near Lake Beulah over WI Highway 83 to Mukwonago; from Burlington over WI Highway 83 to junction unnumbered highway south of Salem; from Genoa City over unnumbered highways to junction unnumbered highway north of Twin Lakes; from junction WI Highway 83 and unnumbered highway south of Salem over unnumbered highway to Wilmot; from Wilmot over unnumbered highway to junction WI Highway 83 south of New Munster; from junction WI Highway 83 and unnumbered highway northeast of Silver Lake over unnumbered highway to junction unnumbered highway north of Twin Lakes; from Kenosha over WI Highway 50 to junction WI Highway 83; from junction WI Highway 50 and unnumbered highway over unnumbered highway to Pleasant Prairie; from junction WI Highway 50 and U.S. Highway 45 over U.S. Highway 45 to Bristol; from junction unnumbered highways north of Lake Elizabeth over unnumbered highway to Lake Elizabeth; and return over these routes to the above-specified WI points, all intermediate points. Regular routes: *General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading,* between Gibbsville, WI, and Milwaukee, WI: From Gibbsville over WI Highway 42 to junction Milwaukee County Highway B, thence over Milwaukee County Highway B to Milwaukee, and return over the same route. Service is authorized to and from the intermediate point of Cedar Grove, WI, and the off-route point of Oostburg, WI. Restriction: The operations herein authorized are subject to such limitation or restriction as the Commission may hereafter find it necessary to impose in order to insure that the service shall be auxiliary or supplementary to the train service of the Milwaukee Electric Railway and Light Company, and shall not unduly restrain competition. Regular routes: *General commodities, except those of unusual value, and except dangerous explosives, livestock, furs, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment,* between junction WI Highway 30 and WI Highway 19, and Madison, WI: From junction WI Highway 30 and WI Highway 19, over WI Highway 30 to Madison, and return over the same route. Service is authorized to and from the intermediate point of Delafield, WI. Regular routes: *General commodities, except those of unusual value, dangerous explosives, livestock, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment, over an alternate regular route for operating convenience only.* Between junction U.S. Highway 141 and WI Highway 57 and junction WI Highway 144 and U.S. Highway 141: From junction U.S. Highway 141 and WI Highway 57 over WI Highway 57 to junction WI Highway 144, thence over WI Highway 144 to junction U.S. Highway 141, and return over the same route. Service is not authorized to or from the intermediate points. Regular routes: *General commodities, except those of unusual value, class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment,* between junction Racine County Highway K and WI Highway 38, east of Franksville, WI, and junction U.S. Highway 41 and WI Highway 36, southwest of Milwaukee, WI, and all intermediate points: From junction Racine County Highway K and WI Highway 38 over Racine County Highway K to Thompsonville, WI, thence over U.S. Highway 41 to junction WI Highway 36, and return over the same route. Between Beaver Dam, WI, and Markesan, WI, and the off-route points of Manchester and Kingston, WI: From Beaver Dam over WI Highway 33 to junction County Highway A at Randolph, WI, thence over County Highway A to Markesan (also from junction WI Highway 33 and County Highway A westward over WI Highway 33 to junction WI Highway 73, thence over WI Highway 73 to junction WI Highway 44, east of Manchester, WI, and thence over WI Highway 44 to Markesan), and return over the same route. Between MN Jct., WI, on the one hand, and, on the other, Port Washington, WI: From MN Jct. over WI Highway 33 to Port Washington, and return over the same route. Between Oconomowoc, WI, on the one hand, and, on the other, Horicon, WI, with service at Horicon for the purpose of joinder

only: From Oconomowoc over WI Highway 67 via Iron Ridge, WI, to Mayville, WI, thence over WI Highway 28 to Horicon, and return over the same route. Between Junction WI Highways 33 and 73, on the one hand, and, on the other, Portage, Wi, with service at junction WI Highways 33 and 73 for the purpose of joinder only: From junction WI Highways 33 and 73 over WI Highway 33 to Portage, and return over the same route. Between junction WI Highways 33 and 44, on the one hand, and, on the other Wyocena, with service at junction WI Highways 33 and 44 for the purpose of joinder only:

From junction WI Highways 33 and 44 over WI Highway 44 to Wyocena, and return over the same route. Between junction WI Highway 44 and County Highway P, northeast of Pardeeville, WI, on the one hand, and, on the other, junction Highways 33 and 73, north of Randolph, WI, with service at the termini for purpose of joinder only: From junction WI Highway 44 and County Highway P over County Highway P to Randolph, thence over WI Highway 73 to junction WI Highway 33, and return over the same route. Between junction WI Highways 33, and 146, on the one hand, and, on the other, Cambria, with service at the termini for the purpose of joinder only: From junction WI Highways 33 and 146 over WI Highway 146 to Cambria, and return over the same route. Alternate route from operating convenience only: Between Juneau, WI, on the one hand, and, on the other, Hartford, WI, with service at Hartford for the purpose of joinder only: From Juneau over WI Highway 115 to junction WI Highways 115, 67, and 60, north of Neosho, WI, thence over WI Highway 60 to Hartford, and return over the same route. Irregular routes: *Paper mill machine parts*—Between the facilities of Beloit corporation at Rockton, IL., on the one hand, and, on the other, points in Outagamie, Brown, Wood, Portage, and Winnebago Counties, WI. Regular routes: *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 Beloit, WI, and Rockford, IL, serving no intermediate points; From Beloit over U.S. Highway 51 to Rockford, and return over the same route; From Beloit over Interstate Highway 90 to junction U.S. Highway 20, and thence over U.S. Highway 20 (also over U.S. Highway 20 BR) to Rockford, and return over the same route. Applicant intends to tack this authority with its existing authority. The sole purpose of this application is to substitute single-line for joint-line operations in which applicant has been participating.

MC 30844 (Sub-5–11TA), filed May 27, 1980. Applicant: KROBLIN REFRIGERATED XPRESS, INC., 4616 E. 67th Street, Tulsa, OK 74121. Representative: John P. Rhodes, P.O. Box 5000, Waterloo, IA 50704. *Air cleaners and filters used in internal combustion engines, mufflers, tail pipes, exhaust pipes, and parts and accessories therefore* from Cresco, Oelwein and Grinnell, IA; Dixon, IL, Kirksville & Chillicothe, MO; Frankfort, IN; Minneapolis, MN and Nicholasville, KY to points in the U.S. (except AK & HI), restricted to shipments originating at the facilities utilized by Donaldson Company, Inc. at the above named origins. Supporting shipper: Donaldson Company, Inc., 1400 W. 94th St., Minneapolis, MN 55431.

MC 41432 (Sub-5–5TA), filed May 28, 1980. Applicant: EAST TEXAS MOTOR FREIGHT LINES, INC., P.O. Box 10125, Dallas, TX 75207. Representative: Wayland Little (same as Applicant). Common; Regular. *General Commodities (except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment),* between the junction of U.S. Hwy 31 and Interstate Hwy 65 and the junction of Interstate Hwy 75 and U.S. 78, as an alternate route for operating convenience only, serving no intermediate points. From the junction of U.S. Hwy 31 and Interstate Hwy 65 over Interstate Hwy 65 to the junction with Interstate Hwy 24, then over Interstate Hwy 24 to the junction with Interstate Hwy 75, then over Interstate Hwy 75 to the junction of U.S. Hwy 78, and return over the same routes. Applicant intends to tack with its existing authority and to to interline. Supporting shipper: East Texas Motor Freight Lines, Inc., Post Office Box 10125, Dallas, TX 75207.

MC 59444 (Sub-5–1TA), filed May 27 1980. Applicant WALLER TRUCK CO., INC., Highway 10 East, Richmond, MO 64085. Representative; Frank W. Taylor, Jr., 1221 Baltimore Ave., Suite 600, Kansas City, MO 64105. *Plastic cups, caps, lids, tumblers, dishes, cutlery, disposable, and plastic pellets,* between the facilities of Thompson Industries. Higginsville, MO, on the one hand, and, on the other, points in AR, IL, IA, KS, KY, LA, NE, OK, TN and TX. Supporting shipper: Thompson Industries, 2501 East Magnolia, Phoenix, AZ.

MC 61440 (Sub-5–2TA), filed May 28, 1980. Applicant: LEE WAY MOTOR FREIGHT, INC., 3401 N.W. 63rd Street, Oklahoma City, OK 73116. Representative: Richard H. Champlin, P.O. Box 12750, Oklahoma City, OK 73157. Common, Regular. *General Commodities (except commodities of unusual value, Classes A & B explosives, household goods as defined by the Commission, and commodities requiring special equipment)* serving the facilities of Westinghouse located at Union City, IN as an off route point in connection with applicant's authorized regular route authority. Supporting shipper: Westinghouse Electric Corporation, Small Motor Division, P.O. Box 566, Lima, Ohio 45802.

MC 111170 (Sub-5–4TA), filed May 27, 1980. Applicant: WHEELING PIPE LINE, INC. P.O. Box 1718, El Dorado, AR 71730. Representative: Dennis Ledet (same address as applicant). *Black Liquor Soap Skimmings, in bulk* from Oppello, AR to Springhill, LA. Supporting shipper: Westvaco Corp., P.O. Box 70848, Charleston Heights, SC 29405.

MC 114045 (Sub-5–6TA), filed May 27, 1980. Applicant: TRANS-COLD EXPRESS, INC., P.O. Box 61228, Dallas, TX 75261. Representative: Daniel McNeff (same address as above). *Canned foodstuffs and canned pet food* from Paris, TX to points in ND, SD and MN. Supporting shipper(s): Campbell Soup (Texas), Inc., P.O. Box 116, Paris, TX 75460.

MC 117119 (Sub-5–9TA), filed May 27, 1980. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., P.O. Box 188, Elm Springs, AR 72728. Representative: Martin M. Geffon, P.O. Box 156, Mt. Laurel, NJ 08054. *Foodstuff (except commodities in bulk),* from the facilities of General Foods Corporation at Evansville, IN to points in the U.S. in and east of OH, KY, TN, AL, and GA restricted to traffic originating at and destined to points in the named states. Supporting shipper: General Foods Corporation, 250 North Street, White Plains, NY 10625.

MC 117119 (Sub-5–10TA), filed May 27, 1980. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., P.O. Box 188, Elm Springs, AR 72728. Representative: L. M. McLean (same address as applicant). *Such merchandise as is dealt in by wholesale, retail, and discount stationers (except commodities in bulk)* from the facilities of St. Regis Paper Co. at Phoenix, AZ to (1) points in CO, ID, NV, OR, UT, WA, WY and (2) points in and east of ND, SD, ME, KS, OK, and TX, restricted to traffic originating at and destined to the named points. Supporting shipper: St. Regis Paper Co., P.O. Box 19130, Phoenix, AZ.

MC 117765 (Sub-5–7TA), filed May 27, 1980. Applicant: HAHN TRUCK LINE, INC., P.O. Box 75218, Oklahoma City, OK 73147. Representative: R. E. Hagan (same as applicant). *Pitch, lignin, dry, in containers,* From Appleton, WI to AL and MO. Supporting shipper: Baker Chemicals, Inc., 2801 S. Post Oak, Suite 258, Houston, TX 77056.

MC 117765 (Sub-5–8TA), filed May 27, 1980. Applicant: HAHN TRUCK LINE, INC., P.O. Box 75218, Oklahoma City, OK 73147. Representative: R. E. Hagan (same as applicant). *Malt Beverages, in containers,* From Omaha, NE to OK. Supporting shipper: P L Distributing, Inc., P.O. Box 38, Council Bluffs, IA 51501.

MC 134467 (Sub-5–5TA), filed May 28, 1980. Applicant: POLAR EXPRESS, INC., P.O. Box 845, Springdale, AR 73764. Representative: Jack B. Wolfe, Kimball, Williams & Wolfe, P.C., 350 Capitol Life Center, 1600 Sherman Street, Denver, CO 80203 (303) 839–5856. (1) *Malt beverages and related advertising materials* from Jefferson County, CO to points in AR; and (2) *empty used beverage containers and materials and supplies used in and dealt with by breweries* from points in AR to Jefferson County, CO. Supporting shipper: Adolph Coors Company, Golden, CO 80401.

MC 135078 (Sub-5–6TA), filed May 27, 1980. Applicant: AMERICAN TRANSPORT, INC., 7850 "F" Street, Omaha, NB 68127. Representative: Arthur J. Cerra, 2100 TenMain Center, P.O. Box 19251, Kansas City, MO 64141. *Beverages* from Lenexa, KS, to points in IA and NE. Supporting shipper: Shasta Beverage, a Consolidated Foods Company, 9901 Widmer, Lenexa, KS 66215.

MC 136008 (Sub-5–2TA), filed May 27, 1980. Applicant: JOE BROWN COMPANY, INC., 20 Third Street N.E., Ardmore, OK 73401. Representative: John Tipsword, P.O. Box 6210, Moore, OK 73153. *Cement,* from Dallas and Ft. Worth, TX to points in OK. Supporting shipper: General Portland, Inc., P.O. Box 324, Dallas, TX 75221.

MC 141197 (Sub-5–3TA), filed May 28, 1980. Applicant: FLEMING-BABCOCK, INC., 4106 Mattox Road, Riverside, MO 64151. Representative: Tom B. Kretsinger, Kretsinger & Kretsinger, 20 East Franklin, Liberty, MO 64068. *Animal feed, in bulk, in dump type vehicles,* from North Kansas City, MO to points in IL & KS. Supporting shipper: Corn Products, A Unit of CPC International, 1001 Bedford, North Kansas City, MO 64116.

MC 142672 (Sub-5–7TA), filed May 27, 1980. Applicant: DAVID BENEUX PRODUCE & TRUCKING, INC., P.O. Drawer F, Mulberry, AR 72947. Representative: Dan Garrison, Esq., Box 1065, Fayetteville, AR 72701. *Such commodities as are dealt in by wholesale, retail and chain grocery and food business houses (except frozen commodities and commodities in bulk)* from the facilities of the Clorox Company, at or near Kansas City, MO, to points in AR and CO. Supporting shipper: The Clorox Company, P.O. Box 24305, Oakland, CA 94612.

MC 143389 (Sub-5–3TA), filed May 27, 1980. Applicant: MERCHANTS DUTCH EXPRESS, INC., P.O. Bos 2525, 70 Pine St., Monroe, LA 71207. Representative: Bruce E. Mitchell, Suite 520, Lenox Towers South, 3390 Peachtree Rd., N.E., Atlanta, GA 30326. *Contract;* irregular: *Such merchandise as is dealt in by retail discount stores* between points in NC, SC and VA on the one hand, and, on the other, points in KY, TN, GA, FL, AL, MS, LA, AR, OK, and TX. Supporting shipper: Howard Brothers Discount Stores, Inc., 3030 Aurora, Monroe, LA 71201.

MC 143696 (Sub-5–1TA), filed May 27, 1980. Applicant: AMERICAN INDUSTRIAL TRANSPORTATION, INC., P.O. Box 1416, Henderson, TX 75652. Representative: Hugh T. Matthews, 2340 Fidelity Union Tower, Dallas, TX 75201. Contract; irregular: (1) *iron and steel articles* and (2) *wire* and *wire products,* from the plant site of TX Steel and Wire Corp. at Houston, TX to points in AL, AR, CO, FL, GA, KS, LA, MS, MO, NE, NM, and OK under a continuing contract or contracts with Davis Walker corporation. Supporting shipper: Davis Walker Corporation, 6315 Bandini Blvd., Los Angeles, CA 90040.

MC 144682 (Sub-5–4TA), filed May 27, 1980. Applicant: R. R. STANLEY, 1738 Empire Central, Dallas, TX 75235. Representative: D. Paul Stafford, P.O. Box 45538, Dallas, TX 75245. *Meat, meat products, and meat by-products and articles distributed by meat packinghouses as described in Sections A & C Appendix I to the Report in Descriptions in Motor Carrier Certificates 61 M.C.C. 209 and 766 (except commodities in bulk), frozen or unfrozen,* (1) From Los Angeles, CA, to Seattle, WA; Denver, CO; Dallas and Houston, TX; and (2) From New Orleans, LA to Mansfield, TX. Supporting shipper(s): Portion-Trol Foods, Inc., 812 South 5th Avenue, Mansfield, TX 76063, and burger King, Inc., P.O. Box 520843, General Mail Facility, Miami, FL 33152.

MC 145715 (Sub-5–4TA), filed May 27, 1980. Applicant: BELL TRUCKING, INC., 2504 Industrial Park Road, Van Buren, AR 73956. Representative: Don Garrison, Esq., P.O. Box 1065, Fayetteville, AR 72701. *Meats, meat products, and meat by-products, and articles distributed by meat packinghouses, as described in sections A and C of appendix I to the report in descriptions in motor carrier certificates, 61 M.C.C. 209 and 766 (except hides and commodities in bulk)* between the facilities of D.P.M. of AR, Inc., at or near Booneville, AR, on the one hand, and, on the other, points in AL, CT, DE, FL, GA, IL, IN, KS, KY, MA, MD, ME, MI, MS, NC, NH, NJ, NY, OH, PA, RI, SC, TN, TX, VA, VT, WI, WV and DC. Supporting shipper: D.P.M. of Arkansas, Inc., P.O. Box 200, Booneville, AR 72947.

MC 145950 (Sub-5–9TA), filed May 27, 1980. Applicant: BAYWOOD TRANSPORT, INC., Rt. 6 Box 2611, Waco, TX 76706. Representative: Arthur Grimes, Rt. 6, Box 2611, Waco, TX 76706. *Chemicals in drums* from the facilities of Drew Chemical Corporation at or near Houston, TX to New Orleans, and Burnside, LA; San Pedro, Newark, San Francisco, and Los Angeles, CA. Supporting shipper: Drew Chemical Corporation, 1 Drew Chemical Plaza, Boonton, NJ 07005.

MC 146336 (Sub-5–2TA), filed May 27, 1980. Applicant: WESTERN TRANSPORTATION SYSTEMS, INC., 1609 109th Street, Grand Prairie, TX 75050. Representative: D. Paul Stafford, P.O. Box 45538, Dallas, TX 75245. Contract ireg: *Automobile air conditioners, air conditioner parts, radios, cruise controls, and accessories* from the facilities of ARA Manufacturing Company at Grand Prairie, TX, to points in AZ, GA, CA, NV, OR, WA, NM, and UT. Supporting shipper: ARA Manufacturing Co., 605 Fountain Parkway, Grand Prairie, TX.

MC 147969 (Sub-5–1TA), filed May 27, 1980. Applicant: JOE S. BOWEN, INC., Highway 264 East, P.O. Box 262, Springdale, AR 72764. Representative: John C. Everett, 140 E. Buchanan, P.O. Box A, Prairie Grove, AR 72753. *Articles dealt in or used by discount stores, or grocery stores,* between the facilities of Wal-Mart, Inc., in Bentonville, AR, and Searcy, AR, on the one hand, and, on the other, the facilities of Wal-Mart, Inc., in AL, AR, MO, IL, KY, TN, MS, LA, TX, OK, and KS. Supporting shipper: Wal-Mart, Inc., P.O. Box 116, Bentonville, AR 72712.

MC 148319 (Sub-5–1TA), filed May 27, 1980. Applicant: ELLIS B. STOFLE, d.b.a. STOFLE TRUCKING, P.O. Box 42, Tioga, TX 76271. Representative: Billy R. Reid, 1721 Carl Street, Fort Worth, TX 76271. *Liquors and wines,* from Lansdown, MD, Woodside, NY and Cambridge, MA to

Dallas, TX. Supporting shipper: Max Golman Wholesale Distributing Co., Inc., 2835 Congressman Lane, Dallas, TX 75220.

MC 150902 (Sub-5–1TA), filed May 28, 1980. Applicant: GORDON TRUCKING, Box 389, Bassett, Nebraska 68714. Representative: Scott T. Robertson, Peterson, Bowman & Johanns, 521 South 14th St., Suite 500, P.O. Box 81849, Lincoln, Nebraska 68501. *Petroleum and petroleum products* from Yankton, SD, and Council Bluffs, IA and points within their commercial zones to Keya Paha, Rock, Brown, Holt, Hayes, Wheeler, and Lincoln Counties, NE. Supporting shipper: Donald E. Gordon, d.b.a. Gordon Oil Company, P.O. Box 389, Bassett, NE 68714.

MC 150904 (Sub-5–1TA), filed May 27, 1980. Applicant: PETE SINGH DISTRIBUTING, INC., 3725 Alameda Ave., El Paso, TX 79902. Representative: Bruce J. Ponder, 1155 Westmoreland, Suite 228, El Paso, TX 79925. *Canned food stuffs,* from the facilities of Delicias Trading, Inc. at El Paso, TX to Oklahoma City, OK; Albuquerque, NM; Phoenix, AZ; Tucson, AZ; San Francisco, CA; Denver, CO; New Orleans, LA; Kansas City, MO and Los Angeles, CA. Supporting shipper: Delicias Trading, Inc., P.O. Box 1925, El Paso, TX 79950.

MC 150783 (Sub-5–2TA), filed May 27, 1980. Applicant: SCHEDULED TRUCKWAYS, INC., P.O. Box 757, Rogers, AR 72756. Representative: Ronnie Sleeth, P.O. Box 757, Rogers, AR 72756. *Such commodities as are dealt in or used by wholesale and retail discount and variety stores, (except in bulk),* between points in AL, AR, IL, IN, KS, KY, LA, MO, MS, OK, OH, TN and TX. Restricted to traffic originating at or destined to the facilities of Wal-Mart Stores, Inc. Supporting shipper: Wal-Mart Stores, Inc., P.O. Box 116, Bentonville, AR 72712.

MC 112713 (Sub-5–3TA), filed April 14, 1980. Applicant: YELLOW FREIGHT SYSTEM, INC., P.O. Box 7270, Overland Park, KS 66207. Representative: R. E. DeLand, P.O. Box 7270, Overland Park, KS 66207. Common; Regular. *General Commodities (except Classes A and B explosives, commodities in bulk, household goods as defined by the Commission, commodities of unusual value, and those requiring special equipment),* between Beaumont, TX and Baton Rouge, LA serving all intermediate points and their commercial zones and serving the off-route point of Abbeville, LA, and its commercial zone. From Beaumont, TX over U.S. Hwy 90 to Baton Rouge, LA and return over the same route. Supporting shippers: 32 supporting shippers.

Note.—Applicant intends to tack and interline with other carriers.

MC 119493 (Sub-5–16TA), filed April 14, 1980. Applicant: MONKEM COMPANY, INC., P.O. Box 1196, Joplin, MO 64801. Representative: Thomas D. Boone, Traffic Manager, Monkem Company, Inc., P.O. Box 1196, Joplin, MO 64801. *Glass, glass articles, and materials and supplies used in the manufacture and distribution thereof (except commodities in bulk)* Between: Jeannette, PA; Clarksburg and Taylor County, WV; Kingsport and Greenland, TN on the one hand and points in AL, AR, CO, CT, CA, FL, GA, IL, IA, KY, LA, MN, MO, MA, MS, NH, NJ, NC, RI, SC, TN, TX, VA, and WI on the other hand. Supporting shipper: Perry Wendrosky, Traffic Manager, General Glass International Corp., 270 North Avenue, New Rochelle, NY 10801.

MC 140665 (Sub-5–12TA), filed May 8, 1980. Applicant: PRIME, INC., Route 1, Box 115–B, Urbana, MO 65767. Representative: Clayton Geer, P.O. Box 786, Ravenna, OH 44266. *Iron or steel cleaning compounds; rust preventing compounds; proprietary electroplating additives; paint; paint products; metal and metal products; petroleum products; nickel; chemicals and materials and supplies used in the manufacturing, marketing and distribution of the above commodities, except commodities in bulk and those requiring special equipment,* between Cleveland, OH, CT, SC, FL, MI, MN, IL, MO, TX, LA, CO, AZ, CA and WA on the one hand, and, on the other, points in the United States (except AK and HI). Supporting shipper: R. O. Hull & Company, Inc. (Rohco), 23000 St. Clair Avenue, Cleveland, OH 44117.

MC 531 (Sub-5–7TA), filed May 22, 1980. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road (P.O. Box 14048), Houston, TX 77021. Representative: Wray E. Hughes (same address as applicant). *Liquid Chemicals (except cryogenics), in bulk, in tank vehicles,* from Troy, MI, to points in CA, OR and WA. Supporting shipper: BASF Wyandotte Corporation, 100 Cherry Hill Road, Parsippany, NJ 07054.

MC 531 (Sub-5–8TA), filed May 22, 1980. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road (P.O. Box 14048), Houston, TX 77021. Representative: Wray E. Hughes (same address as applicant). *Liquid Foundry Core Compound, in bulk, in tank vehicles,* from Muse, PA, to Birmingham, AL; Chattanooga, TN; Fort Worth, TX; Waggaman, LA; and Atlanta, GA. Supporting shipper: C–E Industrial Products, 4360 Powell Avenue, Birmingham, AL 35222.

MC 35320 (Sub-5–27TA), filed May 23, 1980. Applicant: T.I.M.E.–DC, INC., 2598 74th Street, P.O. Box 2550, Lubbock, TX 79408. Representative: Kenneth G. Thomas (same address as applicant). Common; regular. *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 Dallas, TX and its commercial zone and Kansas City, MO and its commercial zone. From Dallas, TX over U.S. Hwy. 75 to its junction with U.S. Hwy. 69, then over U.S. Hwy. 69 to Kansas City, MO and return over the same route, serving the intermediate point of Afton, OK and its commercial zone for purposes of joinder only. In that this application is being submitted as an alternate route in connection with Applicant's regular route authority, for the elimination of needless miles as well as for fuel savings, there is no supporting shipper support statement.

Note.—Applicant intends to tack with its existing authority and any authority it may obtain in the future and interline with other carriers.

MC 35320 (Sub-5–28TA), filed May 22, 1980. Applicant: T.I.M.E.–DC, INC., 2598 74th Street, P.O. Box 2550, Lubbock, TX 79408. Representative: Kenneth G. Thomas (same address as applicant). Common; regular. *General Commodities, (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment),* serving the facilities of Rangaire Corporation, at or near Cleburne, TX as an off-route point in connection with carrier's otherwise regular-route operations. Supporting shipper: Rangaire Corporation, P.O. Box 177, Cleburne, TX 76031.

Note.—Applicant intends to tack with its existing authority and any authority it may obtain in the future and interline with other carriers.

MC 60066 (Sub-5–1TA), filed May 22, 1980. Applicant: BEE LINE MOTOR FREIGHT, INC., 1804 Paul Street, Omaha, NE 68102. Representative: Donald L. Stern, of Stern & Becker, P.C., Suite 610, 7171 Mercy Road, Omaha, NE 68106. (1) *General commodities (except Class A & B explosives, household goods, commodities in bulk and those requiring special equipment)* from the facilities of K-Mart Corporation at Savannah, GA to the facilities of K-Mart Corporation at Omaha, NE, and (2) *Shock absorbers,* from Cozad, NE to

Chicago, IL; Baltimore and Savage, MD; and Cincinnati, OH. Supporting shippers: K-Mart Corp., 3100 W. Big Beaver Road, Troy, MI 48084 and Montgomery Ward & Company, One Montgomery Ward Plaza, Chicago, IL 60671. (Tacking with applicant's other authority is requested.)

MC 106398 (Sub-5–31TA), filed May 23, 1980. Applicant: NATIONAL TRAILER CONVOY, INC., 705 South Elgin, Tulsa, Oklahoma 74120. Representative: Gayle Gibson, National Trailer Convoy, Inc., 705 South Elgin, Tulsa, Oklahoma 74120. *Building and construction materials and metal products,* from: Harrison and Miamitown, OH. To: Points in KY, TN, WV, GA, IL, FL, MO, NC, SC, IN, MI, WI, VA, AL, MD, TX, AR, LA and MS. Supporting shippers: (1) Gateway Concrete Farming Service, P.O. Box 130, Miamitown, OH 45051. (2) Steelcorp Corporation, 7535 New Haven Road, Harrison, OH 45030.

MC 110098 (Sub-5–2TA), filed May 23, 1980. Applicant: ZERO REFRIGERATED LINES, 1400 Ackerman Road (Box 20380), San Antonio, Texas 78220. Representative: T. W. Cothren (same address as applicant). *Hydraulic cement and liquid starch (except in bulk), guy anchor rods, steel forms and molds, in packages and/or on pallets,* from Chicago, IL to San Antonio, TX, restricted to traffic destined to the Rufus Walker Company. Supporting shipper: Rufus A. Walker Company, Inc., 1350 West Poplar, San Antonio, TX 78207.

MC 114965 (Sub-5–1TA), filed May 23, 1980. Applicant: CYRUS TRUCK LINE, INC., P.O. Box 327, Iola, KS 66749. Representative: Charles H. Apt, Attorney, P.O. Box 328, Iola, KS 66749. *Emulsified asphalts, in bulk, in tank vehicles,* between Pittsburg, KS, on the one hand, and, on the other point and places in Benton, Carron, Madison and Washington Counties, AR and Craig, Delaware, Mayes, Nowata, Ottawa, Rogers, Washington and Tulsa Counties, OK. Supporting shipper: Road Emulsions, Pittsburg, Inc., 305 South Joplin, Pittsburg, KS 66762.

MC 115331 (Sub-5–8TA), filed May 22, 1980. Applicant: TRUCK TRANSPORT, INCORPORATED, 11040 Manchester Road, St. Louis, Missouri 63122. Representative: J. R. Ferris, (same as applicant). *Lime, in bulk,* from the facilities of Mississippi Lime Company at or near Ste. Genevieve, Missouri to the facilities of Granite City Steel, at or near Granite City, Illinois. Supporting shipper: Granite City Steel, Granite City, IL 62040.

MC 118159 (Sub-5–2TA), filed May 22, 1980. Applicant: NATIONAL REFRIGERATED TRANSPORT, INC., 3181 Bankhead Hwy., Atlanta, GA 30318. Representative: Neil A. DuJardin, P.O. Box 2298, Green Bay, WI 54306. (1) *Such commodities as are dealt in by home improvement stores* between points in the United States (except AK and HI), (a) except cast iron pipe; (b) self-propelled vehicles; (c) agricultural (other than hand), industrial, and construction machinery and equipment; (d) lumber (other than wood flooring) and composition board; (e) commodities which because of size or weight require the use of special equipment; (f) foodstuffs; (g) plastic pipe, structural steel, and roofing materials between points in AR, OK, LA, TX, KS, MO, and TN; (h) stone from points in and west of MT, WY, CO, and NM to points east thereof; and (i) carpet and carpeting from Hedges, Lyerly, Dalton, Chatsworth, and Ringgold, GA to points in AR, OK, TX, NM, LA, AZ, CA, CO, KS, MO, NE, and IA, and from LaGrange and Columbus, GA to points in FL, AR, and LA; (2) *Such commodities as are dealt in by home improvement stores* between points in the United States (except AK and HI), restricted to traffic originating at or destined to the facilities of The Wickes Corporation and LDI, Inc. and its subsidiary, 84 Lumber; (3) *Such lawn, leisure, and recreational products as are dealt in by home improvement stores* between the facilities of International Harvester Company at or near Louisville, KY and Outboard Marine Corporation at or near Waukegan and Galesburg, IL; Milwaukee, Beloit, and Manawa, WI; and Lincoln, NE 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 said facilities; and (4) *Carpet and carpeting* from Hedges, Lyerly, Dalton, Chatsworth, Ringgold, LaGrange, and Columbus, GA to the facilities of Adleta Company and Color Tile Supermart at points in AR, OK, TX, NM, LA, AZ, CA, CO, KS, MO, NE, IA, and FL; and from the facilities of United Keepsake Carpets, Inc. at the above-named origin points to points in the above-named destination states. Supporting shippers: 28.

MC 126118 (Sub-5–18TA), filed May 22, 1980. Applicant: CRETE CARRIER CORPORATION, P.O. Box 81228, Lincoln, NE 68501. Representative: David R. Parker, P.O. Box 81228, Lincoln, NE 68501. *Such commodities as are dealt in and used by manufacturers and distributors of tools (except commodities in bulk, in tank vehicles),* between DeWitt, NE, and its commercial zone, on the one hand, and, on the other, points in the United States (except AK and HI). Supporting shipper: Petersen Manufacturing Co., Inc., Gary L. Petersen, President, P.O. Box 337, DeWitt, NE 68341.

MC 126822 (Sub-5–14TA), filed May 22, 1980. Applicant: WESTPORT TRUCKING COMPANY, 15580 South 169 Hwy, Olathe, KA 66061. Representative: John T. Pruitt (same as applicant). *Wooden doors, wooden screens, wooden blinds, compressed wood fire logs, and other wood products,* from Fort Worth and Mt. Pleasant, TX, to points in AL, AR, GA, KS, MO, NC, OK and TN. Supporting shipper: McLeland-Harris Door Company, Inc., P.O. Box 11482, Fort Worth, TX 76109.

MC 126822 (Sub-5–15TA), filed May 22, 1980. Applicant: WESTPORT TRUCKING COMPANY, 15580 South 169 Highway, Olathe, KA 66061. Representative: John T. Pruitt (same as applicant). *Paper and paper articles* between the facilities of Texas Stock Tab, Inc. at Dallas, TX, on the one hand, and points in the United States (except AK and HI) on the other. Supporting shipper: Texas Stock Tab, Inc., 8808 Sovereign Row, Dallas, TX 75247.

MC 126822 (Sub-5–16TA), filed May 23, 1980. Applicant: WESTPORT TRUCKING COMPANY, 15580 South 169 Highway, Olathe, KS 66061. Representative: John T. Pruitt (same as applicant). *Foodstuffs* from Laredo, TX, to points in CA, CO, FL, IL, IN, KS, MO, NE, NJ and NY. Supporting shipper: A.T.M. Gamesa, P.O. Box 188, Laredo, TX 78040.

MC 128273 (Sub-5–10TA), filed May 23, 1980. Applicant: MIDWESTERN DISTRIBUTION, INC., P.O. Box 189, Fort Scott, KS 66701. Representative: Elden Corban, P.O. Box 189, Fort Scott, KS 66701. *Coffee (except in bulk, in tank vehicles)* from the facilities utilized by ACLI International, Inc., at or near New Orleans, LA, to points in KY, MN, OH, TN, TX and WI. Supporting shipper: ACLI International, Inc., 300 Magazine St., New Orleans, LA 70130.

MC 129909 (Sub-5–25TA), filed May 22, 1980. Applicant: AMERICAN FARM LINES, INC., 8125 S.W. 15th Street, Oklahoma City, OK 73107. Representative: John S. Odell, P.O. Box 75410, Oklahoma City, OK 73147. *Insulating materials,* from the facilities of Harbison-Walker Refractories, Division of Dresser Industries, Inc. at or near Brunswick, GA to the states of AR, IL, IN, KS, KY, LA, MS, MO, OH, OK, and TX. Supporting shipper: Harbison-Walker Refractories, Division of Dresser Industries, Inc., 2 Gateway Center, Pittsburgh, PA.

MC 133614 (Sub-5–2TA), filed May 23, 1980. Applicant: PAPPAS TRUCKING, INC., P.O. Box 8, Gering, NE 69341. Representative: Bradford E. Kistler, P.O. Box 82028, Lincoln, NE 68501. Contract; irregular: (1) *Lawn equipment, garden equipment and trash containers,* from the facilities of Lockwood Corporation at or near Gering, NE, to points in the United States (except AK and HI); and (2) *Materials, equipment and supplies used in the manufacture and distribution of commodities named in (1) above,* in the reverse direction. Supporting shipper: Lockwood Corporation, Highway 92, Gering, NE 69341.

MC 135033 (Sub-5–1TA), filed May 20, 1980. Applicant: SILVEY REFRIGERATED CARRIERS, INC., 7000 West Center Road-Suite 325, Omaha, NE 68106. Representative: Robert M. Cimino. Contract; irregular: *Foodstuffs, and such commodities as dealt in by wholesale, retail and chain grocery and food stores; and equipment, materials and supplies used in the manufacture in the manufacture and distribution of the commodities listed above.* Between all points in the United States (except the states of AK & HI) and the facilities of Hinky Dinky at or near Omaha, NE, under a continuing contract or contracts with Hinky Dinky of Omaha, NE. Supporting shipper: Hinky Dinky, 4206 South 108th Street, Omaha, NE 68137.

MC 135797 (Sub-5–40TA), filed May 22, 1980. Applicant: J. B. HUNT TRANSPORT, INC., Post Office Box 130, Lowell, AR 72745. Representative: Paul R. Bergant, Esq. (address same as applicant). *Containers and container closures, and materials, equipment and supplies used in the manufacture and distribution of containers and container closures,* from the facilities of Diamond International (Heekin Can) in Springdale, AR to points in LA and MS. Supporting shipper: Diamond International Corp., 11310 Cornell Park Drive, Blue Ash, OH 45242.

MC 135797 (Sub-5–41TA), filed May 22, 1980. Applicant: J. B. HUNT TRANSPORT, INC., Post Office Box 130, Lowell, AR 72745. Representative: Paul R. Bergant, Esq. (address same as applicant). *Canned goods,* from the facilities of Burnette Farms Packing Co. at Hartford, MI to points in AR, KS, MO, NE, OK and TX. Supporting shipper: Burnette Farms Packing Co., P.O. Box 128, Hartford, MI 49057.

MC 139615 (Sub-5–2TA), filed May 23, 1980. Applicant: D.R.S. TRANSPORT, INC., P.O. Box 29, Oskaloosa, Iowa 52577. Representative: Larry D. Knox, 600 Hubbell Building, Des Moines, IA 50309. (1) *Iron and steel articles, and* (2) *equipment, materials, and supplies (except commodities involved) used in the manufacture or distribution of the commodities in (1),* between Wilton, IA, on the one hand, and, on the other, all points in IL and WI. Supporting shipper: Penn-Dixie Steel Corporation, 1111 South Main Street, Kokomo, Indiana 46901.

MC 140665 (Sub-5–14TA), filed May 22, 1980. Applicant: PRIME, INC., Route 1, Box 115–B, Urbana, MO. 65767. Representative: Richard A. Kerwin, 180 North La Salle Street, Chicago, IL 60601. *General commodities (except classes A & B explosives, commodities in bulk, commodities which because of size and weight require special equipment and household goods as defined by the Commission)* between points in the United States except AK and HI (Restriction: The above authority is restricted to the movement of traffic originating at and/or destined to the facilities utilized by W. W. Grainger, Inc.) Supporting shipper: W. W. Grainger, Inc., 5959 West Howard Street, Chicago, IL 60648.

MC 141443 (Sub-5–6TA), filed May 23, 1980. Applicant: JOHN LONG TRUCKING, INC., 1030 East Denton, Sapulpa, OK 74066. Representative: Wilburn L. Williamson, Suite 615-East, The Oil Center, 2601 Northwest Expressway, Oklahoma City, OK 73112. *Canned and preserved foodstuffs,* from the facilities of Heinz USA at or near Grand Prairie, TX, to points in AR, LA, NM and OK, restricted to traffic originating at the named origins and destined to the named states. Supporting shipper(s): Heinz USA, Division of H.J. Heinz Company, P.O. box 57, Pittsburgh, PA 51230.

MC 146616 (Sub-5–5TA), filed May 22, 1980. Applicant: B & H MOTOR FREIGHT, INC., 4024 West 21st Street, Tulsa, Oklahoma 74107. Representative: Fred Rahal, Jr., Rahal & Anderson, Suite 305, Reunion Center, 9 East Fourth Street, Tulsa, Oklahoma 74103. Contract; Irregular, *slab zinc spelter,* from the facilities of National Zinc Company at Bartlesville, OK to Kokomo, IN. Supporting shipper: National Zinc Company, P.O. Box 579, Bartlesville, OK 74003.

MC 145955 (Sub-5–4TA), filed May 22, 1980. Applicant: CENTRAL TRUCK SERVICE, INC., 4440 Buckingham Avenue, Omaha, NE 68107. Representative: Arlyn L. Westergren, Westergren & Hauptman, P.C., Suite 106, 7101 Mercy Road, Omaha, NE 68106. *Cleaning and polishing compounds, textile softener, lubricants, deodorants, disinfectants, hypochlorite solutions, paints, stains, varnishes, plastic bags and filters, and materials, equipment, and supplies used in the manufacture of the above-named commodities,* between the facilities of Economics Laboratory, Inc. at Joliet, IL, on the one hand, and, on the other, points in CO, IA, KS, MO, and NE. Supporting shipper: Economics Laboratory, Inc., Osborn Building, St. Paul, MN 55102.

MC 146765 (Sub-5–3TA), filed May 22, 1980. Applicant: DAYTON ENTERPRISES, INC., 110 First Avenue, Clarence, IA 52216. Representative: Donald S. Mullings, 1033 Graceland Avenue, DesPlaines, IL 60016. (1) *Iron and steel articles,* from the facilities of North Star Steel Company located at or near Monroe, MI; Newport, MN; Wilton, IA; to points in the United States, except AK and HI; (2) *Materials, equipment and supplies (except commodities in bulk) used in the distribution, sale, and manufacture of iron & steel articles,* from points in the United States, except AK and HI, to the facilities of North Star Steel Company located at or near Monroe, MI; Newport, MN; and Wilton, IA. Supporting shipper: North Star Steel Company, Minneapolis, MN 55420.

MC 147348 (Sub-5–1TA), filed May 23, 1980. Applicant: SOUTHWEST FREIGHT DISTRIBUTORS, INC., 1320 Henderson, North Little Rock, Arkansas 72114. Representative: James M. Duckett, 411 Pyramid Life Building, Little Rock, Arkansas 72201. *Malt Liquor (except in bulk),* from the facilities of Pearl Brewery, in San Antonio, TX, to the facilities of Central Distributors, Inc., in Little Rock, AR. Supporting shipper: Central Distributors, Inc., Little Rock, Arkansas.

MC 148795 (Sub-5–1TA), filed May 23, 1980. Applicant: DAVID REYNOLDS, d.b.a. Reynolds Feed & Seed, 200 East Front Street, Runge, TX 78151. Representative: Same as applicant. *Sulfur products (except molten sulfur) in bulk, in tank or hopper type vehicles,* from points in Ector County, TX to points in Little River Co., AR; Miller Co., AR; Mobile Co., AL; Beauregard Parish, LA; Washington Parish, LA; Adams Co., MS. Supporting shipper: Chemical Enterprises, Inc., 8582 Katy Freeway, Suite 202, Houston, Texas 77024.

MC 148832 (Sub-5–3TA), filed May 23, 1980. Applicant: DELTA MOTOR FREIGHT, INC., 1616 Rowe Boulevard, P.O. Box 1083, Poplar Bluff, Mo. 63901. Representative: Ronald D. Dodds, 1616 Rowe Boulevard, P.O. Box 1083, Poplar Bluff, MO 63901. Common, regular, and *general commodities (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, those requiring special equipment*

and those injurious to other lading), between Poplar Bluff, Mo. and its commercial zone, on the one hand, and, on the other Wappapello, Fisk, Dudley, Dexter, Bernie, Malden, Mo. and their commercial zones as follows; from Poplar Bluff over U.S. Hwy. 60 to its junction with Mo. Hwy. 25; then over Mo. Hwy. 25 to Holcomb, Mo. and returning over the same route. Also serving the off route point of Wappapello on Mo. Hwy. T off of U.S. Route 60. Supporting shipper: There are 21 supporting shippers.

MC 149277 (Sub-5–4TA), filed May 23, 1980. Applicant: MID-SOUTH TRANSPORTATION, INC., d.b.a. ARCTIC FREIGHT LINES, P.O. Box 147, Springdale, Arkansas 72764. Representative: Hanks & Wade, Attorneys at Law, Post Office Box 788, Fayetteville, Arkansas 72701. *Fence, fencing material, wire, and wire products* from and to the facilities of Bekaert Steel Wire Corporation, at or near Van Buren, AR, and all distribution points in the United States except Hawaii and Alaska. Supporting shipper: Bekaert Steel Wire Corp., Van Buren, AR.

MC 150578 (Sub-5–6TA), filed May 22, 1980. Applicant: STEVENS TRANSPORT, a Division of Stevens Foods, Inc., 2944 Motley Drive, Mesquite, TX 75150. Representative: S. Jackson Salasky, P.O. Box 45538, Dallas, TX 75245. *Meat, meat products, meat by-products, and articles distributed by meat packinghouses, as described in Sections A & C to Appendix I to the Report in Descriptions in Motor Carrier Certificates 61 M.C.C. 209 and 766 (except commodities in bulk), frozen or unfrozen,* from Ft. Worth, TX, to CA, Seattle, WA; Portland, OR; Chicago, IL; Cleveland, OH; and Atlanta, GA. Supporting shipper(s): Standard Meat Company, 3709 East 1st Street, Ft. Worth, TX, 76111.

MC 150879 (Sub-5–1TA), filed May 23, 1980. Applicant: MARVIN McINTOSH, 4614 South 35th Street, Omaha, NE 68107. Representative: Edward A. O'Donnell, 1004 29th Street, Sioux City, IA 51104. Contract, irregular. *Meats, meat products, meat by-products and articles distributed by meat packinghouses as described in Sections A and C of Appendix I to the Report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (Except hides and commodities in bulk, in tank vehicles).* From Omaha, NE to Lodi and Vernon, CA and Reno, NV. Under continuing contract(s) with Goehring Meats, Inc., Lodi, CA. Supporting shipper: Goehring Meats, Inc., P.O. Box 147, Lodi, CA 95240.

MC 150880 (Sub-5–1TA), filed May 22, 1980. Applicant: DIPERT COACHES, INC., Box 580, Arlington, TX 76017. Representative: J. G. Dail, Jr., P.O. Box LL, McLean, VA 22101. *Contract:* Irregular: *Passengers and their baggage,* in charter operations, between points in TX and Little Rock, AR, and points in its commercial zone, on the one hand, and, on the other, points in the United States (including AK but excluding HI), for the account of William Daniel Dipert, d.b.a. Dan Dipert's Travel Service. Supporting shipper(s): William Daniel Dipert, d.b.a. Dipert's Travel Service, Box 580, Arlington, TX 76017.

MC 106398 (Sub-5–21), filed April 21, 1980. Applicant: NATIONAL TRAILER CONVOY, INC., 705 South Elgin, Tulsa, Oklahoma 74120. Representative: Irvin Tull, National Trailer Convoy, Inc., 705 South Elgin, Tulsa, Oklahoma 74120. *Motor homes in driveaway service.* From: Sunnyside, Washington, to: ID, MT, OR, UT, WA, and WY. Supporting shipper: Tioga Industries of Washington, Inc., P.O. Box 148, Sunnyside, WA, Mr. John R. Weiss, Sales Mgr.

MC 26825 (Sub-5–3TA), filed may 28, 1980. Applicant: ANDREWS VAN LINES, INC., P.O. Box 1609, Norfolk, NE 68701. Representative: J. Max Harding, P.O. Box 82028, Lincoln, NE 68501. (1) *Insulating materials, from the facilities used by Parco, Inc.* at or near Norfolk, NE to points in ND, SD, MN, IA, MO, KS, WY, MT, and CO; and (2) *Materials, supplies and equipment used in the manufacture, sale and distribution of insulating materials* (except commodities in bulk), from points in the US (except AK and HI) to the facilities of Parco, Inc. at or near Norfolk, NE. Supporting shipper: Parco, Inc., P.O. Box 1533, Norfolk, NE 68701.

MC 29910 (Sub-5–19TA), filed May 28, 1980. Applicant: ARKANSAS-BEST FREIGHT SYSTEM, INC., 301 South Eleventh Street, Fort Smith, AR 72901. Representative: Joseph K. Reber (address same as above). *Common,* regular. *General commodities* (except those of unusual value), *Classes A and B explosives, commodities in bulk, household goods as defined by the Commission, and those requiring special equipment:* (1) Between Danville, AR and Little Rock, AR, serving all intermediate points: From Little Rock, over AR Hwy 10 to Danville, and return over the same route. (2) Between Fort Smith, AR and Booneville, AR, serving no intermediate points: From Fort Smith, over U.S. Hwy 72 to Greenwood, AR, then over AR Hwy 10 to Booneville, and return over the same route. (3) Between Booneville, AR and Danville, AR over Arkansas Highway 10, serving all intermediate points. From Booneville over AR Hwy 10 to Danville, and return over the same route. Applicant intends to tack and interline with other carriers. The sole purpose of this application is to substitute single-line for joint-line operations in which applicant has been participating.

MC 30844 (Sub-5–12TA), filed: May 30, 1980. Applicant: KROBLIN REFRIGERATED XPRESS, INC., 4616 E. 67th St., Tulsa, OK 74121. Representative: John P. Rhodes, P.O. Box 5000, Waterloo, IA 50704. *Such materials and supplies as are used or dealt in by manufacturers and distributors or paints and paint products* between Newark, NJ, on the one hand, and, on the other, Gallatin, TN, restricted to shipments originating at or destined to facilities utilized by John L. Armitage Co. at the named origin and destination. Supporting shipper: John L. Armitage Co., 245 Thomas St., Newark, NJ 77114.

MC 47583 (Sub-5–9TA), filed May 29, 1980. Applicant: TOLLIE FREIGHTWAYS, INC., 1020 Sunshine Road, Kansas City, Kansas 66115. Representative: D. S. Hults, P.O. Box 225, Lawrence, Kansas 66044. *Materials, equipment and supplies used in the production, manufacture and distribution of fiberglass reinforced plastics* (except commodities in bulk or in tank vehicles), from Orlando, FL to Ft. Lauderdale, FL. Restricted to traffic having a prior movement in interstate commerce. Supporting shipper: Great Lakes Terminal Transport Corp., 1750 North Kingsbury Street, Chicago, IL 69614.

MC 47583 (Sub-5–10TA), filed May 30,1980. Applicant: TOLLIE FREIGHTWAYS, INC., 1020 Sunshine Road, Kansas City, Kansas 66115. Representative: D. S. Hults, P.O. Box 225, Lawrence, Kansas 66044. *Paper and paper products and materials, equipment and supplies used in the manufacture and distribution of paper and paper products (except in bulk),* between the facilities of Olinkraft, Inc., located at or near Monroe and West Monroe, LA, and all points in the United States (except AK, HI and LA). Restricted to traffic originating at or destined to the named facilities of Olinkraft, Inc. Supporting shipper: Olinkraft, Inc., P.O. Box 488, W. Monroe, LA 71291.

MC 60177 (Sub-5–1TA), filed May 30, 1980. Applicant: POST & DANLEY TRUCK LINE, INC., 103 West 19th Street, Fort Scott, Kansas 66701. Representative: George G. (Greg) Post (same as applicant). *Furniture parts, components, accessories, materials and*

supplies used in the manufacturing and distribution of articles dealt in by Leggett & Platt, Incorporated (except in bulk, in tank vehicles) from Carthage, Aurora, and Springfield, MO, to AZ, CA, UT, and OR. Supporting shipper: Leggett and Platt, Incorporated, Post Office Box 757, Carthage, MO. 64836.

MC 117119 (Sub-5–11TA), filed May 30, 1980. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., P.O. Box 188, Elm Springs, AR 72728. Representative: L. M. McLean (same address as applicant). *Mud or compounds, gas or oil well drilling, or gas or oil well drilling mud treating compounds or additives, in bags or barrels* from Houston, TX and Garden City, LA to points in CA, MT, ID, WY, WA, CO and UT. Supporting shipper(s): IMCO Services—A Division of Halliburton Co., 2400 West Loop South, Houston, TX 77027.

MC 78400 (Sub-5–8TA), filed May 28, 1980. Applicant: BEAUFORT TRANSFER COMPANY, P.O. Box 151, Gerald, MO 63037. Representative: Ernest A. Brooks II, 1301 Ambassador Building, St. Louis, MO 63101. *Such commodities as are dealt in by stationery and office supply stores,* from the plantsite of Esselte Pendaflex Corp., at or near Union, MO to points in OK, TN, IL, TX, NM, MN, and MI. Supporting shipper: Esselte Pendaflex Corp., 71 Clinton Road, Garden City, NY 11530.

MC 108207 (Sub-5–13TA), filed May 28, 1980. Applicant: FROZEN FOOD EXPRESS, INC., P.O. Box 225888, Dallas, TX 75265. Representative: M. W. Smith (same address as applicant). *(1) Meats, meat products, meat by-products, foodstuffs and (2) such commodities as are dealt in by restaurants and health food business houses* when moving in mixed loads with the commodities described in (1) above, in vehicles equipped with mechanical refrigeration. From Denver, CO to points in AR, AZ, IL, KS, MI, MO, NE, NM, TX, UT, and WI. Supporting shippers: Westman Commission Company, 4450 Lipan, Denver, CO 80201; Arrowhead Mills Distributing Co., Inc., 3850 "A" Nome, Denver, CO 80239; Earnco, Inc., 1801 Wynkoop, Denver, CO 80202; Mr. Steak, Inc., P.O. Box 5805 T. A., Denver, CO, 80217.

MC 108207 (Sub-5–12), filed May 29, 1980. Applicant: FROZEN FOOD EXPRESS, INC., P.O. Box 225888, Dallas, TX 75265. Representative: M. W. Smith (same address as applicant). *Meats, meat products, meat by-products, and articles distributed by meat packinghouses,* from Omaha, Nebraska to points in Kansas City, KS and MO. (commercial zone) St. Louis, MO–IL (commercial zone). Supporting shippers: Mann's International Meat Specialties, Inc., 9097 "F" Street, Omaha, NE 68127. Skylark Meat Co., 4430 So. 110th Street, Omaha, NE 68137.

MC 108991 (Sub-5–1TA), filed May 29, 1980. Applicant: SOUTHERN TRUCK LINES, INC., P.O. Box 508, Franklinton, LA 70438. Representative: Martin Sack, Jr., 1754 Gulf Life Tower, Jacksonville, FL 32207. Contract irregular (1) *Foodstuffs,* from the plantsite of Borden, Inc., at Franklinton, LA, to AL, AR, FL, GA, KY, MS, NC, SC, TN, TX, and VA; and (2) *commodities used in the manufacture, processing, distribution and packaging of foodstuffs,* from AL, AR, FL, GA, KY, MS, NC, SC, TN, TX, and VA to the plantsite of Borden, Inc., at Franklinton, LA. Supporting shipper: Borden, Inc. Franklinton, LA.

MC 111672 (Sub-5–1TA), filed May 28, 1980. Applicant: R & M TRUCK LINE, INC., P.O. Box 422, Oskaloosa, Iowa 52577. Representative: Larry D. Knox, 600 Hubbell Building, Des Moines, Ia 50309. *Plastic articles,* from the facilities of Holloway Industries, Inc. at or near Japan, Missouri, to Chicago, Illinois and Detroit, Michigan. Supporting shipper: Holloway Industries, Inc., R.R. #1, P.O. Box 373, Sullivan, Missouri 63080.

MC 113908 (Sub-5–10 TA), filed May 29, 1980. Applicant: ERICKSON TRANSPORT CORP., 2255 North Packer Road P.O. Box 10068 G.S., Springfield, MO 65804. Representative: B. B. Whitehead (same address as applicant). *Bourbon whiskey and corn whiskey, in bulk,* from Owensboro, KY, and the commercial zone thereof, to long prairie, MN, and the commercial zone thereof. Supporting shipper: Minnesota Distillers, Inc., 609 Sixth Street, N.E., Long Prairie, MN 56347.

MC 113908 (Sub-5–11 TA), filed May 29, 1980. Applicant: ERICKSON TRANSPORT CORP., 2255 North Packer Road, P.O. Box 10068 G.S., Springfield, MO 65804. Representative: B. B. Whitehead (same address as applicant). *Vinegar, in bulk,* from Montgomery, AL, and the commercial zone thereof, to Houston, TX, and the commercial zone thereof. Supporting shipper: Standard Brands, Incorporated, 625 Madison Avenue; New York, NY 10022.

MC 114273 (Sub-5–10TA), filed May 28, 1980. Applicant: CRST, INC., P.O. Box 68, Cedar Rapids, IA 52406. Representative: Kenneth L. Core, Commerce Attorney (same as above). *Televisions, stereos, and appliances,* from Portsmouth, VA to Akron and Sharonville, OH; Allen Park, MI; Kansas City, MO; and Chicago, IL and points in the commercial zones of the above-mentioned cities. Supporting shipper(s): Montgomery Ward, Montgomery Ward Plaza, Chicago, IL 60671.

MC 117765 (Sub-5–9TA), filed May 30, 1980. Applicant: HAHN TRUCK LINE, INC., P.O. Box 75218, Oklahoma City, OK 73147. Representative: R. E. Hagan (same as applicant). *Non-frozen foodstuffs, beverages, carbonated and non-carbonated (non-alcoholic), in containers,* from Van Buren, AR to AL, CO, IA, KS, KY, LA, MS, MO, NE, NM, OK, TN and TX. Supporting shipper: Griffin Manufacturing Company, P.O. Box 1928, Muskogee, OK 74401.

MC 117815 (Sub-5–5TA), filed May 30, 1980. Applicant: PULLEY FREIGHT LINES, INC., 405 S. E. 20th Street, Des Moines, IA 50317. Representative: Jack H. Blanshan, Attorney at Law 205 West Touhy Avenue Suite 200 Park Ridge, IL 60068. *Such commodities as are dealt in or used by wholesale and retail food business houses, hardware stores and automotive service centers (except commodities in bulk),* between the facilities of S. C. Johnson & Sons, Inc., at Racine, WI and points in its commercial zone, on the one hand, and, on the other, Dallas, TX, and points in its commercial zone. Supporting shipper: S. C. Johnson & Sons, Inc., 1525 Howe Street, Racine, WI 53404.

MC 118159 (Sub-5–3TA), filed May 29, 1980. Applicant: NATIONAL REFRIGERATED TRANSPORT, INC., 3181 Bankhead Hwy., Atlanta, GA 30318. Representative: Matthew J. Reid, Jr., P.O. Box 2298, Green Bay, WI 54306. *Such commodities as are dealt in, or used by, wholesale and retail distributors of chemicals (except commodities in bulk),* from points in the United States in and east of ND, SD, KS, NE, OK, and TX to points in AL, FL, NC, SC, and VA, restricted against the transportation of traffic originating at the facilities of Monsanto Company at Muscatine, IA. Supporting shipper: Moreland McKesson Chemical Company, Drawer 2169, Spartanburg, SC 29304.

MC 119700 (Sub-5–5TA), filed May 29, 1980. Applicant: STEEL HAULERS, INC., 306 Ewing Avenue, Kansas City, MO 64125. Representative: Frank W. Taylor, Jr., Suite 600, 1221 Baltimore Avenue, Kansas City, MO 64105. *Iron and steel articles,* from Newport, AR; Norfolk, NE; Midlothian, TX; and Memphis, TN to Kansas City, MO. Supporting shipper: Primary Steel, Inc., 5600 Stilwell, Kansas City, MO 64120.

MC 119988 (Sub-5–15TA), filed May 30, 1980. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, TX 75901. Representative: A. William Brackett, 1108 Continental Life Building, Fort Worth, TX 76102.

Commodities as are dealt in by Retail Department Stores and materials, equipment, and supplies utilized in the distribution thereof, between points in the United States (except AK and HI), restricted to traffic originating at or destined to the facilities of Bealls Department Stores. Supporting shipper: Bealls Department Stores, P.O. Drawer 511, Jacksonville, TX 75766.

MC 119988 (Sub-5–16TA), filed May 30, 1980. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, TA 75901. Representative: Clayte Binion, 1108 Continental Life Building, Fort Worth, TX 76102. *Liquor and wine and articles, materials and supplies used in the distribution there,* from Jacksonville, FL; Owensboro and Louisville, KY; Lawrenceburg, IN; Plainfield, IL; Hammondsport, NY; Modesto, Reedley and St. Helena, CA; Detroit, MI; Houston, TX and New Orleans, LA to Little Rock, AR. Supporting shipper: Barrett Hamilton, Inc., 2801 W. 65th St., P.O. Box 20780, Little Rock, AR 72203.

MC 124813 (Sub-5–9TA), filed May 30, 1980. Applicant: UMTHUN TRUCKING CO., 910 South Jackson Street, Eagle Grove, IA 50533. Representative: William L. Fairbank, 1980 Financial Center, Des Moines, IA 50309. *Railroad ties,* from points in Rice and Goodhue Counties, MN, to Omaha, NE. Supporting shipper: George's Used Equipment, Inc., 1982 153rd Street, East, Rosemount, MN 55068.

MC 127047 (Sub-5–2TA), filed May 30, 1980. Applicant: ED RACETTE & SON, INC., 6021 North Broadway, Wichita, KS 67219. Representative: William B. Barker, 641 Harrison Street, P.O. Box 1979, Topeka, KS 66601. (1) *Aquariums and Aquarium Parts and Accessories,* (a) From Gardner, KS to Olympia, WA, (b) From Wichita, KS to Chicago, IL; Baltimore, MD; Billings, MT; Las Cruces, NM; Fargo, ND; Oklahoma City, OK; Salt Lake City, UT; Olympia, WA; Casper, WY; and points in AZ, CA, CO, MN, MO, NE, TX and WI. (2) *Materials and Supplies used in the manufacture and distribution of the commodities in (1) above,* From Kansas City and Richmond, MO; Tulsa, OK and Detroit, MI, to Wichita, KS. Supporting shipper: Chris-Clear Manufacturing, Inc., 6053 South Seneca, Wichita, KS 67217.

MC 133805 (Sub-5–10TA), filed May 29, 1980. Applicant: LONE STAR CARRIERS, INC., Rt. 1, Box 48, Tolar, TX 76476. Representative: Harry F. Horak, Suite 115, 5001 Brentwood Stair Road, Fort Worth, TX 76112. *Candy and confectionery, in vehicles equipped with refrigeration,* from the facilities of Fine Products Co., Inc. at or near Augusta and Atlanta, GA to points in the US (except AK and HI). Supporting shipper: Fine Products Co., Inc., 827 Telfair Street, Augusta, GA 30913.

MC 135861 (Sub-5–13TA), filed May 30, 1980. Applicant: LISA MOTOR LINES, INC., P.O. Box 4550, Fort Worth, TX 76106. Representative: Billy R. Reid, 1721 Carl Street, Fort Worth, TX 76103. Contract, irregular. *Foodstuffs (except in bulk),* from the facilities utilized by Curtice-Burns, Inc. at Alton, Red Creek, Phelps, Shortsville, Rushville, Egypt, LeRoy, Leicester, Oakfield, Holley and Brockport, NY, to points in CO, KS, MO, LA, OK and TX. Supporting shipper: Curtice-Burns, Inc., Lent Avenue, LeRoy, NY 14482.

MC 138328 (Sub-5–4TA), filed May 28, 1980. Applicant: CLARENCE L. WERNER, d.b.a. WERNER ENTERPRISES, P.O. Box 37308, Omaha, NE 68137. Representative: Donna Ehrlich (same as applicant). *Farm, dairy, and water treatment equipment, materials and supplies, cleaning products, paint and pesticides (except commodities in bulk and those which because of size or weight require the use of special equipment),* from the facilities of Babson Bros. Co. at or near Osceola, IA, to points in the United States (except AK and HI). Supporting shipper: Babson Bros. Co., 2100 S. York Rd., Oak Brook, IL 60521.

MC 141010 (Sub-5–1TA), filed May 30, 1980. Applicant: CONTRACT TRANSPORT, INC., 1433 Illinois Street, Des Moines, IA 50306. Representative: James M. Hodge, 1980 Financial Center, Des Moines, IA 50309. Contract, irregular. *Paper and paper products, and materials and supplies used in the production, sale and distribution of paper and paper products (except in bulk),* between the facilities of Distinctive Packaging at West Des Moines, Madrid, Spirit Lake and Cedar Rapids, IA, on the one hand, and, on the other, points in AR, IL, KS, MO, ND, and OK, under continuing contract(s) with Distinctive Packaging. Supporting shipper(s): Distinctive Packaging, 520 South 18th Street, West Des Moines, IA 50265.

MC 141865 (Sub-5–4TA), filed May 28, 1980. Applicant: ACTION DELIVERY SERVICE, INC., 2401 West Marshall Drive, Grand Prairie, TX 75051. Representative: A. William Brackett, 1108 Continental Life Building, Fort Worth, TX 76102. Contract, irregular. *Such merchandise and supplies as are dealt in and used by retail, wholesale and chain groceries and food business houses,* from the facilities of A. E. Staley Mfg. Co., Arlington, TX to Memphis, TN and New Orleans, LA. Supporting shipper: A. E. Staley Mfg. Co., 924 111th St., Arlington, TX 76011.

MC 141865 (Sub-5–5TA), filed May 28, 1980. Applicant: ACTION DELIVERY SERVICE, INC., 2401 West Marshall Drive, Grand Prairie, TX 75051. Representative: A. William Brackett, 1108 Continental Life Building, Fort Worth, TX 76102. Contract, irregular. *Canned and preserved foodstuffs,* from the facilities of Heinz USA at or near Grand Prairie, TX to points in the states of LA, AR, OK and NM, and in each case restricted to traffic originating at the name origins and destined to the named states. Supporting shipper: Heinz USA, Division of H. J. Heinz Company, P.O. Box 57, Pittsburgh, PA 15230.

MC 142508 (Sub-5–23TA), filed May 30, 1980. Applicant: NATIONAL TRANSPORTATION, INC., 10810 South 144th Street, Post Office Box 37465, Omaha, Nebraska 68137. Representative: Lanny N. Fauss, Post Office Box 37096, Omaha, Nebraska 68137. *Cleaning Compounds, Lubricants, Anti-Static Fabric Softeners, Coffee Filters, Chemical Dispensing Systems, and Spray and Agitation Cleaners* from Joliet, IL to Memphis, TN restricted to traffic originating at the facilities of Economics Laboratory at Joliet, IL and destined to points in Memphis, TN. Supporting shipper: Economics Laboratory, Inc., Osborn Building, St. Paul, MN 55102.

MC 144117 (Sub-5–3TA), filed May 30, 1980. Applicant: TLC LINES, INC., P.O. Box 1090, Fenton, MO 63026. Representative: Bernard J. Kompare, Suite 1600, 10 S. LaSalle St., Chicago, IL 60603. (1) *Paper bags and (2) such commodities as are dealt in or distributed by manufacturers of paper bags when moving in mixed loads with the commodities named in (1) above, except commodities in bulk,* from the facilities of the Bemis Company, Inc., located at or near Houston, TX, to points in AZ, CA, CO, FL, KS, NM, NV and UT, restricted to the transportation of traffic originating at the above-named origins. Supporting shipper: Bemis Company, Inc., Suite 730, 20 N. Wacker Dr., Chicago, IL 60606.

MC 144603 (Sub-5–5TA), filed May 28, 1980. Applicant: F.M.S. TRANSPORTATION, 2564 Harley Drive, Maryland Heights, MO 63043. Representative: Laura C. Berry (same address as above). *General commodities, except those of unusual value, classes A&B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment,* from Los Angeles, CA, to St. Louis and Kansas City, MO; Memphis,

TN; Dayton, Cincinnati and Columbus, OH; Baltimore, MD; Pittsburgh and Philadelphia, PA; and points in the respective commercial zones of the points named above. Restricted to traffic originating at the facilities of Streamline Shippers Association, Inc. Supporting shipper: Streamline Shippers Association, Inc., 970 East Third St., Los Angeles, CA 90013.

MC 144622 (Sub-5–34TA), filed May 30, 1980. Applicant: GLENN BROTHERS TRUCKING, INC., P.O. Box 9343, Little Rock, AR 72219. Representative: J. B. Stuart, P.O. Box 179, Bedford, TX 76021. *Such commodities as are dealt in or used by manufacturers and retail, wholesale and discount stores and the materials and supplies used in the manufacture and distribution thereof (except commodities in bulk and commodities which because of size or weight require the use of special equipment)* Between Wellsville, NY, Lancaster, PA, Easton and Hampstead, MD and Raleigh, NC on the one hand, and, on the other points in the United States (except AK and HI). Supporting shipper: Black & Decker, 900 Lake Havasu Avenue, Lake Havasu City, AZ 86403.

MC 145489 (Sub-5–1TA), filed May 30, 1980. Applicant: ROSE-WAY, INC., P.O. Box 4644, Des Moines, IA 50305. Representative: James M. Hodge, 1980 Financial Center, Des Moines, IA 50309. Contract carrier, irregular routes, *Copper and aluminum scrap metal.* from Oakland and Los Angeles, CA to points in IA, IL, IN, MO, OH, OR, WA, and WI, under continuing contract(s) with Metals Exchange Corporation. Supporting shipper(s): Metals Exchange Corporation, 111 West Port Plaza, Suite 704, St. Louis, MO 63141.

MC 146853 (Sub-5–2TA), filed May 30, 1980. Applicant: FRANK F. SLOAN, d.b.a. HAWKEYE WOODSHAVINGS, Route 1, Runnells, Iowa 50327. Representative: Richard D. Howe, 600 Hubbell Building, Des Moines, IA 50309. *Wood windows,* from West Des Moines, IA to points in CO, MT, NE, UT, and WY. Supporting shipper: Windsor Wood Windows, Inc., 900 S. 19th Street, West Des Moines, IA 50265.

MC 150014 (Sub-5–8TA), filed May 29, 1980. Applicant: TRANSWAY, INC., 1320 East 6th Street, Irving, TX 75060. Representative: Billy R. Reid, 1721 Carl Street, Fort Worth, TX 76103. Contract, irregular. *Waterbed equipment and accessories,* from Los Angeles and San Diego, CA, and Phoenix, AZ to Dallas, and Houston, TX. Supporting shipper: Superior Waterbeds, Inc. 600 South Loop East, Houston, TX 77033.

MC 150565 (Sub-5–6TA), filed May 30, 1980. Applicant: SUNBELT EXPRESS, INC., 909 S. Powell St., Springdale, AR 72764. Representative: John C. Everett, 140 E. Buchanan, P.O. Box A, Prairie Grove, AR 72753. *Boxes of television sets; recorders (tape or wire); household appliances; and parts and accessories utilized in the manufacture and distribution or use of television sets, recorders and household appliances,* from the facilities of General Electric Co. in Little Rock, AR to all points and places in TX, OK, LA, MS, and NM. Supporting shipper: General Electric Co., 6901 Lindsey Road, Little Rock, AR 72206.

MC 150578 (Sub-5–7TA), filed May 29, 1980. Applicant: STEVENS TRANSPORT, A DIVISION OF STEVENS FOODS, INC., 2944 Motley Drive, Mesquite, TX 75150. Representative: Jackson Salasky, P.O. Box 45538, Dallas, TX 75245. *Lard, shortening, vegetable oil, cooking or salad oil, margarine, and edible tallow,* from Ft. Worth, TX, to CA, CO, WA, NV, OR, Atlanta, GA, Chattanooga, TN, and Miami, FL. Supporting shipper(s): Bunge Edible Oil Corporation, P.O. Box 265, Ft. Worth, TX 76101.

MC 150902 (Sub-5–2TA), filed May 28, 1980. Applicant: GORDON TRUCKING, Box 389, Bassett, Nebraska 68714. Representative: Scott T. Robertson, Peterson, Bowman & Johanns, 521 South 14th St., Suite 500, P.O. Box 81849, Lincoln, Nebraska 68501. *Petroleum and petroleum products* from Casper, WY, and Phillipsburg, KS and points within their commercial zones to Keya Paha, Rock, Brown, Holt, Hayes, Wheeler and Lincoln Counties, NE. Supporting shipper: Donald E. Gordon d.b.a. Gordon Oil Company, P.O. Box 389, Bassett, Nebraska 68714.

MC 150908 (Sub-5–1TA), filed May 27, 1980. Applicant: SAM E. WINN, 716 Glendale Drive, Jefferson City, MO 65101. Representative: (same as above). *Contract, irregular: Repossessed vehicles* from all points in the US (except AK and HI) on the one hand and to MO on the other. Supporting shipper: General Motors Acceptance Corporation, Jefferson City, MO.

MC 150916 (Sub-5–1TA), filed May 30, 1980. Applicant: T & C TRUCKING, INC., P.O. Box 68, Blair, NE 68008. Representative: Scott E. Daniel, 800 Nebraska Savings Building, 1623 Farnam, Omaha, NE 68102. Contract irregular (1) *Livestock feed storing equipment, and livestock feeding equipment, and* (2) *parts and accessories for the commodities named in (1) above* from De Kalb and Eureka, IL and Vinton, IA to points in Monona, Crawford, Shelby, Harrison, Pottawattamie, Fremont and Mills counties, IA and Burt, Washington Dodge, Saunders, Douglas, Sarpy, Cass and Otoe counties, NE. Restriction: Restricted to a transportation service performed under a continuing contract or contracts with Interstate Harvestore, Inc., of Blair, NE. Supporting shipper(s): Interstate Harvestore, Inc., Blair, NE.

MC 200 (Sub-5–1TA), filed June 4, 1980. Applicant: RISS INTERNATIONAL CORPORATION, P.O. Box 100, 215 W. Pershing Road, Kansas City, MO 64141. Representative: H. Lynn Davis (same as applicant). *Glass Tubing, Boxes, and Packing Material incidental thereto,* between Vineland, NJ and Pittston, PA. Restricted to shipments originating at the facilities of Owens-Illinois, Inc. and destined to the indicated destinations. Supporting shipper: Owens-Illinois, Inc., P.O. Box 1035, Toledo, OH 43666.

MC 200 (Sub-5–2TA), filed June 4, 1980. Applicant: RISS INTERNATIONAL CORPORATION, P.O. Box 100, 215 W. Pershing Road, Kansas City, MO 64141. Representative: H. Lynn Davis (same as applicant). *Paints, Stains, Varnish, Thinners, Cleaners, and Materials and Supplies used in the manufacture and distribution thereof,* from the facilities of Bruning Paint Company, at Baltimore, MD to points in MI. Restricted to shipments originating at the origin facilities and destined to the named destination. Supporting shipper: Bruning Paint Company, 601 S. Haven St., Baltimore, MD 21224.

MC 200 (Sub-5–3TA), filed June 4, 1980. Applicant: RISS INTERNATIONAL CORPORATION, P.O. Box 100, 215 W. Pershing Road, Kansas City, MO 64141. Representative: H. Lynn Davis (same as applicant). *Carbonated soft drinks, beverage compounds, and new or used beverage containers,* from the facilities of Faygo Beverages at or near Detroit, MI to Scott City, MO; Sikeston, MO; Eldorado, IL; and Mexico, MO. Restricted to shipments originating at the named origin and destined to the indicated destinations. Supporting shipper: Faygo Beverages, 1365 Jarvis, Ferndale, MI 48220.

MC 200 (Sub-5–4TA), filed June 4, 1980. Applicant: RISS INTERNATIONAL CORPORATION, P.O. Box 100, 215 W. Pershing Road, Kansas City, MO 64141. Representative: H. Lynn Davis (same as applicant). *Aluminum Cans,* from the facilities of Reynolds Metals Co. at or near Woodbridge, NJ to Houston, TX. Restricted to shipments originating at the named origin and destined to the named desination. Supporting shipper: Reynolds Metals Company, P.O. Box 27003, Richmond, VA 23227.

MC 35831 (Sub-5–1TA), filed June 5, 1980. Applicant: E. A. HOLDER, INC., P.O. Box 69, Kennedale, TX 76060. Representative: Billy R. Reid, 1721 Carl Street, Fort Worth, TX 76103. *Insulation panels,* from Dallas, TX to points in AR, LA and OK. Supporting shipper: Panelera Manufacturing Corp., 8001 Carpenter Fwy., Dallas, TX 75247.

MC 60087 (Sub-5–1TA), filed May 29, 1980. Applicant: CURRY MOTOR FREIGHT LINES, INC., P.O. Box 1190, Amarillo, TX 79105. Representative: Grady L. Fox, 222 Amarillo Building, Amarillo, TX 79101. Common, Regular. *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 Fort Stockton, TX and El Paso, TX over Hwy. I–10, serving no intermediate points; and, between Marfa, TX and El Paso, TX over U.S. Hwy. 90 to Van Horn, TX and thence over I–10 to El Paso, TX and return over the same routes, serving no intermediate points. Supporting shippers: 8.

MC 67234 (Sub-5–1TA), filed June 2, 1980. Applicant: UNITED VAN LINES, INC., One United Drive, Fenton, MO 63026. Representative: B. W. LaTourette, Jr., 11 S. Meramec, Suite 1400, St. Louis, MO 63105. *Wooden wardrobes and related items* manufactured at the Federal Correctional Institution at Lompoc, CA; From the Federal Correctional Institution at Lompoc, CA to points and places in the United States including AK, but excluding HI. Supporting shipper: Federal Prison Industries, Federal Correctional Institution, Lompoc, CA 93436.

MC 78400 (Sub-5–9TA), filed June 4, 1980. Applicant: BEAUFORT TRANSFER COMPANY, P.O. Box 151, Gerald, MO 63037. Representative: Ernest A. Brooks II, 1301 Ambassador Bldg., St. Louis, MO 63101. Common, *regular 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 Branson, MO and its Commercial Zone, on the one hand, and, on the other, points in the Kansas City, MO-Kansas City, KS Commercial Zone, serving no intermediate points, from Branson, MO over U.S. Hwy. 65 to Interstate 44, then over Interstate 44 to U.S. Hwy. 71 to Kansas City, and return over the same route, serving the junction of Interstate 44 and U.S. Hwy. 65 for the purpose of joinder; also, from Branson, MO over U.S. Hwy. 65 to U.S. Hwy. 50, then over U.S. Hwy. 50 to Kansas City, and return over the same route, serving the junction of U.S. Hwy. 65 and U.S. Hwy. 50 for the purpose of joinder; also, from Branson, MO over U.S. Hwy. 65 to MO Hwy 13, then over MO HWY. 13 to MO Hwy. 7, then over MO Hwy. 7 to U.S. Hwy. 71, then over U.S. Hwy. 71, then over U.S. Hwy. 71 to Kansas City, and return over the same route; also, from Branson, MO over U.S. Hwy. 65 to U.S. Hwy. 54, then over U.S. Hwy. 54 to U.S. Hwy. 50 serving the termini for the purpose of joinder; (2) between Branson, MO and its Commercial Zone, on the one hand, and, on the other, points in the St. Louis, MO-East St. Louis, IL Commercial Zone, serving no intermediate points, from Branson, MO over U.S. Hwy. 65 to Interstate 44, then over Interstate 44 to the St. Louis, MO-East St. Louis, IL Commerical Zone, and return over the same route, serving the junction of Interstate 44 and U.S. Hwy. 63, Interstate 44 and U.S. Hwy. 50, and Interstate 44 and MO Hwy. 100 for the purposes of joinder. Supporting shippers: 24.

Note.—Applicant intends to tack and interline with its existing authority.

MC 78400 (Sub-5–10TA), filed June 5, 1980. Applicant: BEAUFORT TRANSFER COMPANY, P.O. Box 151, Gerald, MO 63037. Representative: Ernest A. Brooks II, 1301 Ambassador Bldg., St. Louis, MO 63101. (1) *Charcoal, charcoal briquettes, hickory chips, vermiculite, lighter fluid, fireplace logs, and accessories used in ourdoor cooking* from Howes, MO, to points in KY, TN, AL, AR, GA, LA, MS, FL, and TX; and (2) *Materials and supplies used in the manufacture and distribution of the commodities in (1) above,* in the reverse direction. Supporting shipper: Cupples Company, Mfrs., 1034 S. Brentwood, St. Louis, MO 63117.

MC 106398 (Sub-5–32TA), filed June 4, 1980. Applicant: NATIONAL TRAILER CONVOY, INC., 705 South Elgin, Tulsa, Oklahoma 74120. Representative: Gayle Gibson, National Trailer Convoy, Inc., 705 South Elgin, Tulsa, Oklahoma 74120. *Metal products and coke in drums* from the facilities of American Cast Iron Pipe Company at Birmingham, AL, to points in and east of TX, OK, KS, IA and MN. Supporting shipper: American Cast Iron Pipe Company, P.O. Box 2727, Birmingham, AL 35202.

MC 106398 (Sub-5–33TA), filed June 4, 1980. Applicant: NATIONAL TRAILER CONVOY, INC., 705 South Elgin, Tulsa, Oklahoma 74120. Representative Gayle Gibson, 705 South Elgin, Tulsa, Oklahoma 74120. *Concrete products and materials and supplies used in the manufacture and installation thereof,* from the facilities of Master Builders, Division of Martin Marietta Corporation, at Springfield, MO and Buffalo, NY to points in the U.S. (except AK and HI). Supporting shipper: Master Builders, Division of Martin Marietta Corporation, 23700 Chagrin Blvd., Cleveland, OH 44122.

MC 110098, (Sub-5–3 TA), filed June 2, 1980. Applicant: Zero Refrigerated Lines, 1400 Ackerman Road (Box 20380), San Antonio, Texas 78220. Representative: T.W. Cotheren (same address as applicant). *Paper and paper products,* from the facilities of Dixico, Inc. at Dallas, TX, to points in CA. Supporting shipper: Dixico, Inc., Box 225116, Dallas TX 75265.

MC 110098, (Sub-5–4 TA), filed June 2, 1980. Applicant: ZERO REFRIGERATED LINES, 1400 Ackerman Road (Box 203380), San Antonio, Texas 78220. Representative T. W. Cothren (same address as applicant). *Meats, meat products, meat by-products, and articles distributed by meat packing houses as described in Sections A and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209 and 766 (except hides and commodities in bulk),* from Tolleson, AZ to points in CA, NV, UT, CO, NM, MT, WY, ND, and SD. Supporting shipper: MBPXL, Inc., Box 2519, Wichita, KS 67201

MC 111401 (Sub-5–7TA), filed June 2, 1980. Applicant: GROENDYKE TRANSPORT, INC., P.O. Box 632, 2510 Rock Island Blvd., Enid, OK 73701. Representative: Victor R. Comstock, P.O. Box 632, Enid, OK 73701. *Petroleum Treating Compound (Corrosive Liquid, Nos), in bulk, in tank vehicles,* from Sand Springs, OK to Butte, MT. Supporting shipper: ARCO Chemical Co., P.O. Box 370, Sand Springs, OK, 74063.

MC 112713 (Sub-5–6TA), filed June 4, 1980. Applicant: YELLOW FREIGHT SYSTEM, INC., P.O. Box 7270, Overland Park, KS 66207. Representative: R. E. DeLand (same as Applicant). Common: Regular. *General Commodities (except commodities in bulk, Classes A and B explosives, household goods as defined by the Commission, commodities of unusual value and those requiring special equipment),* between Nashville, TN and Evansville, IN. From Nashville over U.S. Hwy 31W to junction of U.S. Hwy 231, then over U.S. Hwy 231 to Owensboro, KY, then over U.S. Hwy 60 to junction of U.S. Hwy 41, then over U.S. Hwy 41 to Evansville, IN, and return over the same route serving the intermediate point of Owensboro, KY, and its commercial zone. Applicant requests authority to tack this authority. Supporting shippers: 13.

MC 113362 (Sub-5–6TA), filed June 3, 1980. Applicant: ELLSWORTH FREIGHT LINES, INC., 310 East Broadway, Eagle Grove, Iowa 50533. Representative: Milton D. Adams, P.O. Box 429, Austin, MN 55912. *Petroleum and petroleum products, automotive chemicals, and cleaning compounds, and such equipment, materials, and supplies as are used by automotive service centers (except in bulk),* between the facilities of Valvoline Oil Company, a division of Ashland Oil, Inc. located at Willow Springs, IL on the one hand, and, on the other, points in AR, CO, IL, IN, IA, KY, KS, LA, MI, MN, MO, MT, NE, NM, ND, OH, OK, PA, SD, TN, TX, WI, and WY. Restriction: Restricted to traffic originating at or destined to named facilities. Supporting shipper: Valvoline Oil Co., Division of Ashland Oil, Inc., P.O. Box 391, Ashland, KY 41101.

MC 113362 (Sub-5–7TA), filed June 5, 1980. Applicant: ELLSWORTH FREIGHT LINES, INC., 310 East Broadway, Eagle Grove, IA 50533. Representative: Milton D. Adams, P.O. Box 429, Austin, MN 55912. *Floor Coverings, Equipment, Materials, and Supplies, used in the installation thereof, (except in bulk),* from the facilities of Armstrong World Industries, Inc. located at Kankakee, IL to points in AL, AR, CT, DE, DC, FL, GA, LA, ME, MD, MA, MS, NH, NJ, NY, NC, OK, PA, RI, SC, TN, TX, VT, VA, and WV. Restriction: Restricted to traffic originating at named origin and destined to named destinations. Supporting shipper: Armstrong World Industries, Inc., P.O. Box 3001, Lancaster, PA 17604.

MC 113362 (Sub-5–6TA), filed June 3, 1980. Applicant: ELLSWORTH FREIGHT LINES, INC., 310 East Broadway, Eagle Grove, IA 50533. Representative: Milton D. Adams P.O. Box 429 Austin MN 55912. *Millwork, hardwood furniture, and hardwood furniture parts,* from the plant site of Davidson-McNair Products Company located at Oil City, PA to points in CT. Supporting shipper: Davidson-McNair Products, Co., P.O. Box 223, Oil City, PA 16301.

MC 114273 (Sub-5–11TA), filed June 2, 1980. Applicant: CRST, INC., P.O. Box 68, Cedar Rapids, IA 52406. Representative: Kenneth L. Core, Commerce Attorney (same as above). *Feed and feed ingredients (except in bulk, in tank vehicles),* from Cedar Rapids, IA to points in NC and VA. Supporting shipper(s): Diamond V Mills, Inc., P.O. Box 4408, Cedar Rapids, Iowa 52407.

MC 114273 (Sub-5–12TA), filed June 2, 1980. Applicant: CRST, INC., P.O. Box 68, Cedar Rapids, IA 52406. Representative: Kenneth L. Core, Commerce Attorney (same as above). *(A) Staples, nails and wire; and (B) stapling and stitching machines and machine parts moving in mixed loads with staples, nails and wire,* from Greenwich, RI to Dubuque and Des Moines, IA and Madison, WI, including points in the commercial zones of the above-mentioned cities. Restricted to traffic originating at the facilities of Bostitch at or near Greenwich, RI. Supporting shipper(s): Bostitch Div. of Textron, Inc., Briggs Drive, East. Greenwich, RI 02818.

MC 117119 (Sub-5–12TA), filed June 2, 1980. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., P.O. Box 188, Elm Springs, AR 72728. Representative: L. M. McLean (same address as applicant). *Cartons and packaging* from Fort Smith, AR to Council Bluffs, IA and Omaha, NE. Supporting shipper(s): Blue Star Foods Inc., 1023 Fourth St., Council Bluffs, IA 51501.

MC 117765 (Sub-5–10TA), filed June 2, 1980. Applicant: HAHN TRUCK LINE, INC., P.O. Box 75218, Oklahoma City, OK 73147. Representative: R. E. Hagan (same as applicant). *Non-Frozen Foodstuffs, Beverages, Carbonated and Non Carbonated, Beverage Preparations,* from Haskell, OK to points in AR, KS, LA, MS, MO, NM, TN, and TX. Supporting shipper: The Coca Cola Company, Foods Division, P.O. Box 2079, Houston, TX 77001.

MC 119399 (Sub-5–16TA), filed June 5, 1980. Applicant: CONTRACT FREIGHTERS INC., P.O. Box 1375, 2900 Davis Boulevard, Joplin, MO 64801. Representative: Thomas P. O'Hara (address same as applicant). (1) *Animal and Poultry feed and feed ingredients and foodstuffs* (2) *Materials, supplies and equipment used in the manufacture thereof (except commodities in bulk),* between points in the United States (except AK and HI) restricted to traffic originating from or destined to the facilities of ConAgra, Inc. Supporting shipper: ConAgra, Inc., 200 Kiewit Plaza, Omaha, NE 68131.

MC 119493 (Sub-5–24TA), filed June 2, 1980. Applicant: MONKEM COMPANY, INC., P.O. Box 1196, Joplin, MO 64801. Representative: Thomas D. Boone, Traffic Manager, Monkem Company, Inc., P.O. Box 1196, Joplin, MO 64801. *Electric cable, electric equipment, materials and supplies used in the manufacture and distribution thereof (except commodities in bulk).* From: Facilities of Brand-Rex Company, at or near Siloam Springs, AR. To: ND, NM, OR, SC, SD, TX, WA, and WV. Supporting shipper: Brand Rex Company, P.O. Box 2000, Enka, NC 28728.

MC 119700 (Sub-5–6TA), filed June 2, 1980. Applicant: STEEL HAULERS, INC., 306 Ewing Avenue, Kansas City, MO 64125. Representative: Frank W. Taylor, Jr., Suite 600, 1221 Baltimore Avenue, Kansas City, MO 64105. *Iron and steel articles pertaining to nails and wire,* between the facilities of Ouachita Steel and Wire at or near Little Rock, AR, on the one hand, and, on the other, points in AL, CO, IL, IN, IA, KS, KY, LA, MI, MN, MO, MS, NE, OH, OK, TN, TX and WI. Supporting shipper: Ouachita Steel and Wire, 1181 Stagecoach Rd., Little Rock, AR 72210.

MC 119774 (Sub-5–2TA), filed June 2, 1980. Applicant: EAGLE TRUCKING COMPANY, P.O. Box 471, Kilgore, TX 76116. Representative: Bernard H. English, 6270 Firth Road, Fort Worth, TX 76116. *Scrap iron and steel* from points in AR, CO, LA, NM and OK to points in TX. Supporting shipper(s): T & N Lone Star Wharehouse Company, Dallas, TX 75251; Texas Ferrous Company, Lone Star, TX 75668.

MC 124174 (Sub-5–4TA), filed June 2, 1980. Applicant: MOMSEN TRUCKING CO., 13811 "L" Street, Omaha, NE 68137. Representative: Karl E. Momsen, 13811 "L" Street, Omaha, NE 68137. *Antimony Oxide and Antimony Metal,* from Laredo, TX to Atlanta, GA; Cleveland, OH; Johnsonville, SC; and Philadelphia, PA. Supporting shipper(s): Anzon American, Inc., 20 Gibson Place, Freehold, NJ 07728.

MC 124174 (Sub-5–5TA), filed June 2, 1980. Applicant: MOMSEN TRUCKING CO., 13811 "L" Street, Omaha, NE 68137. Representative: Karl E. Momsen, 13811 "L" Street, Omaha, NE 68137. *Television picture tube parts,* from Scranton, PA and Marion, IN to Laredo and Roma, TX. Supporting shipper(s): RCA Corporation, Route 38, Cherry Hill, NJ 08258.

MC 128342 (Sub-5–7TA), filed June 2, 1980. Applicant: MOMSEN TRUCKING CO., 13811 "L" Street, Omaha, NE 68137. Representative: Karl E. Momsen, 13811 "L" Street, Omaha, NE 68137. *Contract;* Irregular. *(a) Stone (except finished monuments), Granite working materials and machinery, (b) Rough Granite Blocks,* from (a) the facilities of Rock of Ages Corp and Rock of Ages Building Granite Corp of Barre, VT and Concord, NH on the one hand, and on the other, points in the USA in and East of ND, SD, NE, CO, OK and TX; (b) from the Supporter's Quarries—Rock of Ages—in Mountain Park, Meers, and Granite, OK to Barre, VT and Concord, NH. Supporting Shipper(s): Rock of Ages

Corporation, P.O. Box 482, Barre, VT 05641.

MC 126045 (Sub-5–1TA), filed June 2, 1980. Applicant: ALTER TRUCKING AND TERMINAL CORPORATION, P.O. Box 3122, Davenport, IA 52808. Representative: Kenneth F. Dudley, P.O. Box 279, Ottumwa, IA 52501. *Scrap metal for recycling purposes,* from the facilities of E. Slivken Company at or near Rock Island, IL to points in IN, IA, MO, MN and WI. Supporting shipper: E. Slivken Company, 1605 1st Street, P.O. Box 175, Rock Island, IL 61201.

MC 129207 (Sub-5–1TA), filed June 2, 1980. Applicant: SOUTHERN MISSOURI FREIGHT, INC., P.O. Box 1091 C.S.S., Springfield, MO 65803. Representative: Nelson Tolbert (same as applicant). *General commodities, except household goods, commodities in bulk, class A or class B explosives, commodities requiring special equipment, and those injurious or contaminating to other lading,* between Springfield, MO on the one hand, and Aurora, MO on the other. Applicant intends to tack with existing authority and interline with other carriers. Supporting shipper: Southwest Manufacturing Co., 30 N Elliot, Aurora, MO.

MC 134286 (Sub-5–11TA), filed June 2, 1980. Applicant: ILLINI EXPRESS, INC., P.O. Box 1564, Sioux City, IA 51102. Representative: Julie Humbert (Same address as above). *(1) Cleaning compounds; (2) Oils; and (3) Paint removing, water treating, and anti-freezing compounds (except in bulk in 1–3 above),* from the facilities of Oakite Products, Inc., at or near Romulus, MI, to points in IL, WI, MN, IA, NE, MO, KS, CA, AZ, and MS. Supporting shipper: Oakite Products, Inc., 50 Valley Road, Berkeley Heights, NJ 07922.

MC 134323 (Sub-5–20TA), filed June 4, 1980. Applicant: JAY LINES, INC., P.O. Box 30180, Amarillo, TX 79120. Representative: Gailyn L. Larsen, P.O. Box 82816, Lincoln, NE 68501. *Contract;* Irregular. *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses,* from the facilities of MBPXL Corporation, at or near Tolleson, AZ, to points in the United States in and west of LA, MS, TN, KY, OH, and MI. Supporting shipper: MBPXL Corporation, P.O. Box 2519, Wichita, KS.

MC 134755 (Sub-5–5TA), filed June 4, 1980. Applicant: CHARTER EXPRESS, INC., P.O. Box 3772, Springfield, Missouri 65804. Representative: S. Christopher Wilson, P.O. Box 3772, Springfield, Missouri 65804. *Such commodities as are dealt in by wholesale grocery chains (except commodities in bulk,* from points in the United States (except AK and HI) to: Indianapolis, IN, St. Louis, MO, New Berlin, WI, Elwood, KS, Wichita, KS, Albuquerque, NM, Denver, CO, College Park, GA, Gering, NE, Tulsa, OK, Broussard, LA, Kansas City, KS, Springfield, MO, Dallas, TX, Magadore, OH, Chattanooga, TN, Ankeny, IA, Baton Rouge, LA, Flint, MI, Charlotte, NC, Tampa, FL, Huntington, WV, Miami, FL, Muskegon, MI, Amarillo, TX, Stanton, IL, Holt, MI, Dennison, OH, Omaha, NE, Little Chute, WI, El Paso, TX, Ocala, FL, Norfolk, NE, Madison, WI, and Little Rock, AR. Supporting shipper: Shurfire-Central Corp., Northlake, IL.

MC 135070 (Sub-5–19TA), filed June 2, 1980. Applicant: JAY LINES, INC., P.O. Box 30180, Amarillo, TX 79120. Representative: Gailyn L. Larsen, P.O. Box 82816, Lincoln, NE 68501. *Alcoholic beverages and wine and such commodities as are dealt in by wholesale distributors of alcoholic beverages (except commodities in bulk),* from points in CA to points in AR, LA, and TX. Supporting shipper: Glazer's Wholesale Drug Company, Inc., 508 Park Avenue, Dallas, TX.

MC 135797 (Sub-5–42TA), filed June 2, 1980. Applicant: J. B. HUNT TRANSPORT, INC., Post Office Box 130, Lowell, AR 72745. Representative: Paul R. Bergant, Esq. (same address as applicant). *Containers (except in bulk),* between the facilities of Paramount Packaging Corp. at Murfreesboro, TN and points in the United States (except AK and HI). Supporting shipper: Paramount Packaging Corporation, 106 Samsonite Blvd., Murfreesboro, TN 37130.

MC 135797 (Sub-5–43TA), filed June 2, 1980. Applicant: J. B. HUNT TRANSPORT, INC., Post Office Box 130, Lowell, AR 72745. Representative: Paul R. Bergant, Esq. (same address as applicant). *Building materials (except in bulk),* between the facilities of Taylor Building Products located at West Branch, MI and Denver, CO and points in the United States (except AK and HI). Supporting shipper: Taylor Building Products, 4460 So. Windemer, Englewood, CO 80110.

MC 135797 (Sub-5–44TA), filed June 4, 1980. Applicant: J. B. HUNT TRANSPORT, INC., Post Office Box 130, Lowell, AR 72745. Representative: Paul R. Bergant, Esq. (same address as applicant). *Chemicals* from the facilities of Mobil Chemical Co. (Phosphate Division) at Mt. Pleasant, TN to Fresno County, CA and Phoenix, AZ. Supporting shipper: Mobil Chemical Co. (Phosphate Division) P.O. Box 26683, Richmond, VA 23261.

MC 136008 (Sub-5–3TA), filed June 2, 1980. Applicant: JOE BROWN CO., INC., 20 Third St. N.E., Ardmore, OK 73401. Representative: John Tipsword, P.O. Box 6210, Moore, OK 73153. *Petroleum Coke, in bulk, in dump vehicles,* (1) from Houston and Port Arthur, TX. to Kremlin, OK, and (2) from Kremlin, OK to Rockdale, TX. Supporting Shipper: Great Lakes Carbon Corporation, 299 Park Ave., New York, NY 10017.

MC 135861 (Sub-5–14TA), filed June 5, 1980. Applicant: LISA MOTOR LINES, INC., P.O. Box 4550, Forth Worth, TX 76106. Representative: Billy R. Reid, 1721 Carl Street, Fort Worth, TX 76103. Contract, Irregular. *Toilet preparations, chemicals, shampoo, soap and such commodities as are dealt in by drug, department, grocery or hardware stores (except foodstuffs, meats and commodities in bulk); and materials, equipment and supplies used in the manufacture of the above commodities (except commodities in bulk),* between the facilities utilized by American Cyanamid Company, at or near Jackson, MS and points in CO, KS, OK and TX. Supporting Shipper: American Cyanamid Company, Berdan Avenue, Wayne, NJ 07470.

MC 138469 (Sub-5–14TA), filed June 2, 1980. Applicant: DONCO CARRIERS, INC., P.O. Box 75354, Oklahoma City, OK 73107. Representative: Daniel O. Hands, Blanshan & Summerfield, 205 West Touhy Avenue, Suite 200, Park Ridge, IL 60068. *Heating and air conditioning equipment and* (2) *outdoor recreational equipment,* from the facilities of Coleman Company, Inc. at Wichita, KS to points in the United States (except AK, HI and KS). Supporting Shipper: Coleman Company, INc., 250 N. St. Francis Avenue, Wichita, KS 67201.

MC 138469 (Sub-5–15TA), filed June 2, 1980. Applicant: DONCO CARRIERS, INC., P.O. Box 75354, Oklahoma City, OK 73107. Representative: Daniel O. Hands, Blanshan & Summerfield, 205 West Touhy Avenue, Suite 200, Park Ridge, IL 60068. *Alcoholic liquors and wines (except in bulk, in tank vehicles),* from IN, IL, KY, MI, MO, NJ, NY, OH, PA, and TN to Little Rock, AR, Phoenix and Tucson, AZ, Harahan, Lafayette and Shreveport, LA and Amarillo, Corpus Christi, Dallas, El Paso, Fort Worth, Houston, Odessa and Santonio, TX, restricted to the transportation of traffic destined to the facilities of Glazer Wholesale Drugs, Inc. and its subsidiaries, Cactus Beverage Distribution Co., Little Rock Distributing Co. and New Orleans Beverage Agency. Supporting Shipper: Glazer Wholesale

Drug Co., Inc., 508 Park Avenue, Dallas, TX 75201.

MC 138469 (Sub-5–16TA), filed June 2, 1980. Applicant: DONCO CARRIERS, INC., P.O. Box 75354, Oklahoma City, OK 73147. Representative: Jack H. Blanshan, 205 W. Touhy Ave., Suite 200, Park Ridge, IL 60068. *(A) Such merchandise as is dealt in or used by chain grovery and feed businesses, soy products, paste, flour products, and dairy bases products, and (B) Raw materials, equipment and supplies used in the manufacture of the items described in (A) above,* between the facilities of Ralston Purina Company at or near Oklahoma City, OK and points in AR, CA, CO, GA, IL, IA, KS, KY, LA, MI, MS, MO, NE, NM, OH, PA, TN, TX and WI. Supporting Shipper: Ralston Purina Company, 13700 N. Lincoln Blvd., Edmond, OK 73034.

MC 140612 (Sub-5–3TA), filed June 4, 1980. Applicant: ROBERT F. KAZIMOUR, P.O. Box 2207, Cedar Rapids, IA 52406. Representative: J. L. Kazimour, P.O. Box 2207, Cedar Rapids, IA 52406. *Such merchandise as is dealt in or used by retail stores (except commodities in bulk in tank vehilces).* Between points in the United States, (except AK and HI). Restricted to traffic originating at or destined to the facilities used by Naum Brothers, Inc. and Lever Brothers Company, Inc. Supporting shipper(s): Naum Brothers, Inc., 2373 West Ridge Road, Rochester, NY 14626. Lever Brothers Company, Inc., 390 Park Avenue, New York, NY 10022.

MC 143255 (Sub-5–2TA), filed June 2, 1980. Applicant: R&D TRANSPORTATION CORPORATION, 818 5th Ave., P.O. Box 1908, Des Moines, IA 50309. Representative: Donald B. Strater, 1350 Financial Center, Des Moines, IA 50309. Contract; Irregular. *Pumps and pumping equipment* from the facilities of Hellstar Corporation in or near Wahoo, NE, to points in the United States (except WI, MN, ME, NH, VT, NC, SC, DC, MA, RI, CT, and HI). Supporting shipper: Hellstar Corporation, 1600 N. Chestnut, Wahoo, NE 68066.

MC 144622 (Sub-5–35TA), filed June 3, 1980. Applicant: GLENN BROTHERS TRUCKING, INC., P.O. Box 9843, Little Rock, AR 72219. Representative: J. B. Stuart, P.O. Box 179, Bedford, TX 76021. *Canned foodstuffs,* from points in CA to Bedford Heights, OH. Supporting shipper: Fisher Food, Inc., 5300 Richmond Road, Bedford Heights, OH 44146.

MC 144622 (Sub-5–38TA), filed June 4, 1980. Applicant: GLENN BROTHERS TRUCKING, INC., P.O. Box 9843, Little Rock, AR 72219. Representative: J. B. Stuart, P.O. Box 179, Bedford, TX 76021. *Furniture, red wood and beach wood* from the facilities of Bear Creek Corporation and its subsidiaries at or near Medford, OR to points in the United States (except AK and HI). Supporting shipper: Bear Creek Corporation, P.O. Box 712, Medford, OR 97501.

MC 144682 (Sub-5–5TA), filed June 4, 1980. Applicant: R. R. STANLEY, 1738 Empire Central, Dallas, TX 75235. Representative: D. Paul Stafford, P.O. Box 45538, Dallas, TX 75245. *Malt beverages, promotional advertising, pallets, and dunnage, display materials and empty malt beverage containers,* between Ft. Worth, TX, and points in CO, Tucson, Phoenix, and Flagstaff, AZ; Logan and Salt Lake City, UT. Supporting shipper(s): Miller Brewing Company, 7001 South Freeway, Ft. Worth, TX 76134.

MC 145152 (Sub-5–7TA), filed June 2, 1980. Applicant: BIG THREE TRANSPORTATION, INC., Post Office Drawer 0, Springdale, AR 72764. Representative: Joe Bailey, Director of Commerce, P.O. Drawer 0, Springdale, AR 72764. *Frozen Corn and Flour Tortillas (in boxes)*—Between the facilities of Mexican Original Products, Inc. at or near Fayetteville, AR on the one hand, and on the other, points in AL, CA, CO, FL, GA, IA, IL, IN, KS, KY, LA, MA, MI, MN, MO, MS, ND, NE, NC, NY, OH, OK, PA, SC, SD, TN, TX, VA, WI, and WV. Supporting shipper: Mexican Original Products, Inc., P.O. Box 1368, Fayetteville, AR 72701.

MC 145715 (Sub-5–5TA), filed June 2, 1980. Applicant: BELL TRUCKING INC., 2504 Industrial Park Road, Van Buren, AR 72956. Representative: Don Garrison, ESQ, P.O. Box 1065, Fayetteville, AR 72701. *Such Commodities as are dealt in by chain grocery and food business houses (except in bulk, in tank vehicles).* From points in the US to the facilities of Griffin Wholesale Grocery Distributors, at or near Van Buren, AR; Restricted to the transportation of traffic destined to the facilities of Griffin Wholesale Grocery Distributors. Supporting shipper: Griffin Wholesale Grocery Distributors, Van Buren, AR 72956.

MC 147517 (Sub-5–1TA), filed June 4, 1980. Applicant: TEXAS HIGHWAY TRANSPORT, INC., 2311 Butler Street, Dallas, TX 75235. Representative: D. Paul Stafford, P.O. Box 45538, Dallas, TX 75245. *General commodities, except those of unusual value, Classes A & B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, moving on freight forwarder bills of lading,* from the facilities of Texas Shippers Association, Inc., at Chicago, IL, to the facilities of Texas Shippers Association, Inc., at Dallas, Laredo, San Antonio, Houston, Austin, Lubbock, Amarillo, and El Paso, TX. Supporting shipper(s): Texas Shippers Association, 2311 Butler Street, Dallas, TX 75235.

MC 147552 (Sub-5–1TA), filed June 2, 1980. Applicant: CAJUN CARTAGE & WAREHOUSING CORP., 1205 St. Louis Street, New Orleans, LA 70150. Representative: Thomas N. Willess, 1000 Sixteenth Street NW., Washington, DC. 20036. Common, regular: *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 Lake Charles, LA, and Galveston, TX; from Lake Charles, LA, over U.S. Hwy 90 to Houston, TX, then over U.S. Hwy 75 to Galveston, TX, and return over the same route, serving all intermediate points and the off-route points of Galveston, Harris, Chambers, Jefferson, and Orange Counties, TX. Supporting shipper: Restriction: The above authority is restricted to the transportation of commodities having a prior or subsequent service by rail or water.

MC 150376 (Sub-5–4TA), filed June 2, 1980. Applicant: C & M CARTAGE COMPANY, INC., 1911 N. W. First Street, Oklahoma City, OK 73106. Representative: Greg E. Summy, P.O. Box 1540, Edmond, OK 73034. *Bacteria,* from San Antonio, TX to Oklahoma City, OK. Supporting shipper: The Ecological Chemical Co., Inc., P.O. Box 132, Freeport, NY 11520.

MC 150–300 (Sub-5–1TA), filed June 2, 1980. Applicant: BAY'S TEXACO SERVICE & SUPPLY, INC., 116 E. Osage Street, Pacific, MO. 63069. Representative: (same as applicant). *Hardboard, Particleboard, Plain or Covered, Cut to size, and materials and supplies used in the manufacturing of Hardboard,* from: Pacific, Maryland Heights, Wright City, & Japco Manufacturing Company. (Allpoints in Missouri) To all Points in: AR, IL, KY, LA, LA, MS, and TN. (Material and Supplies used in the manufacturing and distribution of one of the above on the return trip.) Supporting Shipper: Japco Manufacturing Company, 11534 Adie Road, Maryland Heights, MO 63069.

MC 150943 (Sub-5–1TA), filed May 28, 1980. Applicant: F. H. SMITH TRANSPORT INC., Rte. A Box 83, Yellville, Ark. 72687. Representative: Forrest Smith, Rte. A, Box 83, Yellville, Ark. 72687. *Canned evaporated and*

powdered goat milk, from the facilities of Ozark Milk Products at Yellville AR to all points within the United States excluding AK and HI. Supporting shipper: Ozark Milk Products Co., P.O. Box 305 Yellville, AR 72687.

MC 150943 (Sub-5–2TA), filed May 28, 1980. Applicant: F. H. SMITH TRANSPORT CO. INC., Rte. A Box 83, Yellville, Ark. 72687. Representative: Forrest Smith, Rte. A, Box 83, Yellville, Ark. 72687. *Oak Porch Swings with mounting hangers and chains,* from facilities of A & D Chair Co. at Clanton, AL and Yellville, Ark. to all points within the United States. Supporting shipper: A & D Chair Co., P.O. Box 368, Yellville, Ark. 72687.

MC 150948 (Sub-5–1TA), filed June 2, 1980. Applicant: NOBLE PROPERTIES, INC., 12107 Conrad Road, Austin, TX 78759. Representative: Frank W. Taylor, Jr., Suite 600, 1221 Baltimore Avenue, Kansas City, MO 64105. Contract; Irregular. *Merchandise, equipment and supplies sold, used or distributed by a manufacturer of cosmetics,* between points in the following counties in TX: Anderson, Angelina, Aransas, Atascosa, Austin, Bandera, Bastrop, Bee, Bell, Bexar, Blanco, Bosque, Bowie, Brazoria, Brazos, Brooks, Burleson, Burnet, Caldwell, Calhoun, Camp, Cameron, Cass, Chambers, Cherokee, Collin, Colorado, Comal, Cooke, Coryell, Dallas, Delta, Denton, Dewitt, Dimmitt, Duval, Edwards, Ellis, Falls, Fannin, Fayette, Ft. Bend, Franklin, Freestone, Frio, Galveston, Gillespie, Goliad, Bonzales, Grayson, Gregg, Grimes, Guadalupe, Hardin, Harris, Harrison, Mays, Henderson, Hidalgo, Hill, Hood, Hopkins, Houston, Hunt, Jackson, Jasper, Jefferson, Jim Hogg, Jim Wells, Johnson, Karnes, Kaufman, Kendall, Kenedy, Kerr, Kimble, Kinney, Kleburg, Lamar, Lampasas, Lasalle, Lavaca, Lee, Leon, Liberty, Limestone, Live Oak, Llano, McLennan, McMullen, Madison, Marion, Mason, Matagorda, Maverick, Medina, Menard, Milam, Montague, Montgomery, Morris, Nacogdoches, Navaroo, Newton, Nueces, Orange, Panola, Parker, Polk, Rains, Real, Red River, Refugio, Robinson, Rockwall, Rusk, Sabine, San Augustine, San Jacinto, San Patricio, Scjleicher, Shelby, Smith, Somervell, Starr, Sutton, Tarrant, Titus, Travis, Trinity, Tyler, Upshur, Uvalde, Valverde, Van Zandt, Victoris, Walker, Waller, Washington, Webb, Wharton, Willacy, Williamson, Wilson, Wise, Wood, Zapata, and Zavala. Supporting shipper: Avon Products, Inc., 83rd and College, Kansas City, MO 64141.

MC 150949 (Sub-5–1TA), filed June 3, 1980. Applicant: NFI, INC., P.O. Box 664, Waxahachie, TX 75165. Representative: Thomas F. Sedberry, Lanham, Hatchell, Sedberry & Hoffman, P.O. Box 2165, Austin, TX 78768. *(1) Paper and Paper Products (except in bulk); (2) Materials and supplies used in the manufacture, distribution and sale of (1) Above (except in bulk)* between Olinkraft, Inc., at West Monroe, LA, on the one hand, and, on the other, points in TX. Supporting Shippers: Olinkraft, Inc., West Monroe, LA.

MC 150950 (Sub-5–1TA), filed June 2, 1980. Applicant: DALLAS CONSOLIDATORS, INC., 2300 East Pioneer Drive, Irving, TX 75061. Representative: Frank W. Taylor, Jr., Suite 600, 1221 Baltimore Avenue, Kansas City, MO 64105. Contract; Irregular. *Merchandise, equipment and supplies sold, used or distributed by a manufacturer of cosmetics,* between points in the following counties in TX: Anderson, Andrews, Angelina, Archer, Armstrong, Bailey, Baylor, Bell, Borden, Bosque, Bowie, Brewster, Briscoe, Brown, Callahan, Camp, Carson, Cass, Castro, Cherokee, Childress, Clay, Cochran, Coke, Coleman, Collin, Collingsworth, Comanche, Concho, Cooke, Coryell, Cottle, Crane, Crockett, Crosby, Culberson, Dallam, Dallas, Dawson, Deaf Smith, Delta, Denton, Dickens, Donley, Eastland, Ector, Ellis, El Paso, Erath, Falls, Fannin, Fisher, Floyd, Foard, Franklin, Freestone, Gaines, Garza, Glasscock, Gray, Grayson, Gregg, Hale, Hall, Hamilton, Hansford, Hardeman, Harrison, Hartley, Haskell, Hemphill, Henderson, Hill, Hockley, Hood, Hopkins, Houston, Howard, Hudspeth, Hunt, Hutchinson, Irion, Jack, Jeff Davis, Johnson, Jones, Kaufman, Kent, King, Knox, Lamar, Lamb, Lampasas, Leon, Limestone, Lipscomb, Loving, Lubbock, Lynn, McCulloch, McLennan, Marion, Martin, Midland, Milam, Mills, Mitchell, Montague, Moore, Morris, Motley, Nacogdoches, Navarro, Nolan, Ochiltree, Oldham, Palo Pinto, Panola, Parker, Parmer, Pecos, Potter, Presidio, Rains, Randall, Reagan, Red River, Reeves, Roberts, Robertson, Rockwall, Runnels, Rusk, Sabine, San Augustine, San Saba, Scurry, Shackelford, Shelby, Sherman, Smith, Somervell, Stephens, Sterling, Stonewall, Swisher, Tarrant, Taylor, Terrell, Terry, Throckmorton, Titus, Tom Green, Trinity, Upshur, Upton, Van Zandt, Ward, Wheeler, Wichita, Wilbarger, Winkler, Wise, Wood, Yoakum, and Young. Supporting shipper: Avon Products, Inc., 83rd and College, Kansas City, MO 64141.

The following applications were filed in region 6. Send protests to: Interstate Commission, Region 6, Motor Carrier Board, P.O. Box 7413, San Francisco, CA 94120.

MC 149195 (Sub-6–7TA), filed May 30, 1980. Applicant: ARCADIAN MOTOR CARRIERS, 1831 Simpson, Kingsburg, CA 93631. Representative: James F. Hauenstein (same address as applicant). *Malt beverages,* from the facilities of Blitz-Weinhard Company, Portland, OR., to points in CA, for 180 days. Supporting shipper: The Blitz-Weinhard Company 1133 West Burnside, Portland, OR. 97209.

MC 150936 (Sub-6–1TA), filed May 30, 1980. Applicant: HERMANN ASSOCIATES, INC., d.b.a. BANK DRAYAGE, 1405 Indiana Street, San Francisco, CA 94107. Representative: Donald W. White (same address as applicant). *Commodities requiring special handling with use of special equipment: Bank Equipment* including *Bank Vault Doors, Safes, Bullet-Resistant Barriers, Automatic Tellers, Safe Deposit Boxes, Vaults and Linings* and *materials, equipment and supplies used in the installation* thereof; *Office and Industrial Machinery* including *Machine Tools, Generators, Presses, Motors, Engines* and *materials, equipment and supplies* used in the installation thereof; *Fixtures and Equipment of Museums, Institutions, and Associations,* Articles including *Objects of Art, Displays, and Exhibits* which, because of their unusual nature or value require specialized handling and equipment, between points in CA having a prior or subsequent move by water, rail, air or truck, with the right to interline for 180 days. An underlying ETA seeks 90 day authority. Supporting shippers: There are fourteen supporting shippers. Their statements may be examined at the regional office listed.

MC 113678 (Sub-6–11TA), filed June 2, 1980. Applicant: CURTIS, INC., 4810 Pontiac Street, Commerce City, CO 80022. Representative: Roger M. Shaner (same as above). *frozen insulated wire* from Chicago, IL, to points in the United States (except AK, HI, and IL), for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Energy Sealants, Inc., 1 N. Wacker Dr., Chicago, IL.

MC 147161 (Sub-6–2TA), filed May 30, 1980. Applicant: MASS TRANSIT, INC., 2450 Orange Avenue, Signal Hill, CA 90806. Representative: Milton W. Flack, 8383 Wilshire Blvd., Suite 900, Beverly Hills, CA 90211. *Contract carrier: Irregular routes: Canned fruits and vegetables* from the facilities of Agripac, Inc., at Eugene, OR, to points in AZ and CA., for the account of Agripac, Inc., for 180 days. Supporting shipper: Agripac, Inc., P.O. Box 5346, Salem, OR 97304.

MC 141532 (sub-6–5TA), filed May 30, 1980. Applicant: PACIFIC STATES TRANSPORT, INC., 10244 Arrow Highway, Rancho Cucamonga, CA 91730. Representative: Kenneth Barber (same as applicant). *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 government equipment) which are at the time moving on bills of lading issued by ABC–TNT, a freight forwarder as defined in Section 10102 (8) of the Interstate Commerce Act, between points in the Continental United States, for 180 days. Supporting shipper: ABC–TNT, 2110 Alhambra Avenue, Los Angeles, CA 90031.

MC 157937 (sub-6–1TA), filed May 30, 1980. Applicant: ROGER SCHWINGLER, d.b.a. R & R Distributing, 3342 Fandanso, Las Vegas, NV 89102. Representative: Roger Schwingler (same as applicant). *Contract carrier;* irregular route: *Equipment, materials and supplies* used in the sale, distribution and warehousing of alcoholic and nonalcoholic beverages, from Phoenix, AZ, Las Vegas, NV, Los Angeles, Bakersfield, CA to Baltimore, MD, Indianapolis, South Bend, LaFayette, IN, Columbus, OH, Rockaway, Asbury Park, NJ, Birmingham, AL, New Orleans, LA, Pittsburgh, PA, Albany, NY, York, PA, Louisville, Paducah, Covington, KY, Allentown, PA, Washington, DC, Des Moines, IA, Richmond, Norfolk, Martinsville, Va. Beach, Lorton, VA, Jacksonville, FL, Bangor, ME, Burlington, VT for 180 days. Supporting shipper: Franks Distributing, Inc., 3010 Earl Place NE., Washington, DC 20018.

MC 121733 (sub-6–1TA), filed June 2, 1980. Applicant: SEA-RAIL TRUCKLOADS, INC., 1225 South Jellick, City of Industry, CA 91748. Representative: Miles L. Kavaller, Mandel & Kavaller, 315 South Beverly Drive, Suite 315, Beverly Hills, CA 90212. *Dry food stuffs and dry pet foods* from Flagstaff, AZ to points in Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura Counties, CA, for 180 days. An underlying ETA seeks 90 day authority. Supporting shipper: Ralston Purina, Checkerboard Square, St. Louis, MO 63188.

MC 77061 (sub-6–9TA), filed May 30, 1980. Applicant: SHERMAN BROS., INC., P.O. Box 796, Eugene, OR 97440. Representative: Russell M. Allen, 1200 Jackson Tower, Portland, OR 97205. *Sawmill machinery* from Lane Co., OR to points in WA for 180 days. An underlying ETA seeks 90 day authority. Supporting shipper(s): Emerald Steel Fabricators, Inc., 29402 Enid Road, Eugene, OR 97402; Carothers Sheet Metal, P.O. Box 2748, Eugene, OR 97402; Clarke's Sheet Metal, 660 Conger Street, Eugene, OR 97402; J. D. Rinaldi Fabricators, Inc., P.O. Box 208, Creswell, OR 97426.

MC 150852 (sub-6–1TA), filed May 30, 1980. Applicant: SKYLINE TRANSPORT, INC., 1469 West 6720 South, West Jordan, UT 84084. Representative: Robert G. Simonian (same address as applicant). *Contract carrier:* Irregular routes: *Wastes: Chemical, toxic, hazardous, and low-level radioactive,* including Industrial and Institutional, from points in UT, NV, CO, OR, and ID to points in UT, NV, CO, and ID and OR for the account of J. E. Hunt & Assoc. for 180 days. An underlying ETA seeks 90 day authority. Supporting shipper: J. E. Hunt & Assoc., 3575 South 4000 West, Granger, UT 84120.

MC 148404 (Sub-6–1TA), filed June 2, 1980. Applicant: UNITED CHEMICAL CARRIERS, INC., 15812 La Monde Street, Hacienda Heights, CA 91745. Representative: Bobbie F. Albanese, 13215 E. Penn St., Suite 310, Whittier, CA 90601. *Contract carrier,* irregular routes; *such commodities as are dealt in or used by manufacturers, processors and distributors of chemicals (except commodities in bulk),* (1) from Natrium, WV and Barberton, OH to points in AZ, CA, CO, ID, MO, MN, TX, UT, and WA; (2) from Lake Charles, LA to points in AZ, CA, CO, ID, MO, MN, TX, UT, and WA, for 180 days. Supporting shipper: PPG Industries, Inc., One Gateway Center, Pittsburgh, PA 15222.

MC 26396 (Sub-6–26TA), filed June 2, 1980. Applicant: THE WAGGONERS TRUCKING, P.O. Box 31357, Billings, MT 59107. Representative: Bradford E. Kistler, P.O. Box 82028, Lincoln, NE 68501. *Pre-cut log homes,* from Houston, MO to points in ID, MT and WY, for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: New England Log Homes of Montana, 7770 Gooch Hill Road, Bozeman, MT 59715.

MC 135803 (Sub-6–10TA), filed June 2, 1980. Applicant: WALLACE TRANSPORT, P.O. Box 67, Planada, CA 95365. Representative: Donald M. Fennel (same as applicant). *Iron or Steel and related articles for the account of Sumiden Wire Products Corporation,* between points in CA and points in AZ, NV, CA, OR, WA, ID, and WA for 180 days. Supporting shipper: Sumiden Wire Products Corporation, 1412 El Pinal Drive, Stockton, CA 95205.

MC 141804 (Sub-6–44TA), filed May 30, 1980. Applicant: WESTERN EXPRESS, Division of Interstate Rental, Inc., P.O. Box 3488, Ontario, CA 91761. Representative: Frederick J. Coffman (same as applicant). *General commodities,* (except those of unusual value, household goods as described by the Commission, *commodities in bulk, frozen foods* and those requiring special equipment), between Addison, Chicago, Elk Grove Village and Itasca, IL; Atlanta, GA; Charlotte, NC; Nashville, TN; and Jacksonville, Miami and Tampa, FL including all of the respective commercial zones. Restricted to traffic originating at or destined to the facilities of Boise Cascade Corporation, for 180 days. Supporting shipper: William Johnson, Corporate Traffic Manager, Boise Cascade Corporation, P.O. Box 7747, Boise, ID 83707.

MC 141804 (Sub-6–45), filed May 30, 1980. Applicant: WESTERN EXPRESS, DIVISION OF INTERSTATE RENTAL, INC., P.O. Box 3488, Ontario, CA 91761. Representative: Frederick J. Coffman (same as applicant). *Flour and machinery used in the manufacture and storage of flour,* from Garland, TX and its commercial zone to points in the U.S. (except AK, HI and TX). Restricted to traffic originating at the facilities of Lowrance Food Products, for 180 days. Supporting shipper: Lon D. Lewis, General Manager, Lowrance Food Products, 3601 Security, Garland, TX 75043.

MC 141804 (Sub-6–46TA), filed May 30, 1980. Applicant: WESTERN EXPRESS, DIVISION OF INTERSTATE RENTAL, INC., P.O. Box 3488, Ontario, CA 91761. Representative: Frederick J. Coffman (same as applicant). *Non-alcoholic beverages,* from Salt Lake City, UT to points in AZ, CA, CO, IL, NE, NM, NV, OR, TX, WA, and WI. Restricted to traffic originating at the facilities utilized by Apple Beer Corporation, for 180 days. Supporting shipper: Larry Stillman, President, Apple Beer Corporation, P.O. Box 27285, Salt Lake City, UT 84125.

MC 114416 (Sub-6–1TA), filed June 2, 1980. Applicant: WESTERN TRANSPORT CRANE & RIGGING, 100 Western Way, Missoula, MT 59806. Representative: Henry C. Winters, 525 Evergreen Building, Renton, WA 98055. (1) *Commodities which because of size or weight require special handling or special equipment,* and (2) *related articles and supplies when their transportation is incidental to the transportation of the commodities in (1) above,* between points in AZ, CA, CO, ID, KS, MT, ND, NE, NM, NV, OK, OR, SD, TX, UT, WA, and WY, restricted to the transportation of shipments originating at or destined to facilities used by Fuller Company, for 180 days.

Supporting shipper: Fuller Company, S. 10th & Mill Sts., Allentown, PA 18103.

MC 732 (Sub-6–1TA), filed June 2, 1980. Applicant: ALBINA TRANSFER CO., INC., 4320 N. Suttle Road, Portland, Oregon 97217. Representative: Lawrence V. Smart, Jr., 419 N.W. 23rd Avenue, Portland, Oregon 97210. *General Commodities* (except Classes A and B explosives) in cargo containers, between Longview, Tacoma, Seattle, WA and the Port of Entry on the US-Canadian International Boundary at or near Blaine, WA, and Coos Bay and Portland, OR, on the one hand, and, points in OR and WA, on the other hand, for 180 days. There are 6 shippers. Their statements may be examined at the Regional office listed.

MC 150489 (Sub-6–1TA), filed June 3, 1980. Applicant: ALL AMERICAN AIRFREIGHT, CORP., 6210 N.E. 92nd Ave., No. 107, Portland, OR 97220. Representative: John A. Anderson, Suite 1440, 200 SW Market St., Portland, OR 97201. *General commodities,* except those of unusual value, classes A and B explosives, household goods as defined by the Commission, and commodities in bulk, between Portland International Airport, OR, and its air terminal zone, on the one hand, and, on the other, Seattle-Tacoma International Airport, WA, and its air terminal zone, for 180 days. Restriction: Service authorized is restricted to the transportation of shipments having an immediately prior or subsequent movement by air. Supporting shippers: Geo. S. Bush & Co., Inc., 6333 N.E. 112th, Portland, OR 97220; Seaport Shipping, P.O. Box 2738, Portland, OR 97208; Airborne Freight Corp., 6861 N.E. 82nd Ave., Portland, OR 97220; Pan American World Airways, Inc., Sea-Tac International Airport, Seattle, WA 98158.

MC 149195 (Sub-6–8TA), filed June 3, 1980. Applicant: ARCADIAN MOTOR CARRIERS, 1831 Simpson, Kingsburg, CA 93631. Representative: James F. Hauenstein (same address as applicant). *Fiberboard.* From: The facilities of Aurora Paperboard at Aurora, IL. To: Jefferson City, Kansas City, and Marceline, MO; Iola, Topeka, and Kansas City, KS. For: 180 days. Supporting shipper: Aurora Paperboard division of Davey Company, 705 North Farnsworth Ave., Aurora, IL 60507.

MC 146840 (Sub-6–1TA), filed June 3, 1980. Applicant: BOYCHUKS' TRANSPORT LTD., P.O. Box 6298, Station "C", Edmonston, Alberta T5B 4K6. Representative: Richard S. Mandelson, 1600 Lincoln Center Building, 1660 Lincoln Street, Denver, CO 80264. Transporting *rugs, carpets, floor covering, and supplies used or useful in the installation and maintenance thereof, except commodities in bulk,* from ports of entry on the international boundary line between the United States and Canada located in MN, ND, MT, ID and WA to points in and west of WI, IL, MO, AR and LA, except AK and HI, for 180 days. Applicant has filed an underlying 90 day ETA. Supporting shipper: West Mill Carpets, 2433 Second Avenue S.E., Calgary, Alberta.

MC 146044 (Sub-6–1TA), filed June 5, 1980. Applicant: JOE COSTA TRUCKING, P.O. Box 748, Drawer BB, Highway 299 at Arlington Way, Arcata, CA 95521. Representative: Marvin Handler, Handler, Baker, Greene & Taylor, P.C., 100 Pine Street, Suite 2550, San Francisco, CA 94111. *Wood residuals* from Kerby, OR to Fairhaven (near Eureka), CA for 180 days. An underlying ETA 90 days authority. Supporting shipper: Westbrook Products, Reservation Ranch, Smith River, CA 95567.

MC 150054 (Sub-6–2TA), filed June 2, 1980. Applicant: J. W. CROWLEY, d.b.a. J. W. CROWLEY & SONS, P.O. Box 533, Dove Creek, CO 81324. Representative: Steven K. Kuhlmann, 2600 Energy Center, 717 17th Street, Denver, CO 80202. *Canned and frozen fruit and fruit products,* from the facilities of Skyland Food Corporation located at Delta, CO to points in AZ, CA, NM, TX, and UT, for 180 days. Supporting shipper: Skyland Food Corporation, 9th & Dodge Streets, P.O. Box 250, Delta, CO 81416.

MC 113678 (Sub-6–12TA), filed June 2, 1980. Applicant: CURTIS, INC., 4810 Pontiac Street, Commerce City, CO 80022. Representative: Roger M. Shaner (same address as above). *Such articles and merchandise as is produced or dealt in by rehabitative and training institutions* (except commodities in bulk) from Denver, Colorado, and points in its commercial zone, to points in the United States (except Alaska, Colorado, and Hawaii) for 180 days. Supporting shipper: Laradon Industries, 5100 Lincoln, Denver, Colorado 80216.

MC 115826 (Sub-6–12TA), filed June 3, 1980. Applicant: W. J. DIGBY, INC., 6015 East 58th Avenue, Commerce City, CO 80022. Representative: Howard Gore (same address as applicant). *(1) Light bulbs and lighting fixtures, (2) materials, equipment and supplies used in the manufacture, distribution and sale of the commodities in (1),* from Compton, CA and points in its commercial zone to points in AZ, CO, ID, MT, NM, NV, OR, TX, UT, WA and WY, for 180 days. Supporting shipper: Action Tungsram, 11 Elkins Road, East Brunswick, New Jersey 08816.

MC 150888 (Sub-6–2TA), filed June 4, 1980. Applicant: FLORENCIO G. RAMIREZ, d.b.a. FLORENCIO'S BULK FERTILIZER SPREADING SERVICE, 320 San Diego Ave., El Centro, CA 92243. Representative: Earl N. Miles, 3704 Candlewood Dr., Bakersfield, CA 93306. (1) *Liquid Fertilizer in bulk* from points in Imperial County, CA to points in AZ; and (2) *liquid fertilizer in bulk, dry fertilizer in bulk and in packages* from points in Maricopa and Pinal Counties, AZ to points in Imperial and Riverside Counties, CA, for 180 days. An underlying ETA seeks 90 days authority. Supporting shippers: Agriform Company of Imperial Valley, 2375 Clark Rd., El Centro, CA 92251; Valley Nitrogen Producers, Inc., 50 W. Danenburg Rd., El Centro, CA 92243.

MC 141742 (Sub-6–1TA), filed June 5, 1980. Applicant: FLOWERS TRANSPORTATION, INC., Post Office Box B, Station A, Auburn, California 95603. Representative: William D. Taylor, Handler, Baker, Greene & Taylor, P.C., 100 Pine Street, Suite 2550, San Francisco, California 94111. Telephone: 415/986–1414. (1) *Lumber* from AZ, CA and OR to Douglas, AZ, and to the International Boundry of the U.S. and Mexico at Douglas, AZ, and Calexico, CA; and (2) *box shook, moulding, millwork and lumber products,* from the International Boundary of the U.S. and Mexico at Douglas, AZ, and Calexico, CA, to points in AZ, UT, CO, NM and CA for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Rocklin Forest Products, Post Office Box 400, Roseville, CA 95678.

MC 150866 (Sub-6–1TA), filed June 4, 1980. Applicant: THELL W. GUBLER, KERRY GUBLER AND KENNETH H. GUBLER, a partnership, d.b.a. THELL W. GUBLER & SONS TRUCKING, 728 North Rim Rock Way, St. George, UT 84770. Representative: Michael J. Norton, 1905 South Redwood Road, Salt Lake City, Utah 84104. *Contract carrier,* Irregular routes: *Iron and steel articles,* between the facilities of St. George Steel Fabrication, Inc. located at or near St. George and Lyndon, UT on the one hand, and, on the other, points in the U.S. in and west of MT, WY, CO and NM, under a continuing contract with St. George Steel Fabrication, Inc., for 180 days. Supporting shippers: St. George Steel Fabrication, Inc., 728 North Rim Rock Way, St. George, UT 84770.

MC 150892 (Sub-6–1TA), filed June 5, 1980. Applicant: JOHN T. SHARP, d.b.a. J-S RANCH, 125 East 1st North, Wellsville, UT 84339. Representative: John T. Sharp (same as applicant). *Contract carrier:* Irregular routes: *cans*

and canned goods and related materials and products between the facilities of Del Monte Corporation at or near Smithfield and Clearfield, UT, and Franklin and Burley, ID, for the account of Del Monte Corporation, for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Del Monte Corporation, P.O. Box 9260, Ogden, UT 84409.

MC 147724 (Sub-6–1TA), filed June 2, 1980. Applicant: STEVE A. MASMELA, 4254 So. Thistle St., Seattle, WA 98118. Representative: Steve A. Masmela (same as applicant). *Passengers and their baggage,* in special operations, between Seattle, WA on the one hand, and on the other, Lake Tahoe, Las Vegas and Reno, NV, for 180 days. Supporting shipper: Filipino Ministry, 611 20th Avenue South, Seattle, WA 98144.

MC 144572 (Sub-6–2TA), filed June 4, 1980. Applicant: NONFORT TRANSPORTATION COMPANY, P.O. Box G, Greeley, CO 80631. Representative: John T. Wirth, 717 17th Street, Suite 2600, Denver, CO 80202. *Alcoholic beverages and related mixes* (except in bulk) from Peoria, IL; Frankfort and Bardstown, KY; Detroit, MI; Linden, NJ; Cincinnati, OH; and Harbor City, Berkeley, Burlingame, Ripon, Cerritos, Lodi, Vernon, Cutler, Reedley, St. Helena, South San Francisco, Union City and Los Angeles, CA to the facilities of McKesson Wine & Spirits Company at Denver, CO, for 180 days. Supporting shipper: McKesson Wine & Spirits Company, P.O. Box 5388, T.A., Denver, CO 80217.

MC 144572 (Sub-6–3TA), filed June 5, 1980. Applicant: NONFORT TRANSPORTATION COMPANY, P.O. Box G, Greeley, CO 80631. Representative: Steven K. Kuhlmann, 2600 Energy Center, 717 17th Street, Denver, CO 80202. *General commodities* (except Classes A and B explosives, commodities of unusual value, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), from points located in the Los Angeles, CA commercial zone to points in the commercial zones of Salt Lake City, UT and Denver, CO. Restricted to shipments which are at the time moving on bills of lading issued by Inter State Express, Inc., a freight forwarder operating under Part IV of the Interstate Commerce Act, for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Inter State Express, Inc., 120 Appollo Street, Brooklyn, NY 11222.

MC 133979 (Sub-6–1TA), filed June 3, 1980. Applicant: MONTANA BRAND PRODUCE COMPANY, INC., 1507 Beck Street, Salt Lake City, UT 84116. Representative: Irene Warr, 430 Judge Building, Salt Lake City, UT 84111. *Contract carrier,* Irregular routes: *Flour,* from Great Falls, MT to Phoenix, AZ, for the account of ConAgra, for 180 days. An underlying ETA seeking 90 days authority. Supporting shipper: ConAgra, Box 2548, Great Falls, MT 59403.

MC 70947 (Sub-6–1TA), filed June 5, 1980. Applicant: MT. HOOD STAGES, INC., d.b.a. PACIFIC TRAILWAYS, 1068 N.W. Bond Street, Bend, OR 97701. Representative: Earle V. White, 2400 S.W. Fourth Avenue, Portland, OR 97201. *Passengers and their baggage,* in one-way charter and special operations transporting sightseeing and pleasure tours, between points on carrier's presently authorized routes in ID, OR, and UT on the one hand, and on the other, points in all states except AK, AZ, CA, HI, MA, NV, NY, and TX, and the DC; applicant also proposing by joinder of proposed authority with that issued in MC 70947 Subs 19, 20, and 21 to provide through service between points on its presently authorized routes in ID, OR, and UT on the one hand, and on the other, points in all states except HI; for 180 days. An underlying ETA seeks 90 days authority. Supporting parties: James K. Fukuda & Associates, 4834—20th Ave. So., Seattle, WA 98108; Oregon Tour & Travel, Inc., 1123 S.W. Washington, Portland, OR 97205; Thomas Cook Pty, Ltd., P.O. Box 24, East Auckland, New Zealand.

MC 1977 (Sub-6–3TA), filed June 6, 1980. Applicant: NORTHWEST TRANSPORT SERVICE, INC., 5601 Holly Street, Commerce City, CO 80022. Representative: Leslie R. Kehl, Jones, Meiklejohn, Kehl & Lyons, 1660 Lincoln Street, 1600 Lincoln Center, Denver, CO 80264. *Common carrier;* Regular Routes; *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment); Between Flagstaff, AZ and Los Angeles, CA, serving Flagstaff, AZ for joinder only and serving off route points within a 50 mile radius of Los Angeles, CA; from Flagstaff, AZ over I–17 to Phoenix, AZ, then over I–10 to Los Angeles, CA and return serving Phoenix, AZ as an intermediate point, for 180 days. An underlying ETA seeks 90 days authority. There are 199 supporting shippers. Their statements may be examined at the regional office listed.

MC 730 (Sub-6–4TA), filed June 2, 1980. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., 25 No. Via Monte, Walnut Creek, CA 94598, (Mailing address: P.O. Box 8004), Walnut Creek, CA 94596. Representative: R. N. Cooledge (same as applicant). *Polypropylene Glycol,* in bulk, in tank vehicles, (1) From Compton, CA to Monticello, AR. (2) From Monticello, AR to Compton, CA for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Chemetics Systems, Inc. 2006 Gladwick Street, Compton, CA 90220.

MC 141532 (Sub-6–6TA), filed June 4, 1980. Applicant: PACIFIC STATES TRANSPORT, INC., 3328 East Valley Road, Renton, WA 98055. Representative: Michael J. Norton, 1905 South Redwood Road, Salt Lake City, UT 84104. *Iron and steel articles and pipe,* between points in CA, on the one hand, and, on the other, points in Salt Lake, Utah and Davis Counties, UT, for 180 days. Supporting shippers: There are eight shippers. Their statements may be examined at the Regional Office listed.

MC 77061 (Sub-6–10TA), filed June 4, 1980. Applicant: SHERMAN BROS., INC., P.O. Box 706, Eugene, OR 97440. Representative: Russell M. Allen, 1200 Jackson Tower, Portland, OR 97205. *Wood beams and prestress concrete beams* from Douglas, Linn, Lane and Clackamas Counties in OR to points in CA, for 180 days. Supporting shippers: There are seven (7) supporting shippers. Their statements may be examined at the Regional Office listed.

MC 135221 (Sub-6–6TA), filed June 3, 1980. Applicant: DICK SIMON TRUCKING, INC., P.O. Box 26724, Salt Lake City, UT 84125. Representative: Chester A. Zyblut, 366 Executive Bldg., 1030 15th St., NW., Washington, DC 20005. *Wood burning stoves and materials, equipment and supplies used in the manufacture of wood burning stoves,* between Long Beach and Oakland, CA, Portland and Eugene, OR, Seattle, WA, and Logan, UT, on the one hand and, on the other points in the United States (except AK and HI) for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Fireking International, Inc., Logan, UT 84321.

MC 107576 (Sub-6–2TA), filed June 2, 1980. Applicant: SILVER WHEEL FREIGHTLINES, INC., 1321 S.E. Water Avenue, Portland, OR 97214. Representative: Ben D. Browning and Ronald D. Browning, 1321 S.E. Water Avenue, Portland, OR 97214. *General commodities* (except those of unusual value, household goods as defined by the Commission, Classes A and B explosives, commodities in bulk, in tank vehicles, and those requiring special equipment), between Longview, WA, on the one hand, and, on the other, points in the States of OR, WA and ID for 180 days. Also requested is authority to tack

and interline. There are (10) supporting shippers. Their statements may be examined at the regional office listed.

MC 128246 (Sub-6–7TA), filed June 4, 1980. Applicant: SOUTHWEST TRUCK SERVICE, a corporation, P.O. Box AD, Watsonville, CA 95076. Representative: William F. King, Suite 400, Overlook Bldg., 6121 Lincolnia Road, Alexandria, VA 22312. *Contract carrier,* irregular routes: *Meat, Meat Products* and *Meat By-Products,* and articles distributed by meat packing houses as described in Section A and C of Appendix I to the report in Descriptions in Motor Carrier Certificates 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from Tolleson, AZ to points in the states of AR, CA, CO, ID, IL, IA, KS, MN, MO, MT, NE, NV, NM, OK, OR, TX, UT, WA, WI and WY for the account of Southwest Cattle Feeders Cooperative/MBPXL Corporation, for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Southwest Cattle Feeders Cooperative/MBPXL Corporation, P.O. Box 2519, Wichita, KS 67201.

MC 148184 (Sub-6–1TA), filed June 3, 1980. Applicant: SUMMIT TRUCK LINES, INC., 218 North 23rd Street, Coeur d'Alene, ID 83814. Representative: Michael D. Duppenthaler, 211 South Washington Street, Seattle, WA 98104. *Advertising matter, magazines, periodicals and equipment, materials and supplies used in the printing and publishing business,* between the facilities of Dayton Press, Inc. located at or near Dayton, OH, on the one hand, and, on the other points in WA, OR, ID, UT, MT, WY, CO, ND, SD, MN and points on the international boundary line between the U.S. and Canada located in WA, ID, MT, ND and MN, for 180 days. Supporting shipper(s): Dayton Press, Inc., 2219 McCall Street, P.O. Box 700, Dayton, OH 45401.

MC 146822 (Sub-6–1TA), filed June 4, 1980. Applicant: EUGENE L. FRAZIER, d.b.a. SUNSET TRANSPORT SYSTEMS, 2200 N. Parmalee, Compton, CA 90222. Representative: Milton W. Flack, 8383 Wilshire Blvd., Suite 900, Beverly Hills, CA 90211. (1) *Such commodities as are dealt in retail and wholesale furniture and bedding stores;* and (2) *materials, equipment, supplies and accessories* used in the manufacture, sale and distribution of (1) above (except commodities in bulk), (a) from points in AZ, CA, ID, IL, OR and TX, to the facilities of International World Traders, Inc., d.b.a. World Waterbed Distributors, at Tukwila, WA and Metairie, LA; (b) from the facilities of International World Traders, Inc., d.b.a. World Waterbed Distributors, at Tukwila, WA, to points in AZ, CA, ID, MT, NV, OR, UT, WY, TX, CO, OK and NM, for 180 days. Supporting shipper: International World Traders, Inc., d.b.a. World Waterbed Distributors, 1232 Andover Park West, Tukwila, WA 09168.

MC 148390 (Sub-6–4TA), filed June 3, 1980. Applicant: TRIWAYS, INC., 22455 East 27th St., Los Angeles, CA 90058. Representative: Willaim Davidson, 2455 East 27th St., Vernon, CA 90058. *General Commodities,* (except those of unusual value, Class A and B explosives, commodities in bulk, household goods as defined by the Commission, and commodities requiring special equipment) moving on Bills of Lading of Freight Forwarders operating pursuant to Part IV of the Interstate Commerce Act, from Seattle and Camas, WA and Portland, West Linn and Pendleton, OR to Los Angeles, CA and Los Angeles, CA Commercial Zone, for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Universal Carloading & Distributing Co. Inc. 603 Mission Road, Los Angeles, CA 90033.

MC 110325 (Sub-6–33TA), filed June 5, 1980. Applicant: TRANSCON LINES, P.O. Box 92220, Los Angeles, CA 90009. Representative: Wentworth E. Griffin, Midland Building, 1221 Baltimore Avenue, Kansas City, MO 64105. *General commodities,* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving no intermediate points, (a) between the junction of U.S. Hwy 75 and Interstate Hwy 10 and the junction Interstate Hwy 59 and U.S. Hwy 78, over Interstate Hwy 10 to the junction of Interstate Hwy 12, then over Interstate Hwy 12 to the junction of Interstate Hwy 59, then over Interstate Hwy 59 to the junction of U.S. Hwy 78, and return over the same route; (b) between the junction of Interstate Hwy 59 and U.S. Hwy 78 and junction of Interstate Hwy 24 and U.S. Hwy 27, over Interstate Hwy 59 to the junction of Interstate Hwy 24, then over Interstate Hwy 24 to the junction of U.S. Hwy 27, and return over the same route; (c) between the junction of Interstate Hwy 24 and U.S. Hwy 27 and the junction of Interstate Hwy 81 and U.S. Hwy 11–W, over Interstate Hwy 24 to the junction of Interstate Hwy 75, then over Interstate Hwy 75 to the junction of Interstate Hwy 40 and 75, then over combined Interstate Hwy 40 and 75 to the junction of Interstate Hwy 40, then over Interstate Hwy 40 to the junction of Interstate Hwy 81, then over Interstate Hwy 81 to the junction of U.S. Hwy 11–W, and return over the same route; (d) between the junction of Interstate Hwy 81 and U.S. Hwy 11–W and the junction of Interstate Hwy 81 and combined U.S. Hwy 22 and 322, over Interstate Hwy 81, and return over the same route, as an alternate route, for 180 days. Supporting shipper: None. This is an alternate route application.

Note.—Applicant proposes to tack the authority sought with its authority in MC–110325 and Subs thereto, and proposes to interline with other motor carriers.

MC 140016 (Sub-6–2TA), filed June 5, 1980. Applicant: TRANSPORTATION SERVICES, INC., 1320 East Glendale Avenue, Sparks, NV 89431. Representative: Robert G. Harrison, 4299 James Drive, Carson City, NV. 89701. *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 the facilities of Silver State Shippers Association located in the State of NV. and points in CA, AZ, OR, WA, ID and UT, for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Silver State Shippers Association, 1320 E. Glendale Avenue, Sparks, NV 89431.

MC 135803 (Sub-6–11TA), filed June 5, 1980. Applicant: WALLACE TRANSPORT, 9290 E. Hwy. 140 (P.O. Box 67) Planada, CA 95365. Representative: Donald M. Fennel, (same address as applicant). *Iron, Steel, Iron* or *Steel Articles, Metals, Tanks, Conduits, Machinery,* and *related supplies,* between Washoe County, NV and points in AZ, CA, OR, and WA for 180 days. Supporting shippers: Howmet Turbine Components Corp, Ingot Div., 14305 Mount McClellan St. Reno, NV 89506; Precision Rolled Products, Inc., P.O. Box 60010, Reno, NV 89506; Filper Corp., P.O. Box 11427, Reno, NV 89510; Nevada Tank & Casing, P.O. Box 2999, Reno, NV 89505.

MC 144765 (Sub-6–1TA), filed June 4, 1980. Applicant: WATERVILLE–CASCADE TRUCKING, INC., P.O. Box 1686, Wenatchee, WA 98801. Representative: Robert G. Gleason, 1127—10th East, Seattle, WA 98102. *Ski equipment and related paraphernalia,* from VT to OH, MI, WI, MN, MT, CO, UT, ID, NV, CA, OR and WA, for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Barrecraft, Inc., Box 158 Shelburne, VT 05482.

MC 144765 (Sub-6–2TA), filed June 4, 1980. Applicant: WATERVILLE-CASCADE TRUCKING, INC., P.O. Box 1686, Wenatchee, WA 98801. Representative: Robert G. Gleason,

1127–10th East, Seattle, WA 98102. *Skis, ski equipment and related parapernalia, and cassette and video cleaner cartridges,* from WA to CA, NV, CO, IL, NY, NJ, MA and VA for 180 days. An underlying ETA seeks 90 days authority. Supporting shipper: Allsop Automatic, Inc., P.O. Box 23, Bellingham, WA 98225.

MC 141804 (Sub-6–47TA), filed June 4, 1980. Applicant: WESTERN EXPRESS, Division of Interstate Rental, Inc., 4015 Guasti Road, P.O. Box 3488, Ontario, CA 91761. Representative: Frederick J. Coffman (same address as applicant). *Foodstuffs and materials, equipment and supplies utilized in the manufacturing and production of foodstuffs,* between Lodi, CA, on the one hand, and, on the other, points in AZ, ID, NV, OR, UT and WA. Restricted to traffic originating at or destined to the facilities of General Mills, Inc., for 180 days. Supporting Shipper: Richard H. Hanson, General Transportation Manager, 9200 Wayzata Blvd., P.O. Box 1133, Minneapolis, MN 55440.

MC 141804 (Sub-6–48TA), filed June 5, 1980. Applicant: WESTERN EXPRESS, Division of Interstate Rental, Inc., 4015 Guasti Road, P.O. Box 3488, Ontario, CA 91761. Representative: Frederick J. Coffman (same address as applicant). *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 because of size or weight), between all points in the U.S. (except AK and HI). Restricted to traffic originating at or destined to the facilities utilized by the H. B. Fuller Company, for 180 days. Supporting Shipper: Walter W. Meyer, Vice President—Divisional Manager, H. B. Fuller Company, 2400 Kasota Avenue, St. Paul, MN 55108.

MC 141804 (Sub-6–49TA), filed June 5, 1980. Applicant: WESTERN EXPRESS, Division of Interstate Rental, Inc., 4015 Guasti Road, P.O. Box 3488, Ontario, CA 91761. Representative: Frederick J. Coffman (same address as applicant). *Plastic furniture, plastic articles and material used in the production of plastic furniture and plastic articles,* Between Oakdale, PA on the one hand, and, on the other, points in the U.S. (except AK and HI). Restricted to traffic originating at or destined to the facilities of Stylette Plastics, Inc., for 180 days. Supporting Shipper: Donald D. Diecks, Vice President, Stylette Plastics, Inc., 100 Willow Avenue, Oakdale, PA 15071.

MC 141804 (Sub-6–50TA), filed June 5, 1980. Applicant: WESTERN EXPRESS, Division of Interstate Rental, Inc., 4015 Guasti Road, P.O. Box 3488, Ontario, CA 91761. Representative: Frederick J. Coffman (same as applicant). *paper, plastic and plastic articles* (except commodities in bulk), from all points in the U.S. (except AK and HI), to Salt Lake City, UT. Restricted to traffic destined to the facilities of Dixon Paper Company, for 180 days. Supporting Shipper: Larry Stillman, Vice President, Dixon Paper Company, 3700 West 1987 South, Salt Lake City, UT 84130.

MC 114416 (Sub-6–2TA), filed June 3, 1980. Applicant: WESTERN TRANSPORT CRANE & RIGGING, 100 Western Way, Missoula, MT 59806. Representative: Henry C. Winters, 525 Evergreen Building, Renton, WA 98055. (1) *Commodities which because of size or weight require special handling or special equipment,* and (2) *related articles and supplies when their transportation is incidental to the transportation of the commodities in (1) above,* between points in AZ, CA, CO, ID, LA, MT, ND, NM, NV, OR, SD, UT, WA, and WY, restricted to the transportation of shipments originating at or destined to facilities used by Riley-Beaird, Inc., for 180 days. Supporting Shipper: Riley-Beaird, Div. United States Riley Corp., 601 Benton Kelly Drive, P.O. Box 31115, Shreveport, LA 71130.

MC 114416 (Sub-6–3TA), filed June 5, 1980. Applicant: WESTERN TRANSPORT CRANE & RIGGING, 100 Western Way, Missoula, MT 59806. Representative: Theodore F. Anno, P.O. Box 3507, Missoula, MT 59806. *Contractors', Sawmill and Mining Machinery, Equipment, Materials and Supplies* between points in DE, IA, IL, IN, LA, MD, MI, MN, MS, NJ, NY, OH, PA, and WI on the one hand, and on the other, points in AZ, CA, CO, ID, KS, MT, ND, NE, NM, NV, OK, OR, SD, TX, VT, WA, and WY. Restricted to the transportation of shipments originating at or destined to facilities used by Modern Machinery Company, Inc. for 180 days. Supporting Shipper: Modern Machinery Company, Inc., 3790 N. Reserve Street, Missoula, Montana 59807.

James H. Bayne,

Acting Secretary.

[FR Doc. 80–17996 Filed 6–13–80; 8:45 am]

BILLING CODE 7035–01–M

DEPARTMENT OF JUSTICE

Drug Enforcement Administration

Chynel F. Henning, M.D.; Revocation of Registration

On April 15, 1980, the Administrator of the Drug Enforcement Administration [DEA] directed to Chynel F. Henning, M.D., of Long Beach, California, an Order to Show Cause proposing to revoke Dr. Henning's DEA Certificate of Registration, AH 6472613, and to deny his pending application for renewal of such registration for reasons stated in the Order to Show Cause. Pursuant to the provisions of 21 CFR 1301.54(c), Dr. Henning waived his opportunity for a hearing on the issues raised by the Order to Show Cause and has submitted a written statement concerning his position with respect to such issues. Dr. Henning's statement has been made part of the record of this proceeding. The Administrator, pursuant to the provisions of 21 CFR 1316.67, as amended, hereby publishes his final order in this matter, based upon the following findings of fact and conculsions of law.

On November 18, 1977, in the Superior Court of California, within and for Los Angeles County, Chynel F. Henning [Respondent], was convicted, in three counts, of felony offenses relating to controlled substances. The charges of which the Respondent was convicted involved the possession of hashish, the cultivation of marihuana and the possession of marihuana for purposes of sale. The Administrator concludes that there is a lawful or statutory basis, under 21 U.S.C. 824, for the revocation of the Respondent's DEA registration and for the denial of his pending application for renewal thereof.

Dr. Henning, in his response to the Order to Show Cause, states that these offenses were unrelated to his medical profession and that there was no evidence that he had abused either his medical license or his DEA registration. In support of this position, the Respondent points to the fact that the California Board of Medical Quality Assurance has closed its investigation with respect to his license and has declined to proceed with administrative action against that license. The Administrator has given due consideration to this contention and finds it without merit. The fact that the California authorities may have concluded that the Respondent's conviction was not sufficiently grave as to result in the revocation or suspension of his medical license does not dispose of the issue now pending before the Administrator. The evidence derived from the criminal investigation of the Respondent's activities clearly shows that he maintained and operated a sophisticated facility for the cultivation, preparation and distribution of marihuana. The Controlled Substances Act gives the Administrator the discretion to decide whether or not to revoke a registration, even in cases in

which he finds that the legal grounds for revocation exist. The Administrator must exercise this discretion in the public interest. After considering all of the circumstances in the case, the Administrator concludes that the public interest would not be well served were the Respondent to be permitted to retain the authority to handle controlled substances.

In applying for renewal of his registration on or about November 5, 1978, Dr. Henning responded negatively to a question on the application, which question asks whether the applicant has been convicted of a felony in connection with controlled substances under State or Federal law. A material falsification of an application for a controled substance registration is a separate statutory basis for the revocation or denial of such registration. The Respondent contends that he answered negatively after seeking the advice of counsel, in whose opinion the Responsent's conviction was not finally determined due to the fact that it was then under active appeal. Having reached the conclusion that the conviction itself, in light of all of the facts and circumstances involved therein, is sufficient to justify the revocation of the Respondent's registration, the Administrator concludes that it is not necessary to decide the merits of the falsification issue.

Accordingly, pursuant to the authority vested in the Attorney General by sections 303 and 304 of the Controlled Substances Act, 21 U.S.C. 823 and 824, and redelegated to the Administrator of the Drug Enforcement Administration pursuant to 28 CFR 0.100, the Administrator hereby orders that DEA Certificate of Registration AH6472613, previously issued to Chynel F. Henning, M.D., be, and it hereby is, revoked. The Administrator further orders that Dr. Henning's pending application for renewal of such registration be, and it hereby is, denied.

The revocation of Dr. Henning's registration and the denial of his application for renewal thereof shall become effective on July 16, 1980.

Dated: June 10, 1980.

Peter B. Bensinger,

Administrator, Drug Enforcement Administration.

[FR Doc. 80-18018 Filed 6-13-80; 8:45 am]

BILLING CODE 4410-09-M

[Docket No. 79-13]

Thomas W. Moore, Jr., M.D.; Denial of Registration

On June 18, 1979, the Administrator of the Drug Enforcement Administration [DEA] directed to Thomas W. Moore, Jr., M.D. [Respondent], an Order to Show Cause proposing to deny the Respondent's application for registration as a practitioner under section 303 of the Controlled Substances Act, Title 21, United States Code, section 823. The Respondent, through counsel, requested a hearing on the issues raised by the Order to Show Cause. On September 18, 1979, following the completion of prehearing procedures, the hearing in this matter was held in Washington, D.C. Administrative Law Judge Francis L. Young presided.

On January 2, 1980, pursuant to 21 CFR 1316.65, as amended, Judge Young certified the record of these proceedings to the Administrator. The record included, *inter alia*, the hearing transcript; all exhibits which had been admitted into the record; and the Administrative Law Judge's report or opinion, including his recommended rulings, findings of fact and conclusions of law. In accordance with the provisions of 21 CFR 1316.65(b), copies of the Administrative Law Judge's report were served upon counsel for the Government and counsel for the Respondent. Neither party has filed objections to the Administrative Law Judge's report.

After considering the record of these proceedings in its entirety, and pursuant to 21 CFR 1316.67, as amended, the Administrator hereby publishes his final order, based upon the findings of fact and conclusions of law hereinafter set forth.

The Administrative Law Judge found that on June 27, 1972, the Respondent was charged, in a 639 count indictment, with unlawfully and knowingly distributing and dispensing dolophine, a Schedule II controlled substance. On November 13, 1972, in the United States District Court for the District of Columbia, the Respondent was convicted on 22 of the 38 counts which had been presented to the trial jury. The Respondent's convictions, of violations of 21 U.S.C. 841(a)(1), were felony offenses relating to controlled substances within the meaning and intent of 21 U.S.C. 824(a)(2). On October 18, 1974, the United States Court of Appeals for the District of Columbia Circuit reversed the judgment of conviction. (505 F.2d 426). On December 9, 1975, the United States Supreme Court, in a unanimous decision, reversed the judgment of the Court of Appeals and thereby reinstated the Respondent's conviction. (423 U.S. 122, 96 S.Ct. 335). On remand from the Supreme Court, the Court of Appeals vacated the sentences on eight counts and further remanded the case to the United States District Court where the original concurrent sentences of five to fifteen years on each of the first fourteen counts, and fines of $5,000.00 on each count, were reimposed. With respect to the eight counts upon which sentence had been vacated, the District Court imposed sentences of three to nine years, to be served concurrently with each other and consecutive to the term of imprisonment imposed on the other fourteen counts. No additional fines were levied. A special parole term was imposed and the revocation of the Respondent's license to practice medicine in the District of Columbia was reaffirmed. (540 F.2d 1088, 564 F.2d 482).

The Administrative Law Judge's recommended findings of fact cover some twenty-two pages. They discuss the Respondent's conviction, the magnitude and gravity of the crimes which led to his conviction, the Respondent's very considerable efforts with respect to rehabilitation in a prison environment, and his activities since his release from confinement. It would serve no useful purpose to recount all of these findings in this final order. The Administrator adopts the recommended findings of the Administrative Law Judge in their entirety.

The Administrator finds, as did the Administrative Law Judge; Judge MacKinnon, the dissenting member of the appellate panel which initially reversed the Respondent's conviction; and the eight members of the Supreme Court who reinstated that conviction, that "Dr. Moore operated far beyond the pale of accepted medical practice. He clearly did not dispense methadone for detoxification purposes, but rather, quite simply, preyed upon the insatiable cravings of those unfortunate victims he purported to treat solely to get their money. In short, Moore was a drug pusher, a trafficker in illegal narcotics."

The Administrator finds that the Respondent has been convicted of felony offenses relating to controlled substances and concludes that such conviction provides a statutory basis for the denial of the Respondent's application for a controlled substance registration. The Drug Enforcement Administration has consistently held that where a registration can be revoked pursuant to 21 U.S.C. 824, an application for registration pursuant to 21 U.S.C. 823 can be denied, since the law would not

require the useless act of granting an application for registration on one day only to revoke it on the next. See, for example, *Serling Drug Company*, Docket No. 74–12, 40 Fed. Reg. 11918 (1975); *Norman Bridge Drug Co., Inc.*, Docket No. 74–22, 41 Fed. Reg. 3108 (1976); *Rafael C. Cilento, M.D.*, Docket No. 79–2, 44 FR 30466 (1979); and cases cited therein.

Having concluded that there is a lawful basis upon which to deny the Respondent's application, the question remains as to whether the Administrator should, in the exercise of his discretion, deny such application, as agency counsel has urged and as the Administrative Law Judge has recommended, or to grant a registration, as urged by the Respondent. In reaching his decision, the Administrator has found the discussion in the Administrative Law Judge's report most helpful. The ultimate issue in a case such as this is whether the Administrator, if he decides to grant the registration applied for, can be reasonably confident that the applicant can now be trusted with the enormous power for potential harm which the possession of such registration carries. There are essentially two relevant factors. The nature and gravity of the crimes of which the Respondent was convicted is one of these. His conduct and experience since that conviction is certainly the other. In balancing these factors, the greatest weight must be given to that which is most closely aligned with the public interest; that is, the protection of the public from the dangers which result from the misprescribing and diversion of controlled substances.

The facts of the criminal case which resulted in the Respondent's conviction, as summarized in the appellate and Supreme Court opinions, show that the Respondent engaged in a shockingly immoral, unethical and unlawful course of conduct over a period of many months. U.S. District Judge Gerhard A. Gessel, the seasoned and experienced jurist before whom the Respondent was originally tried, was moved to comment at his resentencing: "I have viewed this case, however, and I still view it as the most heinous and serious criminal case that has come before this Court since I have been on the bench. I have not changed that view. * * * But I cannot get out of my mind the facts that were disclosed and of which you were found guilty, the tragedy that you have imposed on many fine young people and families in this community." (564 F.2d 484). The facts summarized in the appellate opinions strike the Administrator in much the same manner.

The Respondent made a very strong and highly favorable impression on many people through his work in transactional analysis during his incarceration. Numerous reports and letters attest to his apparently sincere efforts to rehabilitate himself and to assist other inmates to do the same. Most of these reports and letters appeared to have been prepared in anticipation of parole proceedings or for use in support of a motion for reduction of sentence.

Whether to grant parole or to reduce a sentence so as to release a prisoner from confinement is one question, to be decided in light of certain factors. Whether to grand a DEA registration, with its resulting authority to prescribe and dispense highly abusable drugs, is a very different question. The courts and the parole authorities apparently decided that the Respondent had made an adequate adjustment, that he had been sufficiently punished and that his freedom would not pose a danger for the public at large. They did not decide whether the Respondent should now be entrusted with a controlled substance registration, the very instrumentality he abused and misused to his own ends. That decision must be made by the Administrator in this proceeding. After reviewing the entire record of this matter, the Administrator is of the opinion that the Respondent is not yet to be entrusted with the registration he is seeking.

During the hearing, the Respondent indicated that he was planning to enter a surgical residency program of some four to five years duration. The lack of a registration should not impede him in this pursuit, nor will it prevent him from continuing to work in clinics and hospital emergency rooms while he is obtaining his surgical training. It may be that after the Respondent has spent some considerable time pursuing his residency, and working in clinics and hospitals, there will be a number of other physicians, instructors and supervisors who will be willing and able to attest to the Respondent's demonstrated performance and sense of responsibility as a physician. The Respondent will then be able to present additional and stronger evidence with respect to his fitness to be registered. He can be assured that a future application will receive the same careful consideration that the present one has received.

Accordingly, pursuant to the authority vested in the Attorney General by sections 303 and 304 of the Controlled Substances Act, 21 U.S.C. 823 and 824, and redelegated to the Administrator of the Drug Enforcement Administration, the Administrator hereby orders that Thomas W. Moore, Jr.'s pending application be, and it hereby is, denied.

Dated: June 9, 1980.

Peter B. Bensinger,

Administrator, Drug Enforcement Administration.

[FR Doc. 80-18017 Filed 6-13-80; 8:45 am]

BILLING CODE 4410-09-M

NATIONAL ADVISORY COMMITTEE ON OCEANS AND ATMOSPHERE

Amended Notice of Partially Closed Meeting

This amends a NACOA notice of a partially closed meeting to be held June 19 and 20, 1980, as previously announced in the **Federal Register** on Wednesday, June 4 (45 FR 37799).

Paragraph five of the notice referenced the closed session as agenda item (6) which was incorrect. As reflected in the agenda, the closed session will be the first item discussed on June 20.

For additional information on this meeting, please contact Mr. Steven N. Anastasion, Executive Director, National Advisory Committee on Oceans and Atmosphere, Room 436, Page Building No. 1, 3300 Whitehaven Street, NW., Washington, DC 20235, telephone 202/653–7818.

Dated: June 11, 1980.

Steven N. Anastasion,

Executive Director.

[FR Doc. 80-18080 Filed 6-13-80; 8:45 am]

BILLING CODE 3510-12-M

NATIONAL CAPITAL PLANNING COMMISSION

Proposed Revised Procedures for Citizen Participation

SUMMARY: These proposed revised procedures for citizen participation are submitted for public comment. They simplify and clarify the former procedures in accord with Executive Order 12044, Improving Government Regulations. The National Capital Planning Commission will consider the adoption of these procedures at its meeting on July 31, 1980.

DATES: Comments must be received on or before July 24, 1980.

ADDRESSES: Comments should be addressed to: Edward H. Rickels, Secretary, National Capital Planning Commission, 1325 G Street, NW., Washington, D.C. 20576.

FOR FUTHER INFORMATION CONTACT:
Samuel K. Frazier, Jr., Office of Public Affairs, National Capital Planning Commission, 1325 G Street, N.W., Washington, D.C. 20576, (202) 724–0174.

[NCPC File No. 1619]

Revised Procedures for Citizen Participation

The following procedures are designed to help members of the public make their views known to the National Capital Planning Commission on planning and related matters which come before it.

With what matters does the Commission deal?

The Commission is the central planning agency for the Federal Government in the National Capital Region. * It reviews and acts upon development plans and programs submitted by Federal agencies, the District of Columbia Government and, in some cases, regional agencies and local governments in the Washington suburbs. It also acts on plans and programs prepared by its staff. For the sake of simplicity, these procedures use the word "plan" to cover all matters reviewed and acted upon by the Commission.

How would you know when the Commission will consider a plan in which you are interested?

The Office of the Secertary to the Commission (Telephone: 202/724–0206) provides scheduling information regarding items on the Commission's agenda. That office can tell you when a particular plan will be considered by the Commission and, upon request, will provide an annual schedule of Commission meeting dates. Each month, approximately three weeks before a Commission meeting the Secretary to the Commission issues a notice called "Tentative Agenda Items" (TAI). It lists items the Commission is tentatively scheduled to act upon at one of its next several meetings. There is no charge for the TAI. Those wishing to be placed on the mailing list should contact the Commission's Office of Public Affairs (Telephone: 202/724–0174).

How do you express your views to the Commission?

Approximately two weeks after the TAI is published, the Executive Director's Recommendation (EDR) is prepared for each item scheduled for action at the next Commission meeting. All written comments received in a timely fashion will be considered by the Executive Director in the preparation of the EDR.

Anyone who wishes to speak at a Commission meeting must notify the Office of Public Affairs prior to the date specified in the TAI. Agenda items on which no member of the public has asked to speak and the Exeeutive Director has recommended Commission approval may be placed on the "Consent Calendar" and acted upon without presentation or discussion at the Commission meeting. Registering to speak prior to the deadline in the TAI ensures that the Commission will hear oral presentations and that registrants will be notified if an item has been removed from the agenda for a particular meeting.

What if you wish to express your views on an item but cannot attend the meeting at which it will be discussed?

Submission of written views on any item is welcomed by the Commission. The Secretary to the Commission will provide copies of all written statements to each member of the Commission provided such statements are received by noon of the day preceding the day of the meeting.

What should your statement contain?

A wide variety of plans comes before the Commission. Citizens can most effectively make their views known to the Commission if they know the scope of the Commission's authority and direct their comments accordingly. Therefore, the following is a brief description of the Commission's major functions and, for each function, the type of review the Commission will give the item.

A. *Comprehensive Plan for the National Capital*

The Comprehensive Plan for the National Capital consists of (1) "Federal elements" prepared and adopted by the Commission, and (2) "District elements" prepared by the Major, adopted by the Council of the District of Columbia, and reviewed by the Commission.

1. *Federal elements and amendments thereto*

Federal elements deal with the Federal Establishment and other Federal interests in the development of the National Capital. The process of preparing a Federal element, or an amendment to an adopted Federal element, begins with preliminary staff reports and background studies. Written comments and citizen attendance are welcome at sessions of the Commission at which such reports and studies are presented.

When the preliminary studies are completed and a draft element or amendment is prepared, the Commission authorizes its circulation to Federal, District, regional, and local agencies and interested organizations and citizens for review and comment. Citizen comments, written and oral, are welcome at this stage. The Commission's TAI will indicate the meeting or meetings at which the draft element or amendment will be considered for circulation and subsequently for adoption.

2. *District elements and amendments thereto*

District elements deal with land use, transportation, public works, and other issues related to the development of the District of Columbia. District elements, and amendments thereto, are prepared by the Mayor, adopted by the Council of the District of Columbia, and reviewed by the Commission to determine their effect on the Federal Establishment or other Federal interests in the National Capital.

The Commission will receive citizen comments only on the impact a District element or amendment would have on Federal interests or functions. Comments on other aspects of such elements or amendments should be presented to the Mayor and/or the Council during the District's preparation and adoption of such elements or amendments.

B. *Federal, District of Columbia and other local plans*

1. *Federal plans*

Federal agencies are urged to develop a process for citizens participation where there is a potential for community impacts. Where appropriate and as requested by the sponsoring agency, Commission staff may be involved in such a process. In addition, citizens may express their views before the Commission when it reviews the agency submission.

2. *District plans*

Various plans are submitted by the District to the Commission for recommendation or approval. Consistent with the objectives of the District of Columbia Self-Government and Governmental Reorganization Act (the "Home Rule" Act), the Commission limits its review of most District plans to a "Federal interest" review. Accordingly, citizen comments on such plans should be correspondingly limited. There is, however, no such limitation on plans for District public buildings in the central area of the District of Columbia as concurrently defined by the Commission and the Council of the District of Columbia for which approval by the Commission is required.

The Commission may participate in zoning cases either at the Zoning Commission's public hearing stage or after the hearing when proposed zoning Commission action has been referred to

* The "National Capital Region" includes the District of Columbia; Montgomery and Prince Georges Counties in Maryland; Arlington, Fairfax, Loudoun, and Prince William Counties in Virginia and all cities within the geographic area bounded by such counties.

the Commission as required by law. The Commission may also participate in cases before the Board of Zoning Adjustment. Commission review of zoning matters is limited to (1) the effect of the proposed zoning on the Federal Establishment or on other Federal interests in the National Capital and (2) the consistency of the proposed zoning with the Comprehensive Plan for the National Capital. Written or oral comments within these limits are welcome.

3. *Other local plans in the Maryland and Virginia portions of the region*

On occasion the Commission reviews plans prepared by local jurisdictions in the Region. Its role is to make recommendations, except for plans for certain parklands purchased with Federal grant-in-aid funds for which the Commission has approval powers. If the plan is before the Commission for review only, citizen comments should be limited to the effect of the plan on the Federal Establishment or other Federal interests in the National Capital Region. If the plan is before the Commission for approval, citizen comments are not so limited.

C. *Federal Capital Improvements Program*

Each year the Commission prepares and adopts a Federal Capital Improvements Program which contains the Commission's recommended capital program for the National Capital Region for the next six years. Citizens are urged to make planning-related comments, either orally or in writing, during the preparation and adoption stages.

Helpful Documents

Many plans are accompanied by supporting documents, including environmental information in the form of an assessment or impact statement. An environmental assessment contains a brief discussion of the plan, of alternatives, and of the environmental impacts of the proposed plan and alternatives. An environmental impact statement covers in more detail the items specified for an environmental assessment. The public may review these documents at the Commission's offices and may obtain copies in accordance with its Freedom of Information Act regulations.

Each agenda item before the Commission for action is accompanied by a written recommendation by the Commission's Executive Director. The document, called an Executive Director's Recommendation or EDR, includes the rationale for the recommendation, a description of the plan, and a summary of environmental information. The EDR is ordinarily available from the Office of Public Affairs on the Monday before each Commission meeting.

Other helpful documents are located in the Commission's Central Files. They may be obtained from the Office of the Secretary to the Commission by requesting materials by file number as shown on the TAI.

June 9, 1980.

Rae R. Nerro,

Acting Secretary.

[FR Doc. 80-18040 Filed 6-13-80; 8:45 am]

BILLING CODE 7520-01-M

NATIONAL TRANSPORTATION SAFETY BOARD

Rail Rapid Transit Safety—Fire Safety, Emergency Evacuation Procedures and Training; Public Hearing

AGENCY: National Transportation Safety Board.

ACTION: Notice of Public Hearing.

SUMMARY: The Independent Safety Board Act of 1974 (49 U.S.C. 1901, et seq.) authorized the National Transportation Safety Board (Board) to conduct open public inquires into matters pertinent to transportation safety. The Board, as part of a project to evaluate the need for improved safety oversight for rail rapid transit systems, will hold a public hearing to inquire into rail rapid transit safety, including fire safety, emergency evacuation procedures and training. This document sets forth areas of interest the Board would like to have addressed in written and oral submissions.

DATES The Public Hearing will be held on July 28 and 29, 1980, at 9 a.m.; written statements should be submitted on or before July 14, 1980.

ADDRESSES: Hearing Location: 3rd Floor Auditorium, Federal Office Building 10-A, 800 Independence Avenue, S.W., Washington, D.C. 20594. Forward written statements to Director, Office of Evaluations and Safety Objectives, National Transportation Safety Board, ES-1, Washington, D.C. 20594.

FOR FURTHER INFORMATION CONTACT: Mr. William H. Gossard, Jr., Project Manager, Office of Evaluations and Safety Objectives, ES-1, Washington, D.C. 20594 (phone: 202-472-6143), or Mr. Roy W. Anderson, Director, Office of Evaluations and Safety Objectives, ES-1, National Transportation Safety Board, Washington, D.C. 20594 (phone: 202-472-6161).

SUPPLEMENTARY INFORMATION: Under section 304(a)(7) of the Transportation Safety Act (the Act) of 1974 (Pub. L. 93-633), the Congress specifically authorized the National Transportation Safety Board to "* * * evaluate, assess the effectiveness, and publish the findings of the Baord with respect to the transportation safety consciousness and efficacy in preventing accidents of other Government agencies." The Board will hold a public hearing to gather information on specific problems and needed improvements in rail rapid transit safety, including such issue areas as coordination among the various organizations involved in, or directly affected by, fire related emergencies; safe evacuation of personnel and passengers from trains and facilities; training of transit and fire safety personnel; communication systems; and safety oversight (State and Federal) of the rail rapid transit authorities.

The hearing will be held in the 3rd Floor Auditorium of the Federal Office Building 10-A, 800 Independence Avenue, S.W., Washington, D.C., on July 28 and 29, 1980, commencing at 9 a.m. on each date. The format will involve oral and written presentations by invited panelists and questioning by the Members of the Safety Board. Interested persons are invited to submit written comments.

Four copies of the statement must be filed with the Project Manager by July 14, 1980. Copies of all written submissions will be available for public inspection and copying upon request in accordance with the agency's rule regarding availability of information.

James B. King,

Chairman.

June 10, 1980.

[FR Doc. 18009 Filed 6-13-80; 8:45 am]

BILLING CODE 4910-58-M

NUCLEAR REGULATORY COMMISSION

Advisory Committee on Reactor Safeguards, Subcommittee on Emergency Core Cooling Systems; Meeting

The June 24-25, 1980 meeting of the ACRS Subcommittee on Emergency Core Cooling Systems announced in the Federal Register on June 9 (45 FR 38459) has been postponed indefinitely.

Dated: June 11, 1980.

John C. Hoyle,

Advisory Committee Management Officer.

[FR Doc. 80-18022 Filed 6-13-80; 8:45 am]

BILLING CODE 7590-01-M

Screening Committee for Technical Vacancies on the Licensing Board Panel; Meetings

Notice is hereby given in accordance with Section 10 of the Federal Advisory Committee Act that the NRC's Screening Committee for Technical Vacancies on the Licensing Board Panel will hold its third and fourth meetings on June 26 and June 27, 1980, respectively. Notice of the third meeting of this advisory committee was first published on page 31554 of the **Federal Register** for Tuesday, May 13, 1980. That notice gave the date of the third meeting as June 13, 1980. This notice changes the date for the third meeting to June 26, 1980. The meetings on both days will begin at 9:00 a.m. and will be held in Room 415 at East-West Towers, 4350 East-West Highway, Bethesda, Maryland.

Both meetings will be closed to public attendance. The committee will consider candidates' qualifications and conduct interviews for the position of Permanent Technical Member (Environmental Scientist, ASLBP—Vacancy Notice No. 70–124).

I have determined, in accordance with Subsection 10(d) of the Federal Advisory Committee Act, that it is necessary to close these meetings in order to protect information, the release of which would represent an unwarranted invasion of personal privacy under 5 U.S.C. 552b(c)(6). Any discussion not involving personal privacy will be inextricably intertwined with discussion of Exemption 6 matters.

For further information contact Charles J. Fitti, Assistant Executive Secretary, Atomic Safety and Licensing Board Panel, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555. (Telephone AC 301–492–7814).

Dated at Washington, D.C., this 11th day of June 1980.

John C. Hoyle,

Advisory Committee Management Officer.

[FR Doc. 80–18023 Filed 6–13–80; 8:45 am]

BILLING CODE 7590–01–M

[Docket No. 50–142–OL]

Regents of the University of California; Establishment of Atomic Safety and Licensing Board To Preside in Proceeding

Pursuant to delegation by the Commission dated December 29, 1972, published in the **Federal Register** (37 FR 28710) and §§ 2.105, 2.700, 2.702, 2.714, 2.714a, 2.717 and 2.721 of the Commission's Regulations, all as amended, an Atomic Safety and Licensing Board is being established in the following proceeding to rule on petitions for leave to intervene and/or requests for hearing and to preside over the proceeding in the event that a hearing is ordered.

The Regents of the University of California

(UCLA Argonaut-Type Research Reactor) Facility License No. R–71

This action is in reference to a notice published by the Commission on April 25, 1980, in the **Federal Register** (45 FR 28028–28029) entitled, "The Regents of the University of California; Proposed Renewal of Facility License".

The chairman of this Board and her address is as follows:

Elizabeth S. Bowers, Esq., U.S. Nuclear Regulatory Commission, Atomic Safety and Licensing Board Panel, Washington, D.C. 20555.

The other members of the Board and their addresses are as follows:

Dr. Emmeth A. Luebke, U.S. Nuclear Regulatory Commission, Atomic Safety and Licensing Board Panel, Washington, D.C. 20555.

Dr. Oscar H. Paris, U.S. Nuclear Regulatory Commission, Atomic Safety and Licensing Board Panel, Washington, D.C. 20555.

Dated at Bethesda, Md., this 10th day of June 1980.

Robert M. Lazo,

Acting Chairman, Atomic Safety and Licensing Board Panel.

[FR Doc. 80–18030 Filed 6–13–80; 8:45 am]

BILLING CODE 7590–01–M

Advisory Committee on Reactor Safeguards; Subcommittee on Reliability and Probabilistic Assessment; Meeting

The ACRS Subcommittee on Reliability and Probabilistic Assessment will hold a meeting on July 1, 1980 at the Best Western Airport Park Hotel, 600 Avenue of Champions, Inglewood, CA. Notice of this meeting was published May 15, 1980.

In accordance with the procedures outlined in the **Federal Register** on October 1, 1979 (44 FR 56408), oral or written statements may be presented by members of the public, recordings will be permitted only during those portions of the meeting when a transcript is being kept, and questions may be asked only by members of the Subcommittee, its consultants, and Staff. Persons desiring to make oral statements should notify the Designated Federal Employee as far in advance as practicable so that appropriate arrangements can be made to allow the necessary time during the meeting for such statements.

The agenda for subject meeting shall be as follows:

Tuesday, July 1, 1980

8:30 a.m. until the conclusion of business

The Subcommittee may meet in Executive Session, with any of its consultants who may be present, to explore and exchange their preliminary opinions regarding matters which should be considered during the meeting.

At the conclusion of the Executive Session, the Subcommittee will hear presentations by and hold discussions with representatives of the Nuclear Safety Analyses Center (NSAC), Electric Power Research Institute (EPRI), Atomic Industrial Forum (AIF), Institute of Electronic and Electrical Engineers (IEEE), General Atomic Company (GA) and the NRC Staff, their consultants and other interested persons to continue its evaluation of the need to develop quantitative safety goals for nuclear power plants and consideration of actual form these goals may take and what they should accomplish. The Subcommittee may also discuss some general items related to the NRC Probabilistic Analysis Staff's ongoing programs and budget.

The ACRS is required by Section 5 of the 1978 NRC Authorization Act to review the NRC research program and budget and to report the results of the review to Congress. In order to perform this review, the ACRS must be able to engage in frank discussions with members of the NRC Staff and such discussions would not be possible if held in public sessions. I have determined, therefore, in accordance with subsection 10(d) of the Federal Advisory Committee Act (Pub. L. 92–463), that, should such sessions be required, it is necessary to close portions of this meeting to prevent frustration of the above stated aspect of the ACRS' statutory responsibilities. See 5 U.S.C. 552b(c)(9)(B).

Further information regarding topics to be discussed, whether the meeting has been cancelled or rescheduled, the Chairman's ruling on requests for the opportunity to present oral statements and the time allotted therefor can be obtained by a prepaid telephone call to the cognizant Designated Federal Employee, Mr. Gary Quittschreiber (telephone 202/634–3267) between 8:15 a.m. and 5:00 p.m., EDT.

Dated: June 10, 1980.

Samuel J. Chilk,

Secretary of the Commission.

[FR Doc. 80–17883 Filed 6–13–80; 8:45 am]

BILLING CODE 7590–01–M

OFFICE OF MANAGEMENT AND BUDGET

Improving Government Regulations; Delay in Publication of Semiannual Agenda

June 11, 1980.

AGENCY: Office of Management and Budget.

ACTION: Delay in Publication of Semiannual Agenda.

SUMMARY: The publication of OMB's semiannual agenda of upcoming actions on OMB's directives was to be published in the Federal Register June 16, 1980. Delays have caused this date to slip to July 7, 1980.

FOR FURTHER INFORMATION CONTACT:

Mr. David R. Leuthold, Budget and Management Officer, Room 5208, New Executive Office Building, Washington, D.C. 20503, (202) 395–7250.

David R. Leuthold,

Budget and Management Officer.

[FR Doc. 80–18049 Filed 6–13–80; 8:45 am]

BILLING CODE 3110–01–M

President's Commission for a National Agenda for the Eighties; Meeting

June 10, 1980.

AGENCY: Office of Management and Budget.

ACTION: Notice of Meeting.

SUMMARY: Pursuant to Public Law 92–463, notice is hereby given for a meeting of Panel VI (Regulation) of the President's Commission for a National Agenda for the Eighties, scheduled June 25, 1980, from 9:00 a.m., until 5:00 p.m., at the Sierra Club offices, 530 Bush Street, San Francisco, California 94108.

The purpose of the meeting is to discuss parts of the Draft Panel Report on Regulation.

Because of limited seats, those interested in attending are asked to call beforehand. Available seats will be assigned on a first-come basis.

The meeting will be open to the public.

FOR FURTHER INFORMATION CONTACT:

President's Commission for a National Agenda for the Eighties, Office of Administration, 744 Jackson Place, Northwest, Washington, D.C. 20006, (202) 275–0616.

David R. Leuthold,

Budget and Management Officer.

[FR Doc. 80–17991 Filed 6–13–80; 8:45 am]

BILLING CODE 3110–01–M

President's Commission for a National Agenda for the Eighties; Meeting

June 10, 1980.

AGENCY: Office of Management and Budget.

ACTION: Notice of Meeting.

SUMMARY: Pursuant to Public Law 92–463, notice is hereby given for a meeting of Panel III (Science and Technology) of the President's Commission for a National Agenda for the Eighties, scheduled June 23, 1980, from 9:00 a.m., until 12:30 p.m., at the New Executive Office Building, Room 10104, in Washington, D.C.

The purpose of the meeting is to discuss the Panel's Outline and Work Proposal.

Available seats will be assigned on a first-come basis.

The meeting will be open to the public.

FOR FURTHER INFORMATION CONTACT:

President's Commission for a National Agenda for the Eighties, Office of Administration, 744 Jackson Place, Northwest, Washington, D.C. 20006, (202) 275–0616.

David L. Leuthold,

Budget and Management Officer.

[FR Doc. 80–17992 Filed 6–13–80; 8:45 am]

BILLING CODE 3110–01–M

President's Commission for a National Agenda for the Eighties; Meeting

June 10, 1980.

AGENCY: Office of Management and Budget.

ACTION: Notice of Meeting.

SUMMARY: Pursuant to Public Law 92–463, notice is hereby given for a meeting of Panel IV (Social Justice) of the President's Commission for a National Agenda for the Eighties, scheduled June 23, 1980 at 8:45 a.m., until 8:00 p.m., at the University of California at Los Angeles, James E. West Alumni Center, 405 Hilgard Avenue, Los Angeles, California 90024.

The purpose of the meeting is to discuss a National Hearing on "Policies and Prospects for Education in the Eighties".

Available seats will be assigned on a first-come basis.

The meeting will be open to the public.

FOR FURTHER INFORMATION CONTACT:

President's Commission for a National Agenda for the Eighties, Office of Administration, 744 Jackson Place, Northwest, Waashington, D.C. 20006, (202) 275–0616.

David R. Leuthold,

Budget and Management Officer.

[FR Doc. 80–17993 Filed 6–13–80; 8:45 am]

BILLING CODE 3110–01–M

Agency Forms Under Review

June 11, 1980.

Background

When executive departments and agencies proposed public use forms, reporting, or recordkeeping requirements, the Office of Management and Budget (OMB) reviews and acts on those requirements under the Federal Reports Act (44 U.S.C., Chapter 35). Departments and agencies use a number of techniques including public hearings to consult with the public on significant reporting requirements before seeking OMB approval. OMB in carrying out its responsibility under the Act also considers comments on the forms and recordkeeping requirements that will affect the public.

List of Forms Under Review

Every Monday and Thursday OMB publishes a list of the agency forms received for review since the last list was published. The list has all the entries for one agency together and grouped into new forms, revisions, extensions, or reinstatements. Some forms listed as revisions may only have a change in the number of respondents or a reestimate of the time needed to fill them out rather than any change to the content of the form. The agency clearance officer can tell you the nature of any particular revision you are interested in. Each entry contains the following information:

The name and telephone number of the agency clearance officer (from whom a copy of the form and supporting documents is available);

The office of the agency issuing this form;

The title of the form;

The agency form number, if applicable;

How often the form must be filled out;

Who will be required or asked to report;

An estimate of the number of forms that will be filled out;

An estimate of the total number of hours needed to fill out the form; and

The name and telephone number of the person or office responsible for OMB review.

Reporting or recordkeeping requirements that appear to raise no significant issues are approved

promptly. Our usual practice is not to take any action on proposed reporting requirements until at least ten working days after notice in the **Federal Register** but occasionally the public interest requires more rapid action.

Comments and Questions

Copies of the proposed forms and supporting documents may be obtained from the agency clearance officer whose name and telephone number appear under the agency name. The agency clearance officer will send you a copy of the the proposed form, the request for clearance (SF83), supporting statement, instructions transmittal letters, and other documents that are submittted to OMB for review. If you experience difficulty in obtaining the information you need in reasonable time, please advise the OMB reviewer to whom the report is assigned. Comments and questions about the items on this list should be directed to the OMB reviewer or office listed at the end of each entry.

If you anticipate commenting on a form but find that time to prepare will prevent you from submitting comments promptly, you should advise the reviewer of your intent as early as possible.

The timing and format of this notice have been changed to make the publication of the notice predictable and to give a clearer explanation of this process to the public. If you have comments and suggestions for further improvements to this notice, please send them to Jim J. Tozzi, Assistant Director for Regulatory and Information Policy, Office of Management and Budget, 726 Jackson Place, Northwest, Washington, D.C. 20503.

DEPARTMENT OF AGRICULTURE

Agency Clearance Officer—Richard J. Schrimper—447–6201

New Forms

Departmental and other
Application to operate as a weighting facility
WH–30
On occassion
Description not furnished by agency, 250 responses; 500 hours
Charles A. Ellett 395–7340

DEPARTMENT OF COMMERCE

Agency Clearance Officer—Edward Michals—377–3627

New Forms

Bureau of the Census
Update list/leave evaluation, reconciliation form for household roster check
D–814
Single time
Households in 10 census district offices, 10,000 responses; 3,000 hours
Off. of Federal Statistical Policy & Standard 673–7974

Extensions

Bureau of Economic Analysis
American Airline operators foreign revenues and expenses
BE 37
Quarterly
Airline companies, 56 responses; 112 hours
Off. of Federal Statistical Policy & Standard 673–7974

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Agency Clearance Officer—Joseph J. Strnad—245–7488

New Forms

Center for Disease Control
Pilot study—evaluation of extent to which potential vaccine recipients comprehend "Important Information"
Forms
Single time
Potential vaccine recipients in public health settings, 768, responses; 350 hours
Richard Eisinger 395–6880
National Institutes of Health
Final invention statement
On occasion
Principal Investigators/prog. dirs. of resear. institutions, 6,125 responses; 1,021 hours
Richard Eisinger 395–6880
National Institutes of Health
Evaluation of health hazards appraisal applications
Single time
Firms with 100 or more employees, 6,200 responses; 929 hours
Richard Eisinger 395–6880
Office of the Secretary
Survey instruments for exploratory study of senior centers
OS–10–80
Single Time
Senior Centers & related agencies/ organizations 645 responses; 264 hours
Barbara F. Young 395–6880

Revisions

Health Services Administration
Data required by PHS from 1980 National Public Health
Program reporting system
Annually
57 State health agencies, 57 responses; 5,301 hours
Richard Eisinger 395–6880

Extensions

Center for Disease Control VD laboratory surveillance report
CDC 9.66
Annually
State and local health department 59 responses; 59 hours
Richard Eisinger 395–6880

DEPARTMENT OF TRANSPORTATION

Agency Clearance Officer—Bruce H. Allen—426–1887

New Forms

Departmental and other
Recordkeeping requirement, DOT minority business rule
On occasion
Recipients of DOT funds
Susan B. Geiger 395–7340

Reinstatements

Coast Guard
Report of vessel casualty or accident
CG-2692
On occasion
Commercial Vessel Owner Agents, or persons in charge 7,200 responses; 2,160 hours
Susan B. Geiger 395–7340
Coast Guard
Report of personal injury or loss of life
CG–924E
On occasion
Commercial Vessel Owner Agents or person in charge, 2,100 responses; 693 hours
Susan B. Geiger 395–7340
National Highway Traffic Safety Administration
Main survey—driver survey on unreported and low-damage accidents involving bumpers
Single time
Drivers of 1979 & 1980 cars in households within 50 PSU, 15,600 responses; 1,092 hours
Susan B. Geiger 395–7340

DEPARTMENT OF THE TREASURY

Agency Clearance Officer—Floyd I. Sandlin—376–0436

Revisions

Bureau of Customs
Notice of exportation of articles with benefit of drawback
7511
On occasion
Manufacturers and producers (exporters), 55,000 responses; 5,500 hours
Warren Topelius 395–7340

DEPARTMENT OF EDUCATION

Agency Clearance Officer—William A. Wotten—472–2655

New Forms

Office of Indian Education
OIE higher education programs—follow-up questionnaire

ED 788
Single time
Past & Current participants under higher ed programs, 2,932 responses; 900 hours
Laverne V. Collins 395–6880

ACTION

Agency Clearance Officer—James B. Lancaster—254–3172

Extensions

Applicant race/ethnic data sheet
On occasion
VISTA & Peace Corps applicants, 26,000 responses; 260 hours
Arnold Strasser 395–6880

ENVIRONMENTAL PROTECTION AGENCY

Agency Clearance Officer—Henry F. Beal—755–2744

New Forms

Pesticide applicator questionnaires
Single time
Pesticide applicators, 3,600 responses; 2,400 hours
Edward H. Clarke 395–7340

VETERANS ADMINISTRATION

Agency Clearance Officer—R. C. Whitt—389–2146

Revisions

Application for designation as fee appraiser
26–6681
On occasion
Appraiser applicants, 4,000 responses; 1,333 hours
Laverne V. Collins 395–6880

VETERANS ADMINISTRATION

Agency Clearance Officer—R. C. Whitt—389–2146

Revisions

Requests for approval of school attendance
21–674; 21–674C
On occasion
Dependents of veterans, 150,000 responses; 37,500 hours
Laverne V. Collins 395–6880

Application for amounts on deposit for deceased veteran
21–6898
On occasion
Dependents of veterans, 700 responses; 175 hours
Laverne V. Collins 395–6880

C. Louis Kincannon,

Acting Deputy Assistant Director For Reports Management.

[FR Doc. 80–18079 Filed 6–13–80; 8:45 am]

BILLING CODE 3110–01–M

SMALL BUSINESS ADMINISTRATION

[License No. 04/04–0189]

Kitty Hawk Capital, Ltd.; Application for License To Operate as a Limited Partnership Small Business Investment Company (SBIC)

Notice is hereby given that an application has been filed with the Small Business Administration (SBA) pursuant to § 104.4 of the Regulations governing SBICs (13 CFR 107.4 (1980)) under the name of Kitty Hawk Capital, Ltd., 2195 First Union Plaza, Charlotte, North Carolina 28282, for a license to operate in the State of North Carolina as a Limited Partnership SBIC under the provisions of the Small Business Investment Act of 1958 (Act), as amended (15 U.S.C. 661 et seq.).

The partnership will begin operations with private capital of $1,005,000.

The General Partner of the Partnership is Kitty Hawk Capital, Inc., a corporation whose sole stockholder is Walter H. Wilkinson.

The principal officers and directors of the Corporate General Partner are:

Walter H. Wilkinson, Jr., President, Treasurer and Director, 310 Whitestone Road, Charlotte, NC 28211.

Jean W. Wilkinson, Vice President and Secretary 310 Whitestone Road, Charlotte, NC 28211.

Matters involved in SBA's consideration of the application include the general business reputation and character of the proposed General Partner and the reasonable prospects for a successful operation of the SBIC under its management including adequate profitability and financial soundness in accordance with the Act and Regulations.

Notice is further given that any interested person may on or before July 26, 1980 submit written comments on the application to the Associate Administrator for Investment, Small Business Administration, 1441 "L" Street, N. W., Washington, D.C. 20416.

A copy of this Notice will be published in a newspaper of general circulation in Charlotte, North Carolina.

(Catalog of Federal Domestic Assistance Program No. 59.011, Small Business Investment Companies)

Dated: June 10, 1980.

Michael K. Casey,

Associate Administrator for Investment.

[FR Doc. 80–18016 Filed 6–13–80; 8:45 am]

BILLING CODE 8025–01–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Flight Service Station Modernization Plan; Extension of Comment Period

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: The period for comments has been extended.

SUMMARY: The proposed plan calls for the establishment of a new 61-automated flight service station configuration, in the conterminous United States, Alaska, Hawaii, and Puerto Rico. The proposed plan is contained in an Addendum to the Master Plan Flight Service Station Automation Program, January 1978. The Addendum is published in full following this announcement. The review period was scheduled to expire June 7. It has been extended to August 15 to allow additional time for comment.

DATES: Comments must identify the Flight Service Station Modernization Plan and be received on or before August 15.

ADDRESS: Send all comments on the proposed plan to: Federal Aviation Administration, Attention: FSS and Leased Services Communications Requirements Branch, AAT–140, 800 Independence Avenue SW., Washington, D.C. 20591.

FOR FURTHER INFORMATION CONTACT:

Mr. Paul K. Rosenwald, AAT–105, FSS and Leased Services Communications Requirements Branch, Federal Aviation Administration, 800 Independence Avenue SW., Washington, D.C. 20591, Telephone: 202/426–8466.

Comments received on the proposed plan may be inspected at Room 426, FAA Headquarters, 800 Independence Avenue SW., Washington, D.C. 20591, between 8:30 a.m. and 5:00 p.m.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the review by submitting written comments, views, or arguments, as they desire. Communications should identify the proposed plan by name and be submitted to FSS and Leased Services Communications Requirements Branch, AAT–140, 800 Independence Avenue SW., Washington, D.C. 20591. All communications received on or before August 15 will be considered before the plan is completed. The proposal contained herein, may be changed because of comments received.

Issued in Washington, D.C., on June 6, 1980.

R. J. Van Vuren,

Director, Air Traffic Service.

The Flight Service Station Master Plan provides for automation of the highest activity stations and introduction of pilot self-service features. The Master Plan, however, deferred decisions on several key issues. The proposed resolution of these issues is as follows:

The distribution and location of Flight Service Stations (domestic and nonconterminous) and possible collocation with Air Route Traffic Control Centers. We have identified the need for 61 automated facilities. We have decided against collocation because it isolates the Flight Service Station System from the primary user, General Aviation.

Construction of suitable quarters to house the automated facilities. New buildings will be required for 59 of the 61 facilities to accommodate consolidation and automation.

The consolidation of existing Flight Service Stations into the new facilities. Consolidation of adjacent Flight Service Stations into the automated facility will not be initiated until we have shown the level of service at the new facility to be at least equal to the service available at the nonautomated locations.

As a result of these measures, the total cost of automating and consolidating the Flight Service Station network would be increased from $453 million to $495 million, a difference of $42 million.

This Addendum to the Flight Service Station Automation Program Master Plan, dated January 1978, describes the plan for the automated and modernized Flight Service Station System. It:

—Reaffirms the automation program
—Extends automation to Alaska, Hawaii, and Puerto Rico
—Establishes automated Flight Service Stations at 61 major centers of general aviation activity in 45 states and Puerto Rico. New buildings will be required for 59 of the 61 facilities
—Eliminates the collocation of Flight Service Stations at Air Route Traffic Control Centers
—Provides for the consolidation of existing Flight Service Stations into the 61 new facilities.

As a result of these measures, the total cost of automating and consolidating the Flight Service Station System would be increased from the $453 million necessary to automate 20 Hub facilities, as described in the Master Plan, to $495 million to automate 61 Flight Service Stations. A difference of $42 million.

Dated: March 28, 1980.

Langhorn Bond,

Administrator.

1.0 INTRODUCTION

The Master Plan for the Flight Service Station Automation Program dated January 1978 is a planning document for the implementation of the Flight Service Station Automation System and serves as the acquisition authorizing document. Acquisition is limited to Phases A and B of the plan with complete implementation of Flight Service Station Automation for Level III (highest activity) Flight Service Stations and implementation of pilot self service.

Phases C and D of the Master Plan provide a plan for collocation and consolidation of the present domestic 290 Flight Service Stations into 20 new Hub facilities at the Air Route Traffic Control Center locations. Also included was an alternate plan to meet system service demands without collocation, but with automation extended up to a maximum of 150 Flight Service Stations with or without consolidation of the remaining manual stations. The implementation approach and cost for both alternatives were considered to be almost identical for Phases A and B, therefore, the issue of which alternative would be followed was to remain under consideration without affecting program costs.

2.0 PURPOSE AND SCOPE

This document presents the policy, guidelines and plan for implementation of the alternate approach for Phase C and D of Flight Service Station Automation Program. It is intended that the January 1978 Master Plan will be modified as soon as possible. The scope of the modifications are presented in Appendix 4 in overview form by major headings.

3.0 GENERAL

The Master Plan of January 1978 deferred decisions on several key issues. These issues have been studied jointly by FAA Air Traffic Service, Airway Facilities Service, and Systems Research and Development Service to present the preferred alternative plan for consolidation, distribution and location of automated Flight Service Stations. The recommended approach considers each of the following issues, and the approach taken to resolve them.

4.0 ISSUES

4.1 Background

Flight Service Stations were established in the 1920's for communication with mail planes flying between Washington, D.C., and Oakland, California. In the 1930's and 1940's, the flight service role expanded to include relaying traffic control clearances and accepting position reports for the newly established Air Route Traffic Control Centers. In the 1950's, the advent of remote air-ground communications facilities led to the elimination of the Flight Service Station role as an en route communications relay. Since 1960, Flight Service Stations have provided weather and aeronautical services primarily to the General Aviation pilot. These services include: flight plan processing, preflight and inflight weather briefings, en route communication and emergency services (direction finding).

While the role of Flight Service Stations has changed dramatically during this period, there has been little physical change to the facilities or to their geographic distribution.

Considering the role which the Flight Service Station now plays in General Aviation safety and in an effort to provide improved service to the General Aviation public, we have reviewed the distribution and location of existing Flight Service Stations. The purpose of this review was to determine if the existing distribution is consistent with the goal of improved safety and service.

4.1.1 Consolidation and Collocation at Air Route Traffic Control Centers

A significant factor in the review was the outcome of the operational tests at the Washington Flight Service Station, Leesburg, Virginia. The Leesburg project involved the collocation and consolidation of three Flight Service Stations to the Air Route Traffic Control Center. The Leesburg tests did demonstrate that specific benefits are attainable through consolidation. These benefits include: increased capacity to provide service; more efficient staff utilization; equitable workload distribution; net decrease in overhead administrative costs. The tests also indicate there are no significant operational or cost advantages to be realized through collocation. Additionally, collocation has the negative consequence of total isolation of the system from the principal users—General Aviation. Consequently, we are no longer considering collocation of Flight Service Stations at Air Route Traffic Control Centers.

4.2 Distribution and Location of Flight Service Facilities

The problem in the distribution of the Flight Service Stations is one of balancing service against operating cost. The operating costs of the existing Flight

Service Stations and the projected growth of General Aviation make continuation or expansion of the present system impractical.

A number of factors, some quantifiable and others judgmental, were considered in arriving at the number and tentative locations of the Flight Service Stations to receive automation. These include: General Aviation activity; i.e., airport operations and based aircraft; compatibility with the recently announced Satellite Airport Program; geographical distribution of facilities in terms of concentration of activity and homogeneity of terrain and weather; equalizing workload distribution between facilities; and utilizing existing equipment and locations to the extent practical.

The result of applying these preferential criteria was the selection of 61 facilities to receive automation. The locations of these facilities have been coordinated with the Regions, but have not been included in this document because they have not been discussed with the airport sponsors.

The initial application of the criteria indicates the 61 facilities will be located in 45 states and Puerto Rico. Twenty-nine locations are satellite airports. Forty-two of these tentative locations already have a Flight Service Station. All 61 facilities would be located at airports which are major centers of General Aviation activity within their respective flight plan areas.

4.3 Flight Service Station Quarters

Nineteen of the tentatively selected General Aviation airports do not have Flight Service Stations. New buildings will be required at those locations. One of the remaining 42 locations has existing quarters that could be adequately adapted to accommodate both automation and consolidation. New buildings would be required at 41 of the existing locations. One of these buildings is already under construction; therefore, this program has been developed and priced on the basis of FAA constructed buildings at 59 locations.

4.4 Intervening Period

It is recognized that during the intervening period—before the new system is operational—the workload to handle increased operations and the proposed dual operation during the transition period will require reduced hours of operation at some low activity stations, or a temporary increase in staff or both.

4.5 Consolidation of Flight Service Stations

Consolidation of the existing Flight Service Stations will be accomplished in several stages. After each automated Flight Service Station is in operation, we will ascertain that the quality of service provided is equal or superior to the service available from the existing stations in the area. Only then will we begin to consolidate the surrounding Flight Service Stations into the automated facility. The heart of our approach to consolidation is the development of a consolidation plan tailored to the needs of each individual flight plan area. This plan will be developed within national guidelines by the chief of the automated facility. The plan will also reflect the input obtained from the chiefs of the facilities to be consolidated, the FAA maintenance sector manager and the local aviation community.

New buildings will permit the development of standard floor plans to facilitate national planning for equipment, systems and operations. We envision a highly energy efficient building with specially designed high reliability power and environmental support systems.

4.6 Issue Resolution Summary

We believe that the foregoing solutions to the issues which were deferred in the Master Plan represent the most operationally advantageous and cost effective approach to improving safety and service to the General Aviation community.

5.0 PROGRAM SCHEDULE AND FUNDING

The plan for a 61-Flight Service Station Configuration does not disturb the previously announced automation program schedule or funding plan. Deliveries of the limited automation systems are planned to begin in 1982 and will be installed in selected existing Flight Service Stations. The computer systems will be installed at Air Route Traffic Control Centers as planned.

Construction of the new Flight Service Station buildings will begin in 1982. Deliveries of expanded automation systems will begin in 1983 with final deliveries scheduled for 1987. Equipment required for the additional 18 facilities, beyond the 43 currently programmed, has been added at the end of the program schedule. Appendix 1 shows the planned schedule of system deliveries.

The funding plan is consistent with earlier plans. The cost of automation has been increased $19M to cover the cost of 18 additional display systems. The cost for new buildings and consolidation approximate those shown in the Master Plan of 1978, however, at first glance the numbers may appear significantly different. This is because the 1978 plan is costed in constant 1977 dollars and the currently approved automation program is costed in dollars inflated per guidelines provided by OMB. In order to be consistent for comparison purposes the new plan and the 20 Hub plan dollars have been inflated at the same OMB rate. If actual inflation rates differ from projections, adjustments will be made in each year's annual budget submission. A summary of the funding required by year is shown in Appendix 2. Appendix 3 delineates the differences in funding between this plan for 61 facilities and the Master Plan.

Appendices

Schedule 1
Funding 2
Cost comparison 3
Master plan revisions overview 4

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APPENDIX 1

SCHEDULE (CY)

SYSTEM DELIVERIES

	1977-80	81	82	83	84	85	86	87	88	TOTAL
AUTOMATION										
Limited Automation			19	22						41
Full Automation				6	13	12	12	12	6	61
BUILDINGS				6	12	12	12	12	5	59

APPENDIX 2

FUNDING (FY)

	1977-80	81	82	83	84	85	86	87		TOTAL
AUTOMATION										
Original Level III (43)	30	85	32	33	25	19	-	-		$224
Additional Locations (18)	-	-	-	2	8	9	-	-		19M $243M
BUILDINGS (59)	-	-	23	25	25	27	26	-		$126M
CONSOLIDATION	-	-	-	16	24	27	59 (1	-		$126M $495M

(1 1986 and following years

BILLING CODE 4910-13-C

Appendix 3

	Master plan	Proposed plan	Difference
Automation:			
Original level III (43)	$224M	$224M	
Additional facilities (18)		$19M	$19M
Buildings:			
59 new buildings		$126M	
20 hubs	$104M		$22M
Consolidation	$125	$126	$1M
	[1]$453M	[1]$495	[1]42M

[1]These figures represent inflated dollars to the year of expenditure in accordance with OMB inflation guidelines.

The cost/benefit analysis, prepared to support the January 1978 Flight Service Station Automation Program Master Plan, indicated a $1.5 billion cumulative cost savings to 1995 by proceeding to the 20 Hub configuration. An update to this analysis, prepared to support the proposed plan, indicates a similar $1.5 billion cumulative cost savings by proceeding to the 61 Flight Service Station configuration.

Appendix 4

Anticipated Master Plan Revisions

1.0 *Introduction including Foreword and Introduction*

Modification of Program Phases C and D.

2.0 *Program Objectives and Requirements*

No changes.

3.0 *Program Planning*

No change except Phases C and D earlier implementation of Building Program as required.

4.0 *Systems and Systems Interface Descriptions*

Minor changes—Remove collocation at ARTCCs.

5.0 *Program Implementation*

Modify building program and site numbers for 61 Automated Flight Service Stations. No change to AWP requirements. Increase FSDPS implementation requirement to 23 sites. Basic implementation schedule modification will be minor.

6.0 *Major Program Relationships*

No changes.

7.0 *Program Management*

Changes required.

8.0 *Logistics Support*

No changes

9.0 *Staffing*

Minor changes.

Planned levels for AF and AT personnel staffing are estimated to increase slightly in the preferred alternate plan as a result of increased numbers of facilities in the final system.

10.0 *Training.*

Minor changes resulting from configuration change.

11.0 *Security.*

No changes.

12.0 *Financial.*

Changes required to reflect Program Schedule and Funding revisions of Section 5.0 of this document.

[FR Doc. 80-18007 Filed 6-13-80; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement; Louisville, Jefferson County, Ky.

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a supplemental environmental impact statement will be prepared for a proposed highway project in Jefferson County (Louisville), Kentucky.

FOR FURTHER INFORMATION CONTACT: Ron George, Environmental Coordinator, Federal Highway Administration, P.O. Box 536, Frankfort, Kentucky 40602, Telephone: (502) 227-7321.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Kentucky Department of Transportation is preparing a supplemental environmental impact statement for the development of a transportation improvement project known as the Watterson Expressway in Jefferson County, Kentucky. The proposed action is to upgrade the exisiting facility to improve safety and capacity. Possible alternatives include various options for additional lanes, a do-nothing alternative, alternative transportation modes, project postponement, provision of a lower level of service, and provision of a reduced facility.

The project has been ongoing for many years and has included several recent public involvement meetings in the project area. Because of these recent meetings, a lengthy project history which has included the participation of affected governmental agencies, opponents and proponents of the project, and other interested persons, and the preparation and circulation of a previous draft E.I.S., it is apparent that the scope and significant issues to be analyzed have been determined, environmental review and consultation requirements have been identified, and allocation of assignments for preparation of the E.I.S. have been made, therefore, no scoping meeting will be held.

To insure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

Issued on June 5, 1980.

Robert E. Johnson,

Division Administrator, Frankfort, Ky.

[FR Doc. 80-17874 Filed 6-13-80; 8:45 am]

BILLING CODE 4910-22-M

Research and Special Programs Administration

Grants and Denials of Applications for Exemptions

AGENCY: Materials Transportation Bureau, DOT.

ACTION: Notice of Grants and Denials of Applications for Exemptions.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 CFR Part 107, Subpart B), notice is hereby given of the exemptions granted in January 1980. The modes of transportation involved are identified by a number in the "Nature of Exemption Thereof" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo-only aircraft, 5—Passenger-carrying aircraft. Application numbers prefixed by the letters EE represent applications for Emergency Exemptions.

Application No.	Exemption No.	Applicant	Regulation(s) affected	Nature of exemption thereof
Renewal and Party to Exemptions				
4390-X	DOT-E 4390	Eastman Kodak Co., Rochestar, NY	49 CFR 173.119(a), 173.119(b), 173.125, 173.245, 173.263, 173.266, 173.268(e), 173.269, 173.272, 173.289, 173.346, 173.349.	To authorize the use of non-DOT specification glass inner packaging overpacked in a form fitting polystyrene case for the transportation of certain flammable, corrosive, poison B, and oxidizing materials. (Modes 1, 2, 3.)
4390-X	DOT-E 4390	MCB Manufacturing Chemists, Norwood, OH	49 CFR 173.119(a), 173.119(b), 173.125, 173.245, 173.263, 173.266, 173.268(e), 173.269, 173.272, 173.289, 173.346, 173.349.	To authorize the use on non-DOT specification glass inner packaging overpacked in a form fitting polystyrene case for the transportation of certain flammable, corrosive, poison, and oxidizing materials. (Modes 1, 2, 3.)
4390-X	DOT-E 4390	Mallinckrodt, Inc., St. Louis, MO	49 CFR 173.119(a), 173.119(b), 173.125, 173.245, 173.263, 173.266, 173.268(e), 173.269, 173.272, 173.289, 173.346, 173.349.	To authorize the use of non-DOT specification glass inner packaging overpacked in a form fitting polystyrene case for the transportation of certain flammable, corrosive, poison B, and oxidizing materials. (Modes 1, 2, 3.)
4490-0X	DOT-E 4490	National Aeronautics and Space Administration, Washington, DC.	49 CFR 173.316(a)	To authorize the use of a non-DOT specification cargo tank for the transportation of a flammable gas. (Mode 1.)
5923-X	DOT-E 5923	Union Carbide Corp., Tarrytown, NY	49 CFR 173.314, 173.148(a)(4)	To authorize transportation of certain flammable and nonflammable gases in DOT specification 106A500X and 110A500-W multi-unit tank cars. (Modes 1, 2, 3.)
6122-X	DOT-E 6122	Pennwalt Corp., Philadelphia, PA	49 CFR 173.154(a)(9), 173.158(a)(2), 178.205-16.	To authorize the use of non-DOT specification packaging for certain dry oxidizing materials.
6939-X	DOT-E 6939	Warren Petroleum Corp., Tulsa, OK	49 CFR 173.315(a)(1), 173.315(c)(1)	To authorize shipment of flammable gas in MC-331 cargo tanks. (Mode 1.)
6939-P	DOT-E 6939	Allied Chemical Corp., Morristown, NJ	49 CFR 173.315(a)(1), 173.315(c)(1)	To become a party to Exemption 6939. (Mode 1.)
6974-X	DOT-E 6974	Tavco, Inc., Chatsworth, CA	49 CFR 173.302(a)(1), 178.42, 175.3	To authorize the use of non-DOT specification cylinders for the transportation of nonliquefied compressed gases. (Modes 1, 2, 4.)
7005-X	DOT-E 7005	Bignier Schmidt-Laurent, Paris, France	49 CFR 173.119, 173.141(a)(10), 173.245(a)(30), 173.346, 173.620, 173.630, 46 CFR 90.05-35.	To authorize the use of non-DOT specification portable tanks for the transportation of certain flammable, corrosive, Class B poisons and combustible liquids and ORM-A materials. (Modes 1, 2, 3.)
7205-X	DOT-E 7205	Department of Defense, Washington, DC	49 CFR 46 CFR 146.29-99	To authorize certain stowage deviations in the transportation of military explosives. (Mode 3.)
7440-X	DOT-E 7440	Roux Laboratories, Inc., Jacksonville, FL	49 CFR 173.306(a)(3)(i), 173.306(a)(3)(v), 173.1200a8iiA, 173.1209a8iiE.	To authorize transportation of nonflammable gas in non-DOT specification container having capacity exceeding that specified in the regulations. (Modes 1, 2, 3.)
7869-X	DOT-E 7869	Oxy Metal Industries Corp., Morenci, MI	49 CFR 173.245, 178.253	To authorize shipment of rust preventing compounds in DOT 57 portable tanks. (Mode 1.)
8000-X	DOT-E 8000	Fauvet-Girel, Paris, France	49 CFR 173.119, 173.125, 173.128, 173.135, 173.141, 173.144, 173.145, 173.146, 173.147, 173.224, 173.245, 173.347, 173.382, 173.384, 46 CFR 90.05-35.	To authorize shipment of certain flammable and poison B liquids in non-DOT portable tanks. (Modes 1, 2, 3.)
8000-X	DOT-E 8000	Transports Internationaux Containers, Paris, France.	49 CFR 173.119, 173.125, 173.128, 173.135, 173.141, 173.144, 173.145, 173.146, 173.147, 173.224, 173.245, 173.347, 173.382, 173.384, 46 CFR 90.05-35.	To authorize the transportation of certain flammable, corrosive, poison, combustible liquids and oxidizers in non-DOT portable tanks. (Modes 1, 2, 3.)
8189-P	DOT-E 8189	Shell Oil Co., Houston, TX	49 CFR 173.358(a)(12), 173.358(a)(14).	To become a party to Exemption 8189. (Modes 1.)
8227-P	DOT-E 8227	Contrans, Hamburg, W. Germany	49 CFR 173.118(a), 173.119, 173.125, 173.128, 173.131, 173.132, 173.144, 173.245(a)(30).	To become a party to Exemption 8227. (Modes 1, 2, 3.)
8227-P	DOT-E 8293	EVA, Eisenbahn-Verkehrsmittel A.G., Dusseldorf, W. Germany.	49 CFR 173.118a, 173.119, 173.125, 173.128, 173.131, 173.132, 173.144, 173.245(a)(30).	To become a party to Exemption 8293. (Modes 1, 2, 3.)
8227-P	DOT-E 8294	Contrans Hamburg, W. Germany	49 CFR 173.118a, 173.119, 173.125, 173.128, 173.131, 173.132, 173.144, 173.245(a)(30).	To become a party to Exemption 8294. (Modes 1, 2, 3.)
8227-P	DOT-E 8259	Contrans Hamburg, W. Germany	49 CFR 173.118a, 173.119, 173.125, 173.128, 173.131, 173.132, 173.144, 173.245(a)(30), 173.346, 173.630.	To become a party to Exemption 8259. (Modes 1, 2, 3.)
New Exemptions				
8210-N	DOT-E 8210	Paramount Leisure Industries, Scotsdale, AZ	49 CFR 173.2179a0, 178.210-10	To authorize shipment of certain oxidizing materials in up to 20 lb. 2 ml polyethylene bags overpacked in plastic containers or fiberboard containers further overpacked in a DOT specification 12A or 12B fiberboard box not exceeding 40 pounds gross weight. (Mode 1.)
8217-N	DOT-E 8217	Hugonnet, S.A., Paris, France	49 CFR 173.119, 173.125, 173.127, 173.128, 173.129, 173.131, 173.132, 173.136, 173.141, 173.144, 173.147, 173.148, 173.245, 173.247, 173.276, 173.280, 173.346(a), 173.347, 173.349, 173.361, 173.362, 173.362(a), 173.510, 173.605, 173.645, 173.655.	To authorize shipment of flammable, corrosive, posion, combustible liquids and ORM-A material in non-DOT specification ISO portable tanks. (Modes 1, 2, 3).

Application No.	Exemption No.	Applicant	Regulation(s) affected	Nature of exemption thereof
New Exemptions—Continued				
8226–N	DOT–E 8226	Westerwalder Eisenwerk, Weitefeld, Germany	49 CFR 173.118(a), 173.119, 173.125, 173.128, 173.131, 173.132, 173.144, 173.245(a)(30), 173.346, 173.630.	To authorize shipment of various flammable, combustible, corrosive, poison liquids and oxidizers in non-DOT specification IMCO type I portable tanks. (Modes 1, 2, 3.)
8227–N	DOT–E 8227	Westerwalder Eisenwerk, Weitefeld, W. Germany.	49 CFR 173.118(a), 173.119, 173.125, 173.128, 173.131, 173.132, 173.144, 173.245(a)(30).	To authorize shipment of various hazardous materials in non-DOT specification IMCO type II portable tanks. (Modes 1, 2, 3.)
Hwy. 8227–N	DOT–E 8294	Westerwalder Eisenwerk Weitefeld, W. Germany..	49 CFR 173.118a, 173.119, 173.125, 173.128, 173.131, 173.132, 173.144, 173.245(a)(30).	To authorize shipment of various flammable, combustible, corrosive, and poison liquids and oxidizers in non-DOT specification IMCO type II portable tanks. (Modes 1, 2, 3.)
8227–N	DOT–E 8293	Westerwalder Eisenwerk Weitefeld, W. Germany..	49 CFR 173.118a, 173.119, 173.125, 173.128, 173.131, 173.132, 173.144, 173.245(a)(30).	To authorize shipment of various flammable, combutible, and corrosive liquids in non-DOT specification IMCO type II portable tanks. (Modes 1, 2, 3.)
8227–N	DOT–E 8259	Westerwalder Eisenwerk Weitefeld, Germany	49 CFR 173.118a, 173.119, 173.125, 173.128, 173.131, 173.132, 173.144, 173.245(a)(30), 173.346, 173.630.	To authorize shipment of various flammable, combustible, corrosive, poison liquids and oxidizers in non-DOT specification IMCO type I portable tanks. (Modes 1, 2, 3.)
8247–N	DOT–E 8247	Container Corporation of America, Wilmington, DE.	49 CFR 173.272(g)	To authorize manufacture, marking, and sale of DOT specification 34, 6-gallon polyethylene containers for the shipment of sulfuric acid of 95 percent to 98 percent concentration. (Modes 1, 2, 3.)
8250–N	DOT–E 8250	ABC Airlines, Inc., Texarkana, TX	49 CFR 172.101, 172.204(c)(3), 173.27, 175.30(a)(1), 175.320(b), Part 107, Ap. B.	To authorize carriage of Class A, B, and C explosives not permitted for air shipment or in quantities greater than those prescribed for air shipment. (Mode 4.)
8288–N	DOT–E 8288	Alaska Explosives Limited, Anchorage, AK	49 CFR 176.115(a)(2)	To authorize stowage of Class A explosives in portable magazines aboard ship at less than the 25-foot separation distance required for explosives to crew quarters. (Mode 3.)
8314–N	DOT–E 8314	Barber Steamship Lines, Inc., New York, NY	49 CFR 176.905(L)	To authorize stowage of refrigerating machinery and motor vehicles in the same hold or compartment. (Mode 3.)
8319–N	DOT–E 8319	Union Carbide Corp., Bound Brook, NJ	49 CFR 173.31	To authorize a one year extension of the ten-year hydrostatic retest requirement on nine DOT specification 114A340W tank car tanks used in vinyl chloride service. (Mode 2.)
8330–N	DOT–E 8330	General Dynamics Corp., Pomona Division, Pomano, CA.	49 CFR 172.101, 175.3, 175.30	To authorize a one-time shipment of ammunition for cannon, Class A and B explosives, which are not presently authorized for shipment by air. (Mode 4.)
8334–N	DOT–E 8334	Ford Aerospace and Communications Corp., Newport Beach, CA.	49 CFR 172.101, 175.3, 175.30	To authorize a one-time shipment of Class A, B, and C explosives which are not presently authorized for shipment by air. (Mode 4.)

Withdrawals

Application No.	Applicant	Regulation(s) affected	Nature of Exemption thereof
8291–N	Orion Research Inc., Cambridge, MA	49 CFR 178.249–5, 178.249–6	To authorize shipment of aqueous solutions containing a maximum of 35 percent ethylamine in polyethylene bottles which did not meet DOT spec. 2E. (Modes 1, 2, 3, 5.)

Denials

7512–X Request by Puerto Rico Marine Management, Inc., Elizabeth, NJ to authorize shipment of flammable and combustible in MC306 cargo tanks denied January 31, 1980.

7983–P Request by Whitman & Ransom, New York, NY to authorize transportation of lithium batteries separated from each other by packaging materials within an outside package denied January 31, 1980.

8223–N Request by Dept. of Public Safety, Connecticut, New Britain, CT to authorize one-time shipment of radioactive material Group III, Type B in non-DOT specification lead-lined welded steel container denied January 31, 1980.

8224–N Request by National Tank Truck Carriers, Inc., Washington, DC to authorize shipment of various corrosive liquids in MC–311 cargo tanks equipped with bottom outlets denied January 31, 1980.

Issued in Washington, D.C., on June 3, 1980.

J. R. Grothe,

Chief, Exemptions Branch, Office of Hazardous Materials Regulation, Materials Transportation Bureau.

[FR Doc. 18075 Filed 6–13–80; 8:45 am]

BILLING CODE 4910–60–M

Grants and Denials of Applications for Exemptions

AGENCY: Materials Transportation Bureau, DOT.

ACTION: Notice of Grants and Denials of Applications for Exemptions.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 CFR Part 107, Subpart B), notice is hereby given of the exemptions granted in February 1980. The modes of transportation involved are identified by a number in the "Nature of Exemption Thereof" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo-only aircraft, 5—Passenger-carrying aircraft. Application numbers prefixed by the letters EE represent applications for Emergency Exemptions.

Application No.	Exemption No.	Applicant	Regulation(s) affected	Nature of exemption thereof
		Renewal and Party to Exemptions		
5454-X	DOT-E 5454	Union Carbide Corp., Tarrytown, NY	49 CFR 173.301(d), 173.304(a)(2)	To authorize shipment of sulfur hexafluoride in DOT specification cylinders 3A1800, 3AA1800, 3AAX2400, and 3T1800 which are not now authorized for the material. (Modes 1, 3.)
5454-X	DOT-E 5454	Air Products and Chemicals, Inc., Allentown, PA	49 CFR 173.301(d), 173.304(a)(2)	To authorize shipment of sulfur hexafluoride in DOT specification cylinders 3A1800, 3AA1800, 3AAX2400, and 3T1800 which are not now authorized for the material. (Modes 1, 3.)
5454-X	DOT-E 5454	Allied Chemical Corp., Morristown, NJ	49 CFR 173.301(d), 173.304(a)(2)	To authorize shipment of sulfur hexafluoride in DOT specification cylinders 3A1800, 3AA1800, 3AAX2400, and 3T1800 which are not now authorized for the material. (Modes 1, 3.)
6296-X	DOT-E 6296	American Cyanamid Co., Wayne, NJ	49 CFR 173.377(g)	To authorize additional bag packagings for the transportation of certain Class B poisons in DOT 44D multiwall paper bags. (Modes 1, 2.)
6397-P	DOT-E 6397	The Harshaw Chemical Co., Cleveland, OH	49 CFR 173.346(a)	To become a party to Exemption 6397. (Modes 1, 2.)
6397-P	DOT-E 6397	Foote Mineral Chemical Co., Exton, PA	49 CFR 173.346(a)	To become a party to Exemption 6397. (Modes 1, 2.)
6397-X	DOT-E 6397	Baird and McGuire, Inc., Holbrook, MA	49 CFR 173.346(a)	To authorize the shipment of certain Class B poisonous liquids in DOT specification 34 containers. (Modes 1, 2.)
6397-X	DOT-E 6397	Harstan Chemical Corp., Brooklyn, NY	49 CFR 173.346(a)	To authorize the shipment of certain Class B poisons in DOT specification 34 containers. (Modes 1, 2.)
6614-X	DOT-E 6614	Georgia-Pacific Corp., Los Angeles, CA	49 CFR 173.263(a)(28), 173.277(a)(6)...	To authorize the transportation of certain corrosive liquids in non-DOT specification polyethylene bottles. (Mode 1.)
6614-P	DOT-E 6614	Willard Products, Redwood, CA	49 CFR 173.263(a)(28), 173.277(a)(6).	To become a party to Exemption 6614. (Mode 1.)
6614-P	DOT-E 6614	So-White Co., Inc., Plover, WI	49 CFR 173.263(a)(28), 173.277(a)(6).	To become a party to Exemption 6614. (Mode 1.)
6614-X	DOT-E 6614	Continental Chemical Co., Sacramento, CA	49 CFR 173.263(a)(28), 173.277(a)(6).	To authorize the transportation of certain corrosive liquids in non-DOT specification polyethylene bottles. (Mode 1.)
6614-X	DOT-E 6614	FMC Corp., Philadelphia, PA	49 CFR 173.263(a)(28), 173.277(a)(6).	To authorize the transportation of certain corrosive liquids in non-DOT specification polyethylene bottles. (Mode 1.)
6883-X	DOT-E 6883	Hedwin Corp., Baltimore, MD	49 CFR 173.119, 173.221, 173.245(a)(26), 173.249(a)(1), 173.250(a)(1), 173.256(a), 173.257(a)(1), 173.263(a)(28), 173.265(d)(6), 173.266(b)(8), 173.272(g), 173.272(i)(9), 173.277(a)(6), 173.287(c)(1), 173.289(a)(1), 173.292(a)(1), 173.346(a), 178.19.	To authorize the transportation of certain organic peroxides, oxidizers, poison B materials, and corrosive and flammable liquids in a non-DOT specification 55-gallon polyethylene Spec. 34 type packaging. (Modes 1, 2, 3.)
6883-X	DOT-E 6883	Hedwin Corp., Baltimore, MD	49 CFRR 173.119, 173.221, 173.245(a)(26), 173.249(a)(1), 173.250(a)(1), 173.256(a), 173.257(a)(1), 173.263(a)(28), 173.265(d)(6), 173.266(b)(8), 173.272(g), 173.272(i)(9), 173.277(a)(6), 173.287(c)(1), 173.289(a)(1), 173.292(a)(1), 173.346(a), 178.19.	To authorize the tranportation of certain poison B, oxidizing, corrosive, and flammable liquids, and organic peroxides, in a non-DOT specification 55-gallon polyethylene Spec. 34 type packaging. (Modes 1, 2, 3.)
6898-P	DOT-E 6898	Mallinckrodt, Inc., St. Louis, MO	49 CFR 178.150-4(a)(1)	To become a party to Exemption 6898. (Modes 1, 2, 3.)
6902-P	DOT-E 6902	Great Lakes Chemical Corp., West Lafayette, IN	49 CFR 173.314(c), 179.300-15	To become a party to Exemption 6902. (Modes 1, 2.)
6902-P	DOT-E 6902	Synthatron Corp., Parsippany, NJ	49 CFR 173.314(c), 179.300-15	To become a party to Exemption 6902. (Modes 1, 2.)
6913-X	DOT-E 6913	Continental Oil Co., Houston, TX	49 CFR 173.315(a)(1)	To authorize shipment of vinyl chloride in a non-DOT specification 1900-gallon water capacity cargo tank. (Mode 1.)
6978-X	DOT-E 6978	Liquid Energy Corp., The Woodlands, TX	49 CFR 173.315(a)(1), 173.315(c)(1)...	To authorize the use of an insulated DOT MC-331 cargo tank for the transportation of a flammable compressed gas. (Mode 1.)
6986-X	DOT-E 6986	K and M Plastics Inc., Elk Grove Village, IL	49 CFR 173.245(a)(26), 173.249(a)(1), 173.250a(a)(1), 173.257(a)(1), 173.263(a)(28), 173.265(d)(6), 173.266(b)(8), 173.272(i)(9), 173.277(a)(6), 173.287(c)(1), 173.289(a)(1), 173.292(a)(1), 178.19.	To authorize the use off non-DOT specification polyethylene packagings for the transportation of certain corrosive liquids and oxidizers. (Modes 1, 2, 3.)
7005-P	DOT-E 7005	Hoyer S.A.G.L., Chiasso, Switzerland	49 CFR 173.119, 173.141(a)(10), 173.245(a)(30), 173.346, 173.620, 173.630, 46 CFR 90.05-35.	To become a party to Exemption 7005. (Modes 1, 2, 3.)
7005-X	DOT-E 7005	Bignier Schmidt-Laurent, Paris, France	49 CFR 173.119, 173.141(a)(10), 173.245(a)(30), 173.346, 173.620, 173.630, 46 CFR 90.05-35.	To authorize the use of non-DOT specification portable tanks for the transportation of certain flammable, corrosive, Class B poison, and combustible liquids and ORM-A materials. (Modes 1, 2, 3.)
7071-X	DOT-E 7071	Philip A. Hunt Chemical Corp., Palisades Park, NJ.	49 CFR 173.245	To authorize polyethylene packagings in a quantity not provided for in the regulations, for the transportation of a certain corrosive liquid. (Modes 1, 2, 3.)
7255-X	DOT-E 7255	Department of Defense, Washington, DC	49 CFR 146.29-45(a), 146.29-45(c)	To authorize the simultaneous loading of two holds within the same hatch with military explosives aboard cargo vessels. (Mode 3.)
7725-X	DOT-E 7725	Economics Laboratory, Inc., St. Paul, MN	49 CFR 172.201(a)(3)	To authorize the shipping description on shipping papers to contain coded information. (Modes 1, 2, 3.)
7769-X	DOT-E 7769	Brunswick Corp., Lincoln, NE	49 CFR 173.302(a)(1), 175.3	To authorize shipment of compressed air, nitrogen, or other inert gases, in non-DOT specification cylinders. (Modes 1, 2, 3, 4, 5.)
7770-P	DOT-E 7770	Fauvet-Giret, Paris, France	49 CFR 173.143, 173.264(b)(4)	To become a party to Exemption 7770. (Modes 1, 2, 3.)
7887-P	DOT-E 7887	Canaroc Industries, Ltd., Edmonton, Alberta	49 CFR 107, Appen. B, 172.101, 173.111, 175.3.	To become a party to Exemption 7887. (Modes 1, 2, 3, 4, 5.)
7891-X	DOT-E 7891	United Parcel Service (UPS), Greenwich, CT	49 CFR 172.400, 172.402(a)(2), 172.402(a)(3), 172.504(a), 172.504, Table 1, 173.25(a).	To authorize the exemption of certain small quantity Class B poison packages from labeling requirements, and flammable solids from placarding requirements. (Modes 1, 2.)

Application No.	Exemption No.	Applicant	Regulation(s) affected	Nature of exemption thereof
Renewal and Party to Exemptions—Continued				
7948–X	DOT–E 7948	Clark Tank and Manufacturing Co., Inc., Long Beach, CA.	49 CFR 173.119(a)(17), 173.245(a)(30), 173.245(a)(31), 178.342–5, 178.343–5.	To authorize shipment of flammable and corrosive waste materials in non-DOT ASME cargo tanks with bottom outlets. (Mode 1.)
8109–X	DOT–E 8109	Fauvet Girel, Paris, France	49 CFR 173.119, 173.125, 173.128, 173.135, 173.141, 173.145, 173.147, 173.224, 173.245, 173.276, 173.280, 173.346, 173.347, 173.349, 46 CFR 90.05–35.	To authorize the transportation of certain hazardous materials in non-DOT specification intermodal portable tanks. (Modes 1, 2, 3.)
8109–P	DOT–E 8109	Slemi, Paris, France	49 CFR 173.119, 173.125, 173.128, 173.135, 173.141, 173.145, 173.147, 173.224, 173.245, 173.276, 173.280, 173.346, 173.347, 173.349, 46 CFR 90.05–35.	To become a party to Exemption 8109. (Modes 1, 2, 3.)
8126–P	DOT–E 8126	Slemi, Paris, France	49 CFR 173.123, 173.315	To become a party to Exemption 8126. (Modes 1, 3.)
8144–P	DOT–E 8144	Atlas Powder Co., Dallas, TX	49 CFR 173.133	To become a party to Exemption 8144. (Mode 1.)
8184–P	DOT–E 8184	Atlas Powder Co., Dallas TX	49 CFR 173.65	To become a party to Exemption 8184. (Modes 1, 2.)
8229–P	DOT–E 8229	E. I. duPont de Nemours & Co., Inc., Wilmington, DE.	49 CFR 172.504, 172.506, 173.2	To become a party to Exemption 8229. (Modes 1, 2.)
8229–P	DOT–E 8229	Austin Powder Co., Cleveland, OH	49 CFR 172.504, 172.506, 173.2	To become a party to Exemption 8229. (Modes 1, 2.)
8275–P	DOT–E 8275	Compagnie des Containers, Reservoirs, Cedex, France.	49 CFR 173.118, 173.119, 173.125, 173.128, 173.131, 173.132, 173.135, 173.144, 173.145, 173.147, 173.245, 173.346.	To become a party to Exemption 8275. (Modes 1, 2, 3.)
8275–P	DOT–E 8275	Eurotainer S.A.R.L., Paris France	49 CFR 173.118, 173.119, 173.125, 173.128, 173.131, 173.132, 173.135, 173.144, 173.145, 173.147, 173.245, 173.346.	To become a party to Exemption 8275. (Modes 1, 2, 3.)
8275–P	DOT–E 8275	Societe Auxiliaire de Transport et d'Industries, Paris, France.	49 CFR 173.118, 173.119, 173.125, 173.128, 173.131, 173.132, 173.135, 173.1444, 173.145, 173.147, 173.245, 173.346.	To become a party to Exemption 8275. (Modes 1, 2, 3.)
New Exemptions				
8244–N	DOT–E 8244	Halliburton Services, Duncan, OK	49 CFR 173.119, 173.125, 173.245, 173.263, 173.264, 173.289, 46 CFR 64.9.	To authorize shipment of various flammable combustible, and corrosive materials in lined marine portable tank. (Modes 1, 3.)
8245–N	DOT–E 8245	Halliburton Services, Inc., Duncan, OK	49 CFR 173.263(a)(11), 173.264(a), 173.264(b), 178.255–1(c).	To authorize use of a DOT specification 60 (rubber lined) portable tank, less post weld heat treatment, for shipment of all commodities presently authorized in a DOT specification 60 plus mixtures of hydrofluoric acid solution and hydrofluoric/hydrochioric acid mixtures. (Modes 1, 3.)
8252–N	DOT–E 8252	Dow Chemical U.S.A., Midland, MI	49 CFR 173.119, 173.245, 173.249	To authorize shipment of various corrosive materials and a flammabe liquid in non-DOT specification IMCO type I portable tanks. (Modes 1, 3.)
8268–N	DOT–E 8268	Union Carbide Corporation, Bound Brook, NJ	49 CFR 173.119(m)(14)	To authorize shipment of certain amines meeting both the flammable and corrosive definition in DOT specification 105A class tank cars. (Mode 2.)
8271–N	DOT–E 8271	Constructors John Brown, Limited, Hampshire, England.	49 CFR 173.134(a)(5)	To authorize shipment of a pyrophoric solid dispersed in a flammable liquid in a non-DOT specification portable tank comparable to DOT specifications 51. (Modes 1, 2, 3.)
8275–N	DOT–E 8275	ANF Industrie, Paris, France, y	49 CFR 173.118, 173.119, 173.125, 173.128, 173.131, 173.132, 173.135, 173.144, 173.145, 173.147, 173.245, 173.346.	To authorize shipment of various hazardous materials in non-DOT specification IMCO type II portable tanks. (Modes 1, 2, 3.)
8285–N	DOT–E 8285	Radian Corporation, Austin, TX	49 CFR 100–199	To authorize shipment of limited quantities of flammable liquids and ORM–A materials essentially non-regulated when packaged in special type packaging. (Modes 1, 2, 3, 4, 5.)
8309–N	DOT–E 8309	Carrier Corporation, Syracuse, NY	49 CFR 173.306(e)	To authorize shipment of refrigerating machines having two charged vessels containing more than 2,000 pounds of Freon (Group I refrigerant) but not more than 10,000 pounds. (Modes 1, 2, 3.)
8348–N	DOT–E 8348	Frell Incorporated, Corpus Christi, TX	49 CFR 173.119(a)(17), 173.245(a)(30), 178.340–7, 178.342–5, 178.343–5.	To manufacure, mark and sell non-DOT specification cargo tanks complying generally with DOT specification MC–312 except for bottom outlet valve variation for the transport of flammable or corrosive waste, liquids or semi-solids. (Mode 1.)
Emergency Exemptions				
EE 7648–X	DOT–E 7648	Intermountain Aerial Sightseeing, Inc., Salt Lake City, UT.	49 CFR 172.204(c), 172.300(a), 172.400(a), 173.91(a), 173.91(i), 175.3, 175.35(a).	To authorize transportation of flares without marking or labeling of container, in a non-DOT container without shipping papers accompanying shipment. (Mode 4.)
Withdrawals				
Application No.		Applicant	Regulation(s) affected	Nature of Exemption Thereof
8312–N		Sonoco-Mauser Containers Limited, Brantford, Ontario.	49 CFR 173 Subpart F, 178.19	To manufacture, mark and sell non-DOT specification reusable polyethylene 55-gallon capacity tight head drums for the shipment of corrosive liquids. (Modes 1, 2, 3.)

Denials

3822-X Request by Dow Chemical U.S.A., Findlay, OH to authorize the shipment of bromine in DOT specification cargo tanks at not less than 92 percent of the quantity the tank is authorized to carry denied February 29, 1980.

7735-X Request by Rheem Manufacturing Company, Container Division, Linden, NJ to authorize shipment of certain flammable liquids in DOT specification 34 containers denied February 29, 1980.

8035-X Request by NL McCullough, NL Industries, Inc., Houston, TX to authorize shipment of propellant explosives (solid) Class B, as a Class C explosive when shipped in small quantities denied February 29, 1980.

8335-N Request by Hughes Aircraft Company, Los Angeles, CA to authorize the shipment of nitrogen tetroxide in non-DOT specification tank car tanks complying with DOT specification 110A500W except for marking and material of construction denied February 29, 1980.

Issued in Washington, DC, on June 4, 1980.

J. R. Grothe,

Chief Exemptions Branch, Office of Hazardous Materials Regulation, Materials Transportation Bureau.

[FR Doc. 80-18077 Filed 6-13-80; 8:45 am]

BILLING CODE 4910-60-M

Notice of Applications for Exemptions

AGENCY: Materials Transportation Bureau, D.O.T.

ACTION: List of Applicants for Exemptions.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Regulation of the Materials Transportation Bureau has received the applications described herein. Each mode of transportation for which a particular exemption is requested is indicated by a number in the "Nature of Application" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo-only aircraft, 5—Passenger-carrying aircraft.

DATES: Comment period closes July 16, 1980.

ADDRESS COMMENTS TO: Dockets Branch, Information Services Division, Materials Transportation Bureau, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate.

FOR FURTHER INFORMATION: Copies of the applications are available for inspection in the Dockets Branch, Room 8426, Nassif Building, 400 7th Street, S.W., Washington, DC.

Application No.	Applicant	Regulation(s) affected	Nature of exemption thereof
	New Exemptions		
8428-N	Allied Drum Service, Inc., Louisville, KY	49 CFR 173.28(o), 178.116-10	To authorize conversion of non-DOT Specification tight head 18 gauge steel 55 gallon drums to DOT Specification 17E except for location of markings for shipment of commodities authorized in DOT 17E. (Modes 1, 2, 3, 4.)
8430-N	C. T. Takahashi & Associates, Seattle, WA	49 CFR 173.368	To authorize shipment of arsenical flue dust, poison B solid, in 20-foot bulk dry ocean containers. (Modes 1, 3.)
8431-N	Dow Chemical U.S.A., Midland, MI	49 CFR 173.294(a)(2), 179.202-16	To authorize shipment of monochloroacetic acid solution, classed as a corrosive material in DOT specification 111A100W6 tank cars made of 316L stainless steel with bottom outlets and washout prohibited. (Mode 2.)
8432-N	Department of Defense, Washington, DC	49 CFR 173.154	To authorize shipment of a demolition kit containing, as separately packaged items, a sodium perchlorate solution classed as an oxidizer, and a powdered aluminum mixture loaded on a strapped and covered wirebound wooden pallet box. (Modes 1, 2, 4.)
8433-N	Intel Corp., Santa Clara, CA	49 CFR 173.28(m)	To authorize one-time reuse of DOT specification single trip 17 series steel drums, without reconditioning, for shipment of spent solvents, classes as flammable liquids. (Mode 1.)
8434-N	Union Carbide Corp., New York, NY	49 CFR 173.154	To authorize shipment of calcium silicate powder, classed as a flammable solid, in containers prescribed for calcium carbide. (Modes 1, 2.)
8435-N	M1 Engineering, Limited, Bradford, England	49 CFR 173.245, 173.280	To authorize shipment of phenylmethyldichlorosilane and phenyltrichlorosilane, classed as corrosive liquids, n.o.s., in non-DOT specification IMCO type I portable tanks. (Modes 1, 2, 3.)
8436-N	Pennwalt Corp., Buffalo, NY	49 CFR 173.119(m)(10), 173.119(m)(11), 173.119(m)(12).	To authorize shipment of an organic peroxide, classed as a flammable liquid, in a DOT specification MC-331 cargo tank equipped with temperature and pressure sensing devices. (Mode 1.)
8437-N	Park Chemical Co., Detroit, MI	49 CFR 173.182(b)(iii)	To authorize the shipment of a sodium nitrate mixture in non-DOT specification 50 pound 9 mil plastic bags which are stretch wrapped 40 bags to a pallet. (Mode 1.)
8438-N	Westinghouse Electric Corp., Orrville, OH	49 CFR 173.860(a)(1)	To authorize shipment of metallic mercury in 7.5 pound plastic bottles each packed in strong outside packages. (Modes 4, 5.)
8439-N	Hydraulic Research Textron, Pacoima, CA	49 CFR 173.302, 173.304, 178.47	To manufacture, mark, and sell non-DOT specification cylinders complying with DOT specification 4DS, with certain exceptions, for shipment of various nonflammable compressed gases. (Modes 1, 2, 3, 4, 5.)

Application No.	Applicant	Regulation(s) affected	Nature of exemption thereof
	New Exemptions—Continued		
8440–N	Hugonnet, S.A., Paris, France	49 CFR 173.252	To authorize shipment of bromine in non-DOT specification IMCO type I portable tanks, lined with polyvinylidene fluoride. (Modes 1, 2, 3.)
8441–N	Duracell International Inc., Elmsford, NY	49 CFR 172.101	To authorize shipment of used lithium-sulfur dioxide batteries, classed as ORM–E, packaged in DOT Specification 12B fiberboard boxes not to exceed 65 pounds. (Mode 1.)
8442–N	Lubbock Manufacturing Co., Lubbock, TX	49 CFR 173.315	To manufacture, mark, and sell DOT specification MC–331 cargo tanks for shipment of ethane-propane mixtures, prepared and offered for transportation in accordance with Notice No. 79–3, Docket HM–115. (Mode 1.)
8443–N	Dow Chemical U.S.A., Midland, MI	49 CFR 173.315	To authorize shipment of ethane-propane mixtures in DOT specification MC–331 cargo tanks in accordance with Notice No. 79–3, Docket HM–115. (Mode 1.)
8444–N	DuBois Chemicals, Cincinnati, OH	49 CFR 173.245(a), 173.256(a), 173.263.	To authorize shipment of various cleaning compounds, classed as corrosive materials, in a polyethylene lined, DOT specification 57 portable tank. (Mode 1.)
8445–N	Dow Chemical U.S.A., Midland, MI	49 CFR 173, Subpart D, E, F, G, and Subpart H.	To authorize shipment of various liquid or solid hazardous substances or hazardous wastes, packed in inside plastic, glass, earthenware, or metal containers not exceeding 1-gallon capacity, overpacked in removable head steel, fiber, or plastic drums for disposal, repackaging, or re-processing. (Mode 1.)
8446–N	Ethyl Corporation, Baton Rouge, LA	49 CFR 173.354(a)(2)	To authorize export shipment of motor fuel antiknock compound in DOT specification 5B drums with openings not exceeding 2.3 inch diameter. (Modes 1, 3.)

This notice of receipt of applications for new exemptions is published in accordance with Section 107 of the Hazardous Materials Transportation Act (49 CFR 1806; 49 CFR 1.53(e)).

Issued in Washington, D.C., on June 5, 1980.

J. R. Grothe,

Chief, Exemptions Branch, Office of Hazardous Materials Regulation, Materials Transportation Bureau.

[FR Doc. 80–18076 Filed 6–13–80; 8:45 am]

BILLING CODE 4910–60–M

Notice of Applications for Renewal or Modification of Exemptions or Applications to Become a Party to an Exemption

AGENCY: Materials Transportation Bureau, D.O.T.

ACTION: List of Applications for Renewal or Modification of Exemptions or Application to Become a Party to an Exemption.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Regulation of the Materials Transportation Bureau has received the applications described herein. This notice is abbreviated to expedite docketing and public notice. Because the sections affected, modes of transportation, and the nature of application have neen shown in earlier **Federal Register** publications, they are not repeated here. Except as otherwise noted, renewal applications are for extension of the exemption terms only. Where changes are requested (e.g. to provide for additional hazardous materials, packaging design changes, additional mode of transportation, etc.) they are described in footnotes to the application number. Application numbers with the suffix "X" denote renewal; application numbers with the suffix "P" denote party to. These applications have been separated from the new applications for exemptions to facilitate processing.

DATES: Comment period closes July 1, 1980.

ADDRESS COMMENT TO: Dockets Branch, Information Services Division, Materials Transportation Bureau, U.S. Department of Transportaion, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate.

FOR FURTHER INFORMATION: Copies of the applications are available for inspection in the Dockets Branch, Room 8426, Nassif Building, 400 7th Street, S.W., Washington, DC.

Application No.	Applicant	Renewal of exemption
3004–X	Department of Defense, Washington, DC.	3004
3128–X	Department of Defense, Washington, DC.	3128
3768–X	PPG Industries, Inc., Pittsburgh, PA.[1]	3768
4390–X	MCB Manufacturing Chemists, Inc., Cincinnati, Ohio.	4390
5456–X	J. T. Baker Chemical Company, Phillipsburg, NJ.	5456
5526–X	MCB Manufacturing Chemists, Inc., Cincinnati, OH.	5526
5652–X	Air Products and Chemicals, Inc., Allentown, PA.[2]	5652
6296–X	American Cyanamid Company, Wayne, NJ.[3]	6296
6305–X	Monsanto Company, St. Louis, MO	6305
6305–X	International Minerals & Chemical Corporation, Allentown, PA.	6305
6309–X	Insta-Foam Products, Inc., Joliet, IL	6309
6309–X	General Latex and Chemical Corporation (of Ga.), Dalton, GA.	6309
6472–X	Thiokol Corporation, Brigham City, Utah.	6472
6530–X	Airco Industrial Gases, Murray Hill, NJ.	6530
6536–X	The Southern Connecticut Gas Company, Bridgeport, CT.	6536
6793–X	Sea Containers Incorporated, New York, NY.	6793
6793–X	Container and Pressure Vessels, Ltd., Clones, Ireland.	6793
6824–X	Georgia-Pacific Corporation, Newport Beach, CA.[4]	6824
6858–X	Johnson ScanStar; General Steamship Corporation, San Francisco, CA.	6858
6874–X	ICI Americas Inc., Wilmington, DE.[5]	6874
6904–X	Aldrich Chemical Company, Inc., Milwaukee, WI.	6904
6921–X	Airco Industrial Gases, Murray Hill, NJ.	6921
6922–X	PCR Incorporated, Gainesville, FL	6922
6963–X	I.S.C. Chemicals Limited, Bristol, England.	6963

Application No.	Applicant	Renewal of exemption
7052-X	Matsushita Battery Industrial Co., Ltd., Osaka, Japan.	7052
7052-X	Panasonic Company, Secaucus, NJ...	7052
7052-X	Eagle-Picher Industries, Inc., Joplin, MO.	7052
7052-X	Electrochem Industries, Inc., Clarence, NY.	7052
7573-X	Department of Defense, Washington, DC.	7573
7586-X	Rockwell International, Downey, CA ..	7586
7629-X	Eurotainer, Paris, France	7629
7719-X	Turner Co., Sycamore, IL.....	7719
7811-X	Burdick & Jackson Laboratories, Inc., Muskegon, MI.	7811
7828-X	Alaska International Air, Inc., Fairbanks, AL.	7826
7885-X	The Mercoid Corporation, Chicago, IL.	7885
7909-X	Dow Chemical U.S.A., Midland, MI.....	7909
7943-X	GPS Industries, City of Industry, CA...	7943
7952-X	Albright & Wilson Inc., Norwood, NJ..	7952
7971-X	Hydraulic Research, Textron Inc., Pacoima, CA.	7971
7987-X	Stauffer Chemical Company, Westport, CT.	7987
8009-X	Pressure Transport, Inc., Austin, TX...	8009
8020-X	Bemzomatic Corporation, Medina, NY.	8020
8027-X	Carrier International Corporation, Syracuse, NY.	8027
8324-X	Rexnord, Inc., Brookfield, WI.[6]	8324
8336-X	Cities Service Company, Tulsa, OK.[7].	8336

[1] To renew and clarify the provisions of paragraphs 3a and 3b pertaining to commodity description.

[2] Request authorization to ship adipoyl chloride, classed as corrosive liquid, as additional commodity.

[3] Request authorization to increase the active ingredients in dry organic phosphate mixtures from 15% to 20%.

[4] To authorize shipment of two 20-pound polyethylene bottles containing oxidizers packed in a 275 pound double wall fiberboard box or DOT Specification 12B box with total weight not to exceed 50 pounds.

[5] To authorize rail as an additional mode of transportation.

[6] To authorize rail as an additional mode of transportation.

[7] Request various modifications to filling density and holding time.

Application No.	Applicant	Parties of exemption
2587-P	Weldcraft Equipment and Oxygen Company, Struthers, OH.	2587
4453-P	Wampun Hardware Co., New Galilee, PA.	4453
6466-P	International Minerals & Chemical Corporation, Allentown, PA.	6466
6765-P	Phillips Petroleum Company, Bartlesville, OK.	6765
7005-P	United TankContainers, Inc., New York, NY.	7005
7052-P	Reach Electronics, Inc., Lexington, NE.	7052
7423-P	NL Industries, Inc., Salt Lake City, UT.	7423
7820-P	Gentigent Leasing Inc., Geneva, Switzerland.	7820
7820-P	United TankContainers, Inc., New York, NY.	7820
8116-P	U.S. Department of the Interior, Denver, CO.	8116
8251-P	Sea Containers Inc., New York, NY ...	8251
8372-P	Erotainer S.A.R.L., Paris, France	8372
8417-P	Sea Containers Atlantic Ltd., Hamilton, Bermuda.	8417

This notice of receipt of applications for renewal of exemptions and for party to an exemption is published in accordance with Section 107 of the Hazardous Materials Transportation Act (49 CFR U.S.C. 1806; 49 CFR 1.53(e)).

Issued in Washington, D.C., on June 5, 1980.

J. R. Grothe,

Chief, Exemptions Branch, Office of Hazardous Materials Regulation, Materials Transportation Bureau.

[FR Doc. 80-18078 Filed 6-13-80; 8:45 am]

BILLING CODE 4910-60-M

Sunshine Act Meetings

Federal Register
Vol. 45, No. 117
Monday, June 16, 1980

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).

CONTENTS

	Items
Chrysler Corporation Loan Guarantee Board	1
Civil Aeronautics Board	2, 3
Commodity Futures Trading Commission	4
Federal Energy Regulatory Commission	5
Federal Home Loan Bank Board	6
Nuclear Regulatory Commission	7
Securities and Exchange Commission	8

1

CHRYSLER CORPORATION LOAN GUARANTEE BOARD.

TIME AND DATE: 9:30 a.m., June 18, 1980. The meeting may be adjourned until later in the day or adjourned from day to day as events require.

PLACE: Room 4121, Treasury Department, 15th and Pennsylvania Avenue, N.W., Washington, D.C. 20220.

MATTERS TO BE DISCUSSED: The Board has received an application from the Chrysler Corporation for the issuance of guarantees under the Chrysler Corporation Loan Guarantee Act (P.L. 96-185) (the "Act"). The Board will consider whether the Chrysler Corporation has satisfied the conditions and requirements for such Federal Assistance, as set forth in the Board's Resolutions of May 10, 1980 and the Act.

OPEN OR CLOSED: Open.

CONTACT PERSON FOR MORE INFORMATION: Brian M. Freeman, Secretary of the Board, (202) 566-5888.

This notice is given as a result of Court Order. The position of the Board is that it is not subject to the Government in the Sunshine Act.

Dated: June 12, 1980.

Brian M. Freeman,

Secretary of the Board.

[S-1163-80 Filed 6-12-80; 3:37 pm]

BILLING CODE 4810-27-M

2

[M-283, Amdt. 1; June 11, 1980]

CIVIL AERONAUTICS BOARD.

Short notice and closure of addition of items to the June 17, 1980 board meeting.

TIME AND DATE: 9:30 a.m., June 17, 1980.

PLACE: Room 1027, 1825 Connecticut Avenue NW., Washington, D.C. 20428.

SUBJECT:

28. Dockets 31099, 31100, 33586, 33642, 33940, 34312, 31217, 31777, and 34743—Show Cause Order proposing to grant U.S.-France authority (Memo 9724, BIA, OGC, BDA, BALJ).

29. Staff request for instruction on Finnair's request for limited scheduled authority to serve the Miami-Helsinki market next winter (Memo 9726, BIA).

30. Recommendation for the Aviation Negotiations with Uruguay (Memo 9700, BIA).

31. Docket 30697, Caribbean Area Service Investigation, (only that section which pertains to Cayman Islands service) (Memo 9435-B, OGC).

32. Notice of Proposed Rulemaking to regulate intermodal services by foreign air carriers (BIA, BCP, BDA, OGC).

STATUS: Closed.

PERSON TO CONTACT: Phyllis T. Kaylor, the Secretary, (202) 673-5068.

[S-1161-80 Filed 6-12-80; 3:21 pm]

BILLING CODE 6320-01-M

3

[M-283, Amdt. 2; June 11, 1980]

CIVIL AERONAUTICS BOARD.

Notice of deletion of item from the June 17, 1980 meeting agenda.

TIME AND DATE: 9:30 a.m., June 17, 1980.

PLACE: Room 1027, 1825 Connecticut Avenue, NW., Washington, D.C. 20428.

SUBJECT: 6. Docket 30452, Application for prior approval of UATP-1976 agreements concerning industry credit card plan (Memo 8236-F, BDA).

STATUS: Open.

PERSON TO CONTACT: Phyllis T. Kaylor, the Secretary, (202) 673-5068.

[S-1162-80 Filed 6-12-80; 3:21 pm]

BILLING CODE 6320-01-M

4

COMMODITY FUTURES TRADING COMMISSION.

TIME AND DATE: 12 p.m., June 17, 1980.

PLACE: 2033 K Street NW., Washington, D.C., 5th floor hearing room.

STATUS: Closed.

MATTERS TO BE CONSIDERED: Legislative matters.

CONTACT PERSON FOR MORE INFORMATION: Jane Stuckey, 254-6314.

[S-1157-80 Filed 6-12-80; 10:22 am]

BILLING CODE 6351-01-M

5

FEDERAL ENERGY REGULATORY COMMISSION.

TIME AND DATE: 10 a.m., June 18, 1980.

PLACE: 825 North Capitol Street, NE., Washington, D.C. 20426

STATUS: Open.

MATTERS TO BE CONSIDERED: Agenda.

Note.—Items listed on the agenda may be deleted without further notice.

CONTACT PERSON FOR MORE INFORMATION: Kenneth F. Plumb, Secretary, telephone (202) 357-8400.

This is a list of matters to be considered by the Commission. It does not include a listing of all papers relevant to the items on the agenda, however, all public documents may be examined in the Division of Public Information.

Power Agenda—453d Meeting, June 18, 1980, Regular Meeting (10 a.m.)

CAP-1. Project No. 2620, Lockhart Power Co.
CAP-2. Docket No. ER78-517, the Connecticut Light & Power Co.
CAP-3. Docket No. ER77-578, Kansas Gas & Electric Co.
CAP-4. Docket No. ER79-121, Utah Power & Light Co.
CAP-5. Docket No. ER80-57, Gulf States Utilities Co.
CAP-6. Docket No. ES80-40, Iowa Southern Utilities Co.

Miscellaneous Agenda—453d Meeting, June 18, 1980, Regular Meeting

CAM-1 Docket No. QF-3, Buffalo Color Corp.
CAM-2. New York State Electric & Gas Corp.
CAM-3. Docket No. RM-80-24, Permanent rule defining small existing industrial boiler fuel users exempt from incremental pricing under the Natural Gas Policy Act of 1978
CAM-4. Docket No. GP80- , NGPA well category determination, Lynco Oil Corp., JD80-32817.

Gas Agenda—453d Meeting, June 18, 1980, Regular Meeting

CAG-1. Docket No. RP80-104, Algonquin Gas Transmission Co.
CAG-2. Docket No. RP80-105 and RP76-15, Algonquin Gas Transmission Co.
CAG-3. Docket No. RP77-108, and TA80-2-29 (DCA80-2, AP80-2, AP80-3), Transcontinental Gas Pipe Line Corp.
CAG-4. Docket No. TA80-2-21 (PGA80-3), Columbia Gas Transmission Corp.

CAG–5. Docket No. TC80–89, El Paso Natural Gas Co.
CAG–6. Docket No. RP78–42, Transcontinental Gas Pipe Line Corp.
CAG–7. Docket No. RP77–62, Tennessee Gas Pipeline Co., Docket No. RP78–12, East Tennessee Natural Gas Co., Docket No. RP78–23, Midwestern Gas Co.
CAG–8. Docket No. G–7153, et al., Gulf Oil Corp., et al., Docket No. G–11373, Mobil Oil Exploration & Producing Southeast Inc.
CAG–9. Docket No. CP80–220, Natural Gas Pipeline Co. of America
CAG–10. Docket No. CP79–405, Tennessee Gas Pipeline Co., Division of Tenneco Inc.
CAG–11. Docket No. CP80–248, Transcontinental Gas Pipeline Co.
CAG–12. Docket No. CP80–176, Michigan Wisconsin Pipe Line Co.
CAG–13. Docket No. CP80–146, Valley Gas Transmission, Inc.
CAG–14. Docket No. CP80–208, Consolidated Gas Supply Corp.
CAG–15. Docket No. CP80–290, Columbia Gas Transmission Corp.
CAG–16. Docket No. CP80–258, Equitable Gas Co.
CAG–17. Docket No. CP80–302, Cities Service Gas Co.
CAG–18. Docket No. CP80–273, Panhandle Eastern Pipe Line Co.
CAG–19. Docket No. CP76–278, Natural Gas Pipeline Co. of America
CAG–20. Docket No. CP80–270, Tennessee Gas Pipeline Co.
CAG–21. Docket No. CP79–298, Florida Gas Transmission Co.
CAG–22. Docket No. CP80–238, Southern Natural Gas Co.
CAG–23. Docket No. CP79–281, Transcontinental Gas Pipe Line Corp.

Power Agenda—453d, Meeting, June 18, 1980, Regular Meeting

I. Licensed Project Matters

P–1. Project No. 553, City of Seattle, Washington

II. Electric Rate Matters

ER–1. Docket No. ER80–184, Oklahoma Gas & Electric Co.
ER–2. Docket No. ER80–363, Delmarva Power & Light Co.
ER–3. Docket No. ER80–2, Consolidated Edison Co. of New York.
ER–4. Docket No. ER80–225, Delmarva Power & Light Co.
ER–5. Docket No. ER77–533, Louisiana Power & Light Co.
ER–6. Docket No. ER76–320, the Connecticut Light & Power Co.
ER–7. Docket No. EL78–13, Central Virginia Electric Cooperative, Inc., Craig-Botetourt Electric Cooperative, Inc., and Southside Electric Cooperative, Inc., v. Appalachian Power Co.

Miscellaneous Agency—453d, Meeting, June 18, 1980, Regular Meeting

M–1. Reserved.
M–2. Reserved.
M–3. Docket No. RM78–22 (Part 8), Regulations establishing procedures for informal rulemakings, including ex parte restrictions.
M–4. Docket No. RM79–44, High-cost natural gas.
M–5. Docket No. RM80–38, Rule to provide incentive pricing for high-cost natural gas produced from wells drilled in deep waters.
M–6. Docket No. RM80–11, Statement of policy on distributor access to Outer Continental Shelf gas.
M–7. Docket No. RM80–6, Pricing of pipeline and affiliate production under the Natural Gas Act.
M–8. Docket No. GP80– , NGPA well category determination, Southland Royalty, JD80–15789.
M–9. Docket No. GP80–85, New Mexico Oil Conservation Division, Southland Royalty Co., Oliver No. 1 well, JD79–203; Docket No. GP80–86, U.S. Geological Survey, New Mexico, Southland Royalty Co., McClanahan No. 18 well, JD79–11326; Docket No. GP80–87, U.S. Geological Survey, New Mexico, Conoco Inc., Lockhart A–27 No. 8 well, JD78–17362, AXI Apache J No. 19 well, JD79–18030, Lockhart B–11 No. 16 well, JD79–18202.

Gas Agenda—453d, Meeting, June 18, 1980, Regular Meeting

I. Pipeline Rate Matters

RP–1. Docket Nos. RP74–81 and RP74–82, Columbia Gas Transmission Corp. and Columbia Gulf Transmission Corp; Docket No. CP70–22, et al., Michigan-Wisconsin Pipe Line Co.; Docket Nos. RP73–102 and RP73–14 (PGA75–1), Michigan-Wisconsin Pipe Line Co.; Docket Nos. RP75–96 and RP76–100, Michigan-Wisconsin Pipe Line Co.; Docket No. RP73–110, Natural Gas Pipeline Co.; Docket No. RP75–84, Southern Natural Gas Co.; Docket No. RP73–113, Tennessee Gas Pipeline Co.; Docket Nos. RP74–48 and RP75–3, Transcontinental Gas Pipeline Co.; Docket Nos. RP72–23, et al., and RP73–35, Trunkline Gas Co.; Docket Nos. RP73–35 and RP74–89 (PGA76–1 and AP76–2), Trunkline Gas Co.; Docket Nos. RP74–89 and RP73–35 (AP76–1), Trunkline Gas Co.; Docket Nos. RP74–20 and RP74–83, United Gas Pipe Line Co.; Docket No. RP74–20, et al. (interest reimbursement), United Gas Pipe Line Co.

II. Producer matters

CI–1. Reserved.

III. Pipeline Certificate Matters

CP–1. Docket No. CP71–221, Atlanta Gas Light Co.
CP–2. Docket Nos. CP78–123, et al., Northwest Alaskan Pipeline Co.; Docket No. CP78–124, Northern Border Pipeline Co.; Docket No. CP–79–56, Northwest Pipeline Corp.; Docket No. CP–79–57, El Paso Natural Gas Co.; Docket No. CP–79–58, Pacific Interstate Transmission Co.; Docket No. CP–79–59, Northwest Alaskan Pipeline Co.; Docket No. CP–79–60, Pacific Gas Transmission Co.; Docket No. CP–79–170, Northwest Alaskan Pipeline Co.; Docket No. CP–79–396, Northern Natural Gas Co.; Docket No. CP–79–399, ANB Gas Co.; Docket No. CP–79–400, United Gas Pipe Line Co.; Docket No. CP–79–403, Panhandle Eastern Pipeline Co.;

Kenneth F. Plumb,
Secretary.

[S–1156–80 Filed 6–12–80; 9:40 am]
BILLING CODE 6450–85–M

6

FEDERAL HOME LOAN BANK BOARD.

TIME AND DATE: 9:30 a.m., June 19, 1980.

PLACE: 1700 G Street NM, Amphitheater, 2d floor, Washington, D.C.

STATUS: Open meeting.

CONTACT PERSON FOR MORE INFORMATION: Mr. Marshall (202–377–6677).

MATTERS TO BE CONSIDERED:

Application for Branch Office—AmeriFirst Federal Savings and Loan Association, Miami, Florida.
Application for Branch Office—Citizens Federal Savings and Loan Association, Miami, Florida.
Application for Branch Office—Rossville Federal Savings and Loan Association, Rossville, George.
Service Corporation Activity—First Federal Savings and Loan Association of Ashtabula, Ashtabula, Ohio.
Merger—Home Federal Savings and Loan Association, Maucee, Ohio INTO The State Savings and Loan Company, Bowling Green, Ohio.
Merger—First Federal Savings and Loan Association of North Platte, North Platte, Nebraska INTO State Federal Savings and Loan Association, Beatrice, Nebraska.
Modification of Merger Condition—Rocky Mountain Federal Savings and Loan Association, Cheyenne, Wyoming.
Application for Bank Membership—Mid-Hudson Savings Bank, Fishkill, New York.
Commitment of Insurance of Accounts—Central State Savings and Loan Association, Mount Clemens, Michigan.
Application for a Commitment for Insurance of Accounts—International Savings and Loan Association, Miami, Florida.
Application for Bank Membership and Insurance of Accounts—Global Oriental Savings and Loan Association, Los Angeles, California.
Application for Bank Membership and Insurance of Accounts—Hancock Savings and Loan Association, Los Angeles, California.
Application for Bank Membership and Insurance of Accounts—Encino Savings and Loan Association, Los Angeles, California.
Application for Bank Membership and Insurance of Accounts—Katy savings and Loan Association, Katy, Texas.
Applications for Bank Membership and Insurance of Accounts—Seaside Savings and Loan Assocation, Mission Viejo, California.
Application for Permission to Convert from a Federal Mutual to Federal Stock Form—Home Federal Savings and Loan Association of Meridian, Meridian, Mississippi.

Application for Permission to Convert from a Federal Mutual to Federal Stock Form—First Federal Savings and Loan Association of Grenada, Grenada, Mississippi.

[S-1159-80 Filed 6-12-80; 3:05 pm]

BILLING CODE 6720-01-M

7

NUCLEAR REGULATORY COMMISSION.

TIME AND DATE: June 12 and 18, 1980.

PLACE: Commissioners' Conference Room, 1717 H Street, NW., Washington, D.C.

STATUS: Open/closed.

MATTERS TO BE CONSIDERED:

Thursday, June 12, 10 a.m.

Discussion of Progress, Status and Plans of the Nuclear Safety Analysis Center (as announced).

Thursday, June 12, 2 p.m.

1. Affirmation Session (Approx. 10 min.—public meeting).
   a. Orders in TMI–2 venting.
   b. Action plan policy statement.
2. Time reserved for discussion and vote on affirmation items (if required) (approximately 1 hour—public meeting).

Note.—Above replaces discussion of management-organization and internal personnel matters which was rescheduled to June 10.

Wednesday, June 18, 10 a.m. (Tentative)

Time reserved for discussion of management-organization and internal personnel matters (approximately 2 hours—closed, examples 2 and 6).

Wednesday, June 18, 2 p.m.

Staff presentation on final rulemaking on emergency preparedness (appoximately 1½ hours—public meeting).

CONTACT PERSON FOR MORE INFORMATION: Walter Magee, (202) 634–1410.

AUTOMATIC TELEPHONE ANSWERING SERVICE FOR SCHEDULE UPDATE: (202) 634–1498.

Those planning to attend a meeting should reverify the status on the day of the meeting.

Roger M. Tweed,

Office of the Secretary.

[S-1160-80 Filed 6-12-80; 3:06 pm]

BILLING CODE 7590-01-M

8

SECURITIES AND EXCHANGE COMMISSION.

"FEDERAL REGISTER" CITATION OF PREVIOUS ANNOUNCEMENT: [45 FR 37943; June 5, 1980].

STATUS: Closed meeting.

PLACE: Room 825, 500 North Capitol Street, Washington, D.C.

DATE PREVIOUSLY ANNOUNCED: Tuesday, June 3, 1980.

CHANGES IN THE MEETING: Deletion/additional items.

The following item was not considered at a closed meeting scheduled on Tuesday, June 10, 1980, at 9 a.m.:

Report of investigation.

The following additional items will be considered at closed meeting scheduled on Thursday, June 12, 1980, at 9 a.m.:

Freedom of Information and Privacy and Privacy Act appeals.

Settlement of administrative proceeding of an enforcement nature.

Chairman Williams and Commissioners Loomis and Friedman determined that Commission business required the above changes and that no earlier notice thereof was possible.

At times changes in Commission priorities require alterations in the scheduling of meeting items. For further information and to ascertain what, if any, matters have been added, deleted, or postponed, please contact: John Granda at (202) 272–2091.

June 11, 1980.

[S-1158-80 Filed 6-12-80; 10:31 am]

BILLING CODE 8010-01-M

federal register

Monday
June 16, 1980

Part II

Department of Transportation

Federal Railroad Administration

Procedures for Considering Environmental Impacts

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[FRA Docket No. EP-1, Notice 4]

Procedures for Considering Environmental Impacts

AGENCY: Federal Railroad Administration, Department of Transportation.

ACTION: Final Procedures.

SUMMARY: The Federal Railroad Administration (FRA) has revised its "Procedures for Considering Environmental Impacts" to comply with new regulations of the Council on Environmental Quality (CEQ) and new procedures of the Department of Transportation DOT). The revised FRA procedures are published here in their entirety, and hereby supersede the FRA procedures published on March 16, 1979.

FOR FURTHER INFORMATION:
Principal Attorney: William R. Fashouer, Office of Chief Counsel, Federal Railroad Administration, Washington, D.C. 20590; (202) 426–7737.

Principal Policy Person: Marilyn W. Klein, Office of Policy and Program Development, Federal Railroad Administration, Washington, D.C. 20590; (202) 426–9682.

SUPPLEMENTARY INFORMATION: FRA originally published its "Procedures for Considering Environmental Impacts" on March 16, 1979 (44 FR 16062), in accordance with the then-applicable Department of Transportation environmental procedures established by DOT Order 5610.1B. At that time, new regulations for implementing the procedural provisions of the National Environmental Policy Act ("NEPA") had recently been issued by CEQ (43 FR 55978, November 29, 1978, 40 CFR Parts 1500–1508), with an effective compliance date of July 30, 1979. The new CEQ regulations required certain procedural revisions to DOT Order 5610.1B and to FRA's procedures. The Department issued proposed DOT Order 5610.1C on May 31, 1979 (44 FR 31341). The final DOT Order 5610.1C was published on October 1, 1979 (44 FR 56420). FRA proposed revisions to its own procedures on July 9, 1979 (44 FR 40174), consistent with both the new CEQ regulations and the proposed DOT Order. In FRA's view, the proposed revisions did not significantly modify the substantive requirements of its March 16, 1979, procedures. FRA has made minor changes for clarity in these final procedures, based on informal suggestions from within the Department and from the Council on Environmental Quality (CEQ). FRA has also made several changes in response to comments received from the Environmental Protection Agency (EPA) and the New York Department of Transportation (NYDOT). These changes are described below in a section-by-section analysis.

Authority.—At EPA's request, the Noise Control Act of 1972 has been added to the list of relevant statutes. In response to NYDOT's comment that the reader should be able to identify which "various Executive Orders, regulations and guidelines" are covered by these procedures, that reference now reads "and *certain* Executive Orders, regulations, and guidelines *cited in this Order*".

Definitions.—NYDOT questioned why "renewals and reapprovals" of previously assessed FRA actions should be considered FRA actions subject to these procedures. In including "renewals and reapprovals" FRA was merely incorporating language from DOT Order 5610.1C. On closer examination, however, it became apparent that FRA programs do not normally involve renewals or reapprovals. Therefore this language has been deleted.

Actions Covered.—This section has been modified to include some additional categorical exemptions in subsection (c). Subsections (c)(12) and (c)(13) relating specifically to leases of the Alaska Railroad have been added in response to comments received from the Alaska Railroad. The exemption in (c)(13) applies only if the lease renewal or new lease contains provisions which preclude any changes in the existing uses of the property prior to completion of any required environmental document, and authorize the Alaska Railroad to rescind the lease on the basis of the environmental review. Subsection (c)(14) has been added to provide for emergency situations where it is necessary to immediately and temporarily replace a rail facility which has been destroyed or severely damaged by a natural disaster or similar occurrence. Subsection (c)(15) has been added to cover operating assistance provided to recipients under authority other than Section 5 of the DOT Act covered in exemption (c)(8). Comment is invited on those particular provisions which will not become final until July 16, 1980.

This section has also been modified to include a new subsection (d) "Other Actions Excluded in Accordance with CEQ Regulations". This subsection includes three categories of actions—reports to the Interstate Commerce Commission on expedited merger proceedings, Amtrak quarterly funding grants, and enforcement of safety regulations—which were previously included as categorical exclusions. CEQ pointed out that these are not true categorical exclusions because they may result in significant environmental impacts; however, they are properly excluded for other reasons.

Subsection (e) "Criteria for Exclusion of Actions" has been modified in accordance with CEQ Regulations to reflect that classes of FRA action may be excluded by application of the criteria outlined in that subsection. In addition, the Office of Chief Counsel, in coordination with other FRA offices, will annually review action taken under subsection (e) to determine if additions should be made to the actions categorically excluded in subsection (c).

In response to comments by NYDOT, FRA has made several minor changes. The word "exclusion" has been substituted for "exemption" to be consistent with terminology used in the CEQ regulations. FRA has also added a sentence to subsection (b) to recognize that there is no need to obtain legal clearance on an action which is clearly excluded under subsections (c) and (d). Actions which are not clearly excluded are planning activities, changes in plans, maintenance work, Alaska Railroad leases, emergency repairs, and operating assistance provided to recipients under authority other than Section 5 of the DOT Act. These activities will require legal clearance. NYDOT was concerned that such clearance would result in delay and unnecessary paperwork. Finally, FRA has accepted NYDOT's comment that there is no requirement that a Programmatic or site specific EIS must always be preceded by an environmental assessment. There may be times when a decision to prepare an EIS will have already been made and no environmental assessment is necessary. The procedures have been changed to reflect this.

EPA suggested that the first criterion for an exclusion in subsection (e) (formerly subsection (d)) should omit the word "likely". While FRA agrees that the criterion is met only if the action is not environmentally controversial, a value judgment is involved in making a determination of environmental controversy; therefore, FRA has changed the word "likely" to "judged".

Citizen Involvement.—NYDOT correctly pointed out that a notice of intent to start the scoping process must be published in the **Federal Register** for all actions requiring an EIS and not just when an action has national significance, as was indicated in the proposed procedures. Subsection (b)(2) has been changed to reflect this.

Environmental Assessment.—This section has been retitled "Environmental Assessment Process" and the text reorganized accordingly. This change was in response to a number of NYDOT comments which indicated that the procedures did not adequately distinguish between the environmental assessment, which for purposes of CEQ 1508.9 is a document, and the process that leads up to the development of the document. The rewrite incorporates this distinction and emphasizes that the depth of analysis throughout the environmental assessment process is dependent on the level of documentation required.

EPA suggested that mitigation measures should be more explicitly addressed at the environmental assessment stage. Section 10(b) has been changed to require identification of mitigation measures that would be included as part of each alternative under consideration. Language in Section 10(b)(16) has been changed in order to be consistent with the Community Conservation Guidance developed by the Department of Housing and Urban Development to implement the President's Urban Policy.

Finding of No Significant Impact (FONSI).—In response to a NYDOT comment, subsection (i) now indicates that the FONSI shall include the environmental assessment. FRA finds the CEQ regulations clear on this point, but in order to avoid any chance of confusion, the reference has been incorporated into the procedures. For consistency with DOT procedures, the requirement that a copy of the FONSI on a legislative proposal be sent to the applicable committee has been dropped.

4(f) Determination.—In response to a concern raised by CEQ, FRA has revised this section and others, where appropriate, to make it clear that the 4(f) determination shall be integrated into the EIS or a FONSI required for the project, but may stand alone for those projects classified as categorical exclusions which use 4(f) protected properties.

Environmental Impact Statement.—NYDOT suggested that FRA change subsection (e) "Changes and supplements" to state that if a supplemental final EIS is found to be necessary, then it should not be necessary to process it as a draft EIS. FRA disagrees with this comment. If a significant change in environmental impacts or significant new information is sufficient to require additional documentation, the public and other federal agencies should be afforded the chance, through the draft EIS process, to comment on these changes. NYDOT suggested that the FRA Procedures state that a FONSI may be a legitimate outcome of a draft EIS in certain instances. While there may be an unusual and exceptional case where a draft EIS may terminate in a FONSI, we do not see the need for providing for such a procedure as a part of the normal EIS process. NYDOT stated that a list of preparers should be included in the EIS as required by CEQ 1502.17. Section 14 specifically refers to the requirements of CEQ 1502.11 through 1502.18. Sections 14(a) through (u) are in addition to those requirements. Modification has been made to the language of section 14(m)(16) in accordance with the Community conservaton Guidance.

Effective Date.—A new section 16 "Effective Date" has been added in response to NYDOT's concern over what happens to documents already in preparation at the time these procedures become effective. It is FRA's intent that, to the extent practicable, all documents after July 30, 1979 shall comply with the CEQ regulations and these procedures. On the other hand, it is not FRA's intent that documents already substantially complete at the time of the effective date of these procedures be reprocessed or rewritten merely to conform to these procedures. For instance, if a draft EIS is substantially complete, and a scoping meeting was not previously held, it would not be necessary to delay completion of the document until such a meeting is held. further, if the draft EIS was filed by July 30, 1979, the final EIS will be prepared under the March 16, 1979, procedures, provided that if the final EIS is not filed with EPA by July 30, 1981, these procedures shall apply.

EFFECTIVE DATE: Date of publication except that section 4(c)12–15 shall not be effective for 30 days after the date of publication.

Issued in Washington, D.C., June 6, 1980.

John M. Sullivan,

Federal Railroad Administrator.

Federal Railroad Administration—Procedures for Considering Environmental Impacts

Table of Contents

Sec.
1 Purpose.
2 Authority.
3 Definitions.
4 Actions covered.
5 Timing.
6 Joint actions.
7 Applications.
8 Consultants.
9 Citizen involvement.
10 Environmental assessment process.
11 Finding of no significant impact.
12 4(f) Determinations.
13 Environmental impact statement.
14 Contents of an environmental impact statement.
15 Record of decision.
16 Effective date.

1. Purpose

This Order establishes procedures for the assessment of environmental impacts of actions and legislation proposed by the Federal Railroad Administration (FRA) and for the preparation and processing of documents based on such assessments. This Order supplements CEQ regulations (43 FR 55978, November 29, 1978, 40 CFR Parts 1500–1508, hereinafter "CEQ 1500") and Department of Transportation (DOT) Order 5610.1C (44 FR 56420, October 1, 1979). Although only certain portions of the CEQ regulations or DOT Order are specifically referenced in these Procedures, the unreferenced portions also apply.

2. Authority

This Order implements the requirements of section 20 of DOT Order 5610.1C. This Order establishes procedures for compliance by the FRA with the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*, hereinafter "NEPA"), especially section 102(2)(C) of that Act (42 U.S.C. 4332(2)(C)); section 4(f) of the Department of Transportation Act (49 U.S.C. 1653(f), hereinafter the "DOT Act"); section 106 of the National Historic Preservation Act (16 U.S.C. 470(f)); section 309(a) of the Clean Air Act (42 U.S.C. 7609(a)); section 307(c)(2) of the Coastal Zone Management Act (16 U.S.C. 1456(c)(2)); section 2(a) of the Fish and Wildlife Coordination Act (16 U.S.C. 662(a)); section 7 of the Endangered Species Act (16 U.S.C. 1536); the Noise Control Act of 1972 (42 U.S.C. 4901 *et seq.*); and certain Executive Orders, regulations, and guidelines cited in this order which relate to environmental assessment and environmental documentation.

3. Definitions

The definitions contained within CEQ 1508 apply to this Order. Additional or expanded definitions are as follows:

(a) *Administrator.* "Administrator" means the Federal Railroad Administrator.

(b) *A–95.* "A–95" refers to the State and areawide clearinghouses established by Office of Management and Budget Circular A–95.

(c) *ARR.* "ARR" means the Alaska Railroad.

(d) *CEQ* "CEQ" means the Council on Environmental Quality.

(e) *EIS* "EIS" means an Environmental Impact Statement.

(f) *EPA* "EPA" means the U.S. Environmental Protection Agency.

(g) *FONSI* "FONSI" means a Finding of No Significant Impact.

(h) *4(f)-Protected Properties.* These are any publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials within the meaning of section 4(f) of the DOT Act (49 U.S.C. 1653(f)).

(i) *4(f) Determination.* This is a report which must be prepared prior to the Federal Railroad Administrator's approval of any FRA action which requires the use of any 4(f)-protected properties. This report documents both the supporting analysis and the finding required by section 4(f) of the DOT Act (49 U.S.C. 1653(f)), that (1) there is no feasible and prudent alternative to the use of such land, and (2) the proposed FRA action includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use.

(j) *FRA Action.* This is an action taken by the Federal Railroad Administrator or his or her delegate. FRA actions include grants, loans, financing through redeemable preference shares and loan guarantees, contracts, purchases, leases, construction, research activities, rulemaking, regulatory actions, approvals, certifications, and licensing. FRA actions also include actions only partially funded by FRA. FRA actions also include FRA-sponsored proposals for legislation and favorable reports on proposed rail-related legislation, but do not include responses to Congressional requests for reports on pending legislation or appropriation requests.

(k) *FRA Program Office.* This is an office within FRA which has been delegated the authority to administer a particular FRA action or program and which therefore bears primary responsibility for performing environmental assessments and preparing environmental documents in compliance with this Order. Examples of FRA program offices are the Northeast Corridor Project Office, the Office of National Freight Assistance Programs, the Office of Rail Passenger Programs, the Office of State Assistance Programs, The Alaska Railroad, the Office of Safety, the Office of Research and Development, the Transportation Test Center, the Minority Business Resource Center and the five Regional Offices.

(l) *P.-20* "P-20" refers to the Office of Environment and Safety within the Department of Transportation.

4. Actions Covered

(a) *General Rule.* The requirements of sections 5 through 15 of these Procedures shall apply to all FRA actions which are determined to be major FRA actions in accordance with this section.

(b) *Major FRA Actions.* A major FRA action for purposes of this Order is any FRA action which does not come within one of the classes of actions categorically or otherwise excluded in subsections (c), (d) or (e) of this section. The FRA program office shall consult with the Office of Chief Counsel (or, in the case of the ARR, with the Chief Counsel of the ARR) before determining that an FRA action is not a major FRA action under subsections (c)(3), (c)(6), (c)(11), (c)(13), (c)(14), and (c)(15). Any determination that an FRA action is not a major FRA action based on the application of the criteria in subsection (e) of this section shall be made in writing by the program office and reviewed for legal sufficiency by the Office of Chief Counsel (or in the case of the ARR, by the Chief Counsel of the ARR). The Chief Counsel of the ARR shall afterwards inform the Office of Chief Counsel of action taken under subsection (e). The Office of Chief Counsel will, in coordination with other FRA offices, annually review actions taken under this subsection to determine whether additions should be made to the classes of action excluded in subsection (c).

(c) *Actions Categorically Excluded.* Certain classes of FRA actions have been determined to be categorically excluded from the requirements of this Order as they do not individually or cumulatively have a significant effect on the human environment. In extraordinary circumstances, a normally excluded action may have a potentially significant environmental effect because it does not satisfy one or more of the criteria in subsection (e) of this section. In such case the program office shall prepare the necessary environmental assessment and follow the appropriate FONSI or EIS process for that action. The following classes of FRA actions are categorically excluded:

(1) Administrative procurements (e.g. for general supplies) and contracts for personal services;

(2) Personnel actions;

(3) Financial assistance or procurements for planning or design activities which do not commit the FRA or its applicants to a particular course of action affecting the environment;

(4) Technical or other minor amendments to existing FRA regulations;

(5) Internal orders and procedures not required to be published in the **Federal Register** under the Administrative Procedure Act, 5 U.S.C. 552(a)(1);

(6) Changes in plans for an ERA action for which an environmental document has been prepared, where the changes would not alter the environmental impacts of the action;

(7) Rulemakings issued under section 17 of the Noise Control Act of 1972, 42 U.S.C. 4916;

(8) State rail assistance grants under section 5 of the DOT Act (49 U.S.C. 1654) for rail service continuation payments and acquisition, as defined in 49 CFR 266;

(9) Guarantees of certificates for working capital under the Emergency Rail Services Act (45 U.S.C. 661 *et seq.*);

(10) Hearings, meetings, or public affairs activities;

(11) Maintenance of: existing railroad equipment; track and bridge structures; electrification, communication, signalling, or security facilities; stations; maintenance-of-way and maintenance-of-equipment bases; and other existing railroad-related facilities. For purposes of this exemption "maintenance" means work, normally provided on a periodic basis, which does not change the existing character of the facility, and may include work characterized by other terms under specific FRA programs;

(12) Existing leases of the ARR; lease renewals of the ARR that do not involve a significant change in the use of the property;

(13) Lease renewals involving a significant change in the use of the property and new leases of the ARR that (i) preclude any changes in existing use of the property until any required environmental document is approved and (ii) authorized the ARR to rescind a lease on the basic of the environmental review;

(14) Temporary replacement of an essential rail facility if repairs are commenced immediately after the occurrence of a natural disaster or catastrophic failure; and

(15) Operating assistance to a railroad to continue existing service or to increase service to meet demand, where the assistance will not result in a change in the effect on the environment.

(d) *Other Actions Excluded in Accordance with CEQ Regulations.* The following classes of actions have been determined to be actions not covered by NEPA as defined in CEQ 1500.6 and 1508.18(a):

(1) Reports to the Interstate Commerce Commission as required by the Interstate Commerce Act (49 U.S.C. 11350) on expedited merger proceedings. These reports are excluded because they must be filed with the Commission within a very limited time frame, which would make compliance with NEPA impossible. In addition the reports are required by status (49 U.S.C. 11350(b)(3)) to contain information on the environmental impact of the proposed transaction and of alternative choices of action.

(2) Operating and capital grants to Amtrak under section 601 of the Rail Passenger Service Act, as amended, (45 U.S.C. 601). These grants are excluded because NEPA does not apply to requests for appropriations and FRA has no discretion to withhold these grants at the quarterly funding stage if they are in accordance with the spending plan approved by Congress. Furthermore, FRA has no control over the subsequent use of such funds.

(3) Enforcement of safety regulations, including issuance of emergency orders.

(e) *Criteria for Exclusion of Actions.* A class of FRA action not excluded under the subsections (c) and (d) of this section may nevertheless be excluded from the requirements for "major FRA actions" in this Order if it satisfies all of the following criteria:

(1) The action is not judged to be environmentally controversial from the point of view of people living within the environment affected by the action or controversial with respect to the availability of adequate relocation housing;

(2) The action is not inconsistent with any Federal, State, or local law, regulation, ordinance, or judicial or administrative determination relating to environmental protection;

(3) The action will not have any significant adverse impact on any natural, cultural, recreational, or scenic environment(s) in which the action takes place, or on the air or water quality or ambient noise levels of such environment(s);

(4) The action will not: use 4(f)-protected properties; adversely affect properties under section 106 of the National Historic Preservation Act; involve new construction located in a wetlands area; or affect a base floodplain;

(5) The action will not cause a significant short- or long-term increase in traffic congestion, or other significant adverse environmental impact on any mode of transportation;

(6) The action is not an integral part of a program of actions which, when considered separately, would not be classified as major FRA actions, but when considered together would be so classified; and

(7) Environmental assessment or documentation is not required by any Federal law, regulation, guideline, order, or judicial or administrative determination other than this Order.

(f) *Class of Actions.* A general class of major FRA actions, or a general class of Federally-related actions at least one of which is a major FRA action, may be covered by a single environmental assessment and subsequent documentation where the environmental impacts of all the actions (and their alternatives) are substantially similar.

(g) *Programmatic Actions.*

(1) A programmatic FRA action, consisting of a group of FRA actions or a broad action composed of elements which are themselves FRA actions but where no single action would be taken except in conjunction with the other related actions, shall be treated as a separate major FRA action for purposes of this Order. Decisions on related rail facilities, e.g. connecting lines of a railroad or consolidations, should normally be considered a programmatic action.

(2) A programmatic environmental document should identify program level alternatives and assess the program-wide environmental impacts. To the extent information is available, it should also identify the alternatives to and impacts of component FRA actions within the program, and the implications on alternative transportation systems.

(3) Where a programmatic environmental document has been prepared, the FRA program office shall examine each component FRA action making up the program to determine, in accordance with subsection (b) of this section, whether the component action is a major FRA action, which has not been assessed in the programmatic document.

(4) For any component action which constitutes a major FRA action, the program office shall prepare such additional environmental documentation as may be required by this Order, unless the documentation prepared for the programmatic action satisfies the requirements of this Order for the component FRA action. In preparing the site specific or component action documentation, the program office shall reference and summarize the programmatic document and shall limit the discussion to the unique alternatives to and impacts of the site specific or component action.

5. Timing

(a) *General.* In general the possible environmental effects of an FRA action must be considered at the earliest possible time along with technical and economic studies. For purpose of designating major decision points, FRA actions can be broken into three broad categories:

(1) "Applications for Funding" which include grants, cooperative agreements, loan guarantees, and financing through redeemable preference shares.

(2) "FRA Initiated Actions" which include proposed legislation, rulemakings, and R & D activities.

(3) "Direct FRA Projects" which include the planning and building of Federal works such as the Northeast Corridor Improvement Project, or the acquisition, use and disposal of Federal land and real property.

(b) *Applications for Funding.* Appropriate environmental documentation shall be commenced no later than immediately after the application is received, (CEQ 1502.5(b)). The FONSI or EIS, as appropriate, shall be completed prior to a decision by the Administrator on the approval of the application and shall accompany the application through the decision-making process. In the event the Administrator disapproves of an application prior to the completion of the FONSI or EIS, the FONSI or EIS need only be completed if the disapproval is based on environmental grounds.

(c) *FRA Initiated Actions.* Appropriate environmental documentation shall be commenced concurrently with any planning for the action. The FONSI or EIS shall be completed prior to a decision by the Administrator to implement an action and shall accompany the proposed legislation, rulemaking or R & D package through the decision-making process. Implementation includes publication of a notice of proposed rulemaking, submission of proposed legislation to the Office of Management and Budget, or procurement of an outside consultant or in-house start up of the R & D project.

(d) *Direct FRA Projects.* Appropriate environmental documentation shall be commenced at the feasibility analysis stage. (CEQ 1502.5(a)). Where a programmatic document has been prepared, the environmental document for each component action not adequately addressed in the programmatic document will be prepared along with design studies. The FONSI or EIS shall be completed prior to a construction decision and circulated to the Administrator as part of the decision-making process.

6. Joint Actions

(a) *Joint Effort.* Where one or more Federal agencies together with FRA either co-sponsor an action, or are directly involved in an action through funding, licenses, or permits, or are involved in a group of actions directly related because of functional interdependence or geographical proximity or both, or are involved in a single program, the FRA program office shall seek to join all such agencies in performing a single joint environmental assessment and in preparing necessary environmental documentation. Consistent with the requirements of CEQ 1506.2 and 1506.5 an applicant shall, to the fullest extent possible, serve as a joint lead agency if the applicant is a State agency or local agency, and the proposed action is subject to State or local requirements comparable to NEPA.

(b) *Lead Agency.* Where the FRA joins with one or more other Federal agencies in the performance of an enviromental assessment and in the preparation of environmental documentation, all agencies should agree to designate a single "lead agency" to supervise the effort. Any request by FRA for CEQ resolution of lead agency designation (CEQ 1501.5(e)) shall be made only after consultation with the Office of Chief Counsel and notification to P–20. Where FRA has the primary Federal responsibility, the program office will act as the lead agency in accordance with CEQ 1501.6(a). The lead agency should consult with the other participating agencies to ensure that the joint effort makes the best use of areas of jurisdiction and of special expertise of the participating agencies, that the views of participating agencies are considered in the course of the environmental assessment and documentation process, and that the substantive and procedural requirements of all participating agencies are met. Requests for lead agency designation by other parties should be made to the Office of Policy and Program Development, which will advise the appropriate program office and the Office of Chief Counsel.

(c) *Cooperating Agency.* The FRA is responsible for substantive and procedural compliance with environmental laws, orders, and regulations. Where the FRA is a cooperating agency of a joint effort of environmental assessment and documentation, the FRA program office shall perform the functions stated in CEQ 1501.6(b) and review the work of the lead agency to ensure that its work product will satisfy the requirements of the FRA under this Order. The program office may enter into a memorandum of understanding with the lead agency substituting the lead agency's content requirements for those in sections 11(i) and 14(a)–(u). If the lead agency is another component of DOT, the 4(f) content requirements in section 12(d) may also be substituted. For every major FRA actions, however, the review and approval responsibilities of this Order must be met for any final environmental document.

7. Applicants

(a) *General.* Each applicant for FRA financial assistance or other major FRA action may be requested to perform an environmental assessment of the proposed FRA action and to submit documentation of that assessment with the application. An applicant may also be requested to submit a proposed draft EIS or proposed FONSI in connection with the application, or to act as a joint lead agency if the applicant is a State agency with state-wide jurisdiction or is a State or local agency, and the proposed action is subject to a State requirement comparable to NEPA.

(b) *Cross References.* As of the date of this Order, the following FRA regulations deal with the responsibilities of applicants to submit environmental documentation with their applications:

(1) Financial assistance for railroad passenger terminals under subsection 4(i) of the DOT Act, as amended (49 U.S.C. 1653(i)): 49 CFR 256.11(c)(9) (for Demonstration Funds) and 49 CFR 256.11(d)(5) (for Preservation Funds).

(2) Financial assistance for facilities rehabilitation and improvement under section 505 of the Railroad Revitalization and Regulatory Reform Act of 1976, as amended (the "4R Act") (45 U.S.C. 825): 49 CFR 258.7(a)(8) and Appendix to 49 CFR Part 258.

(3) Financial assistance for the acquisition or rehabilitation and improvement of facilities or equipment or to develop or reestablish new railroad facilities under section 511 of the 4R Act (45 U.S.C. 831): 49 CFR 260.7(a)(12).

(4) Assistance to States for rail service under section 5 of the DOT Act (49 U.S.C. 1654): 49 CFR Part 266.

(c) *Information Required.* Where an applicant is required to submit environmental documentation, the FRA program office shall assist the applicant by specifying the types and amounts of information, consistent with this Order and the published regulations, if any, under which the application is being made. The program office shall work with potential applicants early in the process to assist in the development of information responsive to sections 10 through 14 of this Order.

(d) *Premature Act by Applicant.* The FRA program office shall inform an applicant that the applicant may not take any major action, in expectation of approval of the application, prior to completion of the environmental documentation process by the FRA as required by this Order.

(e) *Applicant's Use of Consultants.* An applicant may use consultants in the performance of an environmental assessment and in the preparation of proposed environmental documents, subject to approval of the selected consultant by the program office.

(f) *FRA Responsibility.* The FRA is responsible for substantive and procedural compliance with environmental laws, orders, and regulations, and cannot delegate this responsibility to applicants. The program office shall solicit comments from the state and areawide A–95 clearinghouses on the environmental consequences of any grant application. The FRA program office that processes an application shall make its own evaluation of the environmental issues raised by the application. The program office shall review environmental documentation submitted in connection with an application to insure that it satisfies the requirements of this Order. An environmental document may be accepted by an FRA program office after such review and shall then be considered to have been prepared by that office for purposes of sections 10 through 15 of this Order. When necessary to perform such review, the program office shall seek the advice of the Office of Policy and Program Development and of the Office of Chief Counsel.

8. Consultants

(a) *General.* An FRA program office may use consultants in the performance of environmental assessments and in the preparation of environmental documents.

(b) *Conflicts of Interest.* An FRA program office shall exercise care in selecting consultants, and in reviewing their work, to ensure that their analysis is complete and objective. Contractors shall execute a disclosure statement prepared by the program office, specifying that they have no financial or other interest in the outcome of the project. Such a statement shall not be required for on-going FRA actions for which a final Programmatic EIS has been approved and a contract has been entered into prior to the effective date of this Order.

(c) *FRA Responsibility.* The FRA is responsible for substantive and procedural compliance with environmental laws, orders, and regulations, and cannot delegate this responsibility to consultants. The FRA program office that contracts with a consultant shall make its own evaluation of the environmental issues raised by the proposed action. The program office shall review any assessments performed and any documents prepared by a consultant to ensure that they satisfy the requirements of this Order. When necessary to the performance of its review, the program office shall seek the advice of the Office of Policy and Program Development and of the Office of Chief Counsel (or, in the case of ARR, of the Chief Counsel of the ARR). An environmental document accepted by an FRA program office pursuant to this section shall be considered to have been prepared by that office for purposes of sections 10 through 15 of this Order.

9. Citizen Involvement

(a) *Policy.* Citizen involvement is encouraged at every stage of the environmental assessment of a proposed FRA action.

(b) *Procedures.* After an FRA program office has made the decision to prepare a draft EIS, the program office shall implement the following procedures:

(1) Develop, in cooperation with the FRA Public Affairs Office, a list of interested parties, including Federal, regional, State, and local authorities, environmental groups, individuals, and business, public service, education, labor, and community organizations. The "List of Federal Agencies and Federal-State Agencies with Jurisdiction by Law or Special Expertise on Environmental Quality Issues", published by CEQ, should be consulted.

(2) Publish a notice of intent in **Federal Register**, in accordance with CEQ 1501.7 and 1508.22 and notify directly those officials, agencies, organizations, and individuals with particular interest in the proposal.

(3) Circulate the draft EIS to interested parties and to depositories, such as public libraries, together with an invitation to comment on draft EIS. Such circulation should comply with OMB Circular A-95.

(4) Publicize the availability of the draft EIS by press release, in coordination with the FRA Public Affairs Officer, by advertisement in local newspapers of general circulation, or by other suitable means. EPA will normally publish such notice in the **Federal Register**. If one or more alternative includes significant encroachment on a floodplain, the notice shall make reference to that fact.

(5) If necessary or desirable, as determined in consulatation with the Office of Chief Counsel (or, in the case of the ARR, with the Chief Counsel of the ARR), using the criteria in CEQ 1506.6(c), hold a hearing or hearings on the draft EIS. If a hearing is held, the draft EIS shall be made available at least 30 days prior to the hearing.

(6) Respond to all responsible comments in the final EIS in accordance with section 13 (c) (11) of this Order and provide copies of the final EIS to all who commented on the draft.

(c) *List of Contacts:* Interested persons can get information on the FRA environmental process and on the status of EIS's issued by the FRA from: Office of Policy and Program Development, Federal Railroad Administration, 400 7th Street, S.W., Washington, D.C. 20590; telephone (202) 426–9682. The Office of Policy and Program Development will contact the appropriate program office if additional information is required.

10. Environmental Assessment Process

(a) *Policy.* The process of considering the environmental impacts assessment of a proposed major FRA action should be begun by or under the supervision of the FRA program office at the earliest practical time in the planning process for the proposed action and shall be considered along with technical and economic studies. To the fullest extent possible, steps to comply with all environmental review laws and regulations shall be undertaken concurrently.

(b) *Scope:* The process of considering environmental impacts should begin by identifying all reasonable alternatives to the proposed action, including "no action" and including mitigation measures not incorporated into the design of the proposed action. It is entirely proper that the number of alternatives being considered should decrease as the environmental consideration process proceeds and as analysis reveals that certain alternatives would in fact be unreasonable. The relevant environmental impacts of all alternatives should be identified and discussed, including both beneficial and adverse impacts; impacts which are direct, indirect, and cumulative; and impacts of both long and short-term duration; and mitigation measures that would be included for each alternative Federal, State, and local authorities, and to the extent necessary, with the public, should be begun at the earliest practicable time. The following aspects of potential environmental impact should be considered:

(1) Air quality;
(2) Water quality;
(3) Noise and vibration;
(4) Solid waste disposal;
(5) Ecological system;
(6) Impacts on wetland areas;
(7) Impacts on endangered species or wildlife;
(8) Flood hazards and floodplain management;
(9) Coastal zone management;
(10) Use of energy resources;
(11) Use of other natural resources, such as water, minerals, or timber;
(12) Aesthetic and design quality impacts;
(13) Impacts on transportation: of both passengers and freight; by all modes, including the bicycle and pedestrian modes; in local, regional, national, and international perspectives; and including impacts on traffic congestion;
(14) Possible barriers to the elderly and handicapped;
(15) Land use, existing and planned;
(16) Impacts on the socioeconomic environment, including the number and kinds of available jobs, the potential for community disruption and demographic shifts, the need for and availability of relocation housing, impacts on commerce, including existing business districts, metropolitan areas, and the immediate area of the alternative, and impacts on local government services and revenues;
(17) Public health;
(18) Public safety, including any impacts due to hazardous materials;
(19) Recreational opportunities;
(20) Locations of historic, archeological, architectural, or cultural significance, including, if applicable, consultation with the appropriate State Historic Preservation Officer(s);
(21) Use of 4(f)-protected properties; and
(22) Construction period impacts.

(c) *Depth.* The environmental consideration process should seek to quantify each impact identified as relevant to the proposed action and to each alternative. Such quantification should properly develop, over the course of the environmental impact process, from a rough order-of-magnitude estimate of impact to finer and more precise measurements. The depth of analysis of each impact should be guided by the following factors:

(1) The likely significance of the impact;
(2) The magnitude of the proposed action or an alternative action;
(3) Whether the impact is beneficial or adverse; and
(4) Whether and to what extent the impact has been assessed in a prior environmental document.

(d) *Environmental Assessment.* An environmental assessment shall be prepared, in accordance with CEQ 1508.9, prior to all major FRA actions. The environmental assessment shall be used to determine the need to prepare either a FONSI or an EIS for the proposed action, in accordance with subsection (e) of this section. An environmental assessment need not be prepared as a separate document where the program office or an applicant has already decided to prepare an EIS for the proposed action. Evidence of consultation with appropriate Federal, State, and local authorities is especially desirable as a part of the environmental assessment. The program office is encouraged to seek the advice of the Office of Policy and Program Development and of the Office of Chief Counsel (or, in the case of the ARR, of the Chief Counsel of the ARR) as to the sufficiency of the environmental assessment.

(e) *Determination Based on the Environmental Assessment.* On the basis of the environmental assessment the FRA program office shall determine: whether the proposed action will or will not have a foreseeable significant impact on the quality of the human environment; whether or not the proposed action will use 4(f)-protected properties; whether or not the proposed action will occur in a wetlands area; and whether or not the proposed action will occur in a base flood plain. In making these four determinations, the program office shall seek the advice of the Office of Chief Counsel (or, in the case of the ARR, of the Chief Counsel of the ARR) and shall inform this advisory office of the ultimate determinations. Based on these four determinations, the program office shall take action in accordance with paragraphs (1) through (4) below, as applicable:

(1) If the FRA program office determines that the proposed action will not have a foreseeable significant impact, the program office shall compile that determination and its supporting documentation into a FONSI and proceed in accordance with section 11 of this Order.

(2) If the program office determines that there is a foreseeable significant impact, it shall begin the scoping process (CEQ 1501.7) and proceed to prepare a draft EIS in accordance with sections 9 and 13 of this Order.

(3) If the program office determines that the proposed action contemplates using 4(f)-protected properties, it shall proceed in accordance with section 12 of this Order.

(4) If the program office determines that the proposed action will occur in a wetlands area or in base floodplain, the program office shall comply with subsection 14(n)(6) or (8) of this Order, as applicable. If a FONSI is prepared, the reference in (6) and (8) to final EIS should be read as reference to the FONSI.

11. Finding of No Significant Impact

(a) *General.* A FONSI shall be prepared for all major FRA actions for which an environmental impact statement is not required, as determined in accordance with section 10(e) of this Order.

(b) *Decisionmaking on the Proposed Action.* No decision shall be made at any level of authority of the FRA to commit the FRA or its resources to a major FRA action for which a FONSI must be prepared until a FONSI covering the action has been prepared and approved in accordance with this section.

(c) *Staff Responsibilites.*

(1) A FONSI, when required, shall be prepared by the FRA program office and shall be signed by the official heading that office. The program office shall forward a copy to the Office of Policy and Program Development and a copy to the Office of Chief Counsel.

(2) When requested by the program office, the Office of Policy and Program Development shall review the FONSI and shall advise the program office of the consistency of the FONSI with FRA policies and programs.

(3) The Office of Chief Counsel shall review every FONSI and shall advise the program office in writing as to the legal sufficiency of the FONSI.

(4) After complying with subsection (d)(2) of this section, the program office shall submit the FONSI to the Administrator ooncurrently with the advice obtained from the Office of Policy and Program Development, when applicable, and from the Office of Chief Counsel.

(5) A FONSI may become final only upon approval by the Administrator. Title V program actions do not require a separate approving endorsement by the Administrator, where his signature on the formal financial assistance agreement approves the entire agreement package including the finding of no significant environmental impact.

(d) *Coordination.*

(1) Normally an approved FONSI need not be coordinated in advance outside the FRA, but a notice of availability shall be provided to the A–95 state and areawide clearinghouses for the affected area upon final approval, and copies of the FONSI shall be made available to the public, to a Government agency, or to Congress upon request at any time.

(2) When the proposed action is, or is closely similar to, one which normally requires an EIS as identified in section 13(a) of this Order, or when the nature of the proposed action is one without precedent, the program office shall provide a copy of the proposed FONSI to the Office of the Assistant Secretary for Policy and International Affairs, and the proposed FONSI shall be made available to the public for a period of not less than 30 days before the FONSI is finally approved and the action is implemented.

(e) *4(f) Determinations.* A 4(f) determination, prepared according to section 12 of this Order, may be required for a proposed FRA action even though an EIS is not required. If so, the 4(f) determination shall be prepared concurrently with and integrated with the FONSI for purposes of the review process.

(f) *Representations of Mitigation.* Where a FONSI has represented that certain measures would be taken to mitigate adverse environmental impacts of an action, the FRA program office shall monitor the action and, as necessary, take steps to enforce the implementation of such measures. Where applicable, the FRA program office shall include appropriate mitigation measures as a condition to financial assistance and as a provision of contracts. The program office shall, upon request, inform cooperating or commenting agencies on progress in carrying out mitigation measures they proposed and which were adopted by FRA, and shall also, upon request, make available to the public the results of relevant monitoring.

(g) *Changes and Supplements.* Where, in the development of an FRA action for which a FONSI was prepared, a significant change is made which would alter environmental impacts, or where significant new information becomes available regarding the environmental impacts of such an FRA action, the FRA program office shall prepare an environmental assessment in order to determine whether, because of the changes or the new information, the proposed action will or will not have a foreseeable significant impact on the quality of the human environment. In making this determination, the program office shall seek the advice of the Office of Chief Counsel (or, in the case of the ARR, of the Chief Counsel of the ARR). If, because of the change or the new information, the proposed action will have a forseeable significant impact on the quality of the human environment, the program office shall prepare a draft

EIS and proceed in accordance with sections 9 and 13 of this order. If not, the program office shall prepare an appropriate supplement to the original FONSI.

(h) *Contents of a FONSI.* A FONSI shall include the environmental assessment in accordance with CEQ 1508.13. There shall be no prescribed format for FONSI's. A FONSI shall contain the following:

(1) Identification of the document as a FONSI;

(2) Identification of the U.S. Department of Transportation, Federal Railroad Administration;

(3) The title of the action, including, if applicable, identification of the action as a legislative proposal;

(4) The FRA program office which prepared the document;

(5) The month and year of preparation of the document;

(6) The name, title, address, and phone number of the person in the program office who should be contacted to supply further information about the document;

(7) A list of those persons or organizations assisting the FRA program office in the preparation of the document;

(8) A description of the proposed action;

(9) A description of the alternatives considered.

(10) Environmental effects;

(11) To the extent necessary and practicable, evidence of compliance with all applicable environmental laws, e.g., a copy of letters from the State Historic Preservation Officer and the Advisory Council on Historic Preservation Officer and the Advisory Council on Historic Preservation;

(12) A discussion of mitigation measures that will be used;

(13) A conclusion that the proposed action will have no foreseeable significant impact on the quality of the human environment; and

(14) Signature and date indicating the approval of the Administrator required by subsection (c) of this section.

12. 4(f) Determinations

(a) *General.* The program office shall obtain the approval of the Administrator for a 4(f) determination before any FRA action is taken which proposes to use 4(f)-protected properties. The 4(f) determination shall be prepared concurrently with and shall be integrated with either a FONSI or an environmental impact statement, or for those projects classified as categorical exclusions, in a separate Section 4(f) determination.

(b) *Staff Responsibilities.*

(1) The FRA program office shall determine whether or not a proposed action contemplates the use of 4(f)-protected properties. The program office shall seek the advice of the Office of Chief Counsel (or, in the case of the ARR, of the Chief Counsel of the ARR) in making this determination.

(2) If it is determined that the proposed action would use 4(f)-protected properties, the FRA program office shall initiate consultations on the proposed action with the Department of the Interior and, if appropriate, with the Departments of Housing and Urban Development and of Agriculture. If State or locally-owned property is involved, the program office should also consult with the appropriate State or local authorities.

(3) The FRA program office shall incorporate into its environmental assessment of the proposed action an analysis of whether or not there are any feasible and prudent alternatives to the proposed use of 4(f)-protected properties and of all possible planning measures which could be taken to minimize harm to such 4(f)-protected properties resulting from such use.

(4) If the program office determines on the basis of its analysis that there is no feasible and prudent alternative to the use in the proposed action of 4(f)-protected properties, it shall prepare a 4(f) determination for the action. The document shall evidence consultation with the Department of the Interior and, where applicable, with the Departments of Housing and Urban Development and of Agriculture. The program office shall forward a copy of the 4(f) determination to the Office of Policy and Program Development and a copy to the office of Chief Counsel as part of the appropriate FONSI or EIS or as a separate document for those projects classified as categorical exclusions.

(5) When requested by the program office, the Office of Policy and Program Development shall review the 4(f) determination and shall advise the program office as to the consistency of the 4(f) determination with FRA policies and programs.

(6) The Office of Chief Counsel shall review every 4(f) determination and shall advise the program office in writing as to the legal sufficiency of the 4(f) determination.

(7) Prior to submission to the Administrator of a 4(f) determination which is included in a final EIS, the program office shall transmit two copies of the document to the Office of the Assistant Secretary of Transportation for Policy and International Affairs for their concurrence and the concurrence of the Office of the General Counsel.

(8) The program office shall submit the 4(f) determination to the Administrator concurrently with the advice obtained from the Office of Policy and Program Development, when applicable, and from the Office of Chief Counsel.

(9) A 4(f) determination may become final only upon approval by the Administrator.

(c) *Representations of Mitigation.* Where a 4(f) determination has represented that certain measures would be taken to implement the planning to minimize harm to 4(f)-protected properties, the FRA program office shall monitor the action and, as necessary, take steps to enforce the implementation of such measures. Where applicable, the FRA program office shall include appropriate mitigation measures as a condition to financial assistance and as a provision of contracts.

(d) *Contents of a 4(f) Determination.* There shall be no prescribed format for 4(f) determinations. The information required by Section 4(f) should normally be incorporated as an integral part of the environmental document rather than as a separate section. To the extent not already included in the environmental document, a 4(f) determination shall contain the following:

(1) Identification of the document as containing a 4(f) determination made pursuant to section 4(f) of the Department of Transportation Act, 49 U.S.C. 1653(f);

(2) Identification of the U.S. Department of Transportation, Federal Railroad Administration;

(3) The title of the action;

(4) The program office which prepared the document;

(5) The month and year of preparation of the document;

(6) A description of the proposed action in its entirety;

(7) A description of the 4(f)-protected properties proposed to be affected, including information about their size, uses, patronage, unique qualities, and relationship to other lands in the vicinity of the action; and an explanation of the significance of the properties as determined by the Federal, State, or local officials having jurisdiction thereof;

(8) A detailed description of the use which the FRA action proposes to make of the affected 4(f)-protected properties;

(9) A similarly detailed description of every reasonable alternative location, routing, or design to the one proposed, including the alternative of "no action". Each description should analyze, as appropriate, the technical feasibility, cost estimates (with figures showing

percentage differences in total project costs), the possibility of community or ecosystem disruption, and other significant environmental impacts of each alternative, so as to evidence that the financial, social, or ecological costs or adverse environmental impacts of each alternative other than that proposed would present unique problems or reach extraordinary magnitudes;

(10) a description of all planning undertaken to minimize harm to the 4(f)-protected properties from the proposed action. This should include a description of actions which will be taken to mitigate adverse environmental impacts, such as beautification measures, replacement of land or structures or their equivalents on or near their existing site(s), tunneling, cut and cover, cut and fill, treatment of embankments, planting, screening, installation of noise barriers, or establishment of pedestrian or bicycle paths;

(11) Evidence of concurrence or of efforts to obtain concurrence of the public official or officials having jurisdiction over the 4(f)-protected properties regarding the proposed action and the planning to minimize its harm;

(12) In a FONSI or a final EIS, evidence of consultation with the Department of the Interior and, where appropriate, with the Departments of Housing and Urban Development and of Agriculture;

(13) In a FONSI or a final EIS, a conclusion that there is no feasible and prudent alternative to the proposed use of 4(f)-protected properties and that the proposal includes all possible planning to minimize harm to such properties resulting from such use; and

(14) In a FONSI or a final EIS, signature and date indicating the approval of the administrator as required by subsection (b)(9) of this section.

13. Environmental Impact Statement

(a) *General.* The FRA shall prepare and include a final EIS in every recommendation on proposals for major FRA actions significantly affecting the quality of the human environment, as determined in accordance with section 10 of this Order. There are no actions which FRA has determined always require an EIS; however, an EIS shall be prepared for all major FRA actions significantly affecting the quality of the environment. This normally includes any construction of new major railroad lines or new major facilities or any change which will result in a significant increase in traffic.

(b) *Decisionmaking on the Proposed Action.* No decision shall be made at any level of FRA to commit the FRA or its resources to a major FRA action for which an EIS must be prepared until the later of the following dates:

(1) thirty (30) days after a final EIS covering the action has been submitted to the EPA, as measured from the date the EPA publishes a notice of the final EIS's availability in the **Federal Register**; or

(2) ninety (90) days after a draft EIS has been made available to the public, as measured from the date the EPA publishes a notice of the draft EIS's availability in the **Federal Register.**

The FRA program office may seek a waiver to shorten these time limits from the EPA for compelling reasons of national policy. In emergency circumstances, alternative arrangements can be made through CEQ. Any proposed waiver of time limits should be requested only after consultation with the Office of Chief Counsel which will submit the request through P-20 to EPA or CEQ, as appropriate.

(c) *Staff Responsibilities and Timing.*

(1) The FRA program office shall begin the preparation of a draft EIS as soon as it determines, or the environmental assessment performed in accordance with section 10 or 11(h) of this Order discloses, that the proposed action will significantly affect the quality of the human environment.

(2) As soon as a decision to prepare a draft EIS has been made, if FRA is the lead or only agency, the program office, in consultation with the Office of Chief Counsel, shall undertake the scoping process identified in CEQ 1501.7.

(3) In preparing a draft EIS, the program office shall perform such research and consultation as may be required in accordance with section 14 of this order or as may be considered desirable as a result of the scoping process. The completed draft EIS shall be signed by the head of the program office. The program office shall forward a copy to the Office of Policy and Program Development and a copy to the Office of Chief Counsel.

(4) When requested by the program office, the Office of Policy and Program Development shall review the draft EIS and shall advise the program office in writing as to the consistency of the draft EIS with FRA policies and programs.

(5) The Office of Chief Counsel shall review every draft EIS and shall advise the program office in writing as to the legal sufficiency of the draft EIS.

(6) The program office shall submit the draft EIS to the Administrator concurrently with the advice obtained from the Office of Policy and Program Development, when applicable, and from the Office of Chief Counsel.

(7) A draft EIS may be formally released outside the FRA only after approval by the Administrator.

(8) The program office shall direct distribution of the draft EIS as follows: EPA (five copies); the Office of the Assistant Secretary of Transportation for Policy and International Affairs (two copies); all FRA regional offices; appropriate DOT Regional Representatives; the Office of Policy and Program Development; the Office of Chief Counsel; all Federal agencies which have jurisdiction by law or special expertise with respect to the environmental impacts of the proposed action; State and regional clearinghouses in accordance with OMB Circular A-95; State and local government authorities and public libraries in the area to be affected by the proposed action; and all other interested parties identified during the preparation of the draft EIS pursuant to section 9(b)(1) of this Order.

(9) The draft EIS shall be made available for public and agency comment for at least 45 days from the Friday following the week the draft EIS was received by EPA. The time period for comments on the draft EIS shall be specified in a prominent place in the document, but comments received after the stated time period expires should be considered to the extent possible.

(10) Where a public hearing is to be held on the draft EIS, as determined in accordance with section 9(b)(5) of this Order, the draft EIS shall be made available to the public at least 30 days prior to the hearing.

(11) The program office shall consider all comments received on the draft EIS, issues raised through the citizen involvement process, and new information, and shall revise the text into a final EIS accordingly. (See CEQ 1503.4). If the proposed final EIS is not submitted to the Administrator within three years from the date of the draft EIS circulation, a written reevaluation of the draft shall be prepared to determine if the draft EIS remains applicable, accurate, and valid. If not, a supplement to the draft EIS or a new draft EIS shall be prepared and circulated as required by paragraphs (1) through (9) of this subsection. If the draft EIS remains applicable, accurate, and valid, the final EIS shall be signed by the head of the program office and copies forwarded to the Office of Policy and Program Development and the Office of Chief Counsel.

(12) When requested by the program office, the Office of Policy and Program Development shall review the final EIS and shall advise the program office in

writing as to the consistency of the final EIS with FRA policies and programs.

(13) The Office of Chief Counsel shall review every final EIS and shall advise the program office in writing as to its legal sufficiency.

(14) The program office shall transmit two copies of the final EIS to the Office of the Assistant Secretary of Transportation for Policy and International Affairs for concurrence by that office. The final EIS may be deemed concurred in by that office unless that office notifies the FRA to the contrary within two weeks or if the decision whether or not to take the action has been reserved to the Secretary of Transportation, as provided in section 11(a) of DOT Order 5610.1C. That office shall issue appropriate comments if it does not concur. The comments must be resolved and concurrence obtained prior to submission of the final EIS to the Administrator.

(15) The program office shall submit the final EIS to the Administrator concurrently with the advice obtained from the Office of Policy and Program Development, when applicable, and the Office of Chief Counsel, and along with any comments of the Assistant Secretary of Transportation for Policy and International Affairs.

(16) The final EIS may become final only upon approval by the Administrator.

(17) After approval by the Administrator, the program office shall direct distribution of the final EIS as follows: EPA (five copies); appropriate DOT Regional Representatives; all FRA regional offices; the Office of Policy and Program Development; the Office of Chief Counsel; State and local authorities and public libraries in the area affected by the proposed action; Federal agencies and other parties who commented substantively on the draft EIS in writing or at a public hearing; and all agencies, organizations, or individuals requesting copies.

(18) If major steps toward implementation of the proposed action have not commenced, or a major decision point for actions implemented in stages has not occurred, within three years from the date of approval of the final EIS, a written reevaluation of the adequacy, accuracy, and validity of the final EIS shall be prepared, and a new or supplemental EIS prepared, if necessary. If major steps toward implementation of the proposed action have not occurred within the time frame, if any, set forth in the final EIS, or within five years from the date of approval of the final EIS, a written reevaluation of the adequacy, accuracy, and validity of the final EIS shall be prepared, and a new or supplemental EIS prepared, if necessary. A decision that a new or supplemental EIS is not necessary must be processed in accordance with paragraph (14) of this subsection (c).

(d) *Legislative EIS.* Notwithstanding the provisions of subsections (b) and (c) of this section, an approved draft EIS covering proposed legislation shall be cleared through P–20. An approved draft legislative EIS may be forwarded to the appropriate Congressional committee(s) up to 30 days later than the proposed legislation. If a final EIS is prepared as required by CEQ 1506.8(b)(2), it shall be forwarded to the appropriate Congressional committee as soon as it becomes available. Comments on the draft EIS and FRA's responses thereto shall be forwarded to the appropriate Congressional committee(s).

(e) *Changes and Supplements.* Where, in the development of an FRA action for which a draft or final EIS has been prepared, a significant change is made which would alter environmental impacts, or where significant new information becomes available regarding the environmental impacts of such an FRA action, the FRA program office shall prepare an appropriate supplement to the original draft or final EIS for that portion of the FRA action affected. Such a supplement shall be processed in accordance with paragraphs (3) through (17) of subsection (c) of this section. If a formal administrative record is required for any FRA action for which a supplemental EIS is prepared, the supplemental EIS shall be introduced into the formal administrative record. The program office, in consultation with the Office of Chief Counsel, shall determine whether and to what extent any portion of the proposed action is unaffected by the planning change or new information. FRA decisionmaking on portions of the proposed action having utility independent of the affected portion may go forward regardless of the concurrent processing of the supplement.

(f) *Representations of Mitigation.* Where a final EIS has represented that certain measures would be taken to mitigate the adverse environmental impacts of an action, the FRA program office shall monitor the action and, as necessary, take steps to enforce the implementation of such measures. Where applicable, the FRA program office shall include appropriate mitigation measures as a condition to financial assistance and as a provision of contracts. The program office shall, upon request, inform cooperating and commenting agencies on progress in carrying out mitigation measures they proposed and which were adopted by FRA and shall also, upon request, make available to the public the results of relevant monitoring.

(g) *4(f) Determinations.* Where a 4(f) determination as well as an EIS is required for a proposed FRA action, it shall be prepared in accordance with Section 12 of this Order and shall be integrated with the draft and final EIS.

(h) *Contents of an EIS.* The specific contents of both a draft and final EIS shall be prescribed by section 14 of this Order. Prescribed format for or page limitations on EIS's shall be those set out in CEQ 1502.7 and 1502.10. An EIS shall be prepared so as to focus on the significant issues, as identified by the environmental assessment and the process of public comment, and so as to avoid extraneous data and discussion. The text of an EIS should be written in plain language comprehensible to a lay person, with technical material gathered into appendices.

Graphics and drawings, maps and photographs shall be used as necessary to clarify the proposal and its alternatives. The sources of all data used in an EIS shall be noted or referenced in the EIS.

14. Contents of an Environmental Impact Statement

To the fullest extent possible, the program office shall prepare draft environmental impact statements concurrently with and intergrated with environmental impact analyses and related studies required by the various environmental review laws and Executive Orders listed in Subsection (n) below.

In addition to the requirements of CEQ 1502.11 through 1502.18, and subject to the general provisions of section 13(h) of this Order, a draft or final EIS shall contain the following:

(a) If appropriate, identification of the document as containing a 4(f) determination made pursuant to section 4(f) of the Department of Transportation Act, 49 U.S.C. 1653(f).

(b) If appropriate, a citation to section 106 of the National Historic Preservation Act, 16 U.S.C. 470(f).

(c) Identification of the U.S. Department of Transportation, Federal Railroad Administration.

(d) The FRA program office which prepared the document.

(e) The month and year of preparation of the document.

(f) In a draft EIS, the name and address of the person in the FRA to whom comments on the document should be addressed, and the date by which comments must be received to be considered.

(g) A list of those persons, organizations, or agencies assisting the FRA in the preparation of the document.

(h) In a draft EIS, a list of agencies, organizations, and persons to whom copies of the document are being sent.

(i) In a final EIS, a list of all agencies, organizations, or persons from whom comments were received on the draft EIS.

(j) A table of contents.

(k) A brief statement of the purpose and need to which the alternatives described in subsection (l) respond, including, where applicable, the legislative authority on which it is based; and the extent to which other Federal, State, or local agencies are funding or otherwise participating in or regulating the alternatives.

(l) A description of all reasonable alternative courses of action which could satisfy the purpose and need identified in subsection (k). The description should include the "no action" alternative and alternatives not currently within the authority of the FRA, as well as a description of feasible mitigation measures which have not been incorporated into the proposed action. The draft EIS may and the final EIS shall identify which alternative is the proposed action.

(m) A short description of the environment likely to be affected by the proposed action, by way of introduction to the environmental impact analysis, including a list of all States, counties, and metropolitan areas likely to be so affected.

(n) An analysis of the environmental impacts of the alternatives, including the proposed action, if identified. The discussion under each area of impact should cover the proposed action and all alternatives, even if only to point out that one of more alternatives would have no impact of that kind. Under each area of impact, the discussion should focus on alternatives which might enhance environmental quality or avoid some or all adverse impacts of the proposed action. Attachment 2 to DOT Order 5610.1C provides guidance to the contents of this section. Analysis should be focused on areas of significant impact: beneficial and adverse; direct, indirect, and cumulative; and both long- and short-term. There should be evidence of consulation with appropriate Federal, State and local officials. At a minimum, the following areas should be considered in the environmental analysis, although their discussion in the EIS is dependent on their relevance.

(1) *Air quality.* There should be an assessment of the consistency of the alternatives with Federal and State plans for the attainment and maintenance of air quality standards.

(2) *Water quality.* There should be an assessment of the consistency of the alternatives with Federal and State standards concerning drinking water, storm sewer drainage, sedimentation control, and non-point source discharges such as runoff from construction operations. The need for any permits under sections 402 and 404 of the Federal Water Pollution Control Act (33 U.S.C. 1342, 1344) for the discharge of dredged or fill material shall be discussed.

(3) *Noise and vibration.* The alternatives should be assessed with respect to applicable Federal, State, and local noise standards, especially those enforced by the FRA for railroad equipment, yards and facilities including 49 CFR Part 210 "Railroad Noise Emission Compliance Regulations".

(4) *Solid waste disposal.* The alternatives should be assessed with respect to State and local standards for sanitary landfill and solid waste disposal.

(5) *Natural ecological systems.* The EIS should assess both construction period and long-term impacts of the alternatives on wildlife and vegetation in the affected environment. Where an alternative proposes to control or modify a stream or other body of water in some way, it shall contain evidence of consultation with the U.S. fish and Wildlife Service of the Department of the Interior and with the agencies exercising administration over the wildlife resources of affected States, as required by section 2(a) of the Fish and Wildlife Coordination Act, 16 U.S.C. 662(a).

(6) *Wetlands.* In accordance with E.O. 11990 (May 24, 1977), and revised DOT Order 5660.1A (43 FR 45285, September 24, 1978), the program office shall determine whether any of the alternatives will be located in a wetland area. If so, the procedures in DOT Order 5660.1A should be followed including consultation with the appropriate representative of the Department of the Interior, and with responsible Federal, State or local officials with special expertise, concerning the impacts of the proposal on the wetland areas affected. If the proposed action is located in a wetland area, the final EIS shall document a determination that there is no practicable alternative to such location, and that the proposed action includes all parcticable measures to minimize harm to wetlands, which may result from such use.

(7) *Endangered species.* If applicable, the EIS shall discuss the impacts of the alternatives on endangered or threatened species of wildlife. The Department of the Interior lists such species in 50 CFR Part 17. There should be evidence of consultation with the Department of the Interior as required by section 7 of the endangered Species Act, 16 U.S.C. 1536.

(8) *Flood hazard evaluation and floodplain management.* In accordance with E.O. 11988 (May 24, 1977), and DOT Order 5650.2, (44 FR 24678, April 23, 1979) the program office shall determine whether any of the alternatives will affect a base floodplain. Base floodplain limits shall be determined by using Department of Housing and Urban Development floodplain maps, or, if one or more are not available for a particular area, on the best available information. If one or more alternatives will affect a base floodplain, the draft EIS shall discuss: any risk associated with each such alternative; the impacts on natural and beneficial floodplain values; the degree to which the alternative supports incompatible development in the base floodplain; and the adequacy of the methods proposed to minimized harm. In the final EIS, this discussion should concentrate on the proposed action. If the proposed action involves a significant encroachment on a base floodplain, the final EIS shall contain a finding, made in writing by the administrator, that the proposed significant encroachment is the only practicable alternative. this finding shall be supported by a description of why the proposed action must be located in the floodplain, including the alternatives considered and why they were not practicable and accompanied by a statement that the action conforms to applicable State. and/or local floodplain protection standards. This finding shall be provided to clearinghouse agencies designated under OMB circular A–95 and to other interested parties. Guidance on the definition of significant encroachment and other matters is provided in DOT Order 5650.2.

(9) *Coastal zone management.* If applicable, the EIS should discuss to what extent the alternatives are consistent with approved coastal zone management programs in affected States, as required by section 307(c)(2) of the Coastal Zone Management Act, 16 U.S.C. 1456(c)(2).

(10) *Production and consumption of energy.* The EIS shall assess in detail any irreversible or irretrievable commitments of energy resources likely to be involved in each alternative and any potential energy conservation, especialy those alternatives likely to reduce the use of petroleum or natural

gas, consistent with the policy outlined in Executive Order 12185.

(11) *Use of natural resources other than energy, such as water, minerals, or timber.* The EIS shall assess in detail any irreversible or irretrievable commitments of these resources likely to be involved in each alternative.

(12) *Aesthetic environment and scenic resources.* The EIS should identify any significant changes likely to occur in the natural landscape and in the developed environment. The EIS should also discuss the consideration given to design quality, art, and architecture in project planning and development as required by DOT Order 5610.4.

(13) *Transportation.* The EIS should assess the impacts on both passenger and freight transportation, by all modes, from local, regional, national, and international perspectives. The EIS should include a discussion of both construction period and long-term impacts on vehicular traffic congestion.

(14) *Elderly and handicapped.* The EIS shall assess impacts of the alternatives on the transportation and general mobility of the elderly and handicapped.

(15) *Land use.* The EIS should assess the impacts of each alternative on local land use controls and comprehensive regional planning as well as on development within the affected environment, including, where applicable, other proposed Federal actions in the area. Where inconsistencies or conflicts exist, this section should describe the extent of reconciliation and the reason for proceeding notwithstanding the absence of full reconciliation. As required by 42 U.S.C. 4332(2)(d)(iv), the program office shall provide early notification to, and solicit the views of, any State or Federal land management entity with respect to any alternative which may have significant impacts upon such entity and, if there is any disagreement on such impacts, prepare a written assessment of such impacts and views for incorporation into the final EIS.

(16) *Socioeconomic environment.* The EIS should assess the number and kinds of available jobs likely to be affected by the alternatives. Also discussed should be the potential for community disruption or cohesion, the possibility of demographic shifts, and impacts on local government services and revenues. The need for and availability and adequacy of relocation housing should be assessed, using as a guide section 6 of Attachment 2 to DOT Order 5610.C. The positive and negative consequences of each alternative on commerce in the community and its surrounding metropolitan area, specifically on existing business districts and the immediate project areas should be analysed.

(17) *Public health.*

(18) *Public safety.* The EIS should assess the transportation or use of any hazardous materials which may be involved in the alternatives, and the level of protection afforded residents of the affected environment from construction period and long-term operations associated with the alternatives.

(19) *Recreation areas and opportunities.* Impacts of the alternatives on sites deyoted to recreational activities should be assessed, including impacts on non-site-specific activities, such as hiking and bicycling, and impacts on non-activity-specific sites such as designated "open space". Where land acquired with Federal grant money such as Department of Housing and Urban Development "open space" funds or Bureau of Outdoor Recreation "land and water conservation" funds is involved, there should be evidence of consultation with the grantor agency concerning the proposed, and of any approvals required by Section 6(f) of the Land and Water Conservation Fund Act (16 U.S.C. 4601–8(f)).

(20) *Sites of historical, archeological, architectural, or cultural significance.* In accordance with section 106 of the National Historic Preservation Act, 16 U.S.C. 470(f), the EIS shall identify all properties which may be affected by the alternatives that are included in or eligible for inclusion in the National Register of Historic Places. (For a property not included in the National Register, the criteria for inclusion may be found in 36 CFR Part 60. There should be evidence of consultation with the appropriate State Historic Preservation Officer and in case of disagreement with the Department of the Interior as to whether a property is eligible for the National Register.) The criteria of effect on historic properties found in 36 CFR Part 800 should be discussed with regard to each alternative. In the final EIS, there should be evidence of consultation, concerning the impacts of the proposed action on historic properties, with the appropriate State Historic Preservation Officer(s), and with State or local historical societies, museums, or academic institutions having special expertise. In the event that a State Historic Preservation Officer finds that a proposed action will have an adverse effect on such property, there should also be evidence in the final EIS of subsequent consultation with the Advisory Council on Historic Preservation. A 4(f) determination may be required in addition to this discussion in the EIS, as provied in section 12 of this Order.

(21) *Construction impacts.* The EIS should identify and assess the impacts associated with the construction period of each alternative, if any.

(o) A summary of unavoidable adverse impacts of the alternatives and a description of mitigation measures planned to minimize each adverse impact. Impacts and mitigation measures should be identified in this table as either long-term, short-term, or construction-period. If a proposed action will have an adverse effect on a property included in or eligible for inclusion in the National Register of Historic Places, this part of the final EIS shall include a copy of any Memorandum of Agreement with, or other response to comments by, the Advisory Council on Historic Preservation, in accordance with 36 CFR Part 800. This part of the EIS should also include a summary of any irreversible or irretrievable commitments of resources and any foreclosures of future options that would be likely to result from the alternatives.

(p) A brief discussion of the relationship between local short-term uses of the environment affected by the alternatives, and the maintenance and enhancement of long-term productivity in that environment.

(q) Any 4(f) determination covering the same proposed action as the EIS.

(r) A compilation of all applicable Federal, State and local permits, licenses, and approvals which are required before the proposed action may commence. The final EIS should reflect that there has been compliance with the requirements of all applicable environmental laws and orders. If such compliance is not possible by the time of final EIS preparation, the EIS should reflect consultation with the appropriate agencies and provide reasonable assurance that the requirements can be met.

(s) In a final EIS, a compilation of all responsible comments received on the draft EIS, whether made in writing or at a public hearing, and responses to each comment. Comments may be collected and summarized except for comments by Federal agencies and where otherwise required by Federal law or regulation. Every effort should be made to resolve significant issues before the EIS is put into final form. The final EIS should reflect such issues, consultation and efforts to resolve such issues, including an explanation of why any remaining issues have not been resolved.

(t) An index, if possible and useful.

(u) Signature and date indicating the approval of the Administrator as required by section 13(c) of this Order.

15. Record of Decision

(a) *General.* The program office shall prepare a draft record of decision which shall accompany the proposed final EIS through the approval process described in section 13(c) (12) through (16) above.

(b) *Contents.* The draft record of decision shall include a description of the proposed action and the environmental information specified in CEQ 1505.2 as well as proposed findings pursuant to section 4(f), the DOT Wetlands order (DOT 5660.1A), and the DOT Floodplains Order (DOT 5650.2), as appropriate.

(c) *Changes.* If the Administrator, or his or her designee, wishes to take an action which was not identified as the preferred action in the final EIS, or proposes to make substantial changes in the mitigation measures or findings discussed in the draft record of decision, the revised record of decision shall be processed internally in the manner as EIS approval, in accordance with section 13(c).

16. Effective Date

These Procedures shall apply to the fullest extent practicable to any FRA action for which a FONSI has not been approved by the Administrator by July 30, 1979, or for which a draft EIS has not been filed with EPA by July 30, 1979. However, it is not intended that any completed environmental documents be redone by reason of these Procedures.

The March 16, 1979, FRA Procedures for Considering Environmental Impacts shall continue to apply to FRA actions where a FONSI has been approved or a draft EIS filed by July 30, 1979, provided the final EIS is filed by July 30, 1981. If the final EIS is not filed by July 30, 1981, these Procedures apply, except that section 15 (Record of Decision) does not apply.

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Monday
June 16, 1980

Part III

Department of Housing and Urban Development

Office of the Assistant Secretary for Housing—Federal Housing Commissioner

Prototype Cost Limits for Low-Income Public Housing

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Office of the Assistant Secretary for Housing—Federal Housing Commissioner

24 CFR Part 841

[Docket No. N-80-1010]

Appendix A—Prototype Cost Limits for Low-Income Public Housing

AGENCY: Office of the Assistant Secretary for Housing—Federal Housing Commissioner, Department of Housing and Urban Development (HUD).

ACTION: Notice of prototype cost determinations under 24 CFR, Part 841, Appendix A.

SUMMARY: This Notice establishes prototype limits for development of Public Housing and Indian Housing new construction projects under the United States Housing Act of 1937. The prototype cost determinations stated in this Notice supersede the prototype cost schedules published on June 6, 1979, and all amendments and additions to such schedules, published prior to the date of this Notice.

EFFECTIVE DATE: June 16, 1980.

FOR FURTHER INFORMATION CONTACT: Mr. Jack R. VanNess, Director, Technical Support Division, Office of Public Housing, Room 6248, 451 7th Street SW., Washington, D.C. 20410, (202) 755-4956 (This is not a toll-free number).

SUPPLEMENTARY INFORMATION: The United States Housing Act of 1937 requires determination by HUD of the costs in different areas for construction and equipment (prototype costs) of new dwelling units suitable for occupancy by low-income families. This determination must be made at least once a year and published in the **Federal Register.** The prototype costs constitute a limit on development cost for construction and equipment of new public housing projects including Indian projects.

The schedules in this Notice establish the 1980 update of per unit prototype cost limits for development of public housing under 24 CFR Part 841 (see § 841.115(b)(2)), and of Indian Housing under 24 CFR Part 805 (see §§ 805.213 and 805.214(b)).

The prototype cost determinations are based on data supplies by the HUD Field Offices and by the public.

Where prototype schedules are established for special Indian prototype cost areas in accordance with 24 CFR 805.213, the prototype cost limits apply only for development of Indian Housing (these special areas are identified by an asterisk (*) on the schedules).

Section 6(b) of the U.S. Housing Act of 1937 provides that the prototype costs shall become effective upon the date of publication in the **Federal Register,** and this Notice is, therefore, made effective June 16, 1980. Timely written comments will be considered and additional amendments will be published if the Department determines that acceptance of the comments is appropriate. Comments with respect to cost limits for a given location should be sent to the local HUD office. A list of these offices follow:

Region I

Connecticut, Hartford, 06103, One Financial Plaza.
Massachusetts, Boston, 02114, Bulfinch Bldg., 15 New Chardon Street.
New Hampshire, Manchester, 03103, Norris-Cotton Federal Bldg., 5th Floor, 275 Chestnut Street.
Rhode Island, Providence, 02903, John O. Pastore Federal Bldg. and U.S. Post Office, Room 330.

Region II

New Jersey, Newark, 07102, 1 Raymond Plaza, Gateway Bldg.
New York, Buffalo, 14202, Statler Building, Suite 800, 107 Delaware Ave.
New York, New York, 10007, 26 Federal Plaza.
Puerto Rico, San Juan, 00918, Caribbean Area Office, New Federal Building and U.S. Courthouse, Room 428, Carlos E. Chardon Avenue, Hato Rey, Puerto Rico, 00918.

Region III

District of Columbia, Washington, 20009, Universal North Bldg., 1875 Connecticut Avenue NW.
Maryland, Baltimore, 21201, 2 Hopkins Plaza, Mercantile Bank and Trust Building.
Pennsylvania, Philadelphia, 19106, Curtis Building, 625 Walnut Street.
Pennsylvania, Pittsburgh, 15219, Fort Pitt Commons, 445 Fort Pitt Blvd.
Virginia, Richmond, 23219, 701 East Franklin Street.
West Virginia, Charleston, 25301, Kanawha Valley Bldg., Capitol and Lee Streets.

Region IV

Alabama, Birmingham, 35233, Daniel Building, 15 South 20th Street.
Florida, Jacksonville, 32204, Peninsula Plaza, 661 Riverside Avenue.
Georgia, Atlanta, 30303, Richard Russell Federal Building, 75 Spring Street SW.
Kentucky, Louisville, 40202, 539 River City Mall, P.O. Box 1044.
Mississippi, Jackson, 39201, U.S. Federal Building, 100 W. Capital Street, Room 1016.
North Carolina, Greensboro, 27401, 415 North Edgewood Street.
South Carolina, Columbia, 29201, Strom Thurmond Federal Building, 1835-45 Assembly Street.
Tennessee, Nashville, 37219, 1 Commerce Place.
Tennessee, Knoxville, 37919, 1 Northshore Bldg., 1111 Northshore Drive.

Region V

Illinois, Chicago, 60602, 1 North Dearborn Street.
Indiana, Indianapolis, 46207, 151 North Delaware Street.
Michigan, Detroit, 48226, 15th Floor, McNamara Building, 477 Michigan Ave.
Michigan, Grand Rapids, 49505, 2922 Fuller Avenue NE.
Minnesota, Minneapolis-St. Paul, 55435, 6400 France Avenue South.
Ohio, Columbus 43215, New Federal Office Building, 200 North High Street.
Ohio, Cleveland, 44114, 777 Rockwell Avenue, Second Floor.
Wisconsin, Milwaukee, 53203, 744 North Fourth Street.

Region VI

Arkansas, Little Rock, 72201, Union National Bank Building, 1 Union National Plaza.
Louisiana, New Orleans, 70113, Plaza Tower, 1001 Howard Avenue.
Oklahoma, Oklahoma City, 73102, Murrah Federal Bldg., 200 NW 5th Street.
Texas, Dallas, 75201, 2001 Bryan Tower.
Texas, San Antonio, 78285, Washington Square, 800 Dolorosa, P.O. Box 9163.

Region VII

Iowa, Des Moines, 50309, 210 Walnut Street, Room 25.
Kansas, Kansas City, 66117, 2 Gateway Center, Fourth and State Streets.
Missouri, St. Louis, 63101, 210 North 12th Street.
Nebraska, Omaha, 68106, Univac Bldg., 7100 West Center Road.

Region VIII

Colorado, Denver, 80202, Executive Tower Bldg., 1405 Curtis Street.

Region IX

California, Los Angeles, 90057, 2500 Wilshire Boulevard.
California, Sacramento, 95809, 545 Downtown Plaza, P.O. Box 1978, Suite 250.
California, San Francisco, 94111, 1 Embarcadero Center, Suite 1600.
Hawaii, Honolulu, 96850, Prince Jonah Kuhio Kalanianaole Federal Bldg., 300 Ala Moana Boulevard, Suite 3318.

Region X

Alaska, Anchorage, 99501, 334 West 5th Avenue.
Oregon, Portland, 97204, Cascade Building, 520 SW Sixth Avenue
Washington, Seattle, 98101, 3003 Arcade Plaza Building, 1321 Second Ave.

A Finding of Inapplicability respecting the National Environmental Policy Act of 1969 has been made in accordance with HUD procedures. A copy of this Finding of Inapplicability will be available for public inspection during regular business hours in the Office of the Rules Docket Clerk, Office of the General Counsel, Room 5218, 451 7th Street, SW., Washington, D.C. 20410.

Upon the following considerations, the prototype costs are determined to be as set forth in Appendix A below.

A. Unit Prototype Cost. 1. Prototype cost comprises the cost of dwelling structures, account No. 1460, and dwelling equipment, account No. 1465, as described in handbook 7510.1, chapter 3, section 15, which include their pro rata share of the builders' fee and overhead, insurance, social security, sales tax, and bonds.

2. Prototype cost does not include the costs of site aquisitions, site improvement, nondwelling structures or spaces (and equipment), planning (architectural-engineering fees, permit fees, inspection, and similar costs), relocation, interest or local authority administrative costs, all of which are described in Handbook 7510.1, chapter 3, section 15.

3. The determination of prototype cost shall consider:

(a) Compliance with applicable HUD Minimum Property Standards and planning and design criteria described in HUD Handbook 7417.1, chapter 5. Currently copies of HUD Handbooks are maintained and available for public inspection in the Program Information Center, Room 1104, Department of Housing and Urban Development, 451 Seventh Street S.W., Washington, D.C. 20410, and in each of the Department's regional, area and service offices.

(b) The additional cost to provide, as required by Section 6(b) of the Act:

(1) The extra durability required for safety and security and economical maintenance of such housing,

(2) The provision of amenities designed to guarantee a safe and healthy family life and neighborhood environment,

(3) The application of good design as an essential component of such housing for safety and security as well as other purposes,

(4) The maintenance of quality in architecture to reflect the standards of the neighborhood and community,

(5) The need for maximizing the conservation of energy for heating, lighting, and other purposes,

(6) The effectiveness of existing cost limits in the area, and

(7) The advice and recommendations of local housing producers.

Accordingly, the prototype per unit cost schedules for all prototype cost areas, issued under 24 CFR, Part 841, Appendix A, Prototype Cost Limits for Low-Income Public Housing, are hereby established as shown on the tables set forth hereinafter entitled "Prototype Per Unit Cost Schedule—Regions I through X."

(Sec. 7(d), Department of HUD Act, 42 U.S.C. 3535(d); sec. 6(b) of the U.S. Housing Act of 1937 (42 U.S.C. 1437(d)))

Issued at Washington, D.C., June 9, 1980.

Lawrence B. Simons,

Assistant Secretary for Housing—Federal Housing Commissioner.

BILLING CODE 4210-01-M

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION I							
CONNECTICUT							
HARTFORD :							
DETACHED AND SEMIDETACHED	25,200	30,100	33,100	39,700	47,800	53,200	55,650
ROW DWELLINGS	23,850	28,400	31,750	37,700	45,250	50,450	52,850
WALKUP	20,500	25,350	28,600	34,150	39,300	43,300	45,400
ELEVATOR-STRUCTURE	28,550	33,100	42,050	------	------	------	------
NEW MILFORD :							
DETACHED AND SEMIDETACHED	24,150	28,900	31,950	38,200	46,000	51,150	53,550
ROW DWELLINGS	22,800	27,200	30,250	36,050	43,350	48,300	50,350
WALKUP	19,600	24,200	27,450	32,550	37,400	41,500	43,400
ELEVATOR-STRUCTURE	28,300	32,750	41,600	------	------	------	------
NEW HAVEN :							
DETACHED AND SEMIDETACHED	24,250	29,050	32,000	38,350	46,300	51,450	53,800
ROW DWELLINGS	22,700	27,200	30,250	36,050	43,350	48,300	50,450
WALKUP	19,600	24,200	27,300	32,700	37,650	41,500	43,400
ELEVATOR-STRUCTURE	28,300	32,750	41,600	------	------	------	------
BRIDGEPORT :							
DETACHED AND SEMIDETACHED	24,600	29,450	32,600	38,950	46,900	52,100	54,600
ROW DWELLINGS	22,800	27,200	30,250	36,050	43,350	48,300	50,350
WALKUP	19,550	24,050	27,400	32,350	37,450	41,350	43,250
ELEVATOR-STRUCTURE	28,850	33,450	42,450	------	------	------	------
NEW LONDON :							
DETACHED AND SEMIDETACHED	24,600	29,550	32,600	38,800	47,150	52,350	54,650
ROW DWELLINGS	23,100	27,750	31,000	36,950	44,350	49,550	51,800
WALKUP	20,450	24,150	27,400	32,550	37,600	41,550	43,600
ELEVATOR-STRUCTURE	28,850	33,400	42,450	------	------	------	------
WINDHAM :							
DETACHED AND SEMIDETACHED	24,600	29,550	32,600	38,800	47,150	52,350	54,650
ROW DWELLINGS	23,100	27,750	31,000	36,950	44,350	49,550	51,800
WALKUP	20,850	24,650	28,000	33,150	38,400	42,400	44,500
ELEVATOR-STRUCTURE	28,850	33,400	42,450	------	------	------	------
RIDGEFIELD :							
DETACHED AND SEMIDETACHED	30,100	36,100	39,850	47,700	57,600	63,700	66,400
ROW DWELLINGS	28,500	34,050	38,050	45,150	54,450	60,750	63,400
WALKUP	24,550	30,350	34,350	40,750	47,200	52,000	54,650
ELEVATOR-STRUCTURE	29,700	34,450	43,700	------	------	------	------
NORWICH :							
DETACHED AND SEMIDETACHED	24,500	29,500	32,600	38,850	46,850	52,100	54,550
ROW DWELLINGS	22,850	27,350	30,550	36,200	43,500	48,650	50,600
WALKUP	19,700	24,250	27,600	32,750	37,700	41,600	43,550
ELEVATOR-STRUCTURE	28,850	33,450	42,450	------	------	------	------
* MASHANTUCKET :							
DETACHED AND SEMIDETACHED	27,900	33,400	36,850	44,000	53,150	59,050	61,850
ROW DWELLINGS	------	------	------	------	------	------	------
WALKUP	------	------	------	------	------	------	------
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION I--CONTINUED							
MAINE							
BANGOR :							
DETACHED AND SEMIDETACHED	25,150	30,150	31,800	37,850	45,650	50,600	52,800
ROW DWELLINGS	22,750	27,150	30,050	35,950	43,250	48,000	50,250
WALKUP	19,600	24,300	27,650	32,550	37,900	41,600	43,800
ELEVATOR-STRUCTURE	26,500	30,900	39,000	------	------	------	------
* OLD TOWN :							
DETACHED AND SEMIDETACHED	24,300	29,100	30,750	36,600	44,100	48,900	51,000
ROW DWELLINGS	21,550	25,700	28,500	34,000	40,950	45,500	47,600
WALKUP	20,150	24,950	28,500	33,500	38,950	42,750	45,050
ELEVATOR-STRUCTURE	29,550	34,500	43,550	------	------	------	------
AUGUSTA :							
DETACHED AND SEMIDETACHED	25,950	30,850	34,150	41,050	49,250	54,800	57,150
ROW DWELLINGS	23,400	27,800	31,000	37,150	44,600	49,650	51,750
WALKUP	20,250	25,050	28,650	33,650	39,150	43,050	45,250
ELEVATOR-STRUCTURE	26,750	31,150	39,400	------	------	------	------
BRUNSWICK :							
DETACHED AND SEMIDETACHED	25,800	30,700	33,850	40,550	48,900	54,200	56,800
ROW DWELLINGS	23,100	27,600	30,800	36,750	44,300	49,050	51,350
WALKUP	20,000	24,650	28,300	33,400	38,750	42,400	44,850
ELEVATOR-STRUCTURE	27,000	31,500	39,800	------	------	------	------
* CALAIS :							
DETACHED AND SEMIDETACHED	23,800	28,300	31,350	37,350	45,050	50,150	52,500
ROW DWELLINGS	21,500	26,150	29,100	34,850	41,900	46,400	48,550
WALKUP	20,400	25,100	28,750	33,950	39,350	43,050	45,550
ELEVATOR-STRUCTURE	32,400	37,750	47,500	------	------	------	------
LEWISTON :							
DETACHED AND SEMIDETACHED	25,800	30,700	33,850	40,550	48,900	54,200	56,800
ROW DWELLINGS	23,100	27,600	30,800	36,750	44,300	49,050	51,350
WALKUP	20,000	24,650	28,300	33,400	38,750	42,400	44,850
ELEVATOR-STRUCTURE	25,950	30,250	38,200	------	------	------	------
PORTLAND :							
DETACHED AND SEMIDETACHED	25,800	30,700	33,850	40,550	48,900	54,200	56,800
ROW DWELLINGS	23,100	27,600	30,800	36,750	44,300	49,050	51,350
WALKUP	20,300	25,150	28,700	33,900	39,400	43,150	45,500
ELEVATOR-STRUCTURE	25,950	30,200	38,200	------	------	------	------
WATERVILLE :							
DETACHED AND SEMIDETACHED	24,900	29,650	32,750	39,350	47,350	52,450	54,850
ROW DWELLINGS	22,600	26,850	29,750	35,550	42,950	47,650	49,800
WALKUP	19,400	24,100	27,400	32,300	37,450	41,150	43,350
ELEVATOR-STRUCTURE	26,150	30,600	38,600	------	------	------	------
MASSACHUSETTS							
BOSTON :							
DETACHED AND SEMIDETACHED	25,000	29,650	32,800	39,300	47,250	52,500	54,950
ROW DWELLINGS	22,950	27,400	30,450	36,300	43,800	48,700	50,850
WALKUP	21,100	25,250	27,900	33,350	40,200	44,600	46,750
ELEVATOR-STRUCTURE	32,750	38,050	48,200	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION I--CONTINUED							
MASSACHUSETTS --CONTINUED							
WORCHESTER :							
DETACHED AND SEMIDETACHED	23,850	28,400	31,500	37,550	45,350	50,350	52,750
ROW DWELLINGS	22,100	26,350	29,300	34,850	42,100	46,750	48,800
WALKUP	20,050	24,200	26,850	31,800	38,400	42,650	44,700
ELEVATOR-STRUCTURE	31,800	37,250	46,950	------	------	------	------
FALL RIVER :							
DETACHED AND SEMIDETACHED	24,200	28,950	32,100	38,250	46,100	51,300	53,600
ROW DWELLINGS	22,500	26,700	29,850	35,600	42,700	47,600	49,750
WALKUP	20,600	24,300	27,350	32,550	39,350	43,750	45,750
ELEVATOR-STRUCTURE	30,600	35,600	45,100	------	------	------	------
NEW HAMPSHIRE							
MANCHESTER :							
DETACHED AND SEMIDETACHED	22,800	28,350	31,250	37,500	44,950	50,050	52,600
ROW DWELLINGS	22,450	27,100	30,050	35,650	42,900	47,900	49,950
WALKUP	19,300	24,000	27,300	32,250	37,350	40,950	43,150
ELEVATOR-STRUCTURE	26,650	31,050	39,200	------	------	------	------
CONCORD :							
DETACHED AND SEMIDETACHED	24,550	30,450	33,650	40,100	48,150	53,650	56,350
ROW DWELLINGS	23,950	28,850	32,100	38,050	46,000	51,100	53,300
WALKUP	20,150	25,050	28,400	33,600	38,950	42,700	45,050
ELEVATOR-STRUCTURE	26,600	31,050	34,150	------	------	------	------
DOVER :							
DETACHED AND SEMIDETACHED	22,350	27,500	30,550	36,450	43,700	48,750	51,150
ROW DWELLINGS	21,750	26,150	29,100	34,500	41,500	46,200	48,250
WALKUP	18,600	23,000	26,300	31,150	36,900	43,300	44,600
ELEVATOR-STRUCTURE	27,300	31,650	40,050	------	------	------	------
KEENE :							
DETACHED AND SEMIDETACHED	23,400	29,050	32,050	38,350	46,000	51,150	53,800
ROW DWELLINGS	22,950	27,650	30,750	36,550	44,000	49,250	51,150
WALKUP	19,800	24,450	27,800	33,100	38,300	41,950	44,000
ELEVATOR-STRUCTURE	24,350	29,400	37,150	------	------	------	------
NASHUA :							
DETACHED AND SEMIDETACHED	22,800	28,350	31,250	37,500	44,950	50,050	52,600
ROW DWELLINGS	22,450	27,100	30,050	35,650	42,900	47,900	49,950
WALKUP	19,900	24,550	28,100	33,100	38,350	42,250	44,400
ELEVATOR-STRUCTURE	26,750	31,150	39,200	------	------	------	------
PORTSMOUTH :							
DETACHED AND SEMIDETACHED	24,000	29,600	32,750	39,250	47,200	52,450	55,050
ROW DWELLINGS	23,600	28,300	31,550	37,450	44,900	50,000	52,400
WALKUP	18,150	22,550	25,700	30,400	35,100	38,550	40,500
ELEVATOR-STRUCTURE	27,200	31,600	40,000	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION I--CONTINUED							
RHODE ISLAND							
PROVIDENCE :							
DETACHED AND SEMIDETACHED	27,200	32,500	35,750	42,900	51,600	57,450	60,100
ROW DWELLINGS	25,750	30,650	34,300	40,700	48,850	54,500	57,100
WALKUP	22,150	27,400	30,900	36,900	42,450	46,750	49,050
ELEVATOR-STRUCTURE	28,350	32,900	41,750	------	------	------	------
VERMONT							
BURLINGTON :							
DETACHED AND SEMIDETACHED	23,850	28,600	31,550	37,700	45,400	50,450	52,850
ROW DWELLINGS	22,800	26,950	30,050	35,800	42,800	47,900	50,150
WALKUP	19,450	23,900	27,400	32,400	37,400	41,300	43,400
ELEVATOR-STRUCTURE	26,750	31,150	39,500	------	------	------	------
BENNINGTON :							
DETACHED AND SEMIDETACHED	23,850	28,600	31,550	37,700	45,400	50,450	52,850
ROW DWELLINGS	22,800	26,950	30,050	35,800	42,800	47,900	50,150
WALKUP	19,450	23,900	27,400	32,400	37,400	41,300	43,400
ELEVATOR-STRUCTURE	27,050	31,500	39,950	------	------	------	------
BRATTLEBORO :							
DETACHED AND SEMIDETACHED	23,850	28,600	31,550	37,700	45,400	50,450	52,850
ROW DWELLINGS	22,800	26,950	30,050	35,800	42,800	47,900	50,150
WALKUP	19,450	23,900	27,400	32,400	37,400	41,300	43,400
ELEVATOR-STRUCTURE	27,050	31,500	39,950	------	------	------	------
MONTPELIER :							
DETACHED AND SEMIDETACHED	23,450	27,900	31,000	36,850	44,350	49,300	51,650
ROW DWELLINGS	22,050	26,250	29,150	34,700	41,550	46,450	48,650
WALKUP	18,900	23,300	26,500	31,450	36,150	40,050	42,000
ELEVATOR-STRUCTURE	27,050	31,500	39,950	------	------	------	------
RUTLAND :							
DETACHED AND SEMIDETACHED	23,600	28,050	31,100	37,300	44,650	49,800	52,050
ROW DWELLINGS	22,400	26,600	29,550	35,150	42,100	47,150	49,150
WALKUP	19,150	23,400	26,750	31,850	36,700	40,550	42,700
ELEVATOR-STRUCTURE	27,250	31,700	40,000	------	------	------	------
REGION II							
NEW JERSEY							
CAMDEN :							
DETACHED AND SEMIDETACHED	24,350	29,300	32,450	38,650	46,750	51,850	54,450
ROW DWELLINGS	22,450	26,800	29,650	35,450	42,350	47,350	49,450
WALKUP	19,100	23,650	27,000	31,950	37,100	40,750	43,050
ELEVATOR-STRUCTURE	29,350	34,150	43,300	------	------	------	------
ATLANTIC CITY :							
DETACHED AND SEMIDETACHED	24,000	28,850	31,950	38,100	46,000	51,000	53,500
ROW DWELLINGS	21,850	26,150	29,100	34,500	41,350	46,400	48,200
WALKUP	18,700	23,250	26,500	31,250	36,350	40,000	42,150
ELEVATOR-STRUCTURE	28,000	32,550	41,250	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION II--CONTINUED							
NEW JERSEY --CONTINUED							
BURLINGTON :							
DETACHED AND SEMIDETACHED	24,300	29,150	32,450	38,500	46,500	51,600	54,250
ROW DWELLINGS	22,250	26,600	29,650	35,100	42,050	47,000	49,000
WALKUP	19,300	23,750	27,000	31,900	37,000	40,700	42,950
ELEVATOR-STRUCTURE	29,500	34,400	43,500	------	------	------	------
GLOUCESTER :							
DETACHED AND SEMIDETACHED	24,000	28,850	31,950	38,100	46,050	51,100	53,650
ROW DWELLINGS	22,050	26,300	29,100	34,800	41,550	46,500	48,550
WALKUP	18,850	23,400	26,500	31,300	36,400	40,100	42,200
ELEVATOR-STRUCTURE	29,350	34,150	43,300	------	------	------	------
TRENTON :							
DETACHED AND SEMIDETACHED	24,450	29,100	32,450	38,600	46,500	51,700	54,250
ROW DWELLINGS	22,350	26,550	29,650	35,200	42,250	47,100	49,300
WALKUP	19,350	23,900	27,000	32,150	37,150	40,800	43,000
ELEVATOR-STRUCTURE	32,350	37,500	47,550	------	------	------	------
VINELAND :							
DETACHED AND SEMIDETACHED	24,400	29,250	32,450	38,600	46,650	51,850	54,350
ROW DWELLINGS	22,250	26,700	29,650	35,300	42,250	47,150	49,300
WALKUP	19,100	23,700	27,000	31,850	36,750	40,650	42,850
ELEVATOR-STRUCTURE	30,350	35,200	44,650	------	------	------	------
NEWARK :							
DETACHED AND SEMIDETACHED	26,800	31,750	35,400	42,250	50,750	56,300	58,950
ROW DWELLINGS	25,650	30,450	33,850	40,150	48,400	54,000	56,450
WALKUP	21,650	27,000	30,700	36,350	42,150	46,300	48,900
ELEVATOR-STRUCTURE	30,450	35,400	44,700	------	------	------	------
ASBURY PARK :							
DETACHED AND SEMIDETACHED	26,800	31,750	35,400	42,250	50,750	56,300	58,950
ROW DWELLINGS	25,650	30,450	33,850	40,150	48,400	54,000	56,450
WALKUP	21,250	26,450	30,050	35,600	41,350	45,450	47,850
ELEVATOR-STRUCTURE	29,150	33,900	42,800	------	------	------	------
NORTH BERGEN :							
DETACHED AND SEMIDETACHED	26,800	31,750	35,400	42,250	50,750	56,300	58,950
ROW DWELLINGS	25,650	30,450	33,850	40,150	48,400	54,000	56,450
WALKUP	22,250	27,500	31,350	37,150	43,200	47,450	49,850
ELEVATOR-STRUCTURE	30,500	35,550	44,900	------	------	------	------
FREEHOLD :							
DETACHED AND SEMIDETACHED	26,800	31,750	35,400	42,250	50,750	56,300	58,950
ROW DWELLINGS	25,650	30,450	33,850	40,150	48,400	54,000	56,450
WALKUP	21,200	26,450	30,000	35,550	41,200	45,400	47,800
ELEVATOR-STRUCTURE	29,350	34,100	43,050	------	------	------	------
NEW YORK							
ALBANY :							
DETACHED AND SEMIDETACHED	22,450	26,800	29,500	35,250	42,700	47,250	49,600
ROW DWELLINGS	20,900	25,250	28,150	33,450	40,200	44,800	46,900
WALKUP	18,050	22,500	25,500	30,300	35,050	38,450	40,500
ELEVATOR-STRUCTURE	24,200	27,950	35,600	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION II--CONTINUED							
NEW YORK --CONTINUED							
PLATTSBURGH :							
DETACHED AND SEMIDETACHED	21,250	25,400	28,200	33,650	40,600	45,000	47,250
ROW DWELLINGS	20,300	24,150	26,850	31,900	38,250	42,700	44,550
WALKUP	17,350	21,250	24,350	28,750	33,400	36,600	38,600
ELEVATOR-STRUCTURE	21,650	26,800	33,850	------	------	------	------
SYRACUSE :							
DETACHED AND SEMIDETACHED	22,550	27,000	29,700	35,550	42,950	47,700	49,950
ROW DWELLINGS	21,400	25,550	28,350	33,700	40,500	45,250	47,350
WALKUP	18,300	22,600	25,650	30,500	35,350	38,700	40,900
ELEVATOR-STRUCTURE	24,200	28,150	35,600	------	------	------	------
POUGHKEEPSIE :							
DETACHED AND SEMIDETACHED	22,650	27,000	29,950	35,750	43,150	47,850	50,150
ROW DWELLINGS	21,600	25,500	28,500	33,900	40,750	45,450	47,500
WALKUP	18,400	22,850	25,950	30,800	35,550	39,100	41,150
ELEVATOR-STRUCTURE	22,950	26,650	33,800	------	------	------	------
BINGHAMTON :							
DETACHED AND SEMIDETACHED	22,400	26,450	29,450	35,200	42,450	47,100	49,400
ROW DWELLINGS	21,600	25,850	28,650	34,100	41,000	45,850	47,850
WALKUP	18,000	22,350	25,400	30,050	34,850	38,100	40,250
ELEVATOR-STRUCTURE	24,300	28,200	35,650	------	------	------	------
BUFFALO :							
DETACHED AND SEMIDETACHED	21,800	26,050	28,900	34,500	41,550	46,250	48,450
ROW DWELLINGS	19,400	23,100	25,600	30,600	36,700	41,050	42,700
WALKUP	18,350	22,500	25,550	30,200	35,000	38,500	40,500
ELEVATOR-STRUCTURE	26,600	31,150	39,150	------	------	------	------
ROCHESTER :							
DETACHED AND SEMIDETACHED	21,300	25,450	28,100	33,650	40,650	45,000	47,200
ROW DWELLINGS	18,900	22,600	25,150	29,800	35,750	39,850	41,700
WALKUP	17,700	21,800	24,850	29,400	34,100	37,450	39,500
ELEVATOR-STRUCTURE	26,000	30,350	38,250	------	------	------	------
JAMESTOWN :							
DETACHED AND SEMIDETACHED	21,200	25,300	28,050	33,550	40,400	44,900	47,100
ROW DWELLINGS	18,800	22,500	24,850	29,550	35,600	39,800	41,450
WALKUP	17,700	21,800	24,850	29,400	34,100	37,450	39,500
ELEVATOR-STRUCTURE	25,850	30,100	38,100	------	------	------	------
ELMIRA :							
DETACHED AND SEMIDETACHED	22,650	27,050	30,150	35,950	43,300	48,050	50,400
ROW DWELLINGS	20,100	24,150	26,750	31,700	38,150	42,600	44,400
WALKUP	19,050	23,400	26,550	31,500	36,400	40,150	42,250
ELEVATOR-STRUCTURE	27,700	32,300	40,750	------	------	------	------
NEW YORK CITY (INNER) :							
DETACHED AND SEMIDETACHED	25,750	30,950	34,250	40,900	49,250	54,750	57,350
ROW DWELLINGS	24,750	29,500	32,750	38,950	46,700	52,050	54,550
WALKUP	27,200	33,800	38,250	45,300	52,550	57,700	60,850
ELEVATOR-STRUCTURE	36,200	39,100	44,450	53,350	61,850	65,800	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION II--CONTINUED							
NEW YORK --CONTINUED							
NEW YORK CITY (METRO) :							
DETACHED AND SEMIDETACHED	21,950	25,200	28,500	33,800	39,100	41,050	43,100
ROW DWELLINGS	20,800	23,800	27,050	32,000	37,050	38,900	40,850
WALKUP	23,100	26,450	30,050	35,550	41,150	43,200	45,350
ELEVATOR-STRUCTURE	35,450	38,300	43,550	52,250	60,600	64,450	------
NASSAU COUNTY :							
DETACHED AND SEMIDETACHED	21,950	25,200	28,500	33,800	39,100	41,050	43,100
ROW DWELLINGS	20,800	23,800	27,050	32,000	37,050	38,900	40,850
WALKUP	23,100	26,450	30,050	35,550	41,150	43,200	45,350
ELEVATOR-STRUCTURE	30,050	34,400	39,150	47,000	54,450	58,000	------
SUFFOLK COUNTY :							
DETACHED AND SEMIDETACHED	19,700	21,800	24,200	28,850	34,750	36,500	38,300
ROW DWELLINGS	18,900	20,750	23,100	27,500	32,900	34,550	36,250
WALKUP	20,650	23,600	26,900	31,750	36,750	40,500	42,600
ELEVATOR-STRUCTURE	28,000	32,150	36,500	43,750	50,750	54,000	------
WESTCHESTER COUNTY :							
DETACHED AND SEMIDETACHED	20,700	22,900	25,350	30,400	35,900	37,700	39,600
ROW DWELLINGS	19,800	21,850	24,250	28,950	34,650	36,400	38,200
WALKUP	21,850	25,100	28,400	33,600	39,000	40,950	43,000
ELEVATOR-STRUCTURE	29,800	36,200	38,800	46,400	53,800	------	------
ORANGE COUNTY :							
DETACHED AND SEMIDETACHED	18,050	20,550	22,750	27,200	32,750	34,400	36,100
ROW DWELLINGS	17,300	19,550	21,800	25,700	31,050	32,600	34,250
WALKUP	19,750	23,350	26,500	31,400	36,300	40,000	42,150
ELEVATOR-STRUCTURE	27,150	31,300	35,500	42,650	49,550	52,750	------
ROCKLAND COUNTY :							
DETACHED AND SEMIDETACHED	19,250	21,300	23,650	28,250	34,000	35,700	37,500
ROW DWELLINGS	18,450	20,350	22,650	26,850	32,250	33,850	35,550
WALKUP	20,200	23,150	26,300	31,100	36,100	39,650	41,750
ELEVATOR-STRUCTURE	28,750	30,750	34,900	41,900	48,600	51,700	------
PUERTO RICO							
SAN JUAN :							
DETACHED AND SEMIDETACHED	19,150	22,900	25,400	30,300	36,550	40,450	42,550
ROW DWELLINGS	18,900	22,650	25,200	29,650	35,850	39,800	41,750
WALKUP	16,000	19,850	22,500	26,750	30,900	34,050	35,850
ELEVATOR-STRUCTURE	17,900	21,000	26,450	29,450	32,300	------	------
OLD SAN JUAN :							
DETACHED AND SEMIDETACHED	22,900	27,500	30,350	36,300	43,800	48,550	51,000
ROW DWELLINGS	22,700	27,150	30,250	35,700	43,050	47,850	50,200
WALKUP	19,250	23,700	27,000	32,100	37,050	40,850	43,050
ELEVATOR-STRUCTURE	21,450	25,050	31,750	35,350	38,750	------	------
PONCE :							
DETACHED AND SEMIDETACHED	19,200	23,000	25,450	30,450	36,600	40,550	42,600
ROW DWELLINGS	19,000	22,800	25,300	29,700	35,950	39,900	41,850
WALKUP	16,150	19,900	22,600	26,750	31,050	34,100	35,900
ELEVATOR-STRUCTURE	18,050	21,050	26,600	29,550	32,400	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION II--CONTINUED							
PUERTO RICO --CONTINUED:							
MAYAGUEZ :							
DETACHED AND SEMIDETACHED	19,200	23,000	25,450	30,450	36,600	40,550	42,600
ROW DWELLINGS	19,000	22,800	25,300	29,700	35,950	39,900	41,850
WALKUP	16,150	19,900	22,600	26,750	31,050	34,100	35,900
ELEVATOR-STRUCTURE	18,050	21,050	26,600	29,550	32,400	------	------
ARECIBO :							
DETACHED AND SEMIDETACHED	19,200	23,000	25,450	30,450	36,600	40,550	42,600
ROW DWELLINGS	19,000	22,800	25,300	29,700	35,950	39,900	41,850
WALKUP	16,150	19,900	22,600	26,750	31,050	34,100	35,900
ELEVATOR-STRUCTURE	18,050	21,050	26,600	29,550	32,400	------	------
VIRGIN ISLANDS							
ST. THOMAS :							
DETACHED AND SEMIDETACHED	23,400	28,050	31,050	37,150	44,700	49,650	52,050
ROW DWELLINGS	23,200	27,650	30,650	36,550	43,850	48,850	51,200
WALKUP	19,950	24,400	27,800	32,950	38,250	42,000	44,200
ELEVATOR-STRUCTURE	21,100	24,550	31,200	34,650	38,100	------	------
ST. CROIX :							
DETACHED AND SEMIDETACHED	22,850	27,250	30,300	36,300	43,500	48,400	50,650
ROW DWELLINGS	22,700	27,100	30,100	35,700	42,850	47,800	50,000
WALKUP	19,200	23,650	26,900	31,800	36,950	40,700	42,750
ELEVATOR-STRUCTURE	20,600	24,000	30,350	33,800	37,100	------	------
REGION III							
DELAWARE							
WILMINGTON :							
DETACHED AND SEMIDETACHED	23,650	28,450	31,500	37,600	45,200	50,400	52,800
ROW DWELLINGS	20,300	24,250	26,750	31,950	38,600	42,850	44,950
WALKUP	18,850	23,100	26,250	31,400	36,400	39,700	41,900
ELEVATOR-STRUCTURE	26,150	30,350	38,700	------	------	------	------
DOVER :							
DETACHED AND SEMIDETACHED	23,400	28,400	31,250	37,300	44,800	50,000	52,300
ROW DWELLINGS	20,000	23,950	26,550	31,500	38,200	42,350	44,350
WALKUP	18,550	22,900	26,050	30,950	35,850	39,300	41,350
ELEVATOR-STRUCTURE	26,050	30,250	38,450	------	------	------	------
WASHINGTON, D.C.							
WASHINGTON, D.C. :							
DETACHED AND SEMIDETACHED	23,800	28,500	31,500	37,600	45,300	50,500	52,750
ROW DWELLINGS	22,300	26,750	29,550	35,250	42,450	47,350	49,300
WALKUP	19,250	23,600	27,200	31,900	37,050	40,900	42,950
ELEVATOR-STRUCTURE	27,650	31,900	40,550	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION III--CONTINUED							
MARYLAND							
BALTIMORE :							
DETACHED AND SEMIDETACHED	21,850	26,250	29,100	34,650	41,600	46,650	48,600
ROW DWELLINGS	18,600	22,450	24,750	29,600	35,500	39,400	41,350
WALKUP	17,250	21,350	24,250	28,700	33,350	36,550	38,500
ELEVATOR-STRUCTURE	25,400	29,500	37,450	------	------	------	------
BALTIMORE CITY MD :							
DETACHED AND SEMIDETACHED	22,700	27,250	30,200	36,000	43,200	48,400	50,500
ROW DWELLINGS	19,450	23,450	25,750	30,850	37,000	41,100	43,100
WALKUP	18,000	22,200	25,250	29,950	34,750	38,150	40,200
ELEVATOR-STRUCTURE	26,500	30,800	39,050	------	------	------	------
HAGERSTOWN :							
DETACHED AND SEMIDETACHED	21,750	26,000	28,900	34,550	41,500	46,300	48,300
ROW DWELLINGS	18,450	22,150	24,550	29,300	35,150	39,050	40,950
WALKUP	17,200	21,250	24,050	28,550	33,150	36,400	38,400
ELEVATOR-STRUCTURE	25,300	29,400	37,200	------	------	------	------
SALISBURY :							
DETACHED AND SEMIDETACHED	22,100	26,500	29,350	35,000	42,100	46,900	49,050
ROW DWELLINGS	18,950	22,550	24,950	29,850	35,900	39,950	41,750
WALKUP	17,450	21,600	24,450	29,100	33,700	36,950	39,000
ELEVATOR-STRUCTURE	25,700	29,900	37,800	------	------	------	------
WALDORF :							
DETACHED AND SEMIDETACHED	22,750	27,350	30,300	36,050	43,300	48,450	50,550
ROW DWELLINGS	19,350	23,350	25,750	30,800	36,950	41,050	43,050
WALKUP	18,000	22,300	25,250	29,950	34,800	38,200	40,200
ELEVATOR-STRUCTURE	21,400	24,900	31,600	------	------	------	------
PENNSYLVANIA							
PHILADELPHIA :							
DETACHED AND SEMIDETACHED	24,750	29,950	32,450	39,450	47,300	52,850	55,100
ROW DWELLINGS	22,250	26,800	29,650	35,250	42,350	47,300	49,100
WALKUP	19,200	23,800	27,000	31,900	37,000	40,850	42,850
ELEVATOR-STRUCTURE	30,150	35,050	44,400	------	------	------	------
ALLENTOWN :							
DETACHED AND SEMIDETACHED	23,500	28,200	31,100	37,250	44,700	49,850	52,150
ROW DWELLINGS	20,750	24,950	27,500	32,800	39,400	43,900	45,750
WALKUP	19,150	23,700	26,950	31,900	36,900	40,650	42,700
ELEVATOR-STRUCTURE	27,300	31,600	40,050	------	------	------	------
BELLEFONTE :							
DETACHED AND SEMIDETACHED	23,350	28,200	31,250	37,250	44,700	49,900	52,150
ROW DWELLINGS	20,700	24,900	27,550	32,800	39,400	43,950	45,650
WALKUP	19,250	23,800	27,000	31,850	37,000	40,750	42,700
ELEVATOR-STRUCTURE	28,600	33,050	42,150	------	------	------	------
WELLSBORO :							
DETACHED AND SEMIDETACHED	24,000	28,650	31,850	38,000	45,750	50,750	53,250
ROW DWELLINGS	21,000	25,250	27,950	33,100	39,800	44,500	46,400
WALKUP	19,650	24,200	27,400	32,550	37,650	41,450	43,600
ELEVATOR-STRUCTURE	35,050	40,850	51,500	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION III--CONTINUED							
PENNSYLVANIA --CONTINUED							
HARRISBURG :							
DETACHED AND SEMIDETACHED	23,250	28,100	31,050	36,900	44,400	49,550	51,700
ROW DWELLINGS	20,550	24,650	27,250	32,400	39,050	43,500	45,300
WALKUP	18,950	23,450	26,700	31,550	36,700	40,350	42,300
ELEVATOR-STRUCTURE	27,400	31,850	40,350	------	------	------	------
LANCASTER :							
DETACHED AND SEMIDETACHED	22,750	27,550	30,300	36,150	43,550	48,600	50,750
ROW DWELLINGS	20,100	24,150	26,600	31,750	38,200	42,500	44,250
WALKUP	18,600	22,900	26,100	31,000	35,950	39,550	41,450
ELEVATOR-STRUCTURE	27,050	31,300	39,700	------	------	------	------
YORK :							
DETACHED AND SEMIDETACHED	22,750	27,550	30,300	36,150	43,550	48,600	50,750
ROW DWELLINGS	20,100	24,150	26,600	31,700	38,200	42,500	44,250
WALKUP	18,600	22,900	26,100	31,000	35,950	39,550	41,450
ELEVATOR-STRUCTURE	27,050	31,300	39,700	------	------	------	------
READING :							
DETACHED AND SEMIDETACHED	23,050	27,950	30,750	36,650	44,150	49,300	51,500
ROW DWELLINGS	20,400	24,550	27,050	32,250	38,800	43,200	44,950
WALKUP	18,800	23,200	26,500	31,200	36,250	39,950	41,800
ELEVATOR-STRUCTURE	27,050	31,300	39,700	------	------	------	------
SCRANTON :							
DETACHED AND SEMIDETACHED	23,950	28,950	31,850	38,000	45,750	50,950	53,200
ROW DWELLINGS	20,450	24,500	27,050	32,300	38,750	43,300	45,000
WALKUP	16,000	19,750	22,450	26,550	30,800	33,950	35,550
ELEVATOR-STRUCTURE	28,800	33,400	42,450	------	------	------	------
PITTSBURGH :							
DETACHED AND SEMIDETACHED	24,850	29,700	32,900	39,100	47,000	52,350	54,750
ROW DWELLINGS	21,100	25,200	27,950	33,200	40,000	44,450	46,550
WALKUP	20,650	24,700	27,400	32,600	39,200	43,600	45,600
ELEVATOR-STRUCTURE	28,700	33,500	42,400	------	------	------	------
ALTOONA :							
DETACHED AND SEMIDETACHED	23,800	28,550	31,700	37,700	45,150	50,400	52,650
ROW DWELLINGS	20,350	24,550	26,950	32,200	38,700	43,150	45,050
WALKUP	18,650	22,950	26,400	31,100	35,950	39,650	41,650
ELEVATOR-STRUCTURE	27,900	32,350	40,850	------	------	------	------
ERIE :							
DETACHED AND SEMIDETACHED	24,300	29,100	32,200	38,350	46,150	51,400	53,650
ROW DWELLINGS	21,050	25,200	27,700	32,850	39,750	44,400	46,250
WALKUP	18,900	23,350	26,800	31,600	36,650	40,400	42,450
ELEVATOR-STRUCTURE	28,250	32,750	41,450	------	------	------	------
JOHNSTOWN :							
DETACHED AND SEMIDETACHED	23,800	28,550	31,700	37,650	45,200	50,450	52,700
ROW DWELLINGS	20,400	24,450	26,950	32,050	38,800	43,050	44,950
WALKUP	18,650	23,050	26,400	31,150	36,100	39,800	41,800
ELEVATOR-STRUCTURE	27,750	32,250	40,850	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION III--CONTINUED							
VIRGINIA							
RICHMOND :							
DETACHED AND SEMIDETACHED	17,650	21,250	26,150	31,300	37,700	41,900	45,700
ROW DWELLINGS	16,150	19,550	24,050	28,700	34,600	38,400	40,050
WALKUP	14,000	17,600	22,100	26,100	30,200	33,200	35,000
ELEVATOR-STRUCTURE	28,950	33,550	42,500	------	------	------	------
NORFOLK :							
DETACHED AND SEMIDETACHED	16,500	19,900	24,350	29,100	35,050	39,050	40,750
ROW DWELLINGS	14,950	18,250	22,450	26,800	32,250	35,800	37,300
WALKUP	12,450	15,450	19,650	23,100	26,700	29,550	30,900
ELEVATOR-STRUCTURE	24,450	28,600	36,100	------	------	------	------
VIRGINIA BEACH :							
DETACHED AND SEMIDETACHED	15,700	18,900	23,050	27,600	33,150	37,100	38,700
ROW DWELLINGS	14,250	17,200	21,300	25,350	30,600	34,100	35,500
WALKUP	12,450	15,450	19,650	23,100	26,700	29,550	30,900
ELEVATOR-STRUCTURE	24,450	28,600	36,100	------	------	------	------
PORTSMOUTH :							
DETACHED AND SEMIDETACHED	15,550	18,900	23,050	27,550	33,150	37,000	38,650
ROW DWELLINGS	14,250	17,200	21,250	25,250	30,550	34,050	35,400
WALKUP	12,250	15,200	19,300	22,750	26,300	29,050	30,500
ELEVATOR-STRUCTURE	24,450	28,600	36,100	------	------	------	------
CHESAPEAKE :							
DETACHED AND SEMIDETACHED	15,700	18,900	23,050	27,600	33,150	37,100	38,700
ROW DWELLINGS	14,250	17,200	21,300	25,350	30,600	34,100	35,500
WALKUP	12,100	15,000	19,150	22,400	25,950	28,650	30,000
ELEVATOR-STRUCTURE	24,450	28,600	36,100	------	------	------	------
SUFFOLK :							
DETACHED AND SEMIDETACHED	15,700	18,900	23,050	27,600	33,150	37,100	38,700
ROW DWELLINGS	14,250	17,200	21,300	25,350	30,600	34,100	35,500
WALKUP	12,450	15,450	19,650	23,100	26,700	29,550	30,900
ELEVATOR-STRUCTURE	22,400	26,150	33,000	------	------	------	------
ROANOKE :							
DETACHED AND SEMIDETACHED	16,000	19,300	23,600	28,150	33,850	37,800	39,450
ROW DWELLINGS	14,450	17,700	21,650	25,900	31,200	34,750	36,250
WALKUP	12,450	15,450	19,650	23,100	26,700	29,550	30,900
ELEVATOR-STRUCTURE	22,350	25,850	32,700	------	------	------	------
LYNCHBURG :							
DETACHED AND SEMIDETACHED	15,700	18,900	23,050	27,600	33,150	37,100	38,700
ROW DWELLINGS	14,250	17,200	21,300	25,350	30,600	34,100	35,500
WALKUP	12,450	15,450	19,650	23,100	26,700	29,550	30,900
ELEVATOR-STRUCTURE	22,350	25,850	32,700	------	------	------	------
DANVILLE :							
DETACHED AND SEMIDETACHED	15,700	18,900	23,050	27,600	33,150	37,100	38,700
ROW DWELLINGS	14,250	17,200	21,300	25,350	30,600	34,100	35,500
WALKUP	12,550	15,650	19,900	23,350	27,050	29,950	31,450
ELEVATOR-STRUCTURE	22,350	25,850	32,700	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION III--CONTINUED							
VIRGINIA --CONTINUED							
NEWPORT NEWS :							
DETACHED AND SEMIDETACHED	15,750	18,950	23,300	27,850	33,550	37,250	38,850
ROW DWELLINGS	14,300	17,400	21,400	25,600	30,800	34,250	35,700
WALKUP	12,750	15,900	20,150	23,800	27,600	30,500	32,000
ELEVATOR-STRUCTURE	24,700	28,800	36,250	------	------	------	------
HAMPTON :							
DETACHED AND SEMIDETACHED	15,750	18,950	23,300	27,850	33,550	37,250	38,850
ROW DWELLINGS	14,300	17,400	21,400	25,600	30,800	34,250	35,700
WALKUP	12,500	15,600	19,750	23,300	27,000	29,850	31,400
ELEVATOR-STRUCTURE	24,700	28,800	36,250	------	------	------	------
FREDERICKSBURG :							
DETACHED AND SEMIDETACHED	15,950	19,100	23,600	28,150	33,850	37,700	39,450
ROW DWELLINGS	14,350	17,600	21,550	25,750	31,150	34,500	35,900
WALKUP	12,700	15,600	19,800	23,350	27,200	29,900	31,400
ELEVATOR-STRUCTURE	24,450	28,450	35,900	------	------	------	------
WARRENTON :							
DETACHED AND SEMIDETACHED	15,950	19,100	23,600	28,150	33,850	37,700	39,450
ROW DWELLINGS	14,350	17,600	21,550	25,750	31,150	34,500	35,900
WALKUP	12,700	15,600	19,800	23,350	27,200	29,900	31,400
ELEVATOR-STRUCTURE	24,450	28,450	35,900	------	------	------	------
HARRISONBURG :							
DETACHED AND SEMIDETACHED	15,850	19,050	23,450	28,000	33,750	37,500	39,050
ROW DWELLINGS	14,350	17,450	21,450	25,700	30,900	34,450	35,800
WALKUP	12,550	15,650	19,900	23,350	27,200	29,950	31,500
ELEVATOR-STRUCTURE	22,600	26,300	33,300	------	------	------	------
BRISTOL :							
DETACHED AND SEMIDETACHED	16,200	19,650	24,050	28,850	34,800	38,650	40,300
ROW DWELLINGS	14,850	18,000	22,050	26,350	31,800	35,400	36,900
WALKUP	12,700	15,700	19,950	23,400	27,250	29,950	31,450
ELEVATOR-STRUCTURE	24,000	27,800	35,250	------	------	------	------
NORTON :							
DETACHED AND SEMIDETACHED	22,700	27,400	33,650	40,400	48,600	53,950	56,300
ROW DWELLINGS	20,800	25,200	30,900	36,950	44,500	49,550	51,750
WALKUP	17,750	21,900	27,950	32,700	38,150	41,950	43,950
ELEVATOR-STRUCTURE	39,350	45,500	57,700	------	------	------	------
EASTERN SHORE :							
DETACHED AND SEMIDETACHED	15,750	18,950	23,300	27,850	33,550	37,250	38,850
ROW DWELLINGS	14,300	17,400	21,400	25,600	30,800	34,250	35,700
WALKUP	12,450	15,450	19,650	23,150	26,750	29,650	31,150
ELEVATOR-STRUCTURE	22,600	26,300	33,300	------	------	------	------
CHARLOTTESVILLE :							
DETACHED AND SEMIDETACHED	18,350	22,150	27,300	32,350	39,200	43,600	45,400
ROW DWELLINGS	16,700	20,200	24,900	29,850	36,000	40,000	41,600
WALKUP	14,600	18,150	24,050	27,200	31,600	34,850	36,650
ELEVATOR-STRUCTURE	26,250	30,500	38,750	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION III--CONTINUED							
WEST VIRGINIA							
CHARLESTON :							
DETACHED AND SEMIDETACHED	19,300	23,350	28,950	34,400	41,400	46,300	48,250
ROW DWELLINGS	16,900	20,350	25,100	29,950	35,900	40,000	41,750
WALKUP	15,200	18,900	24,100	28,450	33,350	36,400	38,200
ELEVATOR-STRUCTURE	25,250	29,250	37,200	------	------	------	------
BECKLEY :							
DETACHED AND SEMIDETACHED	18,900	22,850	28,050	33,550	40,400	45,100	46,850
ROW DWELLINGS	16,350	19,900	24,400	29,150	35,000	39,150	40,900
WALKUP	14,850	18,450	23,550	27,700	32,050	35,450	37,150
ELEVATOR-STRUCTURE	24,550	28,600	36,200	------	------	------	------
BLUEFIELD :							
DETACHED AND SEMIDETACHED	18,900	22,850	28,050	33,550	40,400	45,100	46,850
ROW DWELLINGS	16,350	19,900	24,400	29,150	35,000	39,150	40,900
WALKUP	14,850	18,450	23,550	27,700	32,050	35,450	37,150
ELEVATOR-STRUCTURE	24,550	28,600	36,200	------	------	------	------
HUNTINGTON :							
DETACHED AND SEMIDETACHED	19,050	23,000	28,300	33,700	40,750	45,450	47,350
ROW DWELLINGS	16,400	19,950	24,750	29,450	35,250	39,450	41,100
WALKUP	15,050	18,650	23,650	28,050	32,450	35,850	37,550
ELEVATOR-STRUCTURE	24,850	28,850	36,650	------	------	------	------
PARKERSBURG :							
DETACHED AND SEMIDETACHED	19,450	23,450	29,000	34,600	41,650	46,550	48,500
ROW DWELLINGS	17,000	20,550	25,250	30,200	36,050	40,250	42,000
WALKUP	15,050	18,650	23,650	28,050	32,450	35,850	37,550
ELEVATOR-STRUCTURE	24,850	28,850	36,650	------	------	------	------
WHEELING :							
DETACHED AND SEMIDETACHED	18,900	22,850	28,050	33,550	40,400	45,100	46,850
ROW DWELLINGS	16,350	19,900	24,400	29,150	35,000	39,150	40,900
WALKUP	14,850	18,450	23,550	27,700	32,050	35,450	37,150
ELEVATOR-STRUCTURE	24,550	28,600	36,200	------	------	------	------
MARTINSBURG :							
DETACHED AND SEMIDETACHED	17,550	21,350	26,300	31,300	37,600	41,950	43,800
ROW DWELLINGS	15,400	18,550	22,750	27,000	32,700	36,300	38,050
WALKUP	13,600	17,000	21,700	25,500	29,600	32,700	34,400
ELEVATOR-STRUCTURE	24,550	28,600	36,200	------	------	------	------
FAIRMONT :							
DETACHED AND SEMIDETACHED	19,350	23,350	28,900	34,400	41,400	46,300	48,250
ROW DWELLINGS	16,900	20,350	25,100	29,950	35,900	40,000	41,900
WALKUP	14,700	18,250	23,150	27,450	31,650	35,000	36,800
ELEVATOR-STRUCTURE	24,500	28,600	36,050	------	------	------	------
POINT PLEASANT :							
DETACHED AND SEMIDETACHED	18,100	21,950	27,100	32,300	38,850	43,300	45,200
ROW DWELLINGS	15,750	19,100	23,550	28,050	33,650	37,500	39,300
WALKUP	14,350	17,850	22,750	26,650	30,950	34,150	35,850
ELEVATOR-STRUCTURE	24,800	28,750	36,500	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IV							
ALABAMA							
BIRMINGHAM :							
DETACHED AND SEMIDETACHED	17,200	21,000	25,750	30,950	37,250	41,300	43,250
ROW DWELLINGS	15,100	18,000	22,300	26,550	32,000	35,550	37,300
WALKUP	13,200	16,250	20,600	24,250	28,200	31,200	32,650
ELEVATOR-STRUCTURE	23,950	28,100	35,300	------	------	------	------
DOTHAN :							
DETACHED AND SEMIDETACHED	16,450	20,000	24,600	29,650	35,500	39,350	41,350
ROW DWELLINGS	14,300	17,250	21,250	25,200	30,500	33,900	35,550
WALKUP	12,400	15,600	19,700	23,350	27,050	29,750	31,350
ELEVATOR-STRUCTURE	23,300	27,200	34,250	------	------	------	------
FLORENCE :							
DETACHED AND SEMIDETACHED	16,700	20,150	24,650	29,850	35,800	39,750	41,600
ROW DWELLINGS	14,350	17,300	21,300	25,700	30,850	34,200	35,800
WALKUP	12,450	15,650	19,750	23,500	27,250	29,900	31,450
ELEVATOR-STRUCTURE	23,750	27,850	35,050	------	------	------	------
HUNTSVILLE :							
DETACHED AND SEMIDETACHED	16,250	19,750	24,400	29,000	35,100	39,000	40,800
ROW DWELLINGS	14,250	17,000	21,150	25,100	30,300	33,750	35,300
WALKUP	12,350	15,450	19,500	23,000	26,650	29,400	30,850
ELEVATOR-STRUCTURE	23,300	27,200	34,400	------	------	------	------
MOBILE :							
DETACHED AND SEMIDETACHED	18,050	21,850	27,000	32,200	38,800	43,150	45,100
ROW DWELLINGS	15,600	19,000	23,350	27,750	33,400	37,100	38,900
WALKUP	13,600	16,950	21,500	25,400	29,550	32,600	34,300
ELEVATOR-STRUCTURE	25,150	29,250	36,800	------	------	------	------
MONTGOMERY :							
DETACHED AND SEMIDETACHED	16,400	19,900	24,500	29,600	35,450	39,300	41,250
ROW DWELLINGS	14,300	17,250	21,250	25,200	30,500	33,900	35,550
WALKUP	12,400	15,550	19,650	23,250	26,950	29,550	31,200
ELEVATOR-STRUCTURE	23,550	27,600	34,600	------	------	------	------
TUSCALOOSA :							
DETACHED AND SEMIDETACHED	16,250	19,750	24,400	29,000	35,100	39,000	40,800
ROW DWELLINGS	14,250	17,000	21,150	25,100	30,300	33,750	35,300
WALKUP	12,350	15,450	19,500	23,000	26,650	29,400	30,850
ELEVATOR-STRUCTURE	23,300	27,200	34,400	------	------	------	------
FLORIDA							
JACKSONVILLE :							
DETACHED AND SEMIDETACHED	13,950	17,300	22,150	25,950	30,250	32,900	34,500
ROW DWELLINGS	13,350	16,500	21,100	24,800	28,800	31,500	33,050
WALKUP	13,200	16,350	20,950	24,650	28,650	31,450	32,950
ELEVATOR-STRUCTURE	21,950	25,400	32,350	------	------	------	------
PENSACOLA :							
DETACHED AND SEMIDETACHED	13,950	17,200	21,900	25,600	29,950	32,700	34,300
ROW DWELLINGS	13,300	16,400	20,850	24,450	28,600	31,200	32,850
WALKUP	13,200	16,300	20,750	24,300	28,450	31,100	32,650
ELEVATOR-STRUCTURE	20,950	25,400	30,850	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IV--CONTINUED							
FLORIDA --CONTINUED							
MIAMI :							
DETACHED AND SEMIDETACHED	17,650	21,150	26,000	31,200	37,550	41,750	43,700
ROW DWELLINGS	14,350	17,350	21,500	25,600	30,700	34,100	35,850
WALKUP	12,600	15,950	20,200	24,000	27,750	30,600	32,150
ELEVATOR-STRUCTURE	26,050	30,300	38,350	------	------	------	------
*BIG CYPRESS :							
DETACHED AND SEMIDETACHED	18,300	21,800	26,650	32,000	38,850	42,700	44,950
ROW DWELLINGS	------	------	------	------	------	------	------
WALKUP	------	------	------	------	------	------	------
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
* BRIGHTON :							
DETACHED AND SEMIDETACHED	18,300	21,800	26,650	32,000	38,850	42,700	44,950
ROW DWELLINGS	------	------	------	------	------	------	------
WALKUP	------	------	------	------	------	------	------
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
KEY WEST :							
DETACHED AND SEMIDETACHED	17,650	21,150	26,000	31,200	37,550	41,750	43,700
ROW DWELLINGS	14,350	17,350	21,500	25,600	30,700	34,100	35,850
WALKUP	12,600	15,950	20,200	24,000	27,750	30,600	32,150
ELEVATOR-STRUCTURE	26,050	30,300	38,350	------	------	------	------
TAMPA :							
DETACHED AND SEMIDETACHED	16,450	19,750	24,600	29,350	35,150	39,250	41,000
ROW DWELLINGS	14,950	18,000	22,350	26,600	32,100	35,750	37,400
WALKUP	12,100	15,800	20,000	23,800	27,650	30,350	31,850
ELEVATOR-STRUCTURE	23,800	27,700	35,050	------	------	------	------
ORLANDO :							
DETACHED AND SEMIDETACHED	16,050	19,100	23,650	28,350	33,950	37,900	39,600
ROW DWELLINGS	14,000	17,550	21,700	25,900	31,050	34,650	36,200
WALKUP	13,500	16,900	21,350	25,350	29,350	32,450	33,900
ELEVATOR-STRUCTURE	24,750	28,650	36,050	------	------	------	------
GEORGIA							
ATLANTA :							
DETACHED AND SEMIDETACHED	14,300	17,300	21,200	25,350	30,450	33,800	35,350
ROW DWELLINGS	14,150	17,050	21,150	25,100	30,250	33,600	35,150
WALKUP	13,450	16,600	21,150	24,900	28,950	31,700	33,450
ELEVATOR-STRUCTURE	21,750	25,200	32,000	------	------	------	------
ALBANY :							
DETACHED AND SEMIDETACHED	14,250	17,200	21,050	25,100	30,100	33,500	35,100
ROW DWELLINGS	14,100	17,000	20,950	24,900	29,900	33,400	34,950
WALKUP	13,300	16,500	20,950	24,600	28,800	31,500	33,250
ELEVATOR-STRUCTURE	21,550	25,100	31,650	------	------	------	------
AUGUSTA :							
DETACHED AND SEMIDETACHED	14,650	17,550	21,800	26,000	31,250	34,600	36,250
ROW DWELLINGS	14,650	17,550	21,550	25,950	31,150	34,500	36,150
WALKUP	13,500	16,600	21,150	25,000	28,950	32,050	33,500
ELEVATOR-STRUCTURE	20,250	23,450	29,750	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IV--CONTINUED							
GEORGIA --CONTINUED							
BRUNSWICK :							
DETACHED AND SEMIDETACHED	13,400	16,100	19,800	23,700	28,500	31,700	35,050
ROW DWELLINGS	13,200	15,950	19,700	23,450	28,200	31,400	32,950
WALKUP	12,250	15,200	19,250	22,750	26,400	29,000	30,500
ELEVATOR-STRUCTURE	21,550	25,100	31,650	------	------	------	------
COLUMBUS :							
DETACHED AND SEMIDETACHED	13,850	16,700	20,750	24,850	29,900	33,050	34,750
ROW DWELLINGS	14,050	16,850	20,750	24,750	29,750	33,000	34,500
WALKUP	13,250	16,250	20,750	24,400	28,350	31,300	32,700
ELEVATOR-STRUCTURE	21,450	24,900	31,500	------	------	------	------
MACON :							
DETACHED AND SEMIDETACHED	14,150	16,850	21,050	25,050	30,250	33,400	35,000
ROW DWELLINGS	14,150	17,000	20,850	24,900	30,000	33,300	34,900
WALKUP	12,850	15,850	20,150	23,750	27,550	30,450	31,750
ELEVATOR-STRUCTURE	21,450	24,900	31,500	------	------	------	------
ROME :							
DETACHED AND SEMIDETACHED	13,450	16,150	20,100	24,000	28,800	31,900	33,450
ROW DWELLINGS	13,450	16,200	19,950	23,850	28,500	31,700	33,200
WALKUP	12,400	15,300	19,600	23,000	26,600	29,350	30,900
ELEVATOR-STRUCTURE	21,150	24,650	31,150	------	------	------	------
SAVANNAH :							
DETACHED AND SEMIDETACHED	13,400	16,100	19,800	23,700	28,500	31,700	35,050
ROW DWELLINGS	13,200	15,950	19,700	23,450	28,200	31,400	32,950
WALKUP	12,250	15,200	19,250	22,750	26,400	29,000	30,500
ELEVATOR-STRUCTURE	21,550	25,100	31,650	------	------	------	------
VALDOSTA :							
DETACHED AND SEMIDETACHED	13,800	16,600	20,650	24,750	29,700	32,900	34,400
ROW DWELLINGS	13,850	16,700	20,600	24,500	29,350	32,650	34,200
WALKUP	13,100	16,050	20,550	24,200	28,000	30,900	32,300
ELEVATOR-STRUCTURE	21,150	24,650	31,150	------	------	------	------
KENTUCKY							
LOUISVILLE :							
DETACHED AND SEMIDETACHED	16,450	19,650	24,250	29,100	35,000	38,800	40,750
ROW DWELLINGS	15,900	19,000	23,500	28,200	33,900	37,600	39,450
WALKUP	15,750	18,800	23,200	27,850	33,600	37,200	39,050
ELEVATOR-STRUCTURE	29,950	34,900	44,150	------	------	------	------
ASHLAND :							
DETACHED AND SEMIDETACHED	16,950	20,250	25,000	29,950	36,100	39,950	41,950
ROW DWELLINGS	16,350	19,600	24,150	29,050	34,900	38,700	40,650
WALKUP	16,200	19,400	23,900	28,700	34,600	38,300	40,200
ELEVATOR-STRUCTURE	30,850	36,100	45,600	------	------	------	------
BOWLING GREEN :							
DETACHED AND SEMIDETACHED	16,450	19,650	24,250	29,100	35,000	38,800	40,750
ROW DWELLINGS	15,900	19,000	23,500	28,200	33,900	37,600	39,450
WALKUP	15,750	18,800	23,200	27,850	33,600	37,200	39,050
ELEVATOR-STRUCTURE	28,950	33,650	42,650	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IV--CONTINUED							
KENTUCKY --CONTINUED							
CORBIN :							
DETACHED AND SEMIDETACHED	16,450	19,650	24,250	29,100	35,000	38,800	40,750
ROW DWELLINGS	15,900	19,000	23,500	28,200	33,900	37,600	39,450
WALKUP	15,750	18,800	23,200	27,850	33,600	37,200	39,050
ELEVATOR-STRUCTURE	29,950	34,900	44,150	------	------	------	------
COVINGTON :							
DETACHED AND SEMIDETACHED	16,950	20,250	25,000	29,950	36,100	39,950	41,950
ROW DWELLINGS	16,350	19,600	24,150	29,050	34,900	38,700	40,650
WALKUP	16,200	19,400	23,900	28,700	34,600	38,300	40,200
ELEVATOR-STRUCTURE	31,600	36,950	46,450	------	------	------	------
FRANKFORT :							
DETACHED AND SEMIDETACHED	16,450	19,650	24,250	29,100	35,000	38,800	40,750
ROW DWELLINGS	15,900	19,000	23,500	28,200	33,900	37,600	39,450
WALKUP	15,750	18,800	23,200	27,850	33,600	37,200	39,050
ELEVATOR-STRUCTURE	27,500	32,250	40,600	------	------	------	------
HOPKINSVILLE :							
DETACHED AND SEMIDETACHED	16,250	19,450	24,050	28,800	34,700	38,400	40,350
ROW DWELLINGS	15,750	18,850	23,250	27,900	33,550	37,200	39,050
WALKUP	15,550	18,650	23,000	27,550	33,250	36,850	38,650
ELEVATOR-STRUCTURE	28,400	33,200	41,900	------	------	------	------
LEXINGTON :							
DETACHED AND SEMIDETACHED	16,450	19,650	24,250	29,100	35,000	38,800	40,750
ROW DWELLINGS	15,900	19,000	23,500	28,200	33,900	37,600	39,450
WALKUP	15,750	18,800	23,200	27,850	33,600	37,200	39,050
ELEVATOR-STRUCTURE	29,950	34,900	44,150	------	------	------	------
MIDDLESBORO :							
DETACHED AND SEMIDETACHED	18,850	22,600	27,900	33,450	40,300	44,600	46,850
ROW DWELLINGS	18,300	21,850	27,000	32,450	39,000	43,250	45,400
WALKUP	18,100	21,600	26,700	32,050	38,600	42,800	44,900
ELEVATOR-STRUCTURE	29,950	34,900	44,150	------	------	------	------
MURRAY :							
DETACHED AND SEMIDETACHED	16,600	19,850	24,500	29,350	35,350	39,200	41,150
ROW DWELLINGS	16,050	19,200	23,700	28,450	34,250	38,000	39,850
WALKUP	15,900	19,000	23,450	28,150	33,900	37,600	39,450
ELEVATOR-STRUCTURE	28,400	33,200	41,900	------	------	------	------
NEWPORT :							
DETACHED AND SEMIDETACHED	16,950	20,250	25,000	29,950	36,100	39,950	41,950
ROW DWELLINGS	16,350	19,600	24,150	29,050	34,900	38,700	40,650
WALKUP	16,200	19,400	23,900	28,700	34,600	38,300	40,200
ELEVATOR-STRUCTURE	30,250	35,250	44,550	------	------	------	------
OWENSBORO :							
DETACHED AND SEMIDETACHED	16,450	19,650	24,250	29,100	35,000	38,800	40,750
ROW DWELLINGS	15,900	19,000	23,500	28,200	33,900	37,600	39,450
WALKUP	15,750	18,800	23,200	27,850	33,600	37,200	39,050
ELEVATOR-STRUCTURE	30,250	35,250	44,550	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IV--CONTINUED							
KENTUCKY --CONTINUED							
PADUCAH :							
DETACHED AND SEMIDETACHED	16,600	19,850	24,500	29,350	35,350	39,200	41,150
ROW DWELLINGS	16,050	19,200	23,700	26,450	34,250	38,000	39,850
WALKUP	15,900	19,000	23,450	28,150	33,900	37,600	39,450
ELEVATOR-STRUCTURE	28,400	33,200	41,900	------	------	------	------
MISSISSIPPI							
JACKSON :							
DETACHED AND SEMIDETACHED	14,750	17,850	22,000	26,300	31,700	35,150	36,800
ROW DWELLINGS	14,250	17,150	21,000	25,150	30,200	33,400	35,200
WALKUP	12,500	15,600	20,000	23,600	27,250	30,100	31,500
ELEVATOR-STRUCTURE	22,250	25,750	32,650	------	------	------	------
CORINTH :							
DETACHED AND SEMIDETACHED	15,050	18,200	22,450	26,850	32,400	35,950	37,600
ROW DWELLINGS	13,900	16,950	21,000	24,900	30,150	33,350	34,950
WALKUP	13,050	16,150	20,600	24,250	28,250	30,900	32,450
ELEVATOR-STRUCTURE	22,700	26,250	33,150	------	------	------	------
GREENVILLE :							
DETACHED AND SEMIDETACHED	14,750	17,850	22,000	26,300	31,700	35,150	36,800
ROW DWELLINGS	14,250	17,150	21,000	25,150	30,200	33,400	35,200
WALKUP	12,500	15,600	20,000	23,600	27,250	30,100	31,500
ELEVATOR-STRUCTURE	22,000	25,650	32,550	------	------	------	------
GREENWOOD :							
DETACHED AND SEMIDETACHED	14,750	17,850	22,000	26,300	31,700	35,150	36,800
ROW DWELLINGS	14,250	17,150	21,000	25,150	30,200	33,400	35,200
WALKUP	13,050	16,350	20,700	24,400	28,300	31,150	32,700
ELEVATOR-STRUCTURE	22,250	25,750	32,650	------	------	------	------
GULFPORT :							
DETACHED AND SEMIDETACHED	14,800	17,950	22,050	26,350	31,750	35,200	37,000
ROW DWELLINGS	14,300	17,200	21,200	25,200	30,250	33,500	35,250
WALKUP	12,300	15,450	19,600	23,000	26,700	29,350	30,700
ELEVATOR-STRUCTURE	22,400	26,150	33,050	------	------	------	------
HATTIESBURG :							
DETACHED AND SEMIDETACHED	14,750	17,850	22,000	26,300	31,700	35,150	36,800
ROW DWELLINGS	14,250	17,150	21,000	25,150	30,200	33,400	35,200
WALKUP	12,500	15,600	20,000	23,600	27,250	30,100	31,500
ELEVATOR-STRUCTURE	22,250	25,750	32,650	------	------	------	------
SOUTHAVEN :							
DETACHED AND SEMIDETACHED	14,600	17,450	21,750	25,800	31,150	34,500	36,300
ROW DWELLINGS	13,950	16,900	20,800	24,650	29,750	33,000	34,550
WALKUP	13,250	16,500	21,050	24,650	28,700	31,750	33,200
ELEVATOR-STRUCTURE	21,700	25,450	32,150	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IV--CONTINUED							
NORTH CAROLINA							
GREENSBORO :							
DETACHED AND SEMIDETACHED	15,450	18,450	22,450	26,850	32,000	35,550	37,100
ROW DWELLINGS	14,950	17,550	21,750	25,650	30,750	34,200	35,750
WALKUP	13,650	16,550	20,900	24,600	28,500	31,150	32,800
ELEVATOR-STRUCTURE	22,550	26,300	33,300	------	------	------	------
ASHEVILLE :							
DETACHED AND SEMIDETACHED	15,900	18,950	23,200	27,700	33,050	36,650	38,350
ROW DWELLINGS	15,600	18,600	22,750	26,800	32,250	35,900	37,350
WALKUP	14,350	17,800	22,400	26,200	30,250	32,750	34,900
ELEVATOR-STRUCTURE	23,250	26,850	34,000	------	------	------	------
CHARLOTTE :							
DETACHED AND SEMIDETACHED	15,650	18,700	22,800	27,200	32,500	36,100	37,650
ROW DWELLINGS	15,150	18,050	22,100	26,100	31,150	34,600	36,250
WALKUP	14,350	17,700	22,350	26,150	30,150	33,000	34,750
ELEVATOR-STRUCTURE	22,550	26,300	33,300	------	------	------	------
* CHEROKEE :							
DETACHED AND SEMIDETACHED	17,400	20,750	25,550	30,500	36,250	40,100	41,950
ROW DWELLINGS	------	------	------	------	------	------	------
WALKUP	------	------	------	------	------	------	------
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
DURHAM :							
DETACHED AND SEMIDETACHED	15,150	18,050	22,100	26,400	31,500	35,050	36,650
ROW DWELLINGS	14,900	17,550	21,600	25,500	30,650	34,000	35,550
WALKUP	13,500	15,850	20,900	24,550	28,300	30,850	32,600
ELEVATOR-STRUCTURE	22,450	26,250	33,200	------	------	------	------
ELIZABETH CITY :							
DETACHED AND SEMIDETACHED	16,600	19,950	24,200	28,850	34,500	38,400	40,000
ROW DWELLINGS	14,800	17,850	21,750	25,950	31,150	34,550	36,000
WALKUP	14,500	17,800	22,500	26,200	30,300	33,450	35,000
ELEVATOR-STRUCTURE	22,950	26,700	33,750	------	------	------	------
GREENVILLE :							
DETACHED AND SEMIDETACHED	15,200	18,200	22,150	26,400	31,650	35,150	36,700
ROW DWELLINGS	14,900	17,600	21,700	25,400	30,600	33,950	35,500
WALKUP	13,150	16,200	20,600	24,000	27,650	30,250	31,900
ELEVATOR-STRUCTURE	22,200	25,200	31,300	------	------	------	------
RALEIGH :							
DETACHED AND SEMIDETACHED	15,200	18,250	22,200	26,550	31,750	35,150	36,700
ROW DWELLINGS	14,900	17,800	21,600	25,500	30,650	34,000	35,550
WALKUP	13,300	16,450	20,650	24,500	28,200	30,900	32,600
ELEVATOR-STRUCTURE	22,450	26,250	33,200	------	------	------	------
WILMINGTON :							
DETACHED AND SEMIDETACHED	14,850	17,850	21,900	26,400	31,750	35,200	36,750
ROW DWELLINGS	14,600	17,350	21,050	24,800	29,600	32,850	34,450
WALKUP	14,150	17,300	21,800	25,400	29,500	32,250	33,850
ELEVATOR-STRUCTURE	22,550	26,000	32,350	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IV--CONTINUED							
NORTH CAROLINA --CONTINUED							
WINSTON-SALEM :							
DETACHED AND SEMIDETACHED	15,600	18,550	22,700	27,100	32,500	35,850	37,600
ROW DWELLINGS	14,700	17,500	21,400	25,250	30,350	33,650	35,150
WALKUP	13,900	17,100	21,550	25,200	29,050	31,650	33,400
ELEVATOR-STRUCTURE	22,450	26,250	33,200	------	------	------	------
FAYETTEVILLE :							
DETACHED AND SEMIDETACHED	15,200	18,250	22,200	26,550	31,750	35,150	36,700
ROW DWELLINGS	14,750	17,500	21,400	25,250	30,350	33,650	35,150
WALKUP	13,900	17,100	21,600	25,250	29,250	31,900	33,500
ELEVATOR-STRUCTURE	22,000	25,200	31,250	------	------	------	------
SOUTH CAROLINA							
COLUMBIA :							
DETACHED AND SEMIDETACHED	15,400	18,650	22,900	27,400	32,950	36,600	38,350
ROW DWELLINGS	14,850	17,800	21,900	26,050	31,450	34,900	36,550
WALKUP	13,100	16,300	20,700	24,800	28,250	31,000	32,800
ELEVATOR-STRUCTURE	26,750	31,100	39,150	------	------	------	------
AIKEN :							
DETACHED AND SEMIDETACHED	15,400	18,650	22,900	27,400	32,900	36,650	38,400
ROW DWELLINGS	14,800	17,800	21,900	26,000	31,450	34,800	36,550
WALKUP	13,650	17,000	21,500	25,400	29,400	32,450	34,200
ELEVATOR-STRUCTURE	27,150	31,500	39,950	------	------	------	------
ANDERSON :							
DETACHED AND SEMIDETACHED	15,200	18,400	22,600	27,100	32,600	36,150	38,100
ROW DWELLINGS	14,700	17,500	21,750	25,850	31,100	34,550	36,050
WALKUP	12,700	15,600	20,000	23,700	27,300	30,200	31,800
ELEVATOR-STRUCTURE	27,050	31,300	39,300	------	------	------	------
BEAUFORT :							
DETACHED AND SEMIDETACHED	15,700	19,050	23,400	28,050	33,750	37,400	39,350
ROW DWELLINGS	15,200	18,450	22,450	26,650	32,000	35,700	37,450
WALKUP	13,450	16,750	21,100	24,850	28,950	31,900	33,450
ELEVATOR-STRUCTURE	27,450	31,750	40,150	------	------	------	------
CHARLESTON :							
DETACHED AND SEMIDETACHED	16,900	20,500	25,250	30,250	36,350	40,300	42,350
ROW DWELLINGS	16,300	19,600	24,400	28,950	34,750	38,600	40,350
WALKUP	14,050	17,700	22,300	26,350	30,550	33,550	35,300
ELEVATOR-STRUCTURE	28,100	32,550	41,150	------	------	------	------
FLORENCE :							
DETACHED AND SEMIDETACHED	14,750	17,900	21,900	26,400	31,650	35,300	36,900
ROW DWELLINGS	14,150	17,000	21,000	25,100	30,250	33,500	35,150
WALKUP	12,550	15,700	19,900	23,400	27,150	29,950	31,700
ELEVATOR-STRUCTURE	27,150	31,500	39,950	------	------	------	------
GREENVILLE :							
DETACHED AND SEMIDETACHED	15,450	18,750	23,050	27,450	33,200	36,850	38,600
ROW DWELLINGS	14,900	17,900	22,000	26,250	31,600	35,150	36,750
WALKUP	12,750	15,950	20,050	23,750	27,550	30,500	32,000
ELEVATOR-STRUCTURE	27,150	31,500	39,950	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IV--CONTINUED							
SOUTH CAROLINA --CONTINUED							
GREENWOOD :							
DETACHED AND SEMIDETACHED	15,450	18,750	23,150	27,600	33,150	36,850	38,650
ROW DWELLINGS	14,900	17,900	22,100	26,250	31,600	35,250	36,750
WALKUP	13,150	16,350	20,900	24,600	28,350	31,550	33,200
ELEVATOR-STRUCTURE	27,050	31,300	39,300	------	------	------	------
MYRTLE BEACH :							
DETACHED AND SEMIDETACHED	15,700	19,050	23,400	28,050	33,750	37,400	39,350
ROW DWELLINGS	15,200	18,450	22,450	26,650	32,000	35,700	37,450
WALKUP	13,450	16,750	21,100	24,850	28,950	31,900	33,450
ELEVATOR-STRUCTURE	27,450	31,750	40,150	------	------	------	------
NORTH AUGUSTA :							
DETACHED AND SEMIDETACHED	16,400	19,750	24,350	29,150	34,950	38,700	40,700
ROW DWELLINGS	15,550	18,850	23,250	27,500	33,450	36,900	38,600
WALKUP	13,800	17,250	21,450	25,700	29,850	33,050	34,750
ELEVATOR-STRUCTURE	28,350	32,900	41,550	------	------	------	------
ORANGEBURG :							
DETACHED AND SEMIDETACHED	15,400	18,650	22,900	27,400	32,950	36,600	38,350
ROW DWELLINGS	14,850	17,800	21,900	26,050	31,450	34,900	36,550
WALKUP	13,100	16,300	20,700	24,800	28,250	31,000	32,800
ELEVATOR-STRUCTURE	26,750	31,100	39,150	------	------	------	------
ROCKHILL :							
DETACHED AND SEMIDETACHED	15,500	18,900	23,200	27,900	33,400	37,200	39,000
ROW DWELLINGS	15,050	18,100	22,200	26,400	31,850	35,450	37,050
WALKUP	13,350	16,750	21,050	24,800	28,750	31,700	33,400
ELEVATOR-STRUCTURE	27,150	31,500	39,950	------	------	------	------
SPARTANSBURG :							
DETACHED AND SEMIDETACHED	15,900	19,150	23,450	28,200	34,000	37,600	39,400
ROW DWELLINGS	15,200	18,250	22,550	26,800	32,350	35,950	37,500
WALKUP	13,450	16,850	21,150	24,950	29,050	32,000	33,550
ELEVATOR-STRUCTURE	27,150	31,500	39,950	------	------	------	------
TENNESSEE							
KNOXVILLE :							
DETACHED AND SEMIDETACHED	16,400	19,700	24,200	29,100	35,150	38,850	40,750
ROW DWELLINGS	15,800	19,000	23,500	27,950	33,650	37,250	39,150
WALKUP	13,850	17,300	21,950	25,950	30,150	33,200	34,850
ELEVATOR-STRUCTURE	23,800	27,650	34,850	------	------	------	------
CHATTANOOGA :							
DETACHED AND SEMIDETACHED	15,900	19,100	23,500	28,200	34,050	37,400	39,300
ROW DWELLINGS	16,700	20,000	24,900	29,600	35,500	39,550	41,450
WALKUP	14,900	18,650	23,700	28,000	32,500	35,800	37,600
ELEVATOR-STRUCTURE	25,550	29,750	37,350	------	------	------	------
JOHNSON CITY :							
DETACHED AND SEMIDETACHED	15,550	18,750	23,050	27,450	33,250	36,850	38,600
ROW DWELLINGS	15,050	18,000	22,250	26,600	31,900	35,350	37,150
WALKUP	13,850	17,300	21,950	25,950	30,050	33,100	34,850
ELEVATOR-STRUCTURE	23,800	27,650	34,850	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IV--CONTINUED							
TENNESSEE --CONTINUED							
KINGSPORT :							
DETACHED AND SEMIDETACHED	16,100	19,450	23,850	28,550	34,550	38,100	40,100
ROW DWELLINGS	15,600	18,700	23,100	27,500	33,050	36,650	38,450
WALKUP	13,150	16,300	20,550	24,400	28,300	31,200	32,650
ELEVATOR-STRUCTURE	23,800	27,650	34,850	------	------	------	------
OAK RIDGE :							
DETACHED AND SEMIDETACHED	15,900	19,100	23,550	28,200	34,000	37,750	39,450
ROW DWELLINGS	15,350	18,500	22,850	27,200	32,750	36,250	38,150
WALKUP	13,800	17,250	21,900	25,900	30,100	33,100	34,750
ELEVATOR-STRUCTURE	23,800	27,650	34,850	------	------	------	------
MEMPHIS :							
DETACHED AND SEMIDETACHED	17,100	20,750	25,550	30,500	36,800	40,950	42,750
ROW DWELLINGS	16,350	19,900	24,700	29,250	35,150	39,150	41,000
WALKUP	15,000	18,550	23,750	27,950	32,400	35,600	37,400
ELEVATOR-STRUCTURE	25,150	29,150	36,750	------	------	------	------
JACKSON :							
DETACHED AND SEMIDETACHED	18,500	22,400	27,550	32,900	39,750	44,150	46,050
ROW DWELLINGS	17,650	21,550	26,600	31,550	37,900	42,300	44,400
WALKUP	16,700	20,550	26,450	31,150	35,950	39,600	41,650
ELEVATOR-STRUCTURE	25,150	29,150	36,750	------	------	------	------
UNION CITY :							
DETACHED AND SEMIDETACHED	18,550	22,550	27,700	33,100	40,050	44,400	46,500
ROW DWELLINGS	17,750	21,600	26,700	31,700	38,300	42,600	44,750
WALKUP	14,700	18,100	23,250	27,450	31,750	34,950	36,750
ELEVATOR-STRUCTURE	27,450	31,850	40,150	------	------	------	------
NASHVILLE :							
DETACHED AND SEMIDETACHED	16,100	19,350	23,900	28,550	34,350	38,300	39,950
ROW DWELLINGS	15,600	19,000	23,200	27,700	33,350	37,150	38,950
WALKUP	13,800	17,250	21,900	25,800	30,050	33,050	34,750
ELEVATOR-STRUCTURE	22,150	25,850	32,700	------	------	------	------
CLARKSVILLE :							
DETACHED AND SEMIDETACHED	15,450	18,750	23,050	27,500	33,250	36,950	38,700
ROW DWELLINGS	15,200	18,200	22,400	26,800	32,150	35,750	37,550
WALKUP	12,700	15,850	20,250	23,800	27,600	30,400	31,900
ELEVATOR-STRUCTURE	23,150	27,000	34,200	------	------	------	------
COLUMBIA :							
DETACHED AND SEMIDETACHED	16,150	19,400	24,000	28,650	34,400	38,350	40,100
ROW DWELLINGS	15,650	19,050	23,250	27,800	33,450	37,200	39,000
WALKUP	13,900	17,350	22,250	25,950	30,300	33,350	35,100
ELEVATOR-STRUCTURE	23,850	28,050	35,550	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION V							
ILLINOIS							
CHICAGO :							
DETACHED AND SEMIDETACHED	25,000	30,550	37,400	44,550	53,600	59,750	62,550
ROW DWELLINGS	23,850	28,850	35,400	42,300	50,850	56,550	59,250
WALKUP	20,600	25,500	32,250	38,300	41,350	48,750	51,250
ELEVATOR-STRUCTURE	26,900	31,300	39,600	------	------	------	------
MOLINE :							
DETACHED AND SEMIDETACHED	19,700	23,950	29,600	35,200	42,450	47,150	49,350
ROW DWELLINGS	18,250	22,050	27,200	32,400	39,050	43,350	45,500
WALKUP	16,600	20,650	26,150	31,050	33,300	39,400	41,250
ELEVATOR-STRUCTURE	26,900	31,250	39,600	------	------	------	------
SPRINGFIELD :							
DETACHED AND SEMIDETACHED	19,850	24,100	29,600	35,450	42,600	47,300	49,600
ROW DWELLINGS	18,850	22,900	28,100	33,700	40,500	44,950	47,100
WALKUP	16,950	20,550	25,200	30,200	36,250	40,300	42,250
ELEVATOR-STRUCTURE	26,000	30,100	38,100	------	------	------	------
BELLEVILLE :							
DETACHED AND SEMIDETACHED	20,150	24,300	30,150	35,900	43,150	48,000	50,400
ROW DWELLINGS	18,500	22,150	27,400	32,600	39,150	43,750	45,650
WALKUP	16,850	21,000	26,650	31,450	36,450	40,350	42,350
ELEVATOR-STRUCTURE	27,500	31,900	40,350	------	------	------	------
EAST ST LOUIS :							
DETACHED AND SEMIDETACHED	20,100	24,250	30,150	35,950	43,050	47,950	50,200
ROW DWELLINGS	18,400	22,050	27,400	32,500	39,100	43,700	45,600
WALKUP	16,900	20,950	26,650	31,450	36,250	40,150	42,100
ELEVATOR-STRUCTURE	27,450	31,850	40,350	------	------	------	------
INDIANA							
INDIANAPOLIS :							
DETACHED AND SEMIDETACHED	18,050	21,800	26,800	32,050	38,450	42,800	44,750
ROW DWELLINGS	15,200	18,350	25,250	27,100	32,400	36,200	37,750
WALKUP	14,300	17,950	22,600	26,750	30,900	34,150	35,800
ELEVATOR-STRUCTURE	26,350	30,750	38,850	------	------	------	------
BLOOMINGTON :							
DETACHED AND SEMIDETACHED	17,750	21,400	26,400	31,550	37,850	42,100	44,100
ROW DWELLINGS	15,550	18,700	23,100	27,400	33,000	36,700	38,400
WALKUP	14,750	18,500	23,300	27,600	32,050	35,350	36,950
ELEVATOR-STRUCTURE	26,900	31,100	39,600	------	------	------	------
EVANSVILLE :							
DETACHED AND SEMIDETACHED	17,200	20,750	25,600	30,650	36,700	39,250	42,800
ROW DWELLINGS	16,800	20,050	24,800	29,450	35,500	39,600	41,350
WALKUP	15,000	18,850	23,800	28,150	32,600	35,850	37,650
ELEVATOR-STRUCTURE	26,000	30,300	38,450	------	------	------	------
FORT WAYNE :							
DETACHED AND SEMIDETACHED	17,450	21,100	26,000	30,950	37,200	41,750	43,300
ROW DWELLINGS	14,800	17,850	21,900	26,150	31,400	35,100	36,650
WALKUP	14,150	17,700	22,500	26,400	30,600	33,750	35,500
ELEVATOR-STRUCTURE	26,300	30,450	38,700	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION V--CONTINUED							
INDIANA --CONTINUED							
GARY :							
DETACHED AND SEMIDETACHED	18,250	22,100	27,250	32,500	39,000	43,250	45,350
ROW DWELLINGS	18,650	22,600	27,900	33,150	39,850	44,600	46,400
WALKUP	18,150	22,500	28,350	33,500	36,400	42,700	44,750
ELEVATOR-STRUCTURE	26,300	30,550	38,700	------	------	------	------
HAMMOND :							
DETACHED AND SEMIDETACHED	19,150	23,350	28,700	34,150	41,000	45,700	47,800
ROW DWELLINGS	22,150	26,850	33,050	39,250	47,200	52,750	55,000
WALKUP	15,550	19,550	24,550	29,050	33,650	37,000	38,950
ELEVATOR-STRUCTURE	26,850	31,100	39,400	------	------	------	------
LAFAYETTE :							
DETACHED AND SEMIDETACHED	18,500	22,400	27,500	32,800	39,250	43,850	45,950
ROW DWELLINGS	15,550	18,700	23,150	27,600	33,150	36,950	38,600
WALKUP	14,650	18,300	23,250	27,400	31,700	35,000	36,650
ELEVATOR-STRUCTURE	27,150	31,500	39,800	------	------	------	------
SOUTH BEND :							
DETACHED AND SEMIDETACHED	18,600	22,500	27,650	33,050	39,650	44,200	46,250
ROW DWELLINGS	17,050	20,650	25,400	30,150	36,250	40,550	42,350
WALKUP	15,000	18,750	23,650	27,950	32,300	35,550	37,350
ELEVATOR-STRUCTURE	27,350	31,800	40,200	------	------	------	------
TERRE HAUTE :							
DETACHED AND SEMIDETACHED	19,100	23,100	28,550	34,000	40,750	45,350	47,450
ROW DWELLINGS	19,550	23,450	29,000	34,550	41,350	46,200	48,350
WALKUP	16,150	19,950	25,300	30,050	34,750	38,200	40,150
ELEVATOR-STRUCTURE	27,700	32,200	40,900	------	------	------	------
MICHIGAN							
DETROIT :							
DETACHED AND SEMIDETACHED	22,100	23,400	28,700	34,300	41,250	46,000	48,000
ROW DWELLINGS	17,450	21,050	26,000	30,950	37,350	41,500	43,400
WALKUP	15,350	18,950	24,150	28,550	32,950	36,400	38,250
ELEVATOR-STRUCTURE	25,750	30,000	37,950	------	------	------	------
ANN ARBOR :							
DETACHED AND SEMIDETACHED	23,850	25,150	30,850	36,900	44,450	49,400	51,600
ROW DWELLINGS	18,750	22,650	28,000	33,250	40,200	44,600	46,750
WALKUP	16,000	19,750	25,000	29,650	34,200	37,850	39,650
ELEVATOR-STRUCTURE	25,750	30,000	37,950	------	------	------	------
FLINT :							
DETACHED AND SEMIDETACHED	24,700	26,150	32,150	38,400	46,100	51,400	54,050
ROW DWELLINGS	19,600	23,650	29,150	34,650	41,600	46,350	48,700
WALKUP	15,000	18,700	23,550	27,950	32,450	35,700	37,400
ELEVATOR-STRUCTURE	24,750	28,800	36,550	------	------	------	------
SAGINAW :							
DETACHED AND SEMIDETACHED	22,850	24,200	29,700	35,300	42,500	47,350	49,650
ROW DWELLINGS	18,100	21,850	26,800	32,000	38,450	42,800	44,900
WALKUP	15,150	18,900	23,900	28,450	32,450	36,200	38,000
ELEVATOR-STRUCTURE	24,750	28,800	36,550	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION V--CONTINUED							
MICHIGAN --CONTINUED							
YPSILANTI :							
DETACHED AND SEMIDETACHED	25,150	26,600	32,650	38,800	46,750	52,100	54,550
ROW DWELLINGS	20,000	23,850	29,550	35,200	42,450	47,050	49,400
WALKUP	15,350	19,050	24,000	28,550	32,950	36,400	38,300
ELEVATOR-STRUCTURE	25,450	29,750	37,550	------	------	------	------
GRAND RAPIDS :							
DETACHED AND SEMIDETACHED	19,400	23,500	28,950	34,450	41,450	46,350	48,350
ROW DWELLINGS	16,950	20,450	25,350	30,050	36,050	40,250	42,050
WALKUP	15,200	19,150	24,200	28,500	33,150	36,600	38,300
ELEVATOR-STRUCTURE	26,450	30,850	38,850	------	------	------	------
MT PLEASANT :							
DETACHED AND SEMIDETACHED	20,250	24,500	30,150	35,900	43,250	48,350	50,450
ROW DWELLINGS	17,700	21,300	26,400	31,300	37,550	41,950	43,900
WALKUP	15,850	19,950	25,250	29,750	34,550	38,150	39,900
ELEVATOR-STRUCTURE	27,600	32,200	40,450	------	------	------	------
BATTLE CREEK :							
DETACHED AND SEMIDETACHED	19,950	24,050	29,600	35,350	42,550	47,350	49,500
ROW DWELLINGS	17,350	20,900	25,800	30,800	37,050	41,300	43,150
WALKUP	15,200	18,850	24,050	28,450	32,850	36,350	38,100
ELEVATOR-STRUCTURE	27,100	31,550	39,700	------	------	------	------
BENTON HARBOR :							
DETACHED AND SEMIDETACHED	21,500	25,950	31,900	38,050	45,750	51,200	53,350
ROW DWELLINGS	18,800	22,600	27,900	33,200	39,850	42,450	46,400
WALKUP	16,200	20,200	25,600	30,350	34,950	38,700	40,650
ELEVATOR-STRUCTURE	28,400	33,150	41,800	------	------	------	------
JACKSON :							
DETACHED AND SEMIDETACHED	20,650	25,150	30,950	36,750	44,450	49,500	51,700
ROW DWELLINGS	18,200	21,700	26,950	32,100	38,650	43,000	45,000
WALKUP	16,250	20,500	25,850	30,650	35,250	39,150	40,950
ELEVATOR-STRUCTURE	28,250	32,850	41,500	------	------	------	------
LANSING :							
DETACHED AND SEMIDETACHED	23,100	27,850	34,400	40,900	49,150	54,950	57,500
ROW DWELLINGS	20,200	28,500	30,050	35,700	42,950	47,650	50,050
WALKUP	15,850	19,800	25,050	29,700	34,350	38,000	39,800
ELEVATOR-STRUCTURE	27,500	32,300	40,650	------	------	------	------
* MANISTIQUE :							
DETACHED AND SEMIDETACHED	22,650	27,400	33,650	40,050	48,050	53,850	55,350
ROW DWELLINGS	19,750	23,900	29,400	34,950	41,900	46,950	48,300
WALKUP	18,550	22,400	27,550	32,800	39,400	44,100	45,300
ELEVATOR-STRUCTURE	30,350	35,450	44,750	------	------	------	------
MARQUETTE :							
DETACHED AND SEMIDETACHED	21,450	25,950	31,850	37,950	45,800	51,100	53,400
ROW DWELLINGS	18,700	22,600	27,800	33,150	39,950	44,550	46,550
WALKUP	17,600	21,250	26,100	31,050	37,500	41,850	43,750
ELEVATOR-STRUCTURE	28,600	33,450	42,100	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION V--CONTINUED							
MICHIGAN --CONTINUED							
MUSKEGON :							
DETACHED AND SEMIDETACHED	19,600	23,600	29,200	34,750	41,850	46,800	48,750
ROW DWELLINGS	17,150	20,600	25,500	30,250	36,250	40,500	42,550
WALKUP	13,500	16,900	21,350	25,300	29,150	32,200	33,800
ELEVATOR-STRUCTURE	26,450	30,850	38,850	------	------	------	------
TRAVERSE CITY :							
DETACHED AND SEMIDETACHED	21,450	25,900	31,900	38,050	45,650	51,100	53,250
ROW DWELLINGS	18,800	22,600	27,900	33,100	39,850	44,450	46,550
WALKUP	14,800	18,450	23,350	27,700	32,000	35,500	36,950
ELEVATOR-STRUCTURE	29,050	33,850	42,600	------	------	------	------
MINNESOTA							
MINNEAPOLIS :							
DETACHED AND SEMIDETACHED	21,300	25,750	31,850	36,050	45,650	50,800	53,150
ROW DWELLINGS	19,350	23,550	28,850	34,450	41,400	46,050	48,200
WALKUP	16,800	21,050	26,450	31,200	36,050	39,900	41,800
ELEVATOR-STRUCTURE	26,400	30,550	38,800	------	------	------	------
* CASS LAKE :							
DETACHED AND SEMIDETACHED	27,850	33,550	41,400	49,450	59,350	66,200	69,300
ROW DWELLINGS	24,750	29,650	36,550	43,700	52,400	58,500	61,050
WALKUP	21,200	26,250	33,450	39,500	45,650	48,550	52,850
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
DULUTH :							
DETACHED AND SEMIDETACHED	21,650	26,200	32,200	38,550	46,300	51,650	54,000
ROW DWELLINGS	19,800	23,800	29,400	35,000	42,000	46,850	49,000
WALKUP	17,800	22,000	28,050	33,000	38,200	42,250	44,250
ELEVATOR-STRUCTURE	26,800	31,100	39,250	------	------	------	------
MANKATO :							
DETACHED AND SEMIDETACHED	20,200	24,750	30,350	36,250	43,650	48,600	50,800
ROW DWELLINGS	18,650	22,350	27,600	32,950	39,700	44,100	46,050
WALKUP	17,800	21,900	27,900	33,000	38,050	41,950	44,250
ELEVATOR-STRUCTURE	25,200	29,250	36,900	------	------	------	------
ROCHESTER :							
DETACHED AND SEMIDETACHED	20,850	25,250	31,150	37,100	44,700	49,650	51,950
ROW DWELLINGS	19,050	22,900	28,300	33,750	40,450	44,950	47,150
WALKUP	16,350	20,350	25,700	30,450	35,250	38,900	40,800
ELEVATOR-STRUCTURE	24,550	28,650	36,400	------	------	------	------
* RED LAKE :							
DETACHED AND SEMIDETACHED	25,450	30,650	38,050	45,300	54,200	60,350	63,100
ROW DWELLINGS	22,550	27,250	33,600	40,050	48,050	53,700	55,950
WALKUP	19,400	24,100	30,700	36,250	41,850	46,150	48,500
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
ST CLOUD :							
DETACHED AND SEMIDETACHED	20,200	24,450	30,350	36,150	43,250	48,200	50,450
ROW DWELLINGS	18,600	22,400	27,600	32,950	39,450	44,100	46,000
WALKUP	16,800	20,900	26,650	31,450	36,350	40,100	42,050
ELEVATOR-STRUCTURE	24,300	28,250	35,700	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION V--CONTINUED							
MINNESOTA --CONTINUED							
WORTHINGTON :							
DETACHED AND SEMIDETACHED	19,350	23,450	29,000	34,600	41,400	46,200	48,300
ROW DWELLINGS	17,800	21,300	26,300	31,250	37,700	41,850	43,900
WALKUP	15,400	19,150	24,300	28,700	33,100	36,500	38,450
ELEVATOR-STRUCTURE	24,100	28,100	35,600	------	------	------	------
OHIO							
CINCINNATI :							
DETACHED AND SEMIDETACHED	21,500	26,000	32,100	38,400	45,900	51,250	53,700
ROW DWELLINGS	20,700	25,100	30,950	36,700	43,950	49,050	51,550
WALKUP	19,650	24,250	30,900	36,650	42,250	46,550	48,950
ELEVATOR-STRUCTURE	32,600	37,850	47,800	------	------	------	------
DAYTON :							
DETACHED AND SEMIDETACHED	21,500	26,000	32,100	38,400	45,900	51,250	53,700
ROW DWELLINGS	21,150	25,650	31,700	37,650	45,150	50,350	52,800
WALKUP	19,650	24,250	30,900	36,650	42,250	46,550	48,950
ELEVATOR-STRUCTURE	32,600	37,850	47,800	------	------	------	------
CLEVELAND :							
DETACHED AND SEMIDETACHED	21,050	25,750	31,500	37,700	45,250	50,400	52,850
ROW DWELLINGS	21,100	25,350	31,450	37,550	45,000	50,350	52,500
WALKUP	20,050	24,800	31,400	37,300	43,150	47,600	50,100
ELEVATOR-STRUCTURE	25,650	29,950	37,900	------	------	------	------
AKRON :							
DETACHED AND SEMIDETACHED	20,800	25,300	31,050	37,100	44,600	49,600	52,050
ROW DWELLINGS	20,850	25,000	31,000	37,050	44,250	49,600	51,800
WALKUP	19,850	24,450	30,900	36,850	42,550	46,950	49,350
ELEVATOR-STRUCTURE	25,300	29,600	37,400	------	------	------	------
FINDLAY :							
DETACHED AND SEMIDETACHED	19,300	23,500	28,750	34,300	41,200	45,900	48,000
ROW DWELLINGS	19,250	23,150	28,650	34,150	41,000	45,750	47,800
WALKUP	18,300	22,550	28,550	34,000	39,250	43,350	45,500
ELEVATOR-STRUCTURE	23,400	27,250	34,450	------	------	------	------
LORAIN :							
DETACHED AND SEMIDETACHED	20,950	25,550	31,250	37,400	44,800	50,000	52,300
ROW DWELLINGS	21,000	25,050	31,100	37,200	44,450	49,800	52,000
WALKUP	19,950	24,600	31,050	36,950	42,700	47,150	49,500
ELEVATOR-STRUCTURE	25,400	29,700	37,550	------	------	------	------
MANSFIELD :							
DETACHED AND SEMIDETACHED	19,600	24,000	29,350	35,050	42,050	46,900	49,100
ROW DWELLINGS	19,600	23,600	29,200	34,900	41,850	46,800	48,750
WALKUP	18,750	23,100	29,150	34,750	40,200	44,250	46,550
ELEVATOR-STRUCTURE	23,800	27,850	35,250	------	------	------	------
TOLEDO :							
DETACHED AND SEMIDETACHED	21,050	25,750	31,500	37,700	45,250	50,400	52,850
ROW DWELLINGS	21,100	25,350	31,450	37,550	45,000	50,350	52,500
WALKUP	20,050	24,800	31,400	37,300	43,150	47,600	50,100
ELEVATOR-STRUCTURE	25,650	29,950	37,900	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION V--CONTINUED							
OHIO --CONTINUED							
YOUNGSTOWN :							
DETACHED AND SEMIDETACHED	20,300	24,850	30,200	36,200	43,450	48,400	50,750
ROW DWELLINGS	20,350	24,400	30,250	36,000	43,150	48,250	50,400
WALKUP	19,250	23,850	30,100	35,900	41,500	45,750	48,100
ELEVATOR-STRUCTURE	24,650	28,850	36,300	------	------	------	------
COLUMBUS :							
DETACHED AND SEMIDETACHED	18,900	22,750	28,150	33,600	40,350	45,000	47,050
ROW DWELLINGS	18,850	22,700	28,050	33,300	40,000	44,650	46,750
WALKUP	17,900	22,150	28,000	33,300	38,350	42,350	44,550
ELEVATOR-STRUCTURE	26,450	30,650	38,850	------	------	------	------
ATHENS :							
DETACHED AND SEMIDETACHED	19,150	23,150	28,600	33,900	41,000	45,900	47,650
ROW DWELLINGS	18,500	22,150	27,350	32,650	39,150	43,650	45,700
WALKUP	17,300	21,550	27,300	32,400	37,400	41,200	43,450
ELEVATOR-STRUCTURE	26,700	31,150	39,400	------	------	------	------
LIMA :							
DETACHED AND SEMIDETACHED	18,900	22,750	28,150	33,600	40,350	45,000	47,050
ROW DWELLINGS	18,400	22,150	27,350	32,600	39,150	43,600	45,700
WALKUP	17,350	21,600	27,300	32,450	37,450	41,250	43,350
ELEVATOR-STRUCTURE	26,450	30,650	38,850	------	------	------	------
NEWARK :							
DETACHED AND SEMIDETACHED	18,400	22,300	27,500	32,700	39,400	44,100	45,900
ROW DWELLINGS	18,400	22,150	27,300	32,500	39,050	43,500	45,550
WALKUP	17,300	21,550	27,250	32,400	37,350	41,200	43,200
ELEVATOR-STRUCTURE	25,750	30,000	37,900	------	------	------	------
SPRINGFIELD :							
DETACHED AND SEMIDETACHED	18,900	22,750	28,150	33,600	40,350	45,000	47,050
ROW DWELLINGS	18,600	22,550	27,750	33,100	39,800	44,200	46,300
WALKUP	17,700	21,900	27,700	32,950	37,900	41,900	44,050
ELEVATOR-STRUCTURE	26,450	30,650	38,850	------	------	------	------
TROY :							
DETACHED AND SEMIDETACHED	18,450	22,600	27,700	33,000	39,600	44,450	46,300
ROW DWELLINGS	17,900	21,600	26,650	31,750	38,000	42,400	44,400
WALKUP	16,800	21,100	26,600	31,700	36,450	40,250	42,200
ELEVATOR-STRUCTURE	25,950	30,200	38,150	------	------	------	------
ZANESVILLE :							
DETACHED AND SEMIDETACHED	19,150	23,150	28,600	33,900	41,000	45,900	47,650
ROW DWELLINGS	19,100	23,000	28,450	33,800	40,600	45,400	47,500
WALKUP	17,850	22,100	27,900	33,250	38,350	42,250	44,500
ELEVATOR-STRUCTURE	26,700	31,150	39,400	------	------	------	------
WISCONSIN							
MILWAUKEE :							
DETACHED AND SEMIDETACHED	23,700	26,800	35,500	42,300	50,850	56,700	59,400
ROW DWELLINGS	21,800	26,100	32,000	38,250	46,000	51,100	53,650
WALKUP	19,150	23,600	30,050	35,350	41,050	45,350	47,450
ELEVATOR-STRUCTURE	24,750	28,650	36,200	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION V--CONTINUED							
WISCONSIN --CONTINUED							
EAU CLAIRE :							
DETACHED AND SEMIDETACHED	23,050	27,800	34,300	41,050	49,250	54,950	57,350
ROW DWELLINGS	21,050	25,100	31,000	36,900	44,350	49,350	51,750
WALKUP	19,250	23,850	30,300	35,700	41,450	45,500	47,800
ELEVATOR-STRUCTURE	24,050	28,000	35,300	------	------	------	------
GREEN BAY :							
DETACHED AND SEMIDETACHED	22,000	26,550	32,750	39,250	46,900	52,500	54,950
ROW DWELLINGS	19,500	23,300	28,700	34,400	41,150	45,900	48,050
WALKUP	17,800	22,150	27,900	33,000	38,200	42,250	44,150
ELEVATOR-STRUCTURE	22,950	26,700	33,850	------	------	------	------
* LAC DU FLAMBEAU :							
DETACHED AND SEMIDETACHED	24,000	28,950	35,700	42,650	51,250	57,150	59,800
ROW DWELLINGS	22,000	26,250	32,350	38,550	46,250	51,500	54,000
WALKUP	18,300	22,700	28,800	33,900	39,350	43,250	45,400
ELEVATOR-STRUCTURE	21,600	25,050	31,700	------	------	------	------
MADISON :							
DETACHED AND SEMIDETACHED	23,300	28,350	34,850	41,650	50,150	55,850	58,350
ROW DWELLINGS	20,800	24,750	30,600	36,500	43,800	49,050	51,100
WALKUP	18,950	23,350	29,700	35,100	40,700	44,900	46,900
ELEVATOR-STRUCTURE	24,450	28,450	35,950	------	------	------	------
* RED CLIFF :							
DETACHED AND SEMIDETACHED	23,050	27,800	34,200	40,900	49,100	54,850	57,400
ROW DWELLINGS	21,000	25,050	30,850	36,950	44,400	49,350	51,700
WALKUP	17,600	21,700	27,550	32,500	37,550	41,500	43,550
ELEVATOR-STRUCTURE	21,600	25,050	31,700	------	------	------	------
REEDSVILLE :							
DETACHED AND SEMIDETACHED	22,450	27,200	33,350	40,050	47,900	53,650	56,150
ROW DWELLINGS	19,850	24,050	29,400	35,250	42,200	47,000	49,350
WALKUP	18,300	22,700	28,500	33,850	39,300	43,150	45,350
ELEVATOR-STRUCTURE	23,600	27,350	34,550	------	------	------	------
SUPERIOR :							
DETACHED AND SEMIDETACHED	24,000	28,900	35,650	42,650	51,200	57,200	59,750
ROW DWELLINGS	21,850	26,100	32,200	38,500	46,400	51,400	53,950
WALKUP	19,900	24,600	31,100	36,850	42,600	47,000	49,350
ELEVATOR-STRUCTURE	25,000	29,100	36,800	------	------	------	------
WAUSAU :							
DETACHED AND SEMIDETACHED	22,450	27,200	33,350	40,050	47,900	53,650	56,150
ROW DWELLINGS	19,800	23,950	29,200	35,150	41,950	46,900	49,200
WALKUP	18,300	22,600	28,400	33,700	38,900	43,000	45,100
ELEVATOR-STRUCTURE	23,450	27,200	34,500	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VI							
ARKANSAS							
LITTLE ROCK :							
DETACHED AND SEMIDETACHED	16,850	20,400	25,250	30,050	36,100	40,250	41,850
ROW DWELLINGS	16,050	19,450	23,900	28,500	34,300	38,150	40,000
WALKUP	13,800	17,200	21,750	25,800	29,950	33,100	34,600
ELEVATOR-STRUCTURE	24,700	28,550	36,400	------	------	------	------
FAYETTEVILLE :							
DETACHED AND SEMIDETACHED	16,800	20,150	25,050	29,750	35,950	39,800	41,650
ROW DWELLINGS	15,950	19,400	23,800	28,400	34,150	37,900	39,600
WALKUP	12,450	15,600	19,650	23,200	27,050	29,700	31,050
ELEVATOR-STRUCTURE	24,500	28,350	35,750	------	------	------	------
FORT SMITH :							
DETACHED AND SEMIDETACHED	15,800	19,200	23,750	28,100	33,850	37,650	39,300
ROW DWELLINGS	15,300	18,550	22,950	27,250	32,750	36,450	38,150
WALKUP	13,100	16,250	20,550	24,300	28,150	31,050	32,550
ELEVATOR-STRUCTURE	24,950	29,000	36,650	------	------	------	------
JONESBORO :							
DETACHED AND SEMIDETACHED	15,700	18,850	23,500	27,800	33,500	37,250	38,700
ROW DWELLINGS	15,050	18,200	22,750	26,750	32,250	36,150	37,500
WALKUP	12,850	15,950	20,200	23,900	27,600	30,500	32,050
ELEVATOR-STRUCTURE	24,150	27,950	35,500	------	------	------	------
TEXARKANA :							
DETACHED AND SEMIDETACHED	16,200	19,550	24,200	28,800	34,650	38,400	40,100
ROW DWELLINGS	15,300	18,650	22,950	27,300	32,950	36,650	38,200
WALKUP	13,150	16,450	20,750	24,600	28,500	31,400	32,900
ELEVATOR-STRUCTURE	24,500	28,350	35,750	------	------	------	------
LOUISIANA							
NEW ORLEANS :							
DETACHED AND SEMIDETACHED	17,900	21,750	26,600	31,600	38,350	42,650	44,300
ROW DWELLINGS	16,550	20,100	25,050	29,750	35,650	39,600	41,650
WALKUP	14,600	18,200	22,900	26,950	31,250	34,600	35,950
ELEVATOR-STRUCTURE	26,350	30,500	38,850	------	------	------	------
BATON ROUGE :							
DETACHED AND SEMIDETACHED	19,300	23,150	28,600	33,850	40,800	45,600	47,400
ROW DWELLINGS	17,800	21,500	26,850	31,800	38,050	42,250	44,350
WALKUP	14,000	17,450	21,950	25,950	29,950	33,150	34,650
ELEVATOR-STRUCTURE	26,050	30,200	38,400	------	------	------	------
BOGAS :							
DETACHED AND SEMIDETACHED	18,250	22,000	27,100	32,250	38,750	43,250	45,250
ROW DWELLINGS	17,000	20,400	25,450	30,350	36,400	40,650	42,250
WALKUP	13,900	17,400	21,850	25,950	29,950	33,150	34,700
ELEVATOR-STRUCTURE	26,700	31,100	39,500	------	------	------	------
HOUMA :							
DETACHED AND SEMIDETACHED	17,850	21,500	26,450	31,400	38,050	42,200	43,900
ROW DWELLINGS	16,450	20,000	24,800	29,500	35,400	39,300	41,250
WALKUP	14,300	17,950	22,350	26,500	30,800	34,000	35,500
ELEVATOR-STRUCTURE	26,050	30,200	38,400	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VI--CONTINUED							
LOUISIANA --CONTINUED							
LAFAYETTE :							
DETACHED AND SEMIDETACHED	17,850	21,500	26,450	31,400	38,050	42,200	43,900
ROW DWELLINGS	16,450	20,000	24,800	29,500	35,400	39,300	41,250
WALKUP	14,450	18,150	22,550	26,750	31,100	34,200	35,800
ELEVATOR-STRUCTURE	26,050	30,200	38,400	------	------	------	------
LAKE CHARLES :							
DETACHED AND SEMIDETACHED	19,250	23,150	28,500	33,850	40,800	45,400	47,400
ROW DWELLINGS	17,750	21,450	26,850	31,800	38,050	42,250	44,350
WALKUP	14,700	18,450	23,250	27,400	31,800	35,200	36,750
ELEVATOR-STRUCTURE	26,350	30,500	38,850	------	------	------	------
SHREVEPORT :							
DETACHED AND SEMIDETACHED	17,600	21,050	26,150	31,000	37,500	41,850	43,550
ROW DWELLINGS	16,350	19,950	24,650	29,350	35,450	39,300	41,000
WALKUP	14,200	17,700	22,500	26,650	30,750	34,100	35,750
ELEVATOR-STRUCTURE	25,600	29,750	37,700	------	------	------	------
ALEXANDRIA :							
DETACHED AND SEMIDETACHED	16,000	19,100	23,750	28,300	33,850	37,900	39,550
ROW DWELLINGS	15,800	18,200	22,500	26,800	32,100	35,850	37,450
WALKUP	13,850	17,150	21,800	25,800	29,850	32,900	34,650
ELEVATOR-STRUCTURE	24,850	28,850	36,400	------	------	------	------
MARSHALL :							
DETACHED AND SEMIDETACHED	16,050	19,150	23,850	28,400	34,050	38,050	39,650
ROW DWELLINGS	15,200	18,550	22,800	27,250	32,750	36,500	38,050
WALKUP	13,800	17,100	21,700	25,550	29,750	32,850	34,250
ELEVATOR-STRUCTURE	23,750	27,550	35,000	------	------	------	------
MONROE :							
DETACHED AND SEMIDETACHED	15,850	19,000	23,450	27,950	33,650	37,650	39,100
ROW DWELLINGS	14,950	18,100	22,350	26,700	32,050	35,700	37,200
WALKUP	14,200	17,600	22,300	26,400	30,600	33,700	35,450
ELEVATOR-STRUCTURE	25,350	29,400	37,450	------	------	------	------
NEW MEXICO							
ALBUQUERQUE :							
DETACHED AND SEMIDETACHED	18,500	22,200	24,750	29,450	35,450	39,650	41,300
ROW DWELLINGS	17,150	20,500	22,850	27,250	32,600	36,350	38,200
WALKUP	14,800	18,350	20,850	24,600	28,650	31,400	33,000
ELEVATOR-STRUCTURE	23,950	27,950	35,400	------	------	------	------
ALAMOGORDO :							
DETACHED AND SEMIDETACHED	19,450	23,150	25,900	30,800	37,150	41,450	43,200
ROW DWELLINGS	17,850	21,350	23,800	28,350	33,850	37,700	39,600
WALKUP	15,400	19,150	21,600	25,550	29,600	32,650	34,350
ELEVATOR-STRUCTURE	22,500	26,200	33,050	------	------	------	------
ARTESIA :							
DETACHED AND SEMIDETACHED	19,450	23,150	25,800	30,750	37,150	41,400	42,900
ROW DWELLINGS	17,850	21,350	23,850	28,550	34,000	37,850	39,700
WALKUP	15,500	19,200	21,650	25,900	29,800	32,950	34,400
ELEVATOR-STRUCTURE	22,850	26,600	33,650	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VI--CONTINUED							
NEW MEXICO --CONTINUED							
CARLSBAD :							
DETACHED AND SEMIDETACHED	19,700	23,700	26,300	31,400	37,750	42,050	45,750
ROW DWELLINGS	18,100	21,850	24,250	29,050	34,550	38,550	40,450
WALKUP	15,350	19,200	21,650	25,550	29,600	32,700	34,300
ELEVATOR-STRUCTURE	22,850	26,600	33,650	------	------	------	------
CLOVIS :							
DETACHED AND SEMIDETACHED	19,450	23,150	25,800	30,750	37,150	41,400	42,900
ROW DWELLINGS	17,850	21,350	23,850	28,550	34,000	37,850	39,700
WALKUP	15,350	19,050	21,400	25,550	29,500	32,550	34,050
ELEVATOR-STRUCTURE	22,600	26,250	33,050	------	------	------	------
FORT SUMNER :							
DETACHED AND SEMIDETACHED	20,050	24,200	26,950	32,000	38,650	43,150	44,950
ROW DWELLINGS	18,600	22,350	24,800	29,550	35,500	39,400	41,400
WALKUP	16,150	20,000	22,500	26,800	30,950	34,100	35,850
ELEVATOR-STRUCTURE	23,500	27,450	34,600	------	------	------	------
GALLUP :							
DETACHED AND SEMIDETACHED	21,200	25,450	28,450	33,750	40,750	45,500	47,300
ROW DWELLINGS	19,250	22,950	25,650	30,500	36,500	40,600	42,550
WALKUP	16,500	20,600	23,250	27,650	32,000	35,250	36,850
ELEVATOR-STRUCTURE	24,100	28,200	35,500	------	------	------	------
HOBBS :							
DETACHED AND SEMIDETACHED	19,450	23,150	25,800	30,750	37,150	41,400	42,900
ROW DWELLINGS	17,850	21,350	23,850	28,550	34,000	37,850	39,700
WALKUP	15,500	19,200	21,650	25,900	29,800	32,950	34,400
ELEVATOR-STRUCTURE	22,600	26,250	33,050	------	------	------	------
LAS CRUCES :							
DETACHED AND SEMIDETACHED	19,450	23,150	25,800	30,750	37,150	41,400	42,900
ROW DWELLINGS	17,850	21,350	23,850	28,550	34,000	37,850	39,700
WALKUP	15,750	19,650	22,000	26,250	30,350	33,450	35,100
ELEVATOR-STRUCTURE	22,600	26,250	33,050	------	------	------	------
LAS VEGAS :							
DETACHED AND SEMIDETACHED	19,900	23,950	26,700	31,700	38,250	42,650	44,400
ROW DWELLINGS	18,800	22,400	24,850	29,800	35,600	39,650	41,450
WALKUP	16,150	20,000	22,650	26,850	30,950	34,300	35,950
ELEVATOR-STRUCTURE	23,500	27,250	34,600	------	------	------	------
LOS ALAMOS :							
DETACHED AND SEMIDETACHED	20,700	24,800	27,650	32,750	39,650	44,300	46,100
ROW DWELLINGS	19,250	22,950	25,650	30,500	36,550	40,600	42,600
WALKUP	16,600	20,600	23,250	27,600	31,850	35,200	36,850
ELEVATOR-STRUCTURE	24,050	28,100	35,450	------	------	------	------
RATON :							
DETACHED AND SEMIDETACHED	19,750	23,750	26,450	31,450	37,950	42,300	44,050
ROW DWELLINGS	18,800	22,400	24,850	29,800	35,600	39,650	41,450
WALKUP	16,150	20,000	22,650	26,850	30,950	34,300	35,950
ELEVATOR-STRUCTURE	23,500	27,250	34,600	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VI--CONTINUED							
NEW MEXICO --CONTINUED							
SANTA FE :							
DETACHED AND SEMIDETACHED	19,800	23,750	26,550	31,500	38,000	42,450	44,150
ROW DWELLINGS	18,800	22,400	24,850	29,800	35,600	39,650	41,450
WALKUP	16,150	20,000	22,650	26,850	30,950	34,300	35,950
ELEVATOR-STRUCTURE	23,500	27,250	34,600	------	------	------	------
SILVER CITY :							
DETACHED AND SEMIDETACHED	20,450	24,750	27,500	32,600	39,500	44,050	45,750
ROW DWELLINGS	19,000	22,800	25,350	30,200	36,250	40,250	42,300
WALKUP	16,450	20,500	23,150	27,250	31,650	34,900	36,600
ELEVATOR-STRUCTURE	23,950	27,850	35,300	------	------	------	------
TRUTH OR CONSEQUENCES :							
DETACHED AND SEMIDETACHED	19,200	22,900	25,700	30,500	36,750	40,950	42,550
ROW DWELLINGS	17,750	21,100	23,750	28,300	33,650	37,600	39,300
WALKUP	15,350	19,050	21,550	25,500	29,550	32,550	34,100
ELEVATOR-STRUCTURE	22,250	25,950	32,800	------	------	------	------
FARMINGTON :							
DETACHED AND SEMIDETACHED	20,700	24,800	27,750	33,000	39,750	44,400	46,200
ROW DWELLINGS	19,250	22,950	25,650	30,500	36,500	40,600	42,550
WALKUP	16,500	20,600	23,250	27,650	32,000	35,250	36,850
ELEVATOR-STRUCTURE	24,100	28,200	35,500	------	------	------	------
TERRA AMARILLO :							
DETACHED AND SEMIDETACHED	20,700	24,800	27,650	32,750	39,650	44,300	46,100
ROW DWELLINGS	19,250	22,950	25,650	30,500	36,550	40,600	42,600
WALKUP	16,600	20,600	23,250	27,600	31,850	35,200	36,850
ELEVATOR-STRUCTURE	24,050	28,100	35,450	------	------	------	------
TAOS :							
DETACHED AND SEMIDETACHED	23,400	27,950	31,250	37,100	44,900	50,000	51,950
ROW DWELLINGS	21,750	26,050	29,000	34,400	41,400	45,950	48,200
WALKUP	18,450	22,800	25,900	30,550	35,450	39,000	40,950
ELEVATOR-STRUCTURE	23,900	27,950	35,250	------	------	------	------
SOCORRO :							
DETACHED AND SEMIDETACHED	19,200	22,900	25,700	30,500	36,750	40,950	42,550
ROW DWELLINGS	17,750	21,100	23,750	28,300	33,650	37,600	39,300
WALKUP	15,350	19,050	21,550	25,500	29,550	32,550	34,100
ELEVATOR-STRUCTURE	22,250	25,950	32,800	------	------	------	------
RUIDOSO :							
DETACHED AND SEMIDETACHED	20,700	24,800	27,650	32,750	39,650	44,300	46,100
ROW DWELLINGS	19,250	22,950	25,650	30,500	36,550	40,600	42,600
WALKUP	16,600	20,600	23,250	27,600	31,850	35,200	36,850
ELEVATOR-STRUCTURE	24,050	28,100	35,450	------	------	------	------
* DULCE :							
DETACHED AND SEMIDETACHED	25,700	30,850	34,350	41,000	49,250	55,100	57,350
ROW DWELLINGS	21,900	26,200	29,250	34,750	41,600	46,300	48,500
WALKUP	20,450	25,200	28,700	33,900	39,400	43,250	45,400
ELEVATOR-STRUCTURE	33,350	38,850	49,050	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VI--CONTINUED							
NEW MEXICO --CONTINUED							
* ISLETA :							
DETACHED AND SEMIDETACHED	23,400	27,950	31,300	37,300	45,050	50,250	52,400
ROW DWELLINGS	19,000	22,750	25,300	30,350	36,150	40,400	42,250
WALKUP	16,300	20,050	22,750	26,950	31,200	34,200	36,050
ELEVATOR-STRUCTURE	28,400	33,100	41,850	------	------	------	------
* LAGUNA :							
DETACHED AND SEMIDETACHED	23,150	27,850	30,900	37,000	44,650	49,650	51,800
ROW DWELLINGS	21,100	25,150	28,100	33,550	40,150	44,650	51,050
WALKUP	17,850	22,100	25,200	29,800	34,500	37,950	39,800
ELEVATOR-STRUCTURE	30,000	35,150	44,300	------	------	------	------
* MESCALERO :							
DETACHED AND SEMIDETACHED	23,750	28,700	31,900	38,050	45,850	51,100	53,150
ROW DWELLINGS	22,000	26,550	29,450	35,150	41,950	46,700	49,100
WALKUP	18,750	23,150	26,350	31,200	36,200	39,700	40,250
ELEVATOR-STRUCTURE	31,450	36,800	46,450	------	------	------	------
* PENASCO :							
DETACHED AND SEMIDETACHED	24,250	29,250	32,600	38,800	46,850	52,350	54,450
ROW DWELLINGS	25,300	27,300	30,350	36,200	43,250	48,100	50,450
WALKUP	19,300	23,950	27,150	32,150	37,150	41,000	42,950
ELEVATOR-STRUCTURE	32,550	37,950	47,900	------	------	------	------
* POJUAQUE :							
DETACHED AND SEMIDETACHED	23,950	28,800	32,150	38,300	45,900	51,400	53,350
ROW DWELLINGS	22,000	26,550	29,450	35,150	42,000	46,800	49,100
WALKUP	18,900	23,250	26,500	31,350	36,350	39,850	41,700
ELEVATOR-STRUCTURE	31,150	36,450	46,050	------	------	------	------
* ZUNI :							
DETACHED AND SEMIDETACHED	22,700	27,250	33,750	40,200	48,400	53,850	56,400
ROW DWELLINGS	20,300	24,550	30,500	36,250	43,400	48,500	50,500
WALKUP	17,750	22,100	27,950	33,100	38,150	42,050	44,300
ELEVATOR-STRUCTURE	26,700	30,850	39,050	------	------	------	------
* STANDING ROCK :							
DETACHED AND SEMIDETACHED	25,400	30,500	37,750	44,900	54,150	60,100	63,050
ROW DWELLINGS	24,000	29,050	37,100	42,900	51,250	57,350	59,750
WALKUP	20,750	25,900	32,750	38,850	44,700	49,300	51,900
ELEVATOR-STRUCTURE	26,650	30,750	38,900	------	------	------	------
* NAGEEZI :							
DETACHED AND SEMIDETACHED	25,800	30,950	38,350	45,600	54,950	61,050	64,000
ROW DWELLINGS	24,350	29,500	36,650	43,500	52,050	58,300	60,700
WALKUP	21,100	26,350	33,250	39,400	45,400	50,000	52,750
ELEVATOR-STRUCTURE	27,050	31,250	39,450	------	------	------	------
* ALAMO :							
DETACHED AND SEMIDETACHED	25,400	30,500	37,750	44,900	54,150	60,100	63,050
ROW DWELLINGS	24,000	29,050	36,000	42,900	51,250	57,350	59,750
WALKUP	20,750	25,900	32,750	38,850	44,700	49,300	51,900
ELEVATOR-STRUCTURE	26,650	30,750	38,900	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VI--CONTINUED							
OKLAHOMA							
OKLAHOMA CITY :							
DETACHED AND SEMIDETACHED	16,550	19,900	24,750	29,450	35,350	39,500	41,250
ROW DWELLINGS	15,200	18,300	22,500	26,900	32,250	35,950	37,500
WALKUP	13,900	17,300	21,900	25,900	30,150	33,150	34,800
ELEVATOR-STRUCTURE	22,500	26,150	33,150	------	------	------	------
ADA :							
DETACHED AND SEMIDETACHED	17,500	20,800	25,950	30,850	37,100	41,500	43,150
ROW DWELLINGS	15,800	19,100	23,600	28,150	33,650	37,500	39,300
WALKUP	14,500	18,200	22,900	27,150	31,650	34,700	36,450
ELEVATOR-STRUCTURE	22,950	26,550	33,550	------	------	------	------
ARDMORE :							
DETACHED AND SEMIDETACHED	17,800	21,300	26,600	31,600	38,000	42,400	44,200
ROW DWELLINGS	16,300	19,600	24,150	28,750	34,550	38,500	40,150
WALKUP	15,300	18,950	24,000	28,450	33,050	36,450	38,150
ELEVATOR-STRUCTURE	23,950	27,750	35,150	------	------	------	------
ENID :							
DETACHED AND SEMIDETACHED	17,600	21,050	26,200	31,300	37,650	41,950	43,600
ROW DWELLINGS	16,050	19,450	23,800	28,500	34,200	38,100	39,800
WALKUP	14,050	17,500	22,000	26,250	30,550	33,550	35,150
ELEVATOR-STRUCTURE	23,800	27,350	34,750	------	------	------	------
GUYMON :							
DETACHED AND SEMIDETACHED	17,850	21,400	26,800	31,750	38,150	42,650	44,450
ROW DWELLINGS	16,450	19,700	24,250	28,900	34,800	38,750	40,400
WALKUP	15,050	18,550	23,600	27,950	32,450	35,850	37,550
ELEVATOR-STRUCTURE	24,050	28,000	35,300	------	------	------	------
LAWTON :							
DETACHED AND SEMIDETACHED	16,850	20,350	25,150	30,000	36,150	40,250	41,950
ROW DWELLINGS	15,500	18,650	22,900	27,350	32,800	36,600	38,250
WALKUP	14,050	17,650	22,300	26,300	30,650	33,650	35,450
ELEVATOR-STRUCTURE	22,200	25,750	32,550	------	------	------	------
SHAWNEE :							
DETACHED AND SEMIDETACHED	17,500	20,800	25,950	30,850	37,100	41,500	43,150
ROW DWELLINGS	15,800	19,100	23,600	28,150	33,650	37,500	39,300
WALKUP	14,500	18,200	22,900	27,150	31,650	34,700	36,450
ELEVATOR-STRUCTURE	22,950	26,550	33,550	------	------	------	------
STILLWATER :							
DETACHED AND SEMIDETACHED	17,500	20,800	25,950	30,850	37,100	41,500	43,150
ROW DWELLINGS	15,800	19,100	23,600	28,150	33,650	37,500	39,300
WALKUP	14,500	18,200	22,900	27,150	31,650	34,700	36,450
ELEVATOR-STRUCTURE	22,950	26,550	33,550	------	------	------	------
WOODWARD :							
DETACHED AND SEMIDETACHED	17,600	21,050	26,200	31,300	37,650	41,950	43,600
ROW DWELLINGS	16,050	19,450	23,800	28,500	34,200	38,100	39,800
WALKUP	14,700	18,400	23,150	27,550	32,000	35,200	36,950
ELEVATOR-STRUCTURE	23,800	27,350	34,750	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VI--CONTINUED							
OKLAHOMA --CONTINUED							
TULSA :							
DETACHED AND SEMIDETACHED	16,850	20,400	25,350	30,050	36,250	40,300	42,050
ROW DWELLINGS	15,450	18,800	23,050	27,450	32,950	36,750	38,450
WALKUP	14,300	17,750	22,450	26,550	30,850	34,000	35,650
ELEVATOR-STRUCTURE	23,250	26,800	33,950	------	------	------	------
HARTLESVILLE :							
DETACHED AND SEMIDETACHED	17,750	21,450	26,550	31,650	37,450	42,300	44,200
ROW DWELLINGS	16,200	19,750	24,200	29,200	34,600	38,500	40,350
WALKUP	14,350	17,950	22,500	26,750	31,200	34,250	35,900
ELEVATOR-STRUCTURE	23,250	26,800	33,950	------	------	------	------
MCALESTER :							
DETACHED AND SEMIDETACHED	17,900	21,400	26,550	31,650	37,900	42,300	44,050
ROW DWELLINGS	16,200	19,550	24,200	28,850	34,600	38,500	40,300
WALKUP	13,950	17,450	21,950	25,950	30,150	33,100	34,750
ELEVATOR-STRUCTURE	22,500	26,200	33,150	------	------	------	------
MUSKOGEE :							
DETACHED AND SEMIDETACHED	18,000	21,650	26,950	31,900	38,400	42,800	44,650
ROW DWELLINGS	16,750	20,300	25,250	29,950	35,850	40,100	41,850
WALKUP	14,300	17,750	22,350	26,450	30,800	33,850	35,550
ELEVATOR-STRUCTURE	23,850	27,700	35,150	------	------	------	------
TEXAS							
DALLAS :							
DETACHED AND SEMIDETACHED	16,600	20,100	24,750	29,550	35,500	39,600	41,300
ROW DWELLINGS	15,150	18,050	22,500	26,850	32,350	36,000	37,600
WALKUP	13,900	17,350	21,900	25,900	30,150	33,000	34,650
ELEVATOR-STRUCTURE	22,500	26,150	33,150	------	------	------	------
SHERMAN :							
DETACHED AND SEMIDETACHED	16,850	20,350	25,100	29,950	36,050	40,000	41,950
ROW DWELLINGS	15,000	18,050	22,450	26,700	32,100	35,850	37,550
WALKUP	13,900	17,350	21,850	25,900	30,150	32,900	34,600
ELEVATOR-STRUCTURE	22,900	26,700	33,700	------	------	------	------
TYLER :							
DETACHED AND SEMIDETACHED	16,000	19,450	23,950	28,650	34,450	38,200	39,900
ROW DWELLINGS	14,800	17,750	22,100	26,200	31,600	35,150	36,750
WALKUP	13,150	16,300	20,700	24,350	28,250	31,000	32,800
ELEVATOR-STRUCTURE	23,300	27,200	34,450	------	------	------	------
WACO :							
DETACHED AND SEMIDETACHED	15,950	19,300	23,900	28,450	34,300	38,050	39,850
ROW DWELLINGS	14,650	17,650	21,900	26,150	31,450	34,950	36,600
WALKUP	13,150	16,400	20,700	24,350	28,500	31,000	32,700
ELEVATOR-STRUCTURE	23,350	26,500	33,500	------	------	------	------
FORT WORTH :							
DETACHED AND SEMIDETACHED	16,550	19,700	24,550	29,300	35,150	39,250	40,950
ROW DWELLINGS	14,950	17,950	22,300	26,650	31,850	35,600	37,300
WALKUP	13,800	17,150	21,700	25,700	29,800	32,850	34,250
ELEVATOR-STRUCTURE	24,700	28,600	36,350	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VI--CONTINUED							
TEXAS --CONTINUED							
ABILENE :							
DETACHED AND SEMIDETACHED	17,150	20,550	25,500	30,400	36,550	40,850	42,300
ROW DWELLINGS	15,500	18,500	23,000	27,400	33,000	36,900	38,350
WALKUP	13,000	16,250	20,550	24,200	28,050	31,000	32,400
ELEVATOR-STRUCTURE	25,600	29,600	37,550	------	------	------	------
SAN ANGELO :							
DETACHED AND SEMIDETACHED	16,850	20,350	25,300	30,200	36,200	40,500	42,300
ROW DWELLINGS	15,650	18,650	23,150	27,550	33,250	37,100	38,800
WALKUP	13,550	16,800	21,200	25,250	29,350	32,200	33,700
ELEVATOR-STRUCTURE	25,750	29,950	37,850	------	------	------	------
WICHITA FALLS :							
DETACHED AND SEMIDETACHED	17,150	20,450	25,600	30,400	36,500	40,850	42,550
ROW DWELLINGS	15,650	18,650	23,150	27,550	33,250	37,100	38,800
WALKUP	15,050	18,850	23,800	28,200	32,850	36,100	37,700
ELEVATOR-STRUCTURE	25,750	29,950	37,850	------	------	------	------
HOUSTON :							
DETACHED AND SEMIDETACHED	17,400	21,000	25,800	30,700	37,000	41,350	43,050
ROW DWELLINGS	15,700	18,950	23,450	27,850	33,500	37,200	38,950
WALKUP	14,400	18,100	22,800	27,050	31,200	34,500	36,150
ELEVATOR-STRUCTURE	23,500	27,450	34,550	------	------	------	------
BEAUMONT :							
DETACHED AND SEMIDETACHED	17,800	21,500	26,600	31,500	38,100	42,400	44,200
ROW DWELLINGS	16,000	19,400	23,950	28,550	34,250	38,150	39,900
WALKUP	14,650	18,450	23,200	27,500	31,800	35,150	36,750
ELEVATOR-STRUCTURE	24,150	28,200	35,550	------	------	------	------
BRYAN :							
DETACHED AND SEMIDETACHED	20,550	24,850	30,650	36,450	44,000	49,100	50,950
ROW DWELLINGS	16,850	20,450	25,300	30,000	36,000	40,100	41,900
WALKUP	13,300	16,600	21,000	24,900	28,850	31,800	33,300
ELEVATOR-STRUCTURE	23,150	27,050	34,100	------	------	------	------
EL CAMPO :							
DETACHED AND SEMIDETACHED	19,050	22,900	28,150	33,450	40,450	45,000	47,100
ROW DWELLINGS	15,500	18,900	23,250	27,600	33,250	36,900	38,700
WALKUP	14,950	18,650	23,500	27,850	32,250	35,500	37,450
ELEVATOR-STRUCTURE	23,350	27,200	34,350	------	------	------	------
LUFKIN :							
DETACHED AND SEMIDETACHED	18,700	22,550	27,850	33,200	39,950	44,550	46,700
ROW DWELLINGS	16,850	20,450	25,650	30,050	36,100	40,150	42,050
WALKUP	14,400	18,100	22,850	27,150	31,350	34,650	36,350
ELEVATOR-STRUCTURE	23,500	27,450	34,550	------	------	------	------
TEXAS CITY :							
DETACHED AND SEMIDETACHED	17,400	21,000	25,800	30,700	37,000	41,350	43,050
ROW DWELLINGS	15,700	18,950	23,450	27,850	33,500	37,200	38,950
WALKUP	15,100	18,850	23,850	28,200	32,650	36,100	37,850
ELEVATOR-STRUCTURE	23,500	27,450	34,550	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VI--CONTINUED							
TEXAS --CONTINUED							
LUBBOCK :							
DETACHED AND SEMIDETACHED	16,900	20,200	25,100	29,950	36,050	40,100	41,750
ROW DWELLINGS	15,100	18,100	22,650	26,850	32,150	35,900	37,600
WALKUP	13,400	16,850	21,200	25,100	29,100	31,900	33,450
ELEVATOR-STRUCTURE	21,800	25,300	32,100	------	------	------	------
AMARILLO :							
DETACHED AND SEMIDETACHED	16,850	20,250	25,250	30,100	36,300	40,350	42,050
ROW DWELLINGS	16,100	19,300	24,000	28,500	34,300	38,250	39,850
WALKUP	14,150	17,700	22,350	26,400	30,700	33,800	35,400
ELEVATOR-STRUCTURE	22,300	25,900	32,800	------	------	------	------
EL PASO :							
DETACHED AND SEMIDETACHED	16,900	20,100	25,000	29,750	35,850	39,950	41,700
ROW DWELLINGS	16,800	19,950	24,950	29,650	35,600	39,900	41,450
WALKUP	14,550	18,000	22,750	26,850	31,200	34,300	35,900
ELEVATOR-STRUCTURE	21,250	24,800	31,400	------	------	------	------
MIDLAND :							
DETACHED AND SEMIDETACHED	16,000	19,350	24,000	28,800	34,500	38,400	40,100
ROW DWELLINGS	14,700	17,800	21,950	26,300	31,450	35,200	36,800
WALKUP	13,300	16,800	21,150	24,950	29,050	31,850	33,400
ELEVATOR-STRUCTURE	20,850	24,100	30,600	------	------	------	------
ODESSA :							
DETACHED AND SEMIDETACHED	16,050	19,400	24,000	28,850	34,500	38,450	40,150
ROW DWELLINGS	14,800	17,750	22,000	26,200	31,450	35,150	36,750
WALKUP	13,400	16,700	21,150	25,050	29,000	31,850	33,450
ELEVATOR-STRUCTURE	20,850	24,100	30,600	------	------	------	------
SAN ANTONIO :							
DETACHED AND SEMIDETACHED	15,950	19,100	23,700	28,350	34,100	37,900	39,550
ROW DWELLINGS	18,350	17,850	21,800	26,150	31,350	35,050	36,350
WALKUP	13,750	17,300	21,750	25,700	29,950	32,900	34,450
ELEVATOR-STRUCTURE	20,100	23,400	29,700	------	------	------	------
AUSTIN :							
DETACHED AND SEMIDETACHED	16,600	19,900	24,550	29,300	35,350	39,300	40,950
ROW DWELLINGS	15,250	18,400	22,650	27,000	32,450	36,200	37,750
WALKUP	13,500	17,150	21,350	25,550	29,650	32,400	34,100
ELEVATOR-STRUCTURE	17,600	20,400	25,850	------	------	------	------
CORPUS CHRISTI :							
DETACHED AND SEMIDETACHED	17,250	20,750	25,950	30,800	36,950	41,250	42,850
ROW DWELLINGS	16,000	19,450	24,150	28,600	34,400	38,350	39,850
WALKUP	14,800	18,450	23,350	27,450	31,800	35,050	36,850
ELEVATOR-STRUCTURE	16,400	19,050	24,250	------	------	------	------
DEL RIO :							
DETACHED AND SEMIDETACHED	15,650	18,750	23,300	27,900	33,450	37,300	38,650
ROW DWELLINGS	14,600	17,600	21,800	25,950	31,150	34,700	36,150
WALKUP	13,750	17,250	21,750	25,700	29,950	32,900	34,550
ELEVATOR-STRUCTURE	18,450	21,450	27,300	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VI--CONTINUED							
TEXAS --CONTINUED							
EAGLE PASS :							
DETACHED AND SEMIDETACHED	18,400	21,950	27,250	32,550	39,200	43,500	45,200
ROW DWELLINGS	15,150	18,350	22,600	26,950	32,400	36,100	37,500
WALKUP	14,150	17,950	22,450	26,800	31,050	34,100	35,750
ELEVATOR-STRUCTURE	18,850	22,000	27,850	------	------	------	------
HARLINGEN :							
DETACHED AND SEMIDETACHED	17,250	20,750	25,700	30,800	36,900	41,200	42,850
ROW DWELLINGS	15,250	18,350	22,650	27,150	32,400	36,200	37,750
WALKUP	14,150	17,950	22,550	26,800	31,100	34,200	35,950
ELEVATOR-STRUCTURE	17,550	20,250	25,700	------	------	------	------
JUNCTION :							
DETACHED AND SEMIDETACHED	17,150	20,700	25,600	30,400	36,650	40,800	42,400
ROW DWELLINGS	15,250	18,550	22,900	27,250	32,850	36,600	38,100
WALKUP	14,400	18,050	22,700	27,100	31,550	34,550	36,300
ELEVATOR-STRUCTURE	19,200	22,350	28,200	------	------	------	------
LAREDO :							
DETACHED AND SEMIDETACHED	17,150	20,550	25,550	30,400	36,450	40,700	42,300
ROW DWELLINGS	15,600	19,000	23,400	28,000	33,500	37,400	38,850
WALKUP	13,600	17,150	21,500	25,500	29,750	32,600	34,250
ELEVATOR-STRUCTURE	18,450	21,450	27,300	------	------	------	------
VICTORIA :							
DETACHED AND SEMIDETACHED	16,100	19,500	24,100	28,800	34,500	38,400	39,950
ROW DWELLINGS	15,550	18,900	23,300	27,700	33,450	37,300	38,800
WALKUP	14,600	18,400	23,100	27,450	31,950	35,050	36,850
ELEVATOR-STRUCTURE	19,100	22,200	28,100	------	------	------	------
REGION VII							
IOWA							
DES MOINES :							
DETACHED AND SEMIDETACHED	17,950	21,750	26,800	32,000	38,550	42,700	44,750
ROW DWELLINGS	16,650	20,050	24,600	29,350	35,300	39,250	41,050
WALKUP	14,950	18,750	23,700	28,150	32,550	35,700	37,600
ELEVATOR-STRUCTURE	24,400	28,250	35,850	------	------	------	------
HETTENDORF :							
DETACHED AND SEMIDETACHED	18,750	22,650	27,900	33,350	40,150	44,650	46,700
ROW DWELLINGS	17,300	20,800	25,600	30,450	36,800	41,000	42,750
WALKUP	15,700	19,500	24,750	29,200	33,900	37,250	39,150
ELEVATOR-STRUCTURE	25,200	29,150	36,950	------	------	------	------
* CEDAR RAPIDS :							
DETACHED AND SEMIDETACHED	18,650	22,450	27,800	32,950	39,700	44,200	46,150
ROW DWELLINGS	17,200	20,700	25,400	30,250	36,450	40,650	42,450
WALKUP	15,000	18,650	23,650	29,050	33,600	35,550	37,350
ELEVATOR-STRUCTURE	25,000	29,000	36,800	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VII--CONTINUED							
IOWA --CONTINUED							
COUNCIL BLUFFS :							
DETACHED AND SEMIDETACHED	18,050	21,750	26,800	32,000	38,650	42,750	44,750
ROW DWELLINGS	16,600	20,000	24,600	29,600	35,350	39,550	41,250
WALKUP	14,900	18,650	23,700	28,050	32,450	35,750	37,500
ELEVATOR-STRUCTURE	24,450	28,500	35,850	------	------	------	------
DAVENPORT :							
DETACHED AND SEMIDETACHED	18,650	22,450	27,800	32,950	39,700	44,200	46,150
ROW DWELLINGS	17,150	20,700	25,450	30,300	36,400	40,650	42,400
WALKUP	15,600	19,400	24,600	30,200	35,000	37,050	38,900
ELEVATOR-STRUCTURE	25,200	29,150	36,950	------	------	------	------
DUBUQUE :							
DETACHED AND SEMIDETACHED	18,650	22,450	27,800	32,950	39,700	44,200	46,150
ROW DWELLINGS	17,150	20,700	25,450	30,300	36,400	40,650	42,400
WALKUP	15,600	19,400	24,600	30,200	35,000	37,050	38,900
ELEVATOR-STRUCTURE	24,700	28,800	36,450	------	------	------	------
MASON CITY :							
DETACHED AND SEMIDETACHED	18,650	22,450	27,800	32,950	39,700	44,200	46,150
ROW DWELLINGS	17,150	20,700	25,450	30,300	36,400	40,650	42,400
WALKUP	15,500	19,350	24,600	30,350	35,050	37,050	38,950
ELEVATOR-STRUCTURE	24,700	28,800	36,450	------	------	------	------
SIOUX CITY :							
DETACHED AND SEMIDETACHED	18,650	22,450	27,800	32,950	39,700	44,200	46,150
ROW DWELLINGS	17,050	20,450	25,250	30,150	36,250	40,400	42,150
WALKUP	15,500	19,200	24,400	30,150	34,800	36,850	38,650
ELEVATOR-STRUCTURE	24,700	28,800	36,450	------	------	------	------
WATERLOO :							
DETACHED AND SEMIDETACHED	18,650	22,450	27,800	32,950	39,700	44,200	46,150
ROW DWELLINGS	17,150	20,700	25,450	30,300	36,400	40,650	42,400
WALKUP	15,600	19,400	24,600	30,200	35,000	37,050	38,900
ELEVATOR-STRUCTURE	24,700	28,800	36,450	------	------	------	------
* SAC FOX :							
DETACHED AND SEMIDETACHED	18,900	22,750	28,150	33,400	40,200	44,750	46,800
ROW DWELLINGS	17,900	21,500	26,400	31,350	37,800	42,200	44,050
WALKUP	16,600	20,650	26,250	32,150	37,250	39,450	41,450
ELEVATOR-STRUCTURE	25,000	29,000	36,800	------	------	------	------
KANSAS							
KANSAS CITY :							
DETACHED AND SEMIDETACHED	18,600	22,600	27,800	33,100	39,850	44,300	46,350
ROW DWELLINGS	17,050	20,450	25,250	30,050	36,200	40,250	42,050
WALKUP	15,600	19,250	24,600	29,050	33,550	37,100	38,950
ELEVATOR-STRUCTURE	25,450	29,450	37,250	------	------	------	------
TOPEKA :							
DETACHED AND SEMIDETACHED	18,500	22,250	27,600	32,750	39,500	43,950	46,000
ROW DWELLINGS	16,950	20,150	25,100	29,800	35,850	40,050	41,850
WALKUP	15,250	19,200	24,400	28,650	33,200	36,800	38,350
ELEVATOR-STRUCTURE	25,250	29,200	36,950	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VII--CONTINUED							
KANSAS --CONTINUED							
* HOLTON :							
DETACHED AND SEMIDETACHED	21,250	25,700	31,800	37,700	45,400	50,550	55,000
ROW DWELLINGS	19,450	23,200	28,800	34,250	41,300	46,100	48,050
WALKUP	17,550	22,050	27,950	33,000	38,250	42,250	44,150
ELEVATOR-STRUCTURE	22,350	25,900	32,800	------	------	------	------
GARDEN CITY :							
DETACHED AND SEMIDETACHED	17,300	20,800	25,750	30,700	37,000	41,050	43,050
ROW DWELLINGS	15,850	18,950	23,400	27,900	33,550	37,550	39,050
WALKUP	14,450	17,900	22,650	26,900	31,200	34,350	36,050
ELEVATOR-STRUCTURE	23,700	27,350	34,500	------	------	------	------
PITTSBURG :							
DETACHED AND SEMIDETACHED	17,000	20,500	25,350	30,200	36,550	40,400	42,300
ROW DWELLINGS	15,550	18,650	23,050	27,300	33,000	36,850	38,450
WALKUP	14,050	17,600	22,300	26,250	30,600	33,800	35,350
ELEVATOR-STRUCTURE	23,050	26,850	33,850	------	------	------	------
SALINA :							
DETACHED AND SEMIDETACHED	17,000	20,500	25,350	30,300	36,550	40,450	42,450
ROW DWELLINGS	15,600	18,700	23,200	27,450	33,050	36,950	38,650
WALKUP	14,150	17,650	22,500	26,400	30,750	33,800	35,400
ELEVATOR-STRUCTURE	23,300	26,950	33,950	------	------	------	------
WICHITA :							
DETACHED AND SEMIDETACHED	17,850	21,500	26,800	31,750	38,200	42,500	44,600
ROW DWELLINGS	16,250	19,500	24,250	28,650	34,750	38,700	40,350
WALKUP	14,750	18,500	23,500	27,750	32,150	35,400	37,150
ELEVATOR-STRUCTURE	23,050	26,850	33,850	------	------	------	------
MISSOURI							
KANSAS CITY :							
DETACHED AND SEMIDETACHED	18,600	22,600	27,800	33,100	39,850	44,300	46,350
ROW DWELLINGS	17,000	20,350	25,250	30,000	36,100	40,200	41,950
WALKUP	15,600	19,300	24,600	29,050	33,550	37,100	39,000
ELEVATOR-STRUCTURE	25,450	29,450	37,250	------	------	------	------
JOPLIN :							
DETACHED AND SEMIDETACHED	17,250	20,900	25,900	30,750	37,000	41,250	43,150
ROW DWELLINGS	15,900	18,950	23,500	28,050	33,700	37,500	39,100
WALKUP	14,600	18,000	22,950	27,050	31,350	34,500	36,350
ELEVATOR-STRUCTURE	23,700	27,550	34,800	------	------	------	------
ST. JOSEPH :							
DETACHED AND SEMIDETACHED	18,000	21,500	26,600	31,650	38,200	42,550	44,550
ROW DWELLINGS	16,400	19,550	24,200	28,700	34,650	38,600	40,250
WALKUP	14,950	18,700	23,650	27,950	32,500	35,700	37,600
ELEVATOR-STRUCTURE	24,350	28,250	35,800	------	------	------	------
SEDALIA :							
DETACHED AND SEMIDETACHED	18,000	21,500	26,600	31,650	38,200	42,550	44,550
ROW DWELLINGS	16,400	19,550	24,200	28,700	34,650	38,600	40,250
WALKUP	14,950	18,700	23,650	27,950	32,500	35,700	37,600
ELEVATOR-STRUCTURE	24,350	28,250	35,800	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VII--CONTINUED							
MISSOURI --CONTINUED							
SPRINGFIELD :							
DETACHED AND SEMIDETACHED	18,050	21,650	26,800	31,950	38,550	42,850	44,800
ROW DWELLINGS	16,450	19,650	24,350	29,000	34,950	38,900	40,550
WALKUP	14,250	17,750	22,400	26,450	30,750	33,900	35,450
ELEVATOR-STRUCTURE	24,150	28,050	35,550	------	------	------	------
ST LOUIS :							
DETACHED AND SEMIDETACHED	19,000	22,900	28,200	33,600	40,500	45,050	47,150
ROW DWELLINGS	18,100	21,550	26,800	31,950	38,400	42,900	44,700
WALKUP	16,150	20,200	25,450	30,100	35,000	38,450	40,300
ELEVATOR-STRUCTURE	25,750	29,900	37,750	------	------	------	------
CAPE GIRARDEAU :							
DETACHED AND SEMIDETACHED	17,850	21,650	26,900	32,000	38,550	43,050	45,000
ROW DWELLINGS	17,350	20,650	25,550	30,500	36,450	40,650	42,500
WALKUP	15,400	19,200	24,100	28,700	33,400	36,500	38,450
ELEVATOR-STRUCTURE	24,700	28,600	36,100	------	------	------	------
COLUMBIA :							
DETACHED AND SEMIDETACHED	18,650	22,450	27,800	33,200	39,950	44,350	46,500
ROW DWELLINGS	17,750	21,300	26,300	31,400	37,650	42,000	43,850
WALKUP	16,000	19,900	25,100	29,800	34,600	37,850	39,650
ELEVATOR-STRUCTURE	24,700	28,600	36,200	------	------	------	------
KIRKSVILLE :							
DETACHED AND SEMIDETACHED	18,650	22,450	27,800	33,200	39,950	44,350	46,500
ROW DWELLINGS	17,750	21,300	26,300	31,400	37,650	42,000	43,850
WALKUP	16,100	19,950	25,250	29,950	34,750	38,200	40,050
ELEVATOR-STRUCTURE	24,700	28,600	36,200	------	------	------	------
ROLLA :							
DETACHED AND SEMIDETACHED	16,950	20,450	25,350	30,150	36,200	40,250	42,150
ROW DWELLINGS	16,200	19,400	24,050	28,500	34,400	38,400	40,100
WALKUP	14,500	18,000	22,800	26,950	31,400	34,450	36,100
ELEVATOR-STRUCTURE	22,650	26,250	33,150	------	------	------	------
NEBRASKA							
OMAHA :							
DETACHED AND SEMIDETACHED	18,850	22,700	28,000	33,400	40,200	44,650	46,700
ROW DWELLINGS	17,200	20,650	25,450	30,400	36,700	40,700	42,500
WALKUP	15,700	19,600	24,750	29,250	33,900	37,350	39,150
ELEVATOR-STRUCTURE	25,500	29,600	37,500	------	------	------	------
GRAND ISLAND :							
DETACHED AND SEMIDETACHED	19,750	23,700	29,100	34,700	41,900	46,500	48,750
ROW DWELLINGS	18,150	21,900	27,100	32,300	38,950	43,150	45,100
WALKUP	16,300	20,450	25,900	30,500	35,450	38,950	40,900
ELEVATOR-STRUCTURE	26,350	30,650	38,500	------	------	------	------
LINCOLN :							
DETACHED AND SEMIDETACHED	18,700	22,650	27,800	33,200	39,900	44,350	46,500
ROW DWELLINGS	17,350	20,850	25,550	30,600	36,900	40,850	42,700
WALKUP	14,950	18,600	23,450	27,850	32,250	35,600	37,300
ELEVATOR-STRUCTURE	25,250	29,200	36,700	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VII--CONTINUED							
NEBRASKA --CONTINUED							
MACY :							
DETACHED AND SEMIDETACHED	22,500	27,050	33,450	39,950	48,100	53,800	56,150
ROW DWELLINGS	20,550	24,800	30,650	36,550	43,850	48,900	50,900
WALKUP	18,400	22,850	28,950	34,300	39,800	44,100	44,850
ELEVATOR-STRUCTURE	30,200	34,900	44,150	------	------	------	------
NORFOLK :							
DETACHED AND SEMIDETACHED	19,050	22,950	28,400	33,900	40,850	45,550	47,600
ROW DWELLINGS	17,500	21,000	26,000	30,950	37,200	41,450	43,150
WALKUP	15,500	19,200	24,300	28,700	33,450	37,000	38,700
ELEVATOR-STRUCTURE	26,700	30,850	39,200	------	------	------	------
NORTH PLATTE :							
DETACHED AND SEMIDETACHED	17,300	20,850	25,650	30,750	36,950	41,250	43,150
ROW DWELLINGS	16,300	19,600	24,200	28,900	34,600	38,550	40,300
WALKUP	15,250	18,850	24,050	28,450	32,900	36,450	38,250
ELEVATOR-STRUCTURE	25,700	29,800	37,800	------	------	------	------
* SANTEE :							
DETACHED AND SEMIDETACHED	21,850	26,300	32,500	38,800	46,700	52,250	54,550
ROW DWELLINGS	19,900	23,950	29,650	35,350	42,450	47,300	49,250
WALKUP	18,250	22,650	28,700	34,000	39,450	43,700	45,650
ELEVATOR-STRUCTURE	30,200	34,900	44,150	------	------	------	------
SCOTTSBLUFF :							
DETACHED AND SEMIDETACHED	19,500	23,500	28,750	34,350	41,350	46,000	48,000
ROW DWELLINGS	17,650	21,150	26,200	31,250	37,500	41,750	43,550
WALKUP	16,150	19,950	25,400	30,150	34,700	38,350	40,400
ELEVATOR-STRUCTURE	25,950	30,050	35,950	------	------	------	------
* WINNEBAGO :							
DETACHED AND SEMIDETACHED	21,850	26,300	32,500	38,800	46,700	52,250	54,550
ROW DWELLINGS	19,900	23,950	29,650	35,350	42,450	47,300	49,250
WALKUP	18,250	22,650	28,700	34,000	39,450	43,700	45,650
ELEVATOR-STRUCTURE	30,200	34,900	44,150	------	------	------	------
REGION VIII							
COLORADO							
DENVER :							
DETACHED AND SEMIDETACHED	18,300	22,050	27,000	32,150	38,750	43,250	45,250
ROW DWELLINGS	16,550	19,800	24,550	29,150	35,100	39,100	40,950
WALKUP	15,100	18,800	23,850	28,150	32,500	35,900	37,600
ELEVATOR-STRUCTURE	24,550	28,650	36,100	------	------	------	------
COLORADO SPRINGS :							
DETACHED AND SEMIDETACHED	17,900	21,550	26,400	31,450	37,900	42,300	44,300
ROW DWELLINGS	16,150	19,400	24,000	28,500	34,350	38,200	40,000
WALKUP	14,750	18,350	23,300	27,500	31,750	35,050	36,750
ELEVATOR-STRUCTURE	24,000	28,000	35,300	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VIII--CONTINUED							
COLORADO --CONTINUED							
DURANGO :							
DETACHED AND SEMIDETACHED	19,450	23,550	29,050	34,500	41,650	46,400	48,500
ROW DWELLINGS	17,850	21,400	26,400	31,500	38,000	42,300	44,250
WALKUP	16,200	20,250	25,650	30,200	35,150	38,650	40,650
ELEVATOR-STRUCTURE	26,300	30,600	38,800	------	------	------	------
GRAND JUNCTION :							
DETACHED AND SEMIDETACHED	18,300	22,100	27,200	32,450	39,050	43,450	45,350
ROW DWELLINGS	16,800	20,050	24,750	29,650	35,750	39,500	41,550
WALKUP	15,300	19,000	24,050	28,450	32,900	36,250	38,100
ELEVATOR-STRUCTURE	24,850	28,800	36,350	------	------	------	------
GREELEY :							
DETACHED AND SEMIDETACHED	18,400	22,250	27,400	32,700	39,350	43,850	45,800
ROW DWELLINGS	16,850	20,200	24,900	29,700	35,850	39,900	41,750
WALKUP	15,300	19,100	24,200	28,500	33,200	36,500	38,400
ELEVATOR-STRUCTURE	24,700	29,150	36,650	------	------	------	------
PUEBLO :							
DETACHED AND SEMIDETACHED	18,100	21,700	27,000	32,150	38,500	42,950	44,900
ROW DWELLINGS	16,650	20,050	24,550	29,350	35,400	39,200	41,200
WALKUP	14,950	18,750	23,850	28,150	32,350	35,900	37,600
ELEVATOR-STRUCTURE	27,300	31,800	36,100	------	------	------	------
MONTANA							
HELENA :							
DETACHED AND SEMIDETACHED	20,350	24,500	30,250	36,000	43,500	48,450	50,600
ROW DWELLINGS	18,450	21,950	27,500	32,600	39,300	43,650	45,800
WALKUP	16,700	21,050	26,750	31,500	36,400	40,250	42,000
ELEVATOR-STRUCTURE	26,450	30,700	39,000	------	------	------	------
BILLINGS :							
DETACHED AND SEMIDETACHED	19,250	23,250	28,650	34,200	41,100	45,650	47,850
ROW DWELLINGS	17,650	20,900	26,000	30,850	37,200	41,450	43,350
WALKUP	15,750	19,900	25,300	29,750	34,300	38,050	39,800
ELEVATOR-STRUCTURE	25,100	28,950	36,900	------	------	------	------
BOZEMAN :							
DETACHED AND SEMIDETACHED	18,400	22,150	27,350	32,650	39,250	43,700	45,700
ROW DWELLINGS	17,600	20,850	25,950	30,950	37,250	41,350	43,300
WALKUP	15,150	19,250	24,300	28,750	33,100	36,550	38,400
ELEVATOR-STRUCTURE	23,100	26,850	34,050	------	------	------	------
BUTTE :							
DETACHED AND SEMIDETACHED	20,400	24,550	30,250	35,950	43,250	48,250	50,500
ROW DWELLINGS	18,650	22,250	27,500	32,750	39,650	43,800	45,950
WALKUP	16,700	21,300	26,750	31,600	36,500	40,400	42,100
ELEVATOR-STRUCTURE	26,400	30,600	39,000	------	------	------	------
GLASGOW :							
DETACHED AND SEMIDETACHED	18,850	22,700	28,000	33,450	40,200	44,750	46,800
ROW DWELLINGS	17,600	20,850	25,950	30,950	37,250	41,350	43,300
WALKUP	15,450	19,650	24,800	29,350	33,750	37,300	39,150
ELEVATOR-STRUCTURE	24,450	28,400	36,050	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VIII--CONTINUED							
MONTANA --CONTINUED							
GREAT FALLS :							
DETACHED AND SEMIDETACHED	20,350	24,450	30,250	36,050	43,150	48,200	50,400
ROW DWELLINGS	18,700	22,250	27,500	33,050	39,700	44,050	46,500
WALKUP	16,850	21,200	26,750	31,450	36,450	40,400	42,150
ELEVATOR-STRUCTURE	26,500	30,600	39,000	------	------	------	------
HAVRE :							
DETACHED AND SEMIDETACHED	18,850	22,700	28,000	33,450	40,200	44,750	46,800
ROW DWELLINGS	17,600	20,850	25,950	30,950	37,250	41,350	43,300
WALKUP	15,450	19,650	24,800	29,350	33,750	37,300	39,150
ELEVATOR-STRUCTURE	24,450	28,400	36,050	------	------	------	------
KALISPELL :							
DETACHED AND SEMIDETACHED	18,650	22,700	28,000	33,250	39,850	44,500	46,600
ROW DWELLINGS	17,150	20,650	25,450	30,400	36,650	40,650	42,550
WALKUP	15,550	19,700	24,800	29,300	33,700	37,350	39,050
ELEVATOR-STRUCTURE	24,400	28,300	36,100	------	------	------	------
MILES CITY :							
DETACHED AND SEMIDETACHED	18,850	22,700	28,000	33,450	40,200	44,750	46,800
ROW DWELLINGS	17,600	20,850	25,950	30,950	37,250	41,350	43,300
WALKUP	15,450	19,650	24,800	29,350	33,750	37,300	39,150
ELEVATOR-STRUCTURE	24,450	28,400	36,050	------	------	------	------
MISSOULA :							
DETACHED AND SEMIDETACHED	18,850	22,750	28,000	33,450	40,200	44,600	46,750
ROW DWELLINGS	17,250	20,400	25,450	30,200	36,400	40,550	42,400
WALKUP	15,400	19,500	24,800	29,150	33,650	37,300	39,000
ELEVATOR-STRUCTURE	24,550	28,350	36,100	------	------	------	------
* RONAN :							
DETACHED AND SEMIDETACHED	26,950	31,100	37,050	42,750	51,550	57,450	60,200
ROW DWELLINGS	24,550	28,300	33,700	38,900	46,950	52,250	54,800
WALKUP	23,950	27,600	32,850	37,950	45,750	50,950	53,400
ELEVATOR-STRUCTURE	32,000	37,000	47,100	------	------	------	------
* BROWNING :							
DETACHED AND SEMIDETACHED	27,900	32,000	37,900	43,600	52,450	58,550	61,250
ROW DWELLINGS	25,300	29,000	34,400	39,550	47,600	53,100	55,600
WALKUP	24,650	28,300	33,500	38,550	46,350	51,750	54,200
ELEVATOR-STRUCTURE	29,700	34,350	43,700	------	------	------	------
* HARLEM :							
DETACHED AND SEMIDETACHED	27,000	31,100	37,050	42,800	51,600	57,500	60,250
ROW DWELLINGS	24,550	28,300	33,700	38,900	46,950	52,250	54,800
WALKUP	23,950	27,600	32,850	37,950	45,750	50,950	53,400
ELEVATOR-STRUCTURE	30,600	35,350	45,000	------	------	------	------
* WOLF POINT :							
DETACHED AND SEMIDETACHED	27,550	32,050	38,050	44,400	53,200	59,450	62,350
ROW DWELLINGS	25,000	29,100	34,600	40,300	48,350	53,950	56,600
WALKUP	24,350	28,350	33,700	39,250	47,050	52,550	55,100
ELEVATOR-STRUCTURE	31,650	36,600	46,550	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VIII--CONTINUED							
MONTANA --CONTINUED							
* LODGE GRASS :							
DETACHED AND SEMIDETACHED	28,350	33,700	38,950	44,450	54,200	60,400	63,300
ROW DWELLINGS	25,150	29,900	34,550	39,900	48,100	53,600	56,200
WALKUP	24,500	28,250	33,650	38,850	46,850	52,200	54,650
ELEVATOR-STRUCTURE	30,200	34,950	44,450	------	------	------	------
NORTH DAKOTA							
FARGO :							
DETACHED AND SEMIDETACHED	19,200	22,950	28,400	34,150	41,100	45,400	47,750
ROW DWELLINGS	17,300	21,000	25,850	30,700	37,100	41,100	43,000
WALKUP	16,100	20,250	25,150	29,800	34,950	38,350	40,350
ELEVATOR-STRUCTURE	25,850	30,100	38,000	------	------	------	------
BISMARCK :							
DETACHED AND SEMIDETACHED	20,650	24,850	30,450	36,600	44,100	48,800	51,200
ROW DWELLINGS	18,650	22,550	27,700	33,100	40,050	44,300	46,450
WALKUP	17,500	21,850	26,950	32,150	37,800	41,450	43,650
ELEVATOR-STRUCTURE	27,700	32,150	40,700	------	------	------	------
DICKINSON :							
DETACHED AND SEMIDETACHED	20,050	24,100	29,800	35,700	42,900	47,650	50,000
ROW DWELLINGS	18,150	22,000	27,150	32,250	38,900	43,050	45,000
WALKUP	16,950	21,300	26,400	31,250	36,850	40,500	42,400
ELEVATOR-STRUCTURE	27,150	31,650	39,900	------	------	------	------
GRAND FORKS :							
DETACHED AND SEMIDETACHED	19,850	23,850	29,400	35,350	42,550	47,050	49,400
ROW DWELLINGS	17,850	21,650	26,750	31,750	38,300	42,400	44,350
WALKUP	16,850	20,900	26,050	30,850	36,400	39,950	42,000
ELEVATOR-STRUCTURE	26,800	31,200	39,350	------	------	------	------
MINOT :							
DETACHED AND SEMIDETACHED	19,950	23,850	29,400	35,300	42,550	47,200	49,450
ROW DWELLINGS	17,900	21,750	26,750	31,850	38,250	42,550	44,500
WALKUP	16,700	20,950	26,050	31,050	36,350	40,050	42,100
ELEVATOR-STRUCTURE	27,000	31,250	39,350	------	------	------	------
* FORT TOTTEN :							
DETACHED AND SEMIDETACHED	31,300	34,800	39,700	44,450	51,800	56,800	58,950
ROW DWELLINGS	29,750	33,050	37,700	42,200	49,200	53,950	56,000
WALKUP	27,350	30,450	34,700	38,850	45,300	49,650	51,500
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
SOUTH DAKOTA							
SIOUX FALLS :							
DETACHED AND SEMIDETACHED	21,850	26,250	32,350	38,600	46,350	51,750	54,000
ROW DWELLINGS	20,500	24,800	30,750	36,650	44,200	48,650	51,300
WALKUP	17,800	22,100	28,050	33,200	38,500	42,500	44,600
ELEVATOR-STRUCTURE	25,700	29,950	37,750	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VIII--CONTINUED							
SOUTH DAKOTA --CONTINUED							
ABERDEEN :							
DETACHED AND SEMIDETACHED	21,950	26,400	32,550	38,750	46,400	52,100	54,150
ROW DWELLINGS	20,600	25,000	30,950	36,800	44,250	49,100	51,550
WALKUP	18,100	22,650	28,550	33,900	39,150	43,150	45,600
ELEVATOR-STRUCTURE	24,300	28,350	35,850	------	------	------	------
PIERRE :							
DETACHED AND SEMIDETACHED	23,000	27,900	34,200	40,700	49,350	54,800	57,100
ROW DWELLINGS	21,450	25,950	32,000	38,050	46,000	50,950	53,400
WALKUP	17,900	22,450	28,150	33,450	38,800	42,650	44,950
ELEVATOR-STRUCTURE	26,200	30,400	38,500	------	------	------	------
RAPID CITY :							
DETACHED AND SEMIDETACHED	22,000	26,700	32,900	39,000	46,850	52,400	54,600
ROW DWELLINGS	20,700	25,350	31,100	37,350	44,700	49,350	52,050
WALKUP	18,600	23,350	29,450	34,700	40,200	44,400	46,800
ELEVATOR-STRUCTURE	26,050	30,350	38,300	------	------	------	------
* MISSION :							
DETACHED AND SEMIDETACHED	26,800	31,100	37,050	42,900	51,700	57,500	59,900
ROW DWELLINGS	25,450	29,550	35,200	40,750	49,100	54,600	56,900
WALKUP	22,800	26,450	31,500	36,450	43,950	48,900	50,900
ELEVATOR-STRUCTURE	26,800	31,200	39,400	------	------	------	------
* FORT THOMPSON :							
DETACHED AND SEMIDETACHED	26,350	30,550	36,400	42,150	50,800	56,600	59,050
ROW DWELLINGS	25,050	29,000	34,600	40,050	48,250	53,750	56,100
WALKUP	22,400	25,950	30,950	35,800	43,200	48,100	50,200
ELEVATOR-STRUCTURE	26,200	30,550	38,550	------	------	------	------
* MCLAUGHLIN :							
DETACHED AND SEMIDETACHED	27,200	31,450	37,350	43,200	51,900	57,950	60,550
ROW DWELLINGS	25,850	29,900	35,500	41,050	49,300	55,050	57,500
WALKUP	23,100	26,750	31,750	36,700	44,100	49,250	51,450
ELEVATOR-STRUCTURE	26,550	30,950	39,100	------	------	------	------
* WAGNER :							
DETACHED AND SEMIDETACHED	21,300	27,050	32,250	37,350	44,950	50,150	52,350
ROW DWELLINGS	20,250	25,700	30,650	35,500	42,700	47,650	49,750
WALKUP	18,100	23,000	27,400	31,750	38,200	42,600	44,500
ELEVATOR-STRUCTURE	26,000	30,350	38,300	------	------	------	------
* SISSENTON :							
DETACHED AND SEMIDETACHED	26,300	30,400	36,050	41,650	50,000	55,900	58,350
ROW DWELLINGS	25,000	28,900	34,250	39,550	47,500	53,100	55,450
WALKUP	22,350	25,850	30,650	35,400	42,500	47,500	49,600
ELEVATOR-STRUCTURE	25,450	29,700	37,500	------	------	------	------
UTAH							
SALT LAKE CITY :							
DETACHED AND SEMIDETACHED	17,600	21,300	26,250	31,450	37,850	41,950	44,050
ROW DWELLINGS	18,400	22,100	27,350	32,850	39,200	43,500	45,600
WALKUP	14,550	18,250	23,250	27,450	31,800	35,050	36,850
ELEVATOR-STRUCTURE	23,800	27,800	35,150	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VIII--CONTINUED							
UTAH --CONTINUED							
CEDAR CITY :							
DETACHED AND SEMIDETACHED	19,450	23,450	28,900	34,400	41,450	46,250	48,400
ROW DWELLINGS	17,700	21,400	26,300	31,600	37,750	42,150	43,900
WALKUP	16,100	20,200	25,600	30,050	35,000	38,500	40,500
ELEVATOR-STRUCTURE	26,200	30,550	38,700	------	------	------	------
LOGAN :							
DETACHED AND SEMIDETACHED	18,700	22,350	27,550	32,850	39,600	44,150	46,200
ROW DWELLINGS	16,950	20,450	25,100	30,050	36,150	40,100	42,000
WALKUP	15,350	19,100	24,400	28,600	33,300	36,600	38,550
ELEVATOR-STRUCTURE	25,050	29,250	36,900	------	------	------	------
MOAB :							
DETACHED AND SEMIDETACHED	19,100	23,100	28,450	33,950	40,850	45,600	47,700
ROW DWELLINGS	17,350	20,950	25,900	30,900	37,150	41,250	43,350
WALKUP	15,900	19,900	25,200	29,650	34,550	38,000	39,950
ELEVATOR-STRUCTURE	25,900	30,100	38,100	------	------	------	------
PROVO :							
DETACHED AND SEMIDETACHED	18,050	21,800	26,900	32,200	38,750	43,000	45,150
ROW DWELLINGS	16,650	20,000	24,750	29,700	35,450	39,350	41,250
WALKUP	14,900	18,700	23,850	28,150	32,650	35,950	37,800
ELEVATOR-STRUCTURE	24,400	28,500	36,050	------	------	------	------
VERNAL :							
DETACHED AND SEMIDETACHED	18,700	22,550	27,800	33,150	39,950	44,400	46,550
ROW DWELLINGS	17,150	20,700	25,550	30,500	36,650	40,700	42,800
WALKUP	15,500	19,400	24,600	28,900	33,700	37,050	39,000
ELEVATOR-STRUCTURE	25,200	29,400	37,200	------	------	------	------
WYOMING							
CASPER :							
DETACHED AND SEMIDETACHED	19,150	23,200	28,600	34,050	40,950	45,650	47,900
ROW DWELLINGS	17,400	20,900	26,000	30,900	37,100	41,400	43,250
WALKUP	15,850	19,950	25,300	29,650	34,500	37,950	39,800
ELEVATOR-STRUCTURE	25,850	30,150	38,300	------	------	------	------
CHEYENNE :							
DETACHED AND SEMIDETACHED	18,400	22,300	27,400	32,700	39,400	43,850	46,000
ROW DWELLINGS	16,550	20,050	24,900	30,850	35,550	39,450	41,200
WALKUP	15,200	19,100	24,200	28,500	33,000	36,500	38,100
ELEVATOR-STRUCTURE	24,900	29,000	36,650	------	------	------	------
CODY :							
DETACHED AND SEMIDETACHED	19,600	23,950	29,400	35,350	42,450	47,150	49,450
ROW DWELLINGS	18,000	21,500	26,750	31,900	38,250	42,450	44,600
WALKUP	16,350	20,500	26,000	30,600	35,300	39,050	40,750
ELEVATOR-STRUCTURE	26,750	31,150	39,400	------	------	------	------
GILLETTE :							
DETACHED AND SEMIDETACHED	19,400	23,450	29,000	34,450	41,650	46,300	48,500
ROW DWELLINGS	17,800	21,150	26,350	31,250	37,500	41,950	43,650
WALKUP	16,050	20,350	25,650	30,200	35,100	38,650	40,450
ELEVATOR-STRUCTURE	26,400	30,600	38,850	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VIII--CONTINUED							
WYOMING --CONTINUED							
JACKSON :							
DETACHED AND SEMIDETACHED	19,850	23,900	29,400	35,000	42,250	47,000	49,200
ROW DWELLINGS	17,900	21,450	26,750	31,700	38,150	42,600	44,200
WALKUP	16,250	20,300	26,000	30,400	35,450	38,950	40,750
ELEVATOR-STRUCTURE	26,700	31,250	39,400	------	------	------	------
LARAMIE :							
DETACHED AND SEMIDETACHED	18,450	22,350	27,600	32,850	39,750	44,150	46,350
ROW DWELLINGS	16,850	20,150	25,100	29,750	35,800	39,850	41,650
WALKUP	15,200	19,300	24,400	28,800	33,150	36,600	38,350
ELEVATOR-STRUCTURE	25,000	29,200	36,950	------	------	------	------
POWELL :							
DETACHED AND SEMIDETACHED	19,600	23,950	29,400	35,350	42,450	47,150	49,450
ROW DWELLINGS	18,000	21,500	26,750	31,900	38,250	42,450	44,600
WALKUP	16,350	20,500	26,000	30,600	35,300	39,050	40,750
ELEVATOR-STRUCTURE	26,750	31,150	39,400	------	------	------	------
RIVERTON :							
DETACHED AND SEMIDETACHED	19,150	23,050	28,400	33,750	40,700	45,300	47,450
ROW DWELLINGS	17,350	20,750	25,800	30,650	36,700	41,150	42,750
WALKUP	15,700	19,900	25,100	29,550	34,350	37,800	39,550
ELEVATOR-STRUCTURE	25,850	29,950	38,050	------	------	------	------
ROCK SPRINGS :							
DETACHED AND SEMIDETACHED	19,500	23,800	29,200	35,100	42,150	46,850	49,100
ROW DWELLINGS	17,850	21,350	26,550	31,650	37,950	42,150	44,250
WALKUP	16,250	20,400	25,850	30,400	35,100	38,800	40,500
ELEVATOR-STRUCTURE	26,550	30,900	39,100	------	------	------	------
REGION IX							
ARIZONA							
PHOENIX :							
DETACHED AND SEMIDETACHED	18,850	22,700	28,000	33,350	40,200	44,750	46,900
ROW DWELLINGS	17,100	20,700	25,550	30,550	36,550	40,900	42,650
WALKUP	15,650	19,450	24,750	29,250	33,750	37,250	39,150
ELEVATOR-STRUCTURE	25,500	29,600	37,500	------	------	------	------
CASA GRANDE :							
DETACHED AND SEMIDETACHED	19,700	23,750	29,200	34,850	42,050	46,650	49,000
ROW DWELLINGS	17,900	20,750	26,550	31,700	38,100	42,550	44,350
WALKUP	16,250	20,350	25,850	30,600	35,300	38,950	40,800
ELEVATOR-STRUCTURE	26,550	30,900	39,150	------	------	------	------
DOUGLAS :							
DETACHED AND SEMIDETACHED	19,350	23,250	28,800	34,150	41,050	45,850	48,100
ROW DWELLINGS	17,650	21,350	26,350	31,350	37,650	42,100	43,950
WALKUP	16,100	20,050	25,450	30,050	34,550	38,150	40,100
ELEVATOR-STRUCTURE	26,300	30,450	38,600	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IX--CONTINUED							
ARIZONA --CONTINUED							
FLAGSTAFF :							
DETACHED AND SEMIDETACHED	19,200	23,150	28,800	34,050	40,050	45,700	47,950
ROW DWELLINGS	17,650	21,350	26,350	31,350	37,650	42,100	43,950
WALKUP	16,050	19,950	25,450	29,950	34,550	38,200	40,050
ELEVATOR-STRUCTURE	27,200	31,400	39,700	------	------	------	------
* KAIBAB :							
DETACHED AND SEMIDETACHED	23,950	28,750	35,500	42,350	50,950	56,850	59,400
ROW DWELLINGS	21,650	26,150	32,250	38,550	46,150	51,500	53,800
WALKUP	19,550	24,500	31,350	36,850	42,800	47,050	49,500
ELEVATOR-STRUCTURE	30,400	35,450	44,850	------	------	------	------
KINGMAN :							
DETACHED AND SEMIDETACHED	19,550	23,600	29,000	34,650	41,750	46,300	48,650
ROW DWELLINGS	17,850	20,700	26,500	31,650	38,000	42,450	44,250
WALKUP	16,150	20,250	25,650	30,400	35,000	38,650	40,500
ELEVATOR-STRUCTURE	26,350	30,650	38,850	------	------	------	------
* FT. MOJAVE :							
DETACHED AND SEMIDETACHED	21,000	25,150	31,250	37,000	44,600	49,650	52,050
ROW DWELLINGS	19,800	23,700	29,450	34,900	42,050	46,800	49,100
WALKUP	17,950	21,500	26,700	31,600	38,100	42,450	44,500
ELEVATOR-STRUCTURE	28,600	33,400	42,300	------	------	------	------
* SACATON :							
DETACHED AND SEMIDETACHED	21,300	25,800	31,650	37,850	45,550	50,600	53,100
ROW DWELLINGS	19,400	23,350	28,750	34,300	41,250	46,050	48,050
WALKUP	17,700	22,250	28,000	33,150	38,250	42,200	44,250
ELEVATOR-STRUCTURE	28,850	33,450	42,400	------	------	------	------
* SAN CARLOS :							
DETACHED AND SEMIDETACHED	21,600	26,100	32,300	38,300	46,200	51,450	53,900
ROW DWELLINGS	19,700	23,850	29,450	35,150	42,150	46,950	48,950
WALKUP	18,050	22,650	28,500	33,900	39,050	43,100	45,200
ELEVATOR-STRUCTURE	27,700	32,100	40,750	------	------	------	------
* SELLS :							
DETACHED AND SEMIDETACHED	21,100	25,550	31,450	37,400	45,100	50,150	52,650
ROW DWELLINGS	19,250	23,300	28,600	34,100	41,000	45,750	47,750
WALKUP	17,550	22,100	27,800	32,900	38,050	41,950	43,950
ELEVATOR-STRUCTURE	28,600	33,150	42,100	------	------	------	------
* WHITE RIVER :							
DETACHED AND SEMIDETACHED	21,700	26,000	32,250	38,300	46,100	51,200	53,850
ROW DWELLINGS	19,950	24,050	29,650	35,350	42,450	47,500	49,400
WALKUP	17,950	22,600	28,450	33,800	38,950	43,100	45,150
ELEVATOR-STRUCTURE	27,650	31,950	40,500	------	------	------	------
SAFFORD :							
DETACHED AND SEMIDETACHED	19,850	23,700	29,400	34,950	42,000	46,900	49,200
ROW DWELLINGS	18,000	21,850	27,050	32,150	38,600	43,150	45,000
WALKUP	16,300	20,400	26,000	30,750	35,500	39,150	41,100
ELEVATOR-STRUCTURE	26,800	31,200	39,400	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IX--CONTINUED							
ARIZONA --CONTINUED							
* CAMP VERDE :							
DETACHED AND SEMIDETACHED	21,000	25,300	31,350	37,050	44,850	49,950	52,400
ROW DWELLINGS	19,150	23,350	28,700	34,150	41,100	45,900	47,900
WALKUP	17,550	21,850	27,650	32,800	37,750	41,600	43,650
ELEVATOR-STRUCTURE	27,200	31,600	39,950	------	------	------	------
* KEAMS CANYON :							
DETACHED AND SEMIDETACHED	25,700	30,800	38,150	45,400	54,650	60,750	63,650
ROW DWELLINGS	24,150	29,200	36,250	44,100	51,550	57,700	59,700
WALKUP	20,850	26,100	32,950	39,000	44,950	49,550	52,150
ELEVATOR-STRUCTURE	31,250	36,150	45,650	------	------	------	------
* FORT MCDOWELL :							
DETACHED AND SEMIDETACHED	19,950	23,950	29,700	35,200	42,400	47,250	49,500
ROW DWELLINGS	18,250	22,200	27,350	32,500	39,000	43,750	45,550
WALKUP	16,500	20,650	26,250	31,050	35,700	39,600	41,550
ELEVATOR-STRUCTURE	26,050	30,300	38,300	------	------	------	------
* PARKER :							
DETACHED AND SEMIDETACHED	21,800	26,450	32,500	38,650	46,650	51,950	54,450
ROW DWELLINGS	20,050	24,100	29,650	35,400	42,500	47,500	49,600
WALKUP	18,200	22,750	28,750	33,900	39,200	43,400	45,400
ELEVATOR-STRUCTURE	27,900	32,400	41,050	------	------	------	------
* PEACH SPRINGS :							
DETACHED AND SEMIDETACHED	24,400	29,500	36,550	43,350	52,300	58,250	61,000
ROW DWELLINGS	22,500	27,200	33,550	40,000	48,050	53,500	55,950
WALKUP	20,500	25,500	32,300	38,200	44,050	48,700	51,150
ELEVATOR-STRUCTURE	31,150	36,200	45,650	------	------	------	------
TUCSON :							
DETACHED AND SEMIDETACHED	18,950	22,850	28,200	33,400	40,300	44,950	47,100
ROW DWELLINGS	17,700	21,400	26,400	31,500	37,850	42,300	44,200
WALKUP	15,800	19,700	24,950	29,450	33,950	37,550	39,300
ELEVATOR-STRUCTURE	30,100	34,950	44,150	------	------	------	------
YUMA :							
DETACHED AND SEMIDETACHED	18,700	22,500	27,800	33,050	39,850	44,350	46,600
ROW DWELLINGS	16,850	20,400	25,250	29,950	36,150	40,250	41,900
WALKUP	15,650	19,300	24,550	29,150	33,600	37,050	38,800
ELEVATOR-STRUCTURE	25,250	29,500	37,250	------	------	------	------
* ROUGH ROCK :							
DETACHED AND SEMIDETACHED	28,000	33,650	41,650	49,550	59,700	66,300	69,550
ROW DWELLINGS	26,400	31,850	39,550	47,100	56,300	62,950	65,550
WALKUP	22,800	28,450	35,950	42,600	49,100	54,100	57,000
ELEVATOR-STRUCTURE	31,250	36,100	45,650	------	------	------	------
NOGALES :							
DETACHED AND SEMIDETACHED	23,000	27,650	34,100	40,500	48,850	54,500	57,100
ROW DWELLINGS	20,800	25,250	31,100	37,200	44,700	49,750	51,800
WALKUP	19,250	23,800	30,150	35,800	41,400	45,500	------
ELEVATOR-STRUCTURE	30,950	36,000	45,650	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IX--CONTINUED							
ARIZONA --CONTINUED							
* STEAMBOAT :							
DETACHED AND SEMIDETACHED	26,650	32,000	39,600	47,100	56,750	63,050	66,100
ROW DWELLINGS	25,100	30,300	37,600	44,750	53,500	59,800	62,350
WALKUP	21,650	27,100	34,200	40,500	46,700	51,400	54,200
ELEVATOR-STRUCTURE	31,650	36,550	46,200	------	------	------	------
* KAIBITO :							
DETACHED AND SEMIDETACHED	29,450	35,350	43,750	52,050	62,700	69,700	73,050
ROW DWELLINGS	27,700	33,500	41,550	49,450	59,150	66,150	68,900
WALKUP	23,950	29,900	37,800	44,750	51,600	56,800	59,850
ELEVATOR-STRUCTURE	31,650	36,550	46,200	------	------	------	------
CALIFORNIA							
LOS ANGELES :							
DETACHED AND SEMIDETACHED	21,200	25,250	31,400	37,500	45,050	50,350	52,600
ROW DWELLINGS	19,850	24,100	29,600	35,250	42,500	47,300	49,300
WALKUP	18,750	23,550	29,450	35,000	40,350	44,550	46,800
ELEVATOR-STRUCTURE	32,800	38,200	48,200	------	------	------	------
BAKERSFIELD :							
DETACHED AND SEMIDETACHED	20,900	24,950	31,000	37,050	44,450	49,700	51,950
ROW DWELLINGS	19,550	23,750	29,200	34,750	41,900	46,650	48,650
WALKUP	18,500	23,250	29,050	34,500	39,750	43,900	46,150
ELEVATOR-STRUCTURE	32,650	38,000	47,950	------	------	------	------
INYOKERN :							
DETACHED AND SEMIDETACHED	21,950	26,100	32,450	38,600	46,550	52,100	54,500
ROW DWELLINGS	20,650	25,050	30,600	36,600	44,050	48,950	51,200
WALKUP	19,350	24,250	30,450	36,100	41,650	45,850	48,200
ELEVATOR-STRUCTURE	33,850	39,500	49,800	------	------	------	------
LANCASTER :							
DETACHED AND SEMIDETACHED	21,250	25,600	31,600	37,700	45,400	50,700	53,200
ROW DWELLINGS	19,900	24,200	29,800	35,550	42,650	47,350	49,550
WALKUP	18,950	23,700	29,650	35,100	40,750	44,800	47,050
ELEVATOR-STRUCTURE	32,850	38,400	48,500	------	------	------	------
* LONE PINE :							
DETACHED AND SEMIDETACHED	22,950	28,600	36,150	42,750	49,500	54,500	57,350
ROW DWELLINGS	21,900	27,300	34,500	40,800	47,250	52,050	54,750
WALKUP	20,850	26,000	32,850	38,850	45,000	49,550	52,150
ELEVATOR-STRUCTURE	36,200	42,050	53,200	------	------	------	------
MOJAVE :							
DETACHED AND SEMIDETACHED	21,800	25,900	32,250	38,350	46,250	51,600	53,850
ROW DWELLINGS	20,450	24,750	30,400	36,450	43,800	48,700	50,850
WALKUP	19,300	24,100	30,250	35,700	41,150	45,550	47,750
ELEVATOR-STRUCTURE	33,600	39,150	49,500	------	------	------	------
OJAI :							
DETACHED AND SEMIDETACHED	19,750	23,650	29,500	35,050	42,100	47,100	49,200
ROW DWELLINGS	18,550	22,550	27,800	33,100	39,750	44,350	46,350
WALKUP	17,500	21,950	27,650	32,900	38,000	41,650	43,950
ELEVATOR-STRUCTURE	31,150	36,250	45,600	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IX--CONTINUED							
CALIFORNIA --CONTINUED							
OXNARD :							
DETACHED AND SEMIDETACHED	20,850	24,950	31,000	36,900	44,350	49,550	52,000
ROW DWELLINGS	19,500	23,700	29,200	34,750	41,800	46,550	48,500
WALKUP	18,450	23,100	29,050	34,350	39,700	44,000	46,050
ELEVATOR-STRUCTURE	32,650	38,000	47,950	------	------	------	------
PASO ROBLES :							
DETACHED AND SEMIDETACHED	20,750	24,850	30,750	36,650	43,950	49,250	51,650
ROW DWELLINGS	19,450	23,700	29,000	34,800	41,500	46,500	48,400
WALKUP	18,400	22,950	28,850	34,050	39,250	43,450	45,550
ELEVATOR-STRUCTURE	33,550	39,100	49,450	------	------	------	------
PIRU :							
DETACHED AND SEMIDETACHED	19,750	23,650	29,500	35,050	42,100	47,100	49,200
ROW DWELLINGS	18,550	22,550	27,800	33,100	39,750	44,350	46,350
WALKUP	17,500	21,950	27,650	32,900	38,000	41,650	43,950
ELEVATOR-STRUCTURE	31,150	36,250	45,600	------	------	------	------
RIDGECREST :							
DETACHED AND SEMIDETACHED	20,350	24,250	30,150	35,850	43,400	48,300	50,600
ROW DWELLINGS	19,050	23,100	28,400	33,800	40,650	45,300	47,200
WALKUP	17,950	22,500	28,250	33,500	38,650	42,550	44,700
ELEVATOR-STRUCTURE	33,700	39,350	49,600	------	------	------	------
SAN BERNARDINO :							
DETACHED AND SEMIDETACHED	20,850	24,950	31,000	36,900	44,350	49,550	52,000
ROW DWELLINGS	19,500	23,700	29,200	34,750	41,800	46,550	48,500
WALKUP	18,500	23,250	29,050	34,500	39,750	43,900	46,150
ELEVATOR-STRUCTURE	32,650	38,000	47,950	------	------	------	------
VICTORVILLE :							
DETACHED AND SEMIDETACHED	21,350	25,500	31,600	37,800	45,350	50,550	52,850
ROW DWELLINGS	20,100	24,000	29,800	35,600	42,700	47,650	49,800
WALKUP	20,000	23,900	29,650	35,500	42,550	47,500	49,600
ELEVATOR-STRUCTURE	32,900	38,250	48,500	------	------	------	------
SANTA BARBARA :							
DETACHED AND SEMIDETACHED	21,200	25,550	31,600	37,550	45,350	50,550	52,950
ROW DWELLINGS	19,800	24,250	29,800	35,400	42,650	47,500	49,400
WALKUP	18,850	23,550	29,650	34,900	40,650	44,650	47,000
ELEVATOR-STRUCTURE	32,850	38,400	48,500	------	------	------	------
ARROWHEAD :							
DETACHED AND SEMIDETACHED	21,650	26,050	32,250	38,450	46,350	51,600	53,900
ROW DWELLINGS	20,450	24,550	30,400	36,250	43,700	48,600	50,850
WALKUP	20,300	24,400	30,250	36,050	43,450	48,350	50,500
ELEVATOR-STRUCTURE	33,150	39,000	49,500	------	------	------	------
SANTA MARIA :							
DETACHED AND SEMIDETACHED	21,350	25,550	31,600	37,650	45,150	50,600	53,050
ROW DWELLINGS	19,950	24,350	29,800	35,750	42,650	47,800	49,700
WALKUP	18,900	23,600	29,650	35,000	40,350	44,700	46,850
ELEVATOR-STRUCTURE	33,550	39,100	49,450	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IX--CONTINUED							
CALIFORNIA --CONTINUED							
BARSTOW :							
DETACHED AND SEMIDETACHED	21,450	25,650	31,800	38,050	45,600	50,850	55,150
ROW DWELLINGS	20,200	24,150	30,000	35,850	42,950	47,950	50,100
WALKUP	20,150	24,100	29,850	35,750	42,850	47,800	49,950
ELEVATOR-STRUCTURE	33,150	38,550	48,850	------	------	------	------
TEHACHAPI :							
DETACHED AND SEMIDETACHED	21,350	25,550	31,600	37,650	45,150	50,600	53,050
ROW DWELLINGS	19,950	24,350	29,800	35,750	42,650	47,800	49,700
WALKUP	18,900	23,600	29,650	35,000	40,350	44,700	46,850
ELEVATOR-STRUCTURE	33,550	39,100	49,450	------	------	------	------
BIG BEAR :							
DETACHED AND SEMIDETACHED	21,650	26,050	32,250	38,450	46,350	51,600	53,900
ROW DWELLINGS	20,450	24,550	30,400	36,250	43,700	48,600	50,850
WALKUP	20,300	24,400	30,250	36,100	43,450	48,400	50,550
ELEVATOR-STRUCTURE	33,500	39,000	49,500	------	------	------	------
VENTURA :							
DETACHED AND SEMIDETACHED	20,850	24,950	31,000	36,900	44,350	49,550	52,000
ROW DWELLINGS	19,500	23,700	29,200	34,750	41,800	46,550	48,500
WALKUP	18,500	23,250	29,050	34,500	39,750	43,900	46,150
ELEVATOR-STRUCTURE	32,650	38,000	47,950	------	------	------	------
SANTA ANA :							
DETACHED AND SEMIDETACHED	21,250	25,400	31,400	37,450	45,150	50,200	52,700
ROW DWELLINGS	19,950	24,150	29,600	35,400	42,600	47,450	49,400
WALKUP	18,850	23,350	29,450	34,750	40,350	44,400	46,500
ELEVATOR-STRUCTURE	32,900	38,050	48,200	------	------	------	------
DESERT CENTER :							
DETACHED AND SEMIDETACHED	23,550	28,250	35,000	41,800	50,300	56,050	58,800
ROW DWELLINGS	22,200	26,600	33,000	39,400	47,400	52,850	55,400
WALKUP	22,100	26,500	32,800	39,200	47,150	52,550	55,150
ELEVATOR-STRUCTURE	36,350	42,500	53,700	------	------	------	------
NEEDLES :							
DETACHED AND SEMIDETACHED	21,000	25,150	31,250	37,000	44,600	49,650	52,050
ROW DWELLINGS	19,800	23,700	29,450	34,900	42,050	46,800	49,100
WALKUP	17,950	21,500	26,700	31,600	38,100	42,450	44,500
ELEVATOR-STRUCTURE	28,600	33,400	42,300	------	------	------	------
SACRAMENTO :							
DETACHED AND SEMIDETACHED	19,100	22,850	28,300	33,550	40,500	45,050	47,200
ROW DWELLINGS	17,950	21,650	26,700	31,850	38,300	42,700	44,500
WALKUP	15,450	19,350	24,550	28,850	33,450	36,900	38,700
ELEVATOR-STRUCTURE	33,150	38,550	48,600	------	------	------	------
* FT. BIDWELL :							
DETACHED AND SEMIDETACHED	30,600	36,750	45,600	49,850	55,200	58,550	59,950
ROW DWELLINGS	29,050	34,900	43,350	47,400	52,400	54,450	56,500
WALKUP	26,300	31,650	39,300	42,850	47,500	49,350	51,300
ELEVATOR-STRUCTURE	36,850	42,600	53,750	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IX--CONTINUED							
CALIFORNIA --CONTINUED							
PLACERVILLE :							
DETACHED AND SEMIDETACHED	19,200	23,000	28,650	34,000	40,950	45,550	47,650
ROW DWELLINGS	18,100	21,850	27,050	32,300	38,700	43,200	45,050
WALKUP	16,000	19,900	25,350	29,850	34,550	38,050	39,850
ELEVATOR-STRUCTURE	33,450	39,050	49,250	------	------	------	------
REDDING :							
DETACHED AND SEMIDETACHED	19,050	22,900	28,300	33,750	40,600	45,100	47,200
ROW DWELLINGS	17,900	21,650	26,700	31,800	38,150	42,600	44,500
WALKUP	15,750	19,600	25,000	29,450	34,050	37,500	39,300
ELEVATOR-STRUCTURE	33,000	38,550	48,600	------	------	------	------
* SUSANVILLE :							
DETACHED AND SEMIDETACHED	30,000	36,150	44,900	50,700	56,900	60,400	63,200
ROW DWELLINGS	28,500	34,350	42,550	48,250	53,700	57,300	59,850
WALKUP	25,750	31,150	38,500	43,650	48,600	51,900	54,350
ELEVATOR-STRUCTURE	36,750	42,500	53,800	------	------	------	------
YREKA :							
DETACHED AND SEMIDETACHED	19,150	23,050	28,500	33,900	40,850	45,500	47,450
ROW DWELLINGS	18,000	21,750	26,850	32,000	38,550	42,800	44,800
WALKUP	15,900	19,750	25,150	29,600	34,300	37,800	39,650
ELEVATOR-STRUCTURE	33,250	38,700	48,850	------	------	------	------
SOUTH LAKE TAHOE :							
DETACHED AND SEMIDETACHED	19,650	23,650	29,250	34,700	41,850	46,650	48,750
ROW DWELLINGS	18,450	22,250	27,600	32,850	39,550	44,000	46,000
WALKUP	16,250	20,400	25,850	30,350	35,250	38,800	40,700
ELEVATOR-STRUCTURE	35,300	40,950	51,600	------	------	------	------
SAN FRANCISCO :							
DETACHED AND SEMIDETACHED	24,350	29,350	36,350	43,250	52,100	57,950	60,550
ROW DWELLINGS	23,200	27,950	34,450	41,100	49,250	54,900	57,400
WALKUP	20,550	25,650	32,400	38,300	44,400	48,900	51,200
ELEVATOR-STRUCTURE	36,100	41,900	52,900	------	------	------	------
EUREKA :							
DETACHED AND SEMIDETACHED	26,750	32,050	39,650	47,250	56,950	63,400	66,300
ROW DWELLINGS	19,600	23,750	29,150	34,850	41,750	46,650	48,650
WALKUP	18,050	22,350	28,350	33,400	38,800	42,700	44,700
ELEVATOR-STRUCTURE	29,350	34,000	42,950	------	------	------	------
SANTA ROSA :							
DETACHED AND SEMIDETACHED	25,600	30,650	37,900	45,150	54,400	60,650	63,400
ROW DWELLINGS	19,950	24,150	29,650	35,450	42,450	47,450	49,500
WALKUP	18,350	22,750	28,850	34,000	39,500	43,450	45,500
ELEVATOR-STRUCTURE	29,850	34,600	43,650	------	------	------	------
FRESNO :							
DETACHED AND SEMIDETACHED	20,400	24,250	30,150	35,850	43,250	48,050	50,350
ROW DWELLINGS	18,400	22,300	27,500	32,750	39,350	43,850	45,850
WALKUP	16,900	21,000	26,650	31,350	36,400	40,050	42,050
ELEVATOR-STRUCTURE	31,000	36,050	45,600	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IX--CONTINUED							
CALIFORNIA --CONTINUED							
* GRINDSTONE :							
DETACHED AND SEMIDETACHED	28,300	34,200	42,400	48,000	53,550	57,050	59,650
ROW DWELLINGS	27,050	32,550	40,450	45,600	50,950	54,250	56,700
WALKUP	24,400	29,500	36,600	41,300	45,950	49,100	51,450
ELEVATOR-STRUCTURE	31,750	36,700	46,350	------	------	------	------
* HOOPA :							
DETACHED AND SEMIDETACHED	29,000	34,850	43,300	47,100	52,250	54,350	56,800
ROW DWELLINGS	27,450	33,100	41,000	44,750	49,700	51,450	53,500
WALKUP	24,900	29,950	37,100	40,500	44,800	46,550	48,400
ELEVATOR-STRUCTURE	31,000	35,850	45,300	------	------	------	------
* TULE RIVER :							
DETACHED AND SEMIDETACHED	29,750	35,750	44,400	48,300	53,600	55,750	58,250
ROW DWELLINGS	28,150	33,950	42,050	45,900	50,950	52,750	54,850
WALKUP	25,550	30,700	38,050	41,550	45,950	47,750	49,650
ELEVATOR-STRUCTURE	31,800	36,750	46,450	------	------	------	------
MODESTO :							
DETACHED AND SEMIDETACHED	20,600	24,950	30,650	36,450	43,950	48,850	51,200
ROW DWELLINGS	19,500	23,550	29,100	34,650	41,550	46,250	48,600
WALKUP	17,050	21,200	26,850	31,550	36,600	40,500	42,100
ELEVATOR-STRUCTURE	27,900	32,300	40,750	------	------	------	------
OAKLAND-MARIN :							
DETACHED AND SEMIDETACHED	21,750	26,200	32,200	38,350	46,150	51,400	53,750
ROW DWELLINGS	19,950	23,850	29,450	35,200	42,250	47,100	49,300
WALKUP	18,250	22,500	28,500	33,650	39,150	42,900	45,150
ELEVATOR-STRUCTURE	29,400	34,200	43,100	------	------	------	------
SAN JOSE :							
DETACHED AND SEMIDETACHED	21,950	26,350	32,600	38,900	46,800	52,200	54,500
ROW DWELLINGS	19,900	24,150	29,650	35,400	42,450	47,350	49,400
WALKUP	18,350	22,750	28,850	34,000	39,500	43,400	45,450
ELEVATOR-STRUCTURE	29,850	34,600	43,650	------	------	------	------
SAN DIEGO :							
DETACHED AND SEMIDETACHED	20,600	24,750	30,650	36,400	43,800	48,850	51,000
ROW DWELLINGS	19,350	23,300	28,800	34,150	41,050	45,900	48,050
WALKUP	18,000	22,550	28,650	33,700	39,000	42,950	45,050
ELEVATOR-STRUCTURE	31,850	37,050	46,900	------	------	------	------
EL CAJON :							
DETACHED AND SEMIDETACHED	20,600	24,750	30,650	36,400	43,800	48,850	51,000
ROW DWELLINGS	19,350	23,300	28,800	34,150	41,050	45,900	48,050
WALKUP	18,400	23,150	29,350	34,650	40,200	44,150	46,300
ELEVATOR-STRUCTURE	31,850	37,050	46,900	------	------	------	------
* BARONA :							
DETACHED AND SEMIDETACHED	16,600	20,750	31,850	39,150	47,000	52,550	54,850
ROW DWELLINGS	15,600	19,500	29,900	36,700	44,000	49,200	49,950
WALKUP	14,500	19,000	29,900	36,500	42,250	46,400	48,750
ELEVATOR-STRUCTURE	26,800	31,300	39,650	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IX--CONTINUED							
CALIFORNIA --CONTINUED							
* CAMPO :							
DETACHED AND SEMIDETACHED	14,850	18,600	32,100	39,500	47,500	53,050	55,400
ROW DWELLINGS	14,000	17,500	30,150	37,050	44,450	49,650	50,450
*ALKUP	13,050	17,150	30,300	37,050	42,900	47,050	49,500
ELEVATOR-STRUCTURE	27,000	31,550	38,050	------	------	------	------
* MORNOGO :							
DETACHED AND SEMIDETACHED	15,850	19,900	30,550	37,650	45,150	50,400	52,650
ROW DWELLINGS	14,950	18,850	28,700	35,400	42,350	47,400	48,050
*ALKUP	13,800	18,100	28,550	34,850	40,400	44,300	46,500
ELEVATOR-STRUCTURE	27,250	31,850	40,350	------	------	------	------
* TORRES-MARTINEZ :							
DETACHED AND SEMIDETACHED	22,650	27,150	33,750	40,300	48,500	53,950	56,600
ROW DWELLINGS	21,550	25,800	31,700	37,900	45,650	50,700	53,050
*ALKUP	20,300	25,100	31,700	37,700	43,600	47,800	50,100
ELEVATOR-STRUCTURE	29,400	34,350	43,500	------	------	------	------
* CHEMEHUEVI :							
DETACHED AND SEMIDETACHED	23,250	28,250	34,750	41,250	49,850	55,450	58,100
ROW DWELLINGS	22,150	26,800	32,650	38,950	47,100	52,250	54,500
*ALKUP	21,800	26,400	32,450	38,550	46,550	51,850	54,250
ELEVATOR-STRUCTURE	30,900	36,050	45,700	------	------	------	------
* SANTA YNEZ :							
DETACHED AND SEMIDETACHED	23,200	27,900	34,350	40,800	49,250	54,850	57,450
ROW DWELLINGS	23,100	27,750	30,700	38,100	49,100	54,700	57,300
*ALKUP	20,500	24,600	30,550	36,300	43,900	48,800	51,150
ELEVATOR-STRUCTURE	28,750	33,600	42,550	------	------	------	------
* RINCON :							
DETACHED AND SEMIDETACHED	16,850	20,400	31,250	38,400	46,000	51,450	53,700
ROW DWELLINGS	15,900	19,200	29,350	36,050	43,200	48,400	49,000
*ALKUP	14,800	18,650	29,350	35,900	41,600	45,600	47,900
ELEVATOR-STRUCTURE	27,300	31,900	40,400	------	------	------	------
* PALA :							
DETACHED AND SEMIDETACHED	15,700	19,750	30,300	37,350	44,750	49,950	52,200
ROW DWELLINGS	14,800	18,700	28,450	35,100	42,000	47,000	47,650
*ALKUP	13,700	17,950	28,300	34,550	40,050	43,950	46,100
ELEVATOR-STRUCTURE	27,900	32,600	41,300	------	------	------	------
HAWAII							
HONOLULU :							
DETACHED AND SEMIDETACHED	27,400	33,350	41,150	48,900	63,450	65,600	68,650
ROW DWELLINGS	26,300	31,450	39,000	46,300	55,900	62,250	65,000
*ALKUP	24,550	30,600	38,800	45,950	53,100	58,600	61,450
ELEVATOR-STRUCTURE	45,000	52,400	66,400	------	------	------	------
HILO :							
DETACHED AND SEMIDETACHED	30,450	36,650	45,250	53,900	64,850	72,050	75,650
ROW DWELLINGS	28,600	34,700	42,850	50,850	61,350	68,400	71,450
*ALKUP	27,150	33,700	42,750	50,600	58,600	64,400	67,650
ELEVATOR-STRUCTURE	49,650	56,900	72,900	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IX--CONTINUED							
HAWAII --CONTINUED							
KAUAI :							
DETACHED AND SEMIDETACHED	31,750	38,700	47,350	56,550	68,300	75,700	79,300
ROW DWELLINGS	30,150	36,400	45,100	53,350	64,400	72,000	75,100
WALKUP	27,700	34,400	43,600	51,600	59,850	65,850	69,050
ELEVATOR-STRUCTURE	50,800	58,900	74,550	------	------	------	------
KONO :							
DETACHED AND SEMIDETACHED	30,900	37,550	46,150	55,000	66,300	73,700	77,050
ROW DWELLINGS	29,350	35,400	43,800	51,900	62,700	70,000	72,950
WALKUP	27,700	34,400	43,600	51,600	59,850	65,850	69,050
ELEVATOR-STRUCTURE	50,800	58,900	74,550	------	------	------	------
MAUI :							
DETACHED AND SEMIDETACHED	30,050	36,450	44,750	53,450	64,400	71,600	75,000
ROW DWELLINGS	28,550	34,500	42,700	50,550	61,000	68,050	71,150
WALKUP	26,950	33,500	42,550	50,050	58,050	64,000	67,150
ELEVATOR-STRUCTURE	49,300	57,350	72,500	------	------	------	------
GUAM :							
DETACHED AND SEMIDETACHED	25,300	30,500	37,650	44,750	54,050	60,150	63,000
ROW DWELLINGS	24,000	28,750	35,700	42,400	51,400	56,850	59,500
WALKUP	22,550	27,900	35,450	41,950	48,650	53,350	56,150
ELEVATOR-STRUCTURE	41,200	48,100	60,850	------	------	------	------
NEVADA							
RENO :							
DETACHED AND SEMIDETACHED	20,600	24,600	30,550	36,300	43,850	48,700	51,050
ROW DWELLINGS	19,200	23,350	28,800	34,150	41,200	46,150	48,000
WALKUP	18,150	22,450	28,650	33,800	39,200	43,300	45,150
ELEVATOR-STRUCTURE	34,800	40,600	51,250	------	------	------	------
LAS VEGAS :							
DETACHED AND SEMIDETACHED	21,300	25,500	31,850	37,800	45,300	50,650	53,050
ROW DWELLINGS	20,250	24,450	30,050	35,700	43,250	48,300	50,400
WALKUP	19,000	23,500	29,850	35,250	40,950	45,100	47,200
ELEVATOR-STRUCTURE	35,950	41,700	52,650	------	------	------	------
ELKO :							
DETACHED AND SEMIDETACHED	28,150	33,800	37,550	43,450	52,500	58,250	60,950
ROW DWELLINGS	26,200	32,100	35,650	41,750	49,900	55,350	57,900
WALKUP	24,500	29,450	32,750	38,300	45,750	50,800	53,150
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
FALLON :							
DETACHED AND SEMIDETACHED	28,150	33,800	37,550	43,950	52,500	58,250	60,950
ROW DWELLINGS	26,750	32,100	35,650	41,750	49,900	55,350	57,900
WALKUP	24,500	29,450	32,750	38,300	45,750	50,800	53,150
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
GARDNERVILLE :							
DETACHED AND SEMIDETACHED	28,150	33,800	34,550	40,650	48,650	53,700	56,300
ROW DWELLINGS	26,750	32,100	35,650	41,750	49,900	55,350	57,900
WALKUP	23,900	28,700	31,900	37,350	44,600	49,500	51,800
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION X							
ALASKA							
ANCHORAGE :							
DETACHED AND SEMIDETACHED	27,000	32,750	40,350	48,200	57,800	64,300	67,400
ROW DWELLINGS	26,600	32,200	39,700	47,200	57,050	63,400	66,200
WALKUP	24,450	30,500	38,500	45,700	52,900	58,150	61,250
ELEVATOR-STRUCTURE	41,800	48,800	61,700	------	------	------	------
FAIRBANKS :							
DETACHED AND SEMIDETACHED	28,900	34,800	42,850	51,350	61,700	68,500	71,850
ROW DWELLINGS	28,450	34,350	42,250	50,200	60,800	67,500	70,600
WALKUP	25,950	32,450	41,050	48,550	56,350	62,050	65,300
ELEVATOR-STRUCTURE	44,300	51,500	65,100	------	------	------	------
JUNEAU :							
DETACHED AND SEMIDETACHED	26,150	31,650	38,900	46,600	55,850	62,250	65,200
ROW DWELLINGS	25,800	31,200	38,550	45,900	55,400	61,500	64,300
WALKUP	24,450	30,500	38,750	45,700	52,900	58,350	61,250
ELEVATOR-STRUCTURE	40,450	47,150	59,450	------	------	------	------
KETCHIKAN :							
DETACHED AND SEMIDETACHED	26,000	31,550	38,800	46,400	55,500	62,000	64,850
ROW DWELLINGS	25,500	30,950	38,200	45,300	54,750	60,800	63,650
WALKUP	24,500	30,550	38,800	45,850	53,000	58,500	61,500
ELEVATOR-STRUCTURE	40,950	47,600	60,150	------	------	------	------
SITKA :							
DETACHED AND SEMIDETACHED	26,150	31,600	38,950	46,600	55,850	62,250	65,150
ROW DWELLINGS	25,800	31,100	38,350	45,450	55,000	61,100	64,000
WALKUP	24,800	31,000	39,200	46,550	53,750	59,150	62,050
ELEVATOR-STRUCTURE	42,200	49,100	62,050	------	------	------	------
KENAI :							
DETACHED AND SEMIDETACHED	30,050	36,400	44,900	53,450	64,050	71,750	74,800
ROW DWELLINGS	------	------	------	------	------	------	------
WALKUP	------	------	------	------	------	------	------
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
* YAKUTAT :							
DETACHED AND SEMIDETACHED	30,050	36,400	44,900	53,450	64,050	71,750	74,800
ROW DWELLINGS	------	------	------	------	------	------	------
WALKUP	------	------	------	------	------	------	------
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
* FORT YUKON :							
DETACHED AND SEMIDETACHED	41,950	50,850	62,900	74,850	91,250	------	------
ROW DWELLINGS	------	------	------	------	------	------	------
WALKUP	------	------	------	------	------	------	------
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
* GALENA :							
DETACHED AND SEMIDETACHED	45,050	54,750	67,550	80,500	98,050	------	------
ROW DWELLINGS	------	------	------	------	------	------	------
WALKUP	------	------	------	------	------	------	------
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION X--CONTINUED							
ALASKA --CONTINUED							
*COASTAL AREA N OF ALEUTIANS :							
DETACHED AND SEMIDETACHED	50,750	61,700	76,200	90,600	110,700	------	------
ROW DWELLINGS	------	------	------	------	------	------	------
WALKUP	------	------	------	------	------	------	------
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
* TOK JUNCTION :							
DETACHED AND SEMIDETACHED	39,000	47,400	58,400	69,550	84,800	------	------
ROW DWELLINGS	------	------	------	------	------	------	------
WALKUP	------	------	------	------	------	------	------
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
*BARTER ISL. N. COASTAL AREA :							
DETACHED AND SEMIDETACHED	52,250	63,450	78,400	93,350	113,950	------	------
ROW DWELLINGS	------	------	------	------	------	------	------
WALKUP	------	------	------	------	------	------	------
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
* INLAND AREA N OF ALEUTIANS :							
DETACHED AND SEMIDETACHED	57,550	70,400	87,000	103,600	126,350	------	------
ROW DWELLINGS	------	------	------	------	------	------	------
WALKUP	------	------	------	------	------	------	------
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
IDAHO							
BOISE :							
DETACHED AND SEMIDETACHED	21,950	26,500	32,450	38,950	46,800	51,950	54,550
ROW DWELLINGS	20,350	24,550	30,200	36,100	43,500	48,350	50,700
WALKUP	18,550	23,100	29,400	34,750	40,000	44,250	46,300
ELEVATOR-STRUCTURE	27,150	31,650	40,000	------	------	------	------
IDAHO FALLS :							
DETACHED AND SEMIDETACHED	22,600	27,600	33,750	40,400	48,600	53,900	56,500
ROW DWELLINGS	21,000	25,600	31,400	37,450	45,150	50,300	53,650
WALKUP	19,400	24,000	30,450	36,100	41,500	46,050	48,200
ELEVATOR-STRUCTURE	28,300	32,700	41,550	------	------	------	------
MCCALL :							
DETACHED AND SEMIDETACHED	22,900	27,800	33,950	40,800	48,900	54,400	57,100
ROW DWELLINGS	21,450	25,750	31,550	37,850	45,550	50,700	53,100
WALKUP	19,600	24,300	30,700	36,250	41,950	46,450	48,600
ELEVATOR-STRUCTURE	28,450	32,950	41,900	------	------	------	------
POCATELLO :							
DETACHED AND SEMIDETACHED	24,000	29,300	35,950	43,000	51,750	57,400	60,200
ROW DWELLINGS	22,500	27,250	33,400	39,900	47,950	53,500	56,050
WALKUP	20,350	25,650	32,350	38,450	44,250	49,050	51,400
ELEVATOR-STRUCTURE	30,050	34,900	44,150	------	------	------	------
TWIN FALLS :							
DETACHED AND SEMIDETACHED	23,900	28,950	35,600	42,600	51,400	57,100	59,900
ROW DWELLINGS	22,200	27,050	33,150	39,100	47,550	53,050	55,650
WALKUP	20,300	25,300	32,200	38,050	43,900	48,600	50,950
ELEVATOR-STRUCTURE	29,850	34,750	43,800	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION X--CONTINUED							
IDAHO --CONTINUED							
LEWISTON :							
DETACHED AND SEMIDETACHED	23,400	28,350	35,100	41,550	50,300	55,950	58,550
ROW DWELLINGS	21,850	26,400	32,750	38,700	46,650	52,000	54,450
WALKUP	18,450	22,850	29,150	34,250	39,600	43,750	46,050
ELEVATOR-STRUCTURE	27,950	32,650	41,100	------	------	------	------
* COEUR D'ALENE :							
DETACHED AND SEMIDETACHED	24,750	29,900	36,950	44,000	53,050	59,050	61,700
ROW DWELLINGS	23,600	28,650	35,250	41,800	50,700	56,150	58,950
WALKUP	20,300	25,150	32,250	37,850	43,700	48,250	50,650
ELEVATOR-STRUCTURE	29,850	34,900	44,000	------	------	------	------
OREGON							
PORTLAND :							
DETACHED AND SEMIDETACHED	22,900	27,550	34,000	40,700	48,900	54,300	56,900
ROW DWELLINGS	21,450	26,050	32,200	38,050	46,000	51,050	53,300
WALKUP	20,150	25,250	31,900	37,650	43,800	48,150	50,600
ELEVATOR-STRUCTURE	28,150	32,400	41,100	------	------	------	------
PENDLETON :							
DETACHED AND SEMIDETACHED	23,400	28,100	34,700	41,650	49,950	55,450	58,200
ROW DWELLINGS	24,050	29,350	36,100	42,700	51,750	57,400	59,950
WALKUP	20,600	25,900	32,750	38,550	44,950	49,400	51,900
ELEVATOR-STRUCTURE	30,700	35,500	45,000	------	------	------	------
* MISSION :							
DETACHED AND SEMIDETACHED	25,900	31,200	38,400	46,100	55,350	61,450	64,400
ROW DWELLINGS	24,250	29,550	36,450	43,100	52,150	57,950	60,500
WALKUP	22,850	28,600	36,200	42,650	49,650	54,650	57,450
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
ONTARIO :							
DETACHED AND SEMIDETACHED	24,300	29,400	36,000	43,350	51,950	57,850	60,700
ROW DWELLINGS	23,150	27,800	34,200	40,650	49,250	54,900	57,500
WALKUP	21,650	27,000	34,000	40,400	46,450	51,500	55,900
ELEVATOR-STRUCTURE	29,400	34,150	43,500	------	------	------	------
BEND :							
DETACHED AND SEMIDETACHED	22,300	26,850	33,050	39,700	47,650	52,800	55,450
ROW DWELLINGS	20,750	25,300	31,350	37,000	44,700	49,750	51,850
WALKUP	19,350	24,000	30,450	35,950	41,900	45,850	48,300
ELEVATOR-STRUCTURE	28,150	32,400	41,100	------	------	------	------
* WARM SPRINGS :							
DETACHED AND SEMIDETACHED	24,250	29,200	35,950	43,150	51,800	57,500	60,250
ROW DWELLINGS	22,600	27,500	33,950	40,100	48,550	53,950	56,350
WALKUP	21,300	26,650	33,700	39,700	46,250	50,850	53,500
ELEVATOR-STRUCTURE	------	------	------	------	------	------	------
COOS BAY :							
DETACHED AND SEMIDETACHED	22,350	27,100	33,250	40,100	47,950	53,350	55,800
ROW DWELLINGS	21,850	26,450	32,850	38,700	46,950	52,100	54,350
WALKUP	20,750	25,850	32,750	38,750	45,200	49,600	52,100
ELEVATOR-STRUCTURE	28,800	33,400	42,000	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION X--CONTINUED							
OREGON --CONTINUED							
EUGENE :							
DETACHED AND SEMIDETACHED	21,350	25,800	31,800	38,200	45,700	50,850	53,250
ROW DWELLINGS	19,950	24,350	30,100	35,600	42,950	47,750	49,850
WALKUP	18,550	22,050	29,550	34,750	40,550	44,550	46,900
ELEVATOR-STRUCTURE	27,550	31,850	40,400	------	------	------	------
MEDFORD :							
DETACHED AND SEMIDETACHED	21,750	26,050	32,100	38,600	43,800	51,550	53,800
ROW DWELLINGS	21,050	25,400	31,450	37,250	45,050	50,100	52,150
WALKUP	19,800	24,500	31,250	36,650	42,700	47,100	49,650
ELEVATOR-STRUCTURE	27,750	32,100	40,750	------	------	------	------
WEST SALEM :							
DETACHED AND SEMIDETACHED	21,900	26,600	32,600	39,250	47,100	52,250	54,750
ROW DWELLINGS	20,550	25,050	31,000	36,550	44,300	49,200	51,350
WALKUP	19,350	24,000	30,350	35,850	41,800	45,850	48,300
ELEVATOR-STRUCTURE	28,200	32,900	41,400	------	------	------	------
WASHINGTON							
SEATTLE :							
DETACHED AND SEMIDETACHED	21,650	26,200	32,200	38,450	46,150	51,250	53,800
ROW DWELLINGS	21,300	25,850	31,750	37,900	45,500	50,500	53,000
WALKUP	19,850	24,100	29,650	35,350	42,450	47,100	49,450
ELEVATOR-STRUCTURE	27,800	32,300	40,700	------	------	------	------
PORT ANGELES :							
DETACHED AND SEMIDETACHED	21,650	26,200	32,200	38,450	46,150	51,250	53,800
ROW DWELLINGS	21,300	25,850	31,750	37,900	45,500	50,500	53,000
WALKUP	19,850	24,100	29,650	35,350	42,450	47,100	49,450
ELEVATOR-STRUCTURE	28,450	33,100	41,900	------	------	------	------
* TAHOLA :							
DETACHED AND SEMIDETACHED	22,700	27,450	33,700	40,300	48,400	53,850	56,550
ROW DWELLINGS	22,350	27,000	33,200	39,700	47,650	53,050	55,700
WALKUP	20,850	25,250	30,400	37,050	44,500	49,500	51,950
ELEVATOR-STRUCTURE	25,850	30,000	37,950	------	------	------	------
LONGVIEW :							
DETACHED AND SEMIDETACHED	21,450	26,000	31,950	38,200	45,850	50,900	53,450
ROW DWELLINGS	21,100	25,600	31,500	37,650	45,200	50,150	52,650
WALKUP	19,750	23,400	29,400	35,050	42,200	46,800	49,150
ELEVATOR-STRUCTURE	28,600	33,450	42,200	------	------	------	------
ABERDEEN :							
DETACHED AND SEMIDETACHED	21,450	26,000	31,950	38,200	45,850	50,900	53,450
ROW DWELLINGS	21,100	25,600	31,500	37,650	45,200	50,150	52,650
WALKUP	19,750	23,400	29,400	35,050	42,200	46,800	49,150
ELEVATOR-STRUCTURE	28,000	32,450	41,150	------	------	------	------
BELLINGHAM :							
DETACHED AND SEMIDETACHED	21,650	26,200	32,200	38,450	46,150	51,250	53,800
ROW DWELLINGS	21,300	25,850	31,750	37,900	45,500	50,500	53,000
WALKUP	19,850	24,100	29,650	35,350	42,450	47,100	49,450
ELEVATOR-STRUCTURE	28,000	32,450	41,150	------	------	------	------

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION X--CONTINUED							
WASHINGTON --CONTINUED							
OLYMPIA :							
DETACHED AND SEMIDETACHED	21,650	26,200	32,200	38,450	46,150	51,250	55,800
ROW DWELLINGS	21,300	25,850	31,750	37,900	45,500	50,500	53,000
WALKUP	19,850	24,100	29,650	35,350	42,450	47,100	49,450
ELEVATOR-STRUCTURE	28,000	32,450	41,150	------	------	------	------
YAKIMA :							
DETACHED AND SEMIDETACHED	22,450	27,200	33,450	39,950	48,000	53,350	56,050
ROW DWELLINGS	22,150	26,800	32,900	39,350	47,250	52,550	55,200
WALKUP	20,650	25,000	30,750	36,700	44,150	49,100	51,550
ELEVATOR-STRUCTURE	29,150	33,950	43,000	------	------	------	------
* NESPELLEM :							
DETACHED AND SEMIDETACHED	23,500	28,450	34,950	41,750	50,150	55,650	58,400
ROW DWELLINGS	22,550	27,250	33,500	39,950	48,000	53,300	55,900
WALKUP	21,650	26,200	32,150	38,400	46,100	51,200	53,700
ELEVATOR-STRUCTURE	24,750	28,750	36,550	------	------	------	------
SPOKANE :							
DETACHED AND SEMIDETACHED	20,700	25,100	30,800	36,800	44,200	49,100	51,500
ROW DWELLINGS	19,350	23,500	28,800	34,400	41,300	45,900	48,150
WALKUP	18,000	21,850	26,800	32,050	38,400	42,650	44,800
ELEVATOR-STRUCTURE	26,550	30,850	39,100	------	------	------	------
CHENEY :							
DETACHED AND SEMIDETACHED	21,050	25,100	31,350	37,450	44,950	49,900	52,400
ROW DWELLINGS	19,650	23,500	29,350	35,000	42,000	46,650	49,000
WALKUP	18,300	21,850	27,250	32,550	39,050	43,350	45,550
ELEVATOR-STRUCTURE	26,850	31,350	39,600	------	------	------	------
KENNEWICK :							
DETACHED AND SEMIDETACHED	23,250	25,500	34,550	41,250	49,500	54,950	57,700
ROW DWELLINGS	21,700	23,850	32,350	38,550	46,300	51,400	53,950
WALKUP	20,200	22,200	30,050	35,850	43,050	47,800	50,200
ELEVATOR-STRUCTURE	27,800	30,600	38,850	------	------	------	------
PULLMAN :							
DETACHED AND SEMIDETACHED	21,600	26,150	32,100	38,350	46,050	51,150	53,700
ROW DWELLINGS	20,200	24,450	30,000	35,850	43,100	47,800	50,200
WALKUP	18,750	22,750	27,900	33,400	40,050	44,500	46,750
ELEVATOR-STRUCTURE	29,200	34,100	43,100	------	------	------	------

[FR Doc. 80-17844 Filed 6-3-80; 8:45 am]

BILLING CODE 4210-01-C

federal register

Monday
June 16, 1980

Part IV

Office of Management and Budget

Cumulative Report on Rescissions and Deferrals

OFFICE OF MANAGEMENT AND BUDGET

Cumulative Report on Rescissions and Deferrals

June 1, 1980.

This report is submitted in fulfillment of the requirements of Section 1014(e) of the Impoundment Control Act of 1974 (Public Law 93–344). Section 1014(e) provides for a monthly report listing all budget authority for this fiscal year with respect to which, as of the first day of the month, a special message has been transmitted to the Congress.

This report gives the status as of June 1, 1980 of 59 rescission proposals and 70 deferrals contained in the first nine special messages of FY 1980. These messages were transmitted to the Congress on October 1, November 15, December 26, 1979, January 28, February 20, March 4, April 16, May 13, and May 20, 1980.

Rescissions (Tables A and Attachment A)

Rescission proposals totalling $1,485.2 million are currently pending before the Congress. Table A summarizes the status of rescissions proposed by the President as of June 1, 1980, while Attachment A shows the history and status of each rescission proposed during FY 1980.

Deferrals (Table B and Attachment B)

As of June 1, 1980, $8,990.1 million in 1980 budget authority was being deferred from obligation and another $13.5 million in 1980 obligations was being deferred from expenditure. Table B summarizes the status of deferrals reported by the President as of June 1, 1980, while Attachment B shows the history and status of each deferral reported during FY 1980.

Information from special messages

The special messages containing information on the rescissions and the deferrals covered by the cumulative report are printed in the **Federal Register** of:

Friday, October 5, 1979 (Vol. 44, No. 195, Part IX)
Tuesday, November 20, 1979 (Vol. 44, No. 225, Part III)
Monday, December 31, 1979 (Vol. 44, No. 251, Part VII)
Thursday, January 31, 1980 (Vol. 45, No. 22, Part X)
Tuesday, February 26, 1980 (Vol. 45, No. 39, Part V)
Monday, March 10, 1980 (Vol. 45, No. 48, Part VI)
Wednesday, April 23, 1980 (Vol. 45, No. 80, Part III)
Friday, May 16, 1980 (Vol. 45, No. 97, Part IX)
Friday, May 23, 1980 (Vol. 45, No. 102, Part V)

James T. McIntyre, Jr.,
Director.

Table A.—*Status of 1980 Rescission Proposals*

	Amount (in millions of dollars)
Rescissions proposed by the President	[a] $1,618.1
Accepted by the Congress	0
Rejected by the Congress	−132.9
Pending before the Congress	1,485.2

Table B.—*Status of 1980 Deferrals*

	Amount (in millions of dollars)
Deferrals proposed by the President	$10,320.1
Routine Executive releases (−$936.7 million) and adjustments (−$379.9 million) through June 1, 1980 [a]	−1,316.5
Overturned by the Congress	0
Currently before the Congress	[b] 9,003.6

[a] This amount is net of a $6.4 million reduction proposed in a Department of Health, Education, and Welfare rescission (R80–2A).

[b] This amount includes $13.5 million in outlays for a Department of the Treasury deferral (D80–23A) and three Department of Energy deferrals (D80–51A, D80–52A, and D80–53A).

*Detail does not add to total due to rounding. Attachments.

BILLING CODE 3110-01-M

AS OF JUNE 1, 1980 AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT	RESCISSION NUMBER	AMOUNT PREVIOUSLY CONSIDERED BY CONGRESS	AMOUNT CURRENTLY BEFORE THE CONGRESS	DATE OF MESSAGE MO DA YR	AMOUNT RESCINDED	AMOUNT MADE AVAILABLE	DATE MADE AVAILABLE MO DA YR
DEPARTMENT OF AGRICULTURE							
Science and Education Administration							
Cooperative research							
BA	R80- 5		2,500	4 16 80			
Extension activities							
BA	R80- 6		1,500	4 16 80			
Farmers Home Administration							
Rural water and waste disposal grants							
BA	R80- 7		75,000	4 16 80			
Rural development planning grants							
BA	R80- 8		2,000	4 16 80			
Soil Conservation Service							
Watershed and flood prevention operations							
BA	R80- 9		20,000	4 16 80			
Resource conservation and development							
BA	R80-10		4,000	4 16 80			
DEPARTMENT OF AGRICULTURE TOTAL BA			105,000				
DEPARTMENT OF COMMERCE							
National Oceanic and Atmospheric Administration							
Coastal energy impact fund							
BA	R80-11		50,000	4 16 80			
DEPARTMENT OF ENERGY							

PAGE 2 ATTACHMENT A - STATUS OF RESCISSIONS - FISCAL YEAR 1980 AS OF 05/30/80 15.20

AS OF JUNE 1, 1980 AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT	RESCISSION NUMBER	AMOUNT PREVIOUSLY CONSIDERED BY CONGRESS	AMOUNT CURRENTLY BEFORE THE CONGRESS	DATE OF MESSAGE MO DA YR	AMOUNT RESCINDED	AMOUNT MADE AVAILABLE	DATE MADE AVAILABLE MO DA YR
Atomic Energy Defense Activities							
Operating expenses							
BA	R80-12		3,400	4 16 80			
Plant and capital equipment							
BA	R80- 4	17,000		3 4 80		17,000	4 30 80
Energy Programs							
Energy supply R&D- operating expenses							
BA	R80-13		5,350	4 16 80			
Energy supply R&D- plant and capital equip.							
BA	R80-14		6,150	4 16 80			
Uranium enrichment-operating expenses							
BA	R80-15		1,000	4 16 80			
Fossil energy research and development							
BA	R80-16		22,000	4 16 80			
Energy conservation							
BA	R80-17		4,000	4 16 80			
Economic regulation							
BA	R80-18		1,000	4 16 80			
Departmental Administration							
Departmental administration							
BA	R80-19		3,000	4 16 80			
DEPARTMENT OF ENERGY							
TOTAL BA		17,000	45,900			17,000	
DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE							
Health Services Administration							

AS OF JUNE 1, 1980 AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT	RESCISSION NUMBER	AMOUNT PREVIOUSLY CONSIDERED BY CONGRESS	AMOUNT CURRENTLY BEFORE THE CONGRESS	DATE OF MESSAGE MO DA YR	AMOUNT RESCINDED	AMOUNT MADE AVAILABLE	DATE MADE AVAILABLE MO DA YR
Health services							
BA	R80-20a		34,900	4 16 80			
Indian health facilities							
BA	R80-21a		18,000	4 16 80			
National Institutes of Health							
National Cancer Institute							
BA	R80-22a		17,000	4 16 80			
National Heart, Lung, and Blood Institute							
BA	R80-23a		7,000	4 16 80			
National Institute of Dental Research							
BA	R80-24a		300	4 16 80			
Nat. Inst. of Arthr., Metabolism, & Diges. Disease							
BA	R80-25a		2,500	4 16 80			
Nat. Inst. of Neurol. and Comm. Disord. and Stroke							
BA	R80-26a		2,000	4 16 80			
Nat. Inst. of Allergy and Infectious Diseases							
BA	R80-27a		1,500	4 16 80			
Nat. Inst. of General Medical Sciences							
BA	R80-28a		500	4 16 80			
Nat. Inst. of Child Health and Human Develop.							
BA	R80-29a		1,000	4 16 80			
National Eye Institute							
BA	R80-30a		3,200	4 16 80			
Nat. Inst. of Environmental Health Sciences							
BA	R80-31a		500	4 16 80			

AS OF JUNE 1, 1980 AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT	RESCISSION NUMBER	AMOUNT PREVIOUSLY CONSIDERED BY CONGRESS	AMOUNT CURRENTLY BEFORE THE CONGRESS	DATE OF MESSAGE MO DA YR	AMOUNT RESCINDED	AMOUNT MADE AVAILABLE	DATE MADE AVAILABLE MO DA YR
National Institute of Aging							
BA	R80-32a		500	4 16 80			
Research resources							
BA	R80-33a		5,000	4 16 80			
National Library of Medicine							
BA	R80-34a		500	4 16 80			
Alcohol, Drug Abuse, and Mental Health Administrat							
Alcohol, drug abuse, and mental health							
BA	R80-35a		4,000	4 16 80			
Health Resources Administration							
Health resources							
BA	R80- 2a	104,218		1 28 80			
BA	R80- 2A	-6,450		2 20 80		97,768	3 18 80
BA	R80-36a		149,953b	4 16 80			
Office of Assistant Secretary for Health							
Salaries and expenses							
BA	R80-37a		12,800	4 16 80			
Office of Education							
Elementary and secondary education							
BA	R80-38a		135,750	4 16 80			
Emergency school aid							
BA	R80-39a		25,123	4 16 80			
Occupational, vocational, and adult education							
BA	R80-40a		87,500	4 16 80			
Student assistance							
BA							

AS OF JUNE 1, 1980 AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT	RESCISSION NUMBER	AMOUNT PREVIOUSLY CONSIDERED BY CONGRESS	AMOUNT CURRENTLY BEFORE THE CONGRESS	DATE OF MESSAGE MO DA YR	AMOUNT RESCINDED	AMOUNT MADE AVAILABLE	DATE MADE AVAILABLE MO DA YR
	R80-41a		108,000	4 16 80			
Higher and continuing education BA	R80-42a		44,275	4 16 80			
Library resources BA	R80-43a		18,000	4 16 80			
Special projects and training BA	R80-44a		11,000	4 16 80			
DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE TOTAL BA		97,768	690,801			97,768	
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT							
Community Planning and Development							
Community development grants BA	R80-45		153,200	4 16 80			
Rehabilitation loan fund BA	R80-46		38,000	4 16 80			
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT TOTAL BA			191,200				
DEPARTMENT OF THE INTERIOR							
Heritage Conservation and Recreation Service							
Urban park and recreation grants BA	R80-47		85,000	4 16 80			
Land and water conservation fund BA							

AS OF JUNE 1, 1980 AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT	RESCISSION NUMBER	AMOUNT PREVIOUSLY CONSIDERED BY CONGRESS	AMOUNT CURRENTLY BEFORE THE CONGRESS	DATE OF MESSAGE MO DA YR	AMOUNT RESCINDED	AMOUNT MADE AVAILABLE	DATE MADE AVAILABLE MO DA YR
	R80-48		251,000	4 16 80			
Historic preservation fund							
BA	R80-49		16,500	4 16 80			
Geological Survey							
Exploration of natl petroleum reserve-Alaska							
BA	R80- 3	18,000		1 28 80		18,000	3 18 80
DEPARTMENT OF THE INTERIOR							
TOTAL BA		18,000	352,500			18,000	
DEPARTMENT OF JUSTICE							
Office of Justice Assist., Research, and Statistic							
Law enforcement assistance							
BA	R80-59		12,439	5 20 80			
DEPARTMENT OF THE TREASURY							
Bureau of Government Financial Operations							
Salaries and expenses							
BA	R80-50		322	4 16 80			
OTHER INDEPENDENT AGENCIES							
Arms Control and Disarmament Agency							
Arms control and disarmament activities							
BA	R80-51		720	4 16 80			
Federal Mine Safety and Health Review Commission							
Salaries and expenses							
BA	R80-52		188	4 16 80			
International Communication Agency							

ATTACHMENT A - STATUS OF RESCISSIONS - FISCAL YEAR 1980

AS OF 05/30/80 15 20

AS OF JUNE 1, 1980 AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT	RESCISSION NUMBER	AMOUNT PREVIOUSLY CONSIDERED BY CONGRESS	AMOUNT CURRENTLY BEFORE THE CONGRESS	DATE OF MESSAGE MO DA YR	AMOUNT RESCINDED	AMOUNT MADE AVAILABLE	DATE MADE AVAILABLE MO DA YR
Special international exhibitions							
BA	R80- 1	114		10 1 79		114	11 15 79
Merit Systems Protection Board							
Office of the special counsel							
BA	R80-53		1,000	4 16 80			
National Alcohol Fuels Commission							
Salaries and expenses							
BA	R80-58		9	5 13 80			
National Science Foundation							
Science education activities							
BA	R80-54		5,000	4 16 80			
Occupational, Safety, and Health Review Comm.							
Salaries and expenses							
BA	R80-55		100	4 16 80			
Small Business Administration							
Business loan and investment fund							
BA	R80-56		19,000	4 16 80			
Water Resources Council							
Water resources planning							
BA	R80-57		11,000	4 16 80			
OTHER INDEPENDENT AGENCIES							
TOTAL BA		114	37,017			114	
TOTAL BA		132,882	1,485,179			132,882	

FOOTNOTES

a. This rescission proposal was made prior to the formation of the Department of Health and Human Services and the Department of Education on May 7, 1980. At the time this proposal was transmitted to the Congress, it was reported under the Department of Health, Education, and Welfare.

b. These funds include $97,768,000 previously proposed for rescission in R80-2a.

PAGE 1 ATTACHMENT B STATUS OF DEFERRALS FISCAL YEAR 1980 AS OF 06/02/80 16 53

AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT	DEFERRAL NUMBER	AMOUNT TRANSMITTED ORIGINAL REQUEST	AMOUNT TRANSMITTED SUBSEQUENT CHANGE	DATE OF MESSAGE MO DA YR	CUMULATIVE OMB /AGENCY RELEASES	CONGRESSIONALLY REQUIRED RELEASES	CUMULATIVE ADJUSTMENTS	AMOUNT DEFERRED AS OF 06 01 80
FUNDS APPROPRIATED TO THE PRESIDENT								
Appalachian Regional Development Programs								
Appalachian regional development programs								
BA	D80-48	14,300		4 16 80				14,300
International Security Assistance								
Economic support fund								
BA	D80- 1	100,000		10 1 79				100,000
FUNDS APPROPRIATED TO THE PRESIDENT TOTAL BA		114,300						114,300
DEPARTMENT OF AGRICULTURE								
Farmers Home Administration								
Mutual self-help housing								
BA	D80-46	15,000		2 20 80				15,000
Forest Service								
Timber salvage sales								
BA	D80- 2	9,298		10 1 79				9,298
Expenses, brush disposal								
BA	D80- 3	32,060		10 1 79				32,060
Restoration of forest lands								
BA	D80- 4	38		10 1 79	-4			34
DEPARTMENT OF AGRICULTURE TOTAL BA		56,396			-4			56,392
DEPARTMENT OF COMMERCE								
Economic Development Administration								
Local public works program								
BA	D80-69	6,447		5 13 80				6,447

AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT		DEFERRAL NUMBER	AMOUNT TRANSMITTED ORIGINAL REQUEST	AMOUNT TRANSMITTED SUBSEQUENT CHANGE		DATE OF MESSAGE MO DA YR	CUMULATIVE OMB /AGENCY RELEASES	CONGRESSIONALLY REQUIRED RELEASES	CUMULATIVE ADJUSTMENTS	AMOUNT DEFERRED AS OF 06 01 80
National Oceanic and Atmospheric Administration										
Construction										
	BA	D80- 5	7,000			10 1 79				
	BA	D80- 5A		39,459		1 28 80				46,459
Coastal zone management										
	BA	D80- 6	20,000			10 1 79				
	BA	D80- 6A			a	11 15 79				20,000
Promote and develop fishery products and research										
	BA	D80- 7	2,400			10 1 79	-2,400			
Fisheries loan fund										
	BA	D80- 8	5,300			10 1 79				
	BA	D80- 8A			b	1 28 80	-93			5,207
Coastal energy impact fund										
	BA	D80-49	54,922c			4 16 80				54,922
DEPARTMENT OF COMMERCE TOTAL	BA		96,069	39,459			-2,493			133,035
DEPARTMENT OF DEFENSE-MILITARY										
Procurement										
Shipbuilding and conversion, Navy										
	BA	D80-41	997,500			1 28 80				997,500
Military Construction										
Military construction, all services										
	BA	D80- 9	31,386			10 1 79				
	BA	D80- 9A		355,780d		1 28 80	-351,820		8,234	43,580
Family Housing, Defense										
Family housing, Defense										
	BA	D80-42	18,651			1 28 80				18,651
Various Activities										
Various accounts										
	BA	D80-50	801,700e			4 16 80				
	BA	D80-50A		112,900		5 20 80				914,600

PAGE 3 ATTACHMENT B STATUS OF DEFERRALS FISCAL YEAR 1980 AS OF 06/02/80 16 53

AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT		DEFERRAL NUMBER	AMOUNT TRANSMITTED ORIGINAL REQUEST	AMOUNT TRANSMITTED SUBSEQUENT CHANGE	DATE OF MESSAGE MO DA YR	CUMULATIVE OMB /AGENCY RELEASES	CONGRESSIONALLY REQUIRED RELEASES	CUMULATIVE ADJUSTMENTS	AMOUNT DEFERRED AS OF 06 01-80
DEPARTMENT OF DEFENSE-MILITARY									
TOTAL BA			1,849,237	468,680		-351,820		8,234	1,974,331
DEPARTMENT OF DEFENSE-CIVIL									
Wildlife Conservation, Military Reservations									
Wildlife conservation, all services									
	BA	D80-10	595		10 1 79				
	BA	D80-10A		114	12 26 79				709
DEPARTMENT OF ENERGY									
Atomic Energy Defense Activities									
Operating expenses									
	BA	D80-51			4 16 80				
	O	D80-51A		1,000f	5 20 80				1,000
Energy Programs									
Energy supply R&D-operating expenses									
	BA	D80-52			4 16 80				
	O	D80-52A		2,500f	5 20 80				2,500
Fossil energy construction									
	BA	D80-11	50,000		10 1 79	-50,000			
Departmental Administration									
Departmental administration									
	BA	D80-53			4 16 80				
	O	D80-53A		1,000f	5 20 80				1,000
DEPARTMENT OF ENERGY									
TOTAL BA			50,000			-50,000			
TOTAL O				4,500					4,500
DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE									
Alcohol, Drug Abuse & Mental Health Administration									

AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT		DEFERRAL NUMBER	AMOUNT TRANSMITTED ORIGINAL REQUEST	AMOUNT TRANSMITTED SUBSEQUENT CHANGE		DATE OF MESSAGE MO DA YR	CUMULATIVE OMB /AGENCY RELEASES	CONGRESSIONALLY REQUIRED RELEASES	CUMULATIVE ADJUSTMENTS	AMOUNT DEFERRED AS OF 06-01 80
Construction & renovation, St. Elizabeths Hospital										
	BA	D80-12g	23,314			10 1 79				23,314
Office of Assistant Secretary for Health										
Special foreign currency program										
	BA	D80-43g	10,000			1 28 80				10,000
Office of Education										
Student assistance										
	BA	D80-54g	140,000			4 16 80				140,000
Social Security Administration										
Limitation on administrative expenses										
	BA	D80-47g	5,000			2 20 80				5,000
Human Development Services										
White House Conferences - Aging, Families, & Child										
	BA	D80-13g	4,649			10 1 79				
	BA	D80-13A			h	2 20 80	-2,354		1,604	3,899
DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE TOTAL BA			182,963				-2,354		1,604	182,213
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT										
Housing Programs										
Troubled projects operating subsidy										
	BA	D80-55	10,000			4 16 80				10,000
DEPARTMENT OF THE INTERIOR										
Bureau of Land Management										
Oregon and California grant lands										
	BA	D80-44	1,134			1 28 80				1,134
Heritage Conservation and Recreation Service										
Land and water conservation fund										
	BA	D80-14	30,000			10 1 79				30,000

PAGE 5 ATTACHMENT B - STATUS OF DEFERRALS FISCAL YEAR 1980 AS OF 06/02/80 16 53

AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT		DEFERRAL NUMBER	AMOUNT TRANSMITTED ORIGINAL REQUEST	AMOUNT TRANSMITTED SUBSEQUENT CHANGE	DATE OF MESSAGE MO DA YR	CUMULATIVE OMB /AGENCY RELEASES	CONGRESSIONALLY REQUIRED RELEASES	CUMULATIVE ADJUSTMENTS	AMOUNT DEFERRED AS OF 06-01-80
National Park Serivice									
Construction									
	BA	D80-56	15,500		4 16 80				15,500
Geological Survey									
Payments from proceeds, sale of water									
	BA	D80-15	39		10 1 79				39
Bureau of Mines									
Drainage of anthracite mines									
	BA	D80-16	1,137		10 1 79				
	BA	D80-16A		328	1 28 80	-500			965
DEPARTMENT OF THE INTERIOR TOTAL	BA		47,810	328		-500			47,638
DEPARTMENT OF JUSTICE									
Legal Activities									
Fees and expenses of witnesses									
	BA	D80-45	1,181		1 28 80				1,181
Federal Prison System									
Buildings and facilities									
	BA	D80-17	22,853		10 1 79				
	BA	D80-17A		14,888	11 15 79				
	BA	D80-17B		12,610	1 28 80				50,351
Office of Justice Assist., Research, and Statistic									
Law enforcement assistance									
	BA	D80-70	13,396		5 13 80				
	BA	D80-70A		6,000	5 20 80				19,396
DEPARTMENT OF JUSTICE TOTAL	BA		37,430	33,498					70,928
DEPARTMENT OF LABOR									

AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT		DEFERRAL NUMBER	AMOUNT TRANSMITTED ORIGINAL REQUEST	AMOUNT TRANSMITTED SUBSEQUENT CHANGE	DATE OF MESSAGE MO DA YR	CUMULATIVE OMB /AGENCY RELEASES	CONGRESSIONALLY REQUIRED RELEASES	CUMULATIVE ADJUSTMENTS	AMOUNT DEFERRED AS OF 06-01-80
Employment and Training Administration									
Employment and training assistance	BA	D80-57	190,760		4 16 80				190,760
Temporary employment assistance	BA	D80-58	203,000		4 16 80				203,000
DEPARTMENT OF STATE									
International Organizations and Conferences									
Contributions to intl peacekeeping activities	BA	D80-32	10,000		11 15 79				
	BA	D80-32A		2,000	1 28 80				12,000
Other									
Emergency refugee and migration assistance fund	BA	D80-18	5,650		10 1 79				
	BA	D80-18A		19,350	1 28 80	-15,300		1,194	10,894
DEPARTMENT OF STATE TOTAL	BA		15,650	21,350		-15,300		1,194	22,894
DEPARTMENT OF TRANSPORTATION									
Coast Guard									
Acquisition, construction, and improvements	BA	D80-59	33,800		4 16 80				33,800
Federal Aviation Administration									
Construction, Metropolitan Washington Airports	BA	D80-60	4,000		4 16 80				4,000
Civil supersonic aircraft development termination	BA	D80-19	5,004		10 1 79	-5,000			4
Facilities & equip. (Airport & airway trust fund)	BA	D80-20	138,211		10 1 79				
	BA	D80-20A		166,081	1 28 80				304,292
Federal Highway Administration									

PAGE 7 ATTACHMENT B - STATUS OF DEFERRALS - FISCAL YEAR 1980 AS OF 06/02 80 16 53

AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT		DEFERRAL NUMBER	AMOUNT TRANSMITTED ORIGINAL REQUEST	AMOUNT TRANSMITTED SUBSEQUENT CHANGE	DATE OF MESSAGE MO DA YR	CUMULATIVE OMB /AGENCY RELEASES	CONGRESSIONALLY REQUIRED RELEASES	CUMULATIVE ADJUSTMENTS	AMOUNT DEFERRED AS OF 06 01 80
Federal aid highways									
	BA	D80-33	495,789		11 15 79	-495,789			
	BA	D80-61	1,659,000		4 16 80				1,659,000
Federal Railroad Administration									
Railroad research and development									
	BA	D80-62	3,800		4 16 80				3,800
Northeast corridor improvement program									
	BA	D80-63	75,000		4 16 80				75,000
Urban Mass Transportation Administration									
Urban mass transportation fund									
	BA	D80-21	393,076		10 1 79			-393,076j	
	BA	D80-64	7,875		4 16 80				7,875
DEPARTMENT OF TRANSPORTATION									
TOTAL	BA		2,815,555	166,081		-500,789		-393,076	2,087,771
DEPARTMENT OF THE TREASURY									
Office of the Secretary									
Investment in national consumer cooperative bank									
	BA	D80-38	12,550		12 26 79				12,550
Office of Revenue Sharing									
State and local government fiscal assistance fund									
	BA	D80-22	79,548		10 1 79				
	BA	D80-22A		34,245	12 26 79	-1,665			112,128
	O	D80-23	2,735		10 1 79				
	O	D80-23A		13,850k	2 20 80	-9,800		2,173	8,958
Bureau of the Mint									
Construction of mint facilities									
	BA	D80-24	3,230		10 1 79				
	BA	D80-24A		2,500	1 28 80				5,730
DEPARTMENT OF THE TREASURY									

AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT		DEFERRAL NUMBER	AMOUNT TRANSMITTED ORIGINAL REQUEST	AMOUNT TRANSMITTED SUBSEQUENT CHANGE	DATE OF MESSAGE MO DA YR	CUMULATIVE OMB /AGENCY RELEASES	CONGRESSIONALLY REQUIRED RELEASES	CUMULATIVE ADJUSTMENTS	AMOUNT DEFERRED AS OF 06-01-80
TOTAL BA			95,328	36,745		-1,665			130,408
TOTAL O			2,735	13,850		-9,800		2,173	8,958
ENVIRONMENTAL PROTECTION AGENCY									
Construction grants									
	BA	D80-65	3,636,254		4 16 80				
	BA	D80-65A		11,6941	5 20 80				3,647,948
OTHER INDEPENDENT AGENCIES									
District of Columbia									
Loans for capital outlay									
	BA	D80-39	8,130		12 26 79				8,130
Federal Emergency Management Agency									
Emergency planning, preparedness, and mobilization									
	BA	D80-25	80		10 1 79				80
Foreign Claims Settlement Commission									
Payment of Vietnam prisoner of war claims									
	BA	D80-26	1,800		10 1 79	-940			860
General Services Administration									
Federal Buildings Fund									
	BA	D80-66	25,000		4 16 80				25,000
International Communication Agency									
Salaries & expenses									
	BA	D80-34	2,000		11 15 79				2,000
Special foreign currency program									
	BA	D80-35	1,600		11 15 79				1,600
Acquisition & construction of radio facilities									
	BA	D80-27	10,973		10 1 79				10,973
National Consumer Cooperative Bank									

AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT		DEFERRAL NUMBER	AMOUNT TRANSMITTED ORIGINAL REQUEST	AMOUNT TRANSMITTED SUBSEQUENT CHANGE	DATE OF MESSAGE MO DA YR	CUMULATIVE OMB /AGENCY RELEASES	CONGRESSIONALLY REQUIRED RELEASES	CUMULATIVE ADJUSTMENTS	AMOUNT DEFERRED AS OF 06-01-80
Self-help development fund									
	BA	D80-40	8,000		12 26 79				8,000
National Science Foundation									
Research and related activities									
	BA	D80-67	18,000		4 16 80				18,000
National Commission on Social Security									
Salaries and expenses									
	BA	D80-29	250		10 1 79				
	BA	D80-29A		145	12 26 79				395
Navajo & Hopi Indian Relocation Commission									
Salaries and expenses									
	BA	D80-30	5,300		10 1 79				5,300
Railroad Retirement Board									
Regional rail transportation protective account									
	BA	D80-36	1,000		11 15 79	-1,000			
Smithsonian Institution									
Construction									
	BA	D80-68	19,000		4 16 80				19,000
National Alcohol Fuels Commission									
Salaries and expenses									
	BA	D80-28	250		10 1 79				
	BA	D80-28A		500	1 28 80	-9			741
President s Commission on Pension Policy									
Salaries and expenses									
	BA	D80-37	700		11 15 79				700
Tennessee Valley Authority									
Tennessee Valley Authority fund									
	BA	D80-31	17,000		10 1 79				17,000
OTHER INDEPENDENT AGENCIES TOTAL	BA		119,083	645		-1,949			117,779

AMOUNTS IN THOUSANDS OF DOLLARS AGENCY/BUREAU/ACCOUNT	DEFERRAL NUMBER	AMOUNT TRANSMITTED ORIGINAL REQUEST	AMOUNT TRANSMITTED SUBSEQUENT CHANGE	DATE OF MESSAGE MO DA YR	CUMULATIVE OMB /AGENCY RELEASES	CONGRESSIONALLY REQUIRED RELEASES	CUMULATIVE ADJUSTMENTS	AMOUNT DEFERRED AS OF 06-01-80
TOTAL BA		9,520.430	778.594		-926.874		-382.044	8,990.106
TOTAL O		2.735	18.350		-9.800		2.173	13.458

FOOTNOTES

a. This supplementary report was transmitted solely to expand the application of this deferral to include funds appropriated in FY 1980 as well as balances carried forward from previous years.

b. This supplementary report was transmitted solely to change the justification for deferring the funds.

c. This deferral action was taken in conjunction with a rescission proposal (R80-11).

d. This amount includes the effect of releases totalling $18,270 thousand made prior to the transmittal of the supplementary report.

e. These deferral items were transmitted to the Congress in a consolidated deferral report which listed the individual items as D80-50.1 through 50.34.

f. This supplementary report was transmitted solely to reflect a technical correction to the original report by reflecting a delay of expenditures (outlays) rather than a delay of obligations (BA).

g. This deferral was made prior to the formation of the Department of Health and Human Services and the Department of Education on May 7, 1980. At the time this item was transmitted to the Congress, it was reported under the Department of Health, Education, and Welfare.

h. This supplementary report was transmitted to expand the application of this deferral.

i. This supplementary report includes the effect of releases totalling $8,000 thousand and adjustments of $5,582 thousand made prior to the transmittal of the report.

j. Congressional action on the 1980 Transportation and Related Agencies Appropriation Bill (P.L.96-131) rescinded these funds.

k. This amount includes the effect of releases totalling $2,691 thousand made prior to the transmittal of the supplementary report.

l. This amount includes the effect of a release totalling $12,456 thousand made prior to the transmittal of the supplementary report.

[FR Doc. 80-17906 Filed 6-13-80; 8:45 am]

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federal register

Monday
June 16, 1980

Part V

Department of Housing and Urban Development

Office of the Assistant Secretary for Community Planning and Development

Community Development Block Grants; Applications for Discretionary Awards for Technical Assistance

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Office of the Assistant Secretary for Community Planning and Development

24 CFR Part 570

[Docket No. R-80-813]

Community Development Block Grants; Applications for Discretionary Awards for Technical Assistance

AGENCY: Department of Housing and Urban Development.

ACTION: Proposed rule.

SUMMARY: This proposed rule would update and clarify requirements for making technical assistance awards. Technical assistance is the providing of skills and knowledge to local government agencies by those individuals and institutions which possess them to eligible block grant and action grant entities which need them. The proposed changes are needed to reflect national urban policy more clearly and to simplify management of the technical assistance programs for Federal and local administrators as well as for grant recipients.

DATE: Comments must be received on or before August 15, 1980.

ADDRESS: Comments should be addressed to the Office of Rules Docket Clerk, Office of General Counsel, Room 5218, HUD, 451 7th Street, S.W., Washington, D.C. 20410.

FOR FURTHER INFORMATION CONTACT: Elizabeth Tapscott, Director, Technical Assistance Division, Office of Policy Planning, Community Planning and Development, Room 7138, U.S. Department of Housing and Urban Development, Washington, D.C. 20410, Telephone: 755-6876.

SUPPLEMENTARY INFORMATION: On February 26, 1979, at 44 CFR 11048, the Department issued a final rule adding a new Section 570.402 to 24 CFR Subpart E. This new Section governed the provision of technical assistance under Section 107(a)(8) of Title I of the Housing and Community Development Act of 1977, as amended. Based upon the experience of administering technical assistance, since issuance of the final rule, the Department is publishing this proposed rule to improve Federal and local management of technical assistance programs and increase their responsiveness to HUD's technical assistance objectives. In lieu of the regional and State programs supported with FY 1979 assistance, HUD may establish, by Notice in the Federal Register, special technical assistance programs for administration by its Field Offices or by States. A finding of inapplicability with regard to environmental impact has been made, in accordance with HUD procedures for protection and enhancement of the environment.

This rule is not listed in the Department's semiannual agenda of significant rules, published pursuant to Executive Order 12044.

Accordingly, Part 570 is amended by revising § 570.402 as follows:

§ 570.402 Technical assistance awards.

(a) *General.* The statutory purpose of CDBG technical assistance is to help States, units of general local government, Indian tribes and areawide planning organizations to plan, develop, and administer local block grant and urban development action grant programs. Annual fund allocations for technical assistance will be published by separate Notice in the **Federal Register.** At HUD's discretion, funds may be awarded by grants, cooperative agreements, or contracts, directly to the States, units of local general government, Indian tribes, and APO's, or through qualified intermediaries such as non-profit or public interest groups, fair housing organizations, educational institutions, professional firms and individuals, and neighborhood organizations. Only States, units of general, local government, Indian tribes, and areawide planning organizations may receive grants, however. Awards are normally made through competitions and solicitations and in response to unsolicited proposals.

(b) *Definitions.* (1) "Technical Assistance" is defined as the transfer of skills and knowledge in planning, developing and administering local Community Development Block Grant (CDBG) or Urban Development Action Grant (UDAG) programs from qualified governmental entities, private organizations, and individuals to eligible CDBG and UDAG applicants and participants which need such skills and knowledge.

(2) "Areawide planning organization" means an organization authorized by law or by interlocal agreement to undertake planning and other activities for a metropolitan or non-metropolitan area.

(3) *Recipients.* (i) Any party which ultimately and directly benefits from the provision of Title I technical assistance is a "recipient." Such parties may include, for example, local elected or State officials, local or State agency personnel administering block grant or action grant programs, neighborhood or citizen groups, local financing institutions or development trades, Indian tribes, areawide planning organizations, and minority entrepreneurs. Recipients may or may not be the applicants to whom technical assistance funds are awarded, but they must be entities participating or actively intending to participate in the planning, developing or administering of a block grant or action grant program.

(ii) Except as provided in paragraph (b)(3)(iii) of this section, where the technical assistance will be provided to a non-governmental organization, HUD will require a designation of that organization by the chief executive of the unit of general local government in which the recipient non-governmental organization is to operate. Such a designation by the unit of general local government shall constitute recognition that the technical assistance received by the non-governmental organization is for the purpose of assisting that governmental unit to plan, develop, or administer its community development program.

(iii) If an award is for the purpose of providing technical assistance to non-governmental organizations to enable them to develop a capacity to participate in community development programs, the awardee shall assure that the units of general local government, in which the recipient organizations are located, do not object to the provision of such assistance.

(4) *Awards.* At its discretion, HUD will award technical assistance (for activities relating to planning, evaluating, and implementing local CDBG and UDAG programs) as a grant pursuant to this Regulation, or as a cooperative agreement or a contract pursuant to the Federal Grant and Cooperative Agreement Act of 1977. In general, grants will be used when substantial HUD involvement in managing the award is not anticipated, as long as the grant conditions are being satisfied. Cooperative agreements will be awarded when HUD expects substantial collaboration with the recipient during the project. Contracts will be used when the purpose of the award is of direct benefit to HUD or the Federal government. Contracts will be awarded according to HUD's contracting procedures (for solicited and unsolicited proposals) and Federal Procurement Regulations 41 CFR Part 1.

(c) *Eligible Applicants.* Eligible applicants for technical assistance awards are States, the Trust Territories, units of general local government, Indian tribes, areawide planning organizations, universities, public interest groups, profit and non-profit

organizations, and any other entity which can demonstrate it possesses adequate skills and knowledge for providing technical assistance.

(d) *Eligible activities.* CDBG technical assistance may include the following activities designed to improve the effectiveness with which CDBG and UDAG funds are used:

(1) the provisions of technical, consultative, and advisory services;

(2) the design, conduct and evaluation of training projects, such as workshops, seminars, and conferences;

(3) the development and distribution of technical materials and information;

(4) augmentation of non-Federal staff, such as peer-to-peer exchange, and short-term hiring of personnel with special expertise; and

(5) any other activity which in HUD's judgment is intended to transfer skills and knowledge to entities participating in planning or carrying out local CDBG or UDAG programs.

(e) *Technical Assistance.* (1) *Program Objectives.* Proposals submitted pursuant to this Regulation for technical assistance must address at least one of these objectives:

(i) revitalize declining neighborhoods and preserve stable neighborhoods and inhibit displacement of their households and businesses;

(ii) foster economic development and commercial revitalization;

(iii) improve the capacity of citizens and neighborhood organizations to participate in local block grant or action grant programs;

(iv) promote mobility from impacted areas and the expansion of housing opportunities for low and moderate income households and implement AHOPS, HAPs and other programs to meet the housing needs of those eligible for housing assistance;

(v) increase the capacity of entitlement and discretionary CDBG grantees and UDAG grantees to plan and manage all aspects of their local programs, including environmental analysis; and

(vi) foster community development energy conservation measures.

(vii) promote fair housing and equal opportunity in local CDBG and UDAG programs.

(2) Review criteria for proposals are:

(i) extent to which the activities will result in more effective use of CDBG or UDAG funds;

(ii) extent to which proposed activities directly address one or more of the program objectives;

(iii) demonstrable need for proposed assistance;

(iv) practicality of the project or measures for transferring skills or knowledge;

(v) knowledge, experience, and skill qualifications of the entity to provide the technical assistance;

(vi) demonstrable improvements in capacities/skills of specific parties who will benefit from the technical assistance; and

(vii) potential of the proposed activity for transfer to other audiences/communities.

(f) *Application Procedures.* (1) *Timing.* Applicants may submit proposals for technical assistance, pursuant to this Regulation, at any time.

(2) *Submission.* Send three copies of each proposal to: Director, Office of Policy Planning, Community Planning and Development, 451 7th Street, S.W., Room 7134, Washington, D.C. 20410.

(3) *Contents.* Proposals shall consist of these items:

(i) A brief transmittal letter signed by the Chief elected or appointed official of the State, unit of general local government, Indian Tribe or area planning organization, or, for a non-governmental entity, the person authorized to sign on its behalf;

(ii) A one-page abstract of the proposal;

(iii) A narrative statement which:

(A) describes how the proposed work directly supports planning, developing, or administering a CDBG or UDAG program;

(B) assesses and quantifies the need for technical assistance;

(C) demonstrates how the proposal addresses the program objectives in § 570.420 (e)(1);

(D) describes the activities and tasks to be undertaken and the milestone schedule for completing them;

(E) demonstrates the practicality of the steps to be taken to transfer knowledge or skills;

(F) presents the educational and experience qualifications of the persons proposed to transfer their skills and knowledge;

(G) identifies the proposed beneficiaries of the assistance; and

(H) describes a plan for monitoring progress and evaluating the change in skills and knowledge of the beneficiaries of the proposed technical assistance;

(iv) A proposed budget clearly showing how HUD and any other Federal or non-Federal funds would be used; and

(v) A proposed quarterly and final report format.

(g) *Approval Procedures.* (1) *Review.* Upon receipt of each proposal HUD will review each submission in terms of the criteria in paragraph (e) of this section and determine whether the project merits support, subject to available funds.

(2) *Notification.* HUD will notify the applicant whether the award will be by grant, cooperative agreement, or contract and whether the central or field offices will administer the project. HUD will also notify applicants of proposals that are rejected.

(3) *Awards.* Awards will be made under the authority of Section 107(a)(8) of the HUD Act of 1977, as amended, the Federal Grant and Cooperative Agreement Act of 1977, and pursuant to this Regulation.

(4) *Management.* Project management will be governed by the terms of individual awards. As a general rule, projects will be funded to operate for one to two years, and periodic and final reports will be required.

(h) *Other Provisions.* The requirements of subparts A, B, J, K, and O apply to technical assistance grants, but not to cooperative agreements or contracts. The requirements of Subpart C, of 24 CFR Part 58 (Environmental Clearances), and of OMB Circular A-95 (Project Notification) do *not* apply to any form of technical assistance award. If HUD elects to award a technical assistance grant, applicants will be required to provide the certifications prescribed in § 570.307 except for paragraphs (c), (d), (f), and (h) of that section.

Issued at Washington, D.C., May 14, 1980.

Robert C. Embry, Jr.,

Assistant Secretary for Community Planning and Development.

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federal register

Monday
June 16, 1980

Part VI

Department of the Interior

Fish and Wildlife Service

Kangaroos; Commercial Importation

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

50 CFR Part 17

Endangered and Threatened Wildlife and Plants; Kangaroos; Notice of Completion of 5-Year Review and Proposal To Permit Commercial Importation, Subject to Formal Reassessment in 2 Years

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Notice and proposal.

SUMMARY: The red kangaroo (*Megaleia rufa*), the eastern gray kangaroo (*Macropus giganteus*) and the western gray kangaroo (*Macropus fuliginosus*) have been listed as Threatened species under the Endangered Species Act of 1973 since December 30, 1974. The Service has now completed its five year review of the status of these species which was initiated by a publication of a notice in the Federal Register (44 FR 29566) on May 21, 1979. This review leads to the conclusion that all three species of kangaroos remain "Threatened" as defined by the Endangered Species Act of 1973. The review also demonstrates to the Service that the Australian States of New South Wales, Queensland, South Australia, and Western Australia now have met the requirements of 50 CFR Section 17.40 (a)(1)(i)(B) for the commercial import of kangaroos and the Service therefore proposes to permit such commercial importation from those states.

At the end of a two year period, the Service will review again the entire situation and determine at that time whether the importation ban should be reimposed to conserve the kangaroos.

DATES: Comments from the public must be received on or before July 16, 1980.

ADDRESSES: Interested persons or organizations are requested to submit comments to Director (OES), U.S. Fish and Wildlife Service, Department of the Interior, Washington, D.C. 20240. Comments and materials relating to this rule are available for public inspection by appointment during normal business hours at the Service's Office of Endangered Species, Suite 500, 1000 North Glebe Road, Arlington, Virginia.

FOR FURTHER INFORMATION CONTACT: For further information on this notice and proposal contact Mr. John L. Spinks, Jr., Chief, Office of Endangered Species (703/235-2771).

SUPPLEMENTARY INFORMATION:

Background

On April 1, 1974, the Service published in the Federal Register (39 FR 11903), a proposed rulemaking to list the red kangaroo (*Megaleia rufa*), the eastern gray kangaroo (*Macropus giganteus*), and the western gray kangaroo (*Macropus fuliginosus*) as Endangered species pursuant to the Endangered Species Act of 1973.

The Act provides for the listing of a species as Endangered or Threatened when one or more of the following five factors is contributing to the likelihood of the species' extinction throughout all or a significant portion of its range:

(1) the present or threatened destruction, modification or curtailment of its habitat or range;

(2) overutilization for commercial, sporting, scientific, or educational purposes;

(3) disease or predation;

(4) the inadequacy of existing regulatory mechanisms; or

(5) other natural or man-made factors affecting its continued existence.

With regard to the three species of kangaroos, the proposal to list them as Endangered presented the following information relative to the above five factors:

(1) *The Present or Threatened Destruction, Modification, or Curtailment of Habitat or Range.* (a) Reductions in kangaroo habitat and range are evident due to expansions of human activities e.g. settlement, animal husbandry, agriculture, forestry and mining.

(b) Replacement of native vegetation by exotic plant species represents serious loss in some areas.

(c) Alteration of habitats due to man's removal of brush and trees by fire and by mechanical means is another loss factor.

(2) *Overutilization for Commerical, Sporting, Scientific, or Educational purposes.* (a) Heavy commercial exploitation for hides and meat continues, in spite of a temporary ban on the export of kangaroo products.

(b) Graziers and other landowners continue to kill kangaroos because of presumed competition between kangaroos and livestock for food and water, or because of other reasons.

(c) Many persons consider these three kangaroos to be vermin and/or pests; such an attitude results in continual loss of animals through indiscriminate killing.

(d) Total annual mortality of adult kangaroos presently numbers in the hundreds of thousands. Actual figures available pertain only to the commercial take of animals reaching the market; that take alone has exeeded two million annually in recent years. This exploitation level, in combination with natural losses together suggest an annual mortality that may exceed the kangaroo's reproductive capacity.

(3) *Inadequacy of Existing Regulatory Mechanisms.* (a) Present regulations appear to suffer from a general lack of the scientific information needed to successfully manage kangaroo populations: specifically, good data on habitat condition and carrying-capacity, total numbers, annual reproduction and mortality, and, most important, annual turnover and population trends. This lack is serious in view of the continued heavy exploitation.

(b) Regulations on kangaroo harvesting are neither uniform nor complementary between States; no coordinated management program exists that seeks to insure the kangaroos' well-being and continued existence.

(c) Control and monitoring of the kangaroo harvest appears to be poor; enforcement of the existing regulations appears inadequate; and poaching activities are common.

(d) No evidence is available which demonstrates that the impact of the harvest upon kangaroo populations is adequately assessed or that such harvest quotas which may exist are designed to insure a sustained yield.

(4) *Other Natural or Man-Made Factors.* (a) Lack of funding and staffing in Australian States seriously hampers the implementation of an effective kangaroo management program.

(b) Continued and increasing high demand worldwide for kangaroo hides and meat encourages heavy commercial exploitation.

(c) Competition (presumed or realized) between livestock and kangaroos for food, space, and water are serious handicaps to effective kangaroo management in some areas.

(d) There is a general lack of preserves in Australia that are large enough to sustain viable, healthy kangaroo populations and/or that are adequately protected from human exploitation. Cause for further concern has resulted from the recent (February 1974) action by the New South Wales government in opening to commercial kangaroo harvest a previously closed area—the large, fauna-rich Grafton-Casino section of northeast New South Wales. Implicit in such action is the probable increase in that State's kangaroo harvest, as well as the decrease in "preserve" area available to kangaroos.

(e) Periodic droughts and floods are common over much of the kangaroos' range and these constitute a significant

mortality factor in long-term kangaroo management programs.

Data that were obtained after publication of the proposed rule were extensive and necessitated a reevaluation of the entire situation for the final rulemaking. It was concluded that these new data showed that the three species were not actually in danger of extinction ("endangered species"), but rather were likely to become endangered ("threatened species"). Therefore, on December 30, 1974, the Service published in the **Federal Register** (39 FR 44990) a final rulemaking which listed the three kangaroos as threatened species rather than endangered species. The reasons given in the final rulemaking for a change in the status from that proposed were as follows:

(1) *Present or Threatened Destruction, Modification, or Curtailment of Habitat or Range.* The three problems identified in the proposed rulemaking for loss of kangaroo habitat in Australia are indeed present and are cause for concern. However, these losses, while substantial in total acreage, are small relative to the total kangaroo habitat and range. Greatest concern for habitat loss is evident for the Western Gray (*Macropus fuliginosus*) due to the ever increasing expansion of agricultural interests in Western Australia. Although this loss poses a threat to the species and may result in its endangerment, it does not imply extinction within the foreseeable future. The various State governments are well aware of the habitat destruction and change that is taking place in parts of Australia and are taking steps to control the degradation occurring.

(2) *Overutilization for Commercial, Sporting, Scientific, or Educational Purposes.* Once again the statements made in the proposed rulemaking are valid ones, yet there is no evidence to suggest "overutilization" on a species population basis nationwide. The combined effect of drought and commercial harvest reduced kangaroo populations to low levels in some regions during the late 1960's, but the wet conditions prevailing during the past three years have benefited the kangaroo. The animal is considered a pest by many graziers.

A few would prefer not having any kangaroos on their stations, yet most recognize the animal as a part of their country's heritage and have no desire to cause the animal's extinction. There seems to be an ever increasing number of graziers prohibiting all but controlled hunting of kangaroos on their properties. All States now have established quotas on the annual harvest of kangaroos (Queensland is about to do so). Western Australia intends to remove the Red Kangaroo from its "vermin" classification. The trend throughout Australia is for better regulation of kangaroo harvests. Nevertheless, species such as kangaroos, which have high commercial value and which have been and are being exploited heavily, must be regarded as species that are apt to become endangered unless adequate controls exist. Such species should be considered "threatened" species as defined by the Endangered Species Act of 1973.

(3) *Inadequacy of Existing Regulatory Mechanisms.* There remain many deficiencies in the gathering of population data that would be desirable for the setting of better control regulations, as is the case with many of the exploited animals throughout the world. The difficulties and expense of gathering such data, however, are well known to biologists and wildlife managers, and no management agency can do more than its best under existing restrictions on money and personnel to gather the information needed. All of the States have the necessary regulatory power to adequately control the harvest of kangaroos; all have competent resource managers and biologists who are attempting to obtain the data needed for proper management; and none wishes to see any of the kangaroos exterminated. Regulations and management policy concerning kangaroos are not uniform between the States; many of the differences simply reflect different attitudes and environmental conditions; nevertheless, nationwide coordination is necessary. The current lack of coordination will not result in the extinction of the species within the foreseeable future, but does pose a threat that could lead to endangerment if not corrected.

(4) *Other Natural or Man-made Factors Affecting its Continued Existence.* All five problems mentioned in the proposed rulemaking exist, yet not to the extent of causing the three kangaroos to become extinct within the foreseeable future. There are valid indications that the kangaroo-hide industry will expand in future years, given the opportunity. Such commercial exploitation need not be detrimental, provided adequate controls exist; there is reason to believe that Australia is developing such controls. Preserves for sustaining kangaroo populations are lacking in number, but additional ones are being gazetted each year. Also, while not specifically classed as "preserves" there is substantial acreage in each State where hunting is prohibited or strictly controlled. Admittedly, law enforcement efforts are difficult because of funding and staffing lacks; and this problem, if uncorrected, poses a threat to the kangaroos that might lead to their endangerment.

At the time of the final rulemaking, the Service, through special rules, imposed a ban on the importation of the three kangaroos and their parts and products into the United States but stated in 50 CFR 17.40 (a)(1)(i)(B) that:

> Upon receiving from the Australian Government a certificate that (1) a particular Australian State has developed an effective sustained-yield program for such wildlife, and (2) the taking of such wildlife in that State will not be detrimental to the survival of the species or subspecies of which such wildlife is a part, the Director may, consistent with the purposes of the Act, permit by publication in the **Federal Register** the commercial importation of any such wildlife originating from the State . . .

Section 4(c)(4) of the Act requires the Service to conduct a status review of all species listed at least once every five years. On May 21, 1979, the Service published in the **Federal Register** (44 FR 29566) the names of all species listed prior to 1975 that were being reviewed. The red kangaroo, eastern gray kangaroo, and western gray kangaroo were among the species designated for review. In conducting its review of the status of the three kangaroos, the Service not only consulted and analyzed all of the data submitted by the various Australian States and by a number of conservation groups, but in April of this year sent Dr. David Anderson, Leader of the Service's Utah Wildlife Cooperative Unit, and a noted expert on population dynamics, to Australia to obtain data at first hand. Dr. Anderson's data, along with that sent from the Australian States and other sources, form the primary basis for the present proposal.

The Service has now completed the review of these three species, and concludes that their status remains Threatened in Australia. The Service feels, however, that the Australian States have met the conditions for resuming commercial trade with the United States in these kangaroos as specified in 50 CFR 17.40(a)(1)(i)(B). The Service therefore is taking no action to reclassify any of these kangaroos, but is proposing to permit the commercial importation of them. After two years the Service will review the status of the kangaroos and determine whether the importation ban should be reimposed to conserve kangaroos. The Service believes that the two year period is proper because it would permit adequate time in which to determine

what effect commercial trade is having on these species.

Although the kangaroo special rules cited above would permit the Director to immediately authorize importation upon publication of a finding in the **Federal Register**, the Service, as a matter of administrative discretion, has decided to issue a proposed finding and receive comments for a thirty day period. At the end of that period, the Director will evaluate all comments and publish a final finding in the **Federal Register.**

A summary of the data as they pertain to each of the four factors that were relevant at the time of listing of the kangaroos are discussed below as they pertain to the situation today.

Summary of Data on the Three Kangaroos

(1) *Present or threatened destruction, modification, or curtailment of habitat or range.* There has been little or no change in the situation for kangaroos in the period since the time of the listing.

In response to a questionnaire submitted by the Service to the various Australian States requesting information, among numerous other things, on area of occupied habitat and potential habitat compared to five and ten years ago in each State, the following comments were received:

Queensland—"Unaware of any change in either case."

New South Wales—"There has been no substantial change . . . in the last ten years."

Victoria—Eastern and western grays—". . . there has been a decrease in potential habitat of the order of 1% over the last five years and 5% over the last ten years." Red kangaroo—"no change."

South Australia—". . . little change in habitat in recent years."

Western Australia—Red kangaroo—". . . virtually no change." Western gray kangaroo—". . . little real change."

Northern Territory—"Kangaroos are not important in Northern Territory . . . little work has been carried out on them in the last five or six years."

This conclusion is also substantiated by data received from other sources.

Since there has been little or no change in habitat considerations since these kangaroos were surveyed in 1974, the potential destruction, modification or curtailment of such habitat remains as much a threatening factor as when the kangaroos were originally listed.

(2) *Overutilization for Commercial, Sporting, Scientific or Educational purposes.* In 1974 when the kangaroo was listed, there were no reliable estimates of kangaroo numbers available from any State, yet the species were being harvested in greater numbers annually. Since that time the States have made efforts to arrive at acceptable population estimates for their kangaroos. New South Wales has been in the forefront of these efforts, where G. Caughley has been conducting aerial surveys; such surveys are considered among the best techniques for estimating certain populations. More recently South Australia has also been conducting aerial surveys of its kangaroo populations. Overall, data obtained by Dr. Anderson on his trip to Australia provide the following populations for the Australian States which expect to commercially export kangaroo hides to the United States: New South Wales, 5,000,000; Queensland, 25,000,000; South Australia, 1,400,000; Western Australia, 1,250,000.

Of these estimates, only those of New South Wales and South Australia are based on extensive aerial surveys. The other States have not done aerial surveys because of the greater areas involved, the complex habitats that need to be covered, or the prohibitive expense of such surveys. They depend instead on other techniques such as annual hunter take or extrapolation from the New South Wales estimate. Dr. Anderson and the Service feel that the estimates for the other States, however, are reasonable. The above then provide an overall population of some 32,000,000 kangaroos in Australia.

The kill quota for 1980 has been set nationwide in Australia at 2.8 million. This kill quota is based on population estimates and is distributed among the various States so that conservation of the kangaroos is insured. Given the population estimates cited in Dr. Anderson's report, the Service feels that the kangaroos could sustain themselves at that level of take, barring any new, unforeseen human or natural pressures, and proposes that it is reasonable to permit commercial importation at this time. Because of the possibility, however, of unforeseen pressures such as extensive and widespread drought, the Service feels that the quota must be watched closely and the situation monitored to protect against such pressures. Continued threatened status will allow the Service to monitor the situation and take remedial action if circumstances warrant.

(3) Not applicable.

(4) *Inadequacy of Existing Regulatory Mechanisms.* The Service does not now regard this as a factor offering a reasonable threat to kangaroo populations. Since enactment of the final rule imposing the importation ban on kangaroos, the Australian States have established an extensive mechanism to regulate trade in kangaroo parts and products. One of the central features of this system is the requirement that all of the Australian States place tags on kangaroos, which remain in place from the time of kill up to the time of export, and each State uses a tagging system which is compatible with the tagging system used in the others. Adequate records are maintained from the time of harvest until export that can be used to trace kangaroo parts or products throughout the commercial chain. In fact, the Service feels that Australia's regulatory mechanisms are as good as or better than those applied to other commercially exploited species in the world.

Although the Service does not question the adequacy of the regulatory mechanisms Australia has designed for the commercial harvest of its kangaroo populations, the fact remains that the country is enormous and enforcement of laws against illegal killing is a major undertaking. Kangaroos are poisoned as unwanted competitors with livestock; they are shot for sport; or killed indiscriminately. There is little possibility of controlling such illegal killing in a country of this magnitude which is so sparcely inhabited. Thus, the Service feels that the illegal kill may pose a threat to the three kangaroos even though the legal commercial harvest itself does not pose such a threat.

(5) *Other Natural or Man-made Factors Affecting their Continued Existence.* As stated earlier, the Service feels that the commercial harvest of the kangaroos as outlined by the Australian States seems reasonable barring any new, unforeseen human or natural pressures. It is impossible to predict whether any such pressures will arise and what they may be. One possibility is drought, which has often affected kangaroo populations in the past. Some reports indicate that the country may be entering such a period of drought at the present time; others deny it. Some claim that in any event a drought would not have the catastrophic effect it has had in the past because of the present widespread presence of man-made watering holes; others claim the watering holes would only make it easier to poison kangaroos when they gather at them to drink. Even though the Service is uncertain as to the probability of this factor posing a threat to the future of the kangaroos, it continues to regard it as a contributing element in the threatened classification of the three

species. A threatened classification of the kangaroos would enable the Service to move quickly to restrict imports if any such unforeseen natural or man-made factors arose.

Finding

Given the above considerations, the Service finds that the red, eastern gray and western gray kangaroos remain threatened species. The Service also finds that even though they remain threatened, the Australian Federal and State governments have developed an effective sustained-yield program and that taking of each of the kangaroos is not detrimental to the survival of the species as a whole. Through these programs, commercial harvest may benefit the species by creating monies that can be used for kangaroo research and management and creating an incentive to maintain kangaroos in areas where they have traditionally been treated as vermin.

Effect of This Proposal if Published as a Final Rule

The effect of this proposal, if made final, would be to permit the importation into the United States for commercial purposes of the red, eastern gray and western gray kangaroos, including parts and products. At the end of a two year period, the status of the kangaroos, and the management plans of the various Australian States, would be reappraised and either continued importation would be allowed, or the ban reimposed depending upon the outcome of the reappraisal. During this entire period, all three species of the kangaroos would remain listed as threatened pursuant to the Act and the Service would retain the authority at any time to reimpose the ban if such action is warranted.

Public Comments Solicited

The Director intends that this proposal be accurate and adequately provide for the conservation of these kangaroos. Therefore, any comments or suggestions from the public, other concerned governmental agencies, the scientific community, industry, private interests, or other interested parties concerning any aspect of this proposal are hereby solicited. Such comments or suggestions will be accepted until July 16, 1980, after which the Director will make a final determination on the matter.

Primary Author

The primary author of this proposal is John L. Paradiso, Office of Endangered Species.

Proposal

The Director has determined that the Australian States of New South Wales, Queensland, South Australia and Western Australia have met the requirements of 57 CFR 17.40(a)(1)(i)(B) regarding commercial import of red kangaroos (*Megaleia rufa*), eastern gray kangaroos (*Macropus giganteus*) and western gray kangaroos (*Macropus fuliginosus*). He therefore proposes to permit, by this notice, the importation of those animals, parts and products, which have been tagged or otherwise identified as removed from the wild in accordance with the management plans of the approved Australian States, according to 50 CFR 17.40(a)(1)(i)(B). Permits from the United States for individual shipments will not be required. After two years the Service will review again the entire situation and determine at that time whether the importation ban should be reimposed.

Importation into the United States must be at one of the ports designated in 50 CFR 14.12, or as allowed under a non-designated port permit issued in accordance with 50 CFR 14.32. The form 3–177, customs declaration filed upon import shall constitute the report required under this general permit.

Note.—The Department of the Interior has determined that this document is not a significant action and does not require a regulatory analysis under Executive Order 12044 and 43 CFR Part 14.

Dated: June 10, 1980.

Harold J. O'Connor,

Acting Director, Fish and Wildlife Service.

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Vol. 45, No. 117

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FEDERAL REGISTER PAGES AND DATES, JUNE

37175-37396.....2
37397-37680.....3
37681-37800.....4
37801-38022.....5
38023-38334.....6
38335-39236.....9
39237-39492.....10
39493-39788.....11
39789-40092.....12
40093-40560.....13
40561-40962.....16

CFR PARTS AFFECTED DURING JUNE

At the end of each month, the Office of the Federal Register publishes separately a list of CFR Sections Affected (LSA), which lists parts and sections affected by documents published since the revision date of each title.

1 CFR

465.....37397

3 CFR

Administrative Orders:
Presidential Determination:
No. 80-19 of May 28, 1980.....37681
Reorganization Plans:
No. 1 of 1980.....40561
Proclamations:
4762.....39237

5 CFR

213.....38023-38024
Proposed Rules:
Ch. 1.....37610
330.....39277
352.....37452
720.....38061

6 CFR

705.....37397, 38335

7 CFR

10.....37175
273.....40093
282.....40094
301.....38024
711.....37398
723.....40095
724.....40095
725.....40096, 40097
726.....40095
908.....37801, 38339, 39789
910.....37683, 38033, 40097
911.....39854
913.....40565
923.....38034
925.....40565
944.....39854
947.....37178
1004.....39239
1438.....39493
1701.....37399, 40098
1804.....39789
1821.....39789
1822.....39789
1872.....39789
1901.....39789
1924.....39789
1933.....39789
1942.....39789
1943.....39789
1944.....39789
1945.....39789
Proposed Rules:
725.....39277
760.....37453
916.....38386
917.....38062, 38387
930.....38063
999.....39507
1007.....40606
1493.....37854
1701.....37454, 38064
2842.....38064

8 CFR

207.....37392
208.....37392
209.....37392
238.....38339
245.....37392
343b.....38340

9 CFR

3.....37616
78.....38035
83.....40098
92.....38036
113.....40099
Proposed Rules:
83.....38071
325.....40129

10 CFR

32.....38340
35.....39829
50.....40101
51.....40101
73.....37399
95.....37410
140.....37410
205.....37683
210.....40104
212.....38038, 39240, 40104, 40106
445.....37685
500.....38276
501.....38276
502.....38276
503.....38302
505.....38302
507.....38276
1040.....40514
Proposed Rules:
34.....39856
71.....39519
211.....37697, 40078
212.....37697
455.....39856
474.....39520

12 CFR

201.....40108
204.....39494
217.....37685
229.....39495
341.....37179
343.....37179
522.....40108
531.....40109

590 38342
605 39495
614 39496
701 39241
1204 ..... 37801–37803, 40109

Proposed Rules:

7 40613
201 40130
543 40132
552 40132
618 39507
701 39279
1204 ..... 38072, 38388

13 CFR

111 39496
305 39242

Proposed Rules:

Ch. III 37972
Ch. V 37972
120 37454

14 CFR

11 38342
21 38342
25 38342
29 38342
37 38342
39 ..... 37179–37181, 37805–37811, 38349, 39829–39833, 40571
71 ..... 37811, 38352, 39835–39837, 40572
73 38352
91 38342
97 ..... 37181, 39837
121 38342
127 38342
135 38342
159 40572
207 40572
208 40574
212 40575
214 40575
249 37812

Proposed Rules:

Ch. I 38073
39 ..... 37221, 37222, 38402, 40615
71 ..... 37858, 38404, 39857, 40616
139 39857

15 CFR

368 40575
370 37183
373 37415
374 37415
376 37415
379 ..... 37183, 37435
385 37415
386 37183
399 37415

Proposed Rules:

Ch. I 37972
Ch. II 37972
Ch. III 37972
Ch. VIII 37972
Ch. XII 37972
19 37374
938 ..... 39507, 39511

16 CFR

1 39244
2 39244
3 39244
4 39244
13 ..... 37686, 38039, 38352
460 37674
1508 37418

Proposed Rules:

13 39865
705 37386
1405 39434

17 CFR

240 ..... 37687, 39838
249 39838

Proposed Rules:

16 39280
211 40134
229 40134
240 ..... 40134, 40145
249 ..... 40134, 40145
270 38407

18 CFR

1 38354
141 ..... 37420, 38354
260 37812
271 37185
281 39497
282 37185
292 38040

Proposed Rules:

281 39283
282 ..... 38080, 40617

19 CFR

22 39244
54 ..... 38040, 38355
353 39498

20 CFR

651 39454
653 39454
658 39454

Proposed Rules:

Ch. I 37648
Ch. III 40356
Ch. IV 37648
Ch. V 37648
Ch. VI 37648
Ch. VII 37648
404 39309

21 CFR

101 37420
102 39247
103 37422
146 39251
175 39251
177 39252
207 38042
429 40110
431 40110
510 ..... 37424, 38048
514 40110
522 37425
558 ..... 37424, 38048–38049
573 38049

Proposed Rules:

Ch. I 40356
Ch. II 40576
103 40153
310 37455

22 CFR

41 39499
208 37688

Proposed Rules:

6 37456
6f 37456
171 37456

23 CFR

Proposed Rules

625 40062
646 40062
655 40062

24 CFR

220 38356
390 40556
841 40868
888 40111
1710 40474
1715 40474
1720 40474
1730 40474

Proposed Rules:

115 37697
203 38410
570 ..... 40155, 40954
888 40155

25 CFR

221 37688

26 CFR

1 ..... 38050, 40113
7 38050
31 39499

Proposed Rules:

1 ..... 39512, 39869
48 38411

27 CFR

4 40538
5 40538
7 40538

Proposed Rules:

19 38258
70 38258
240 38258
245 38258
250 38258
270 ..... 38258, 38271
275 ..... 38258, 38271

28 CFR

0 39841
20 40114
42 37620
43 39841

Proposed Rules:

22 40156
23 40156
62 40159

29 CFR

42 39486
102 37425
697 40601
1610 40603

Proposed Rules:

Subtitle A 37648
Ch. II 37648
Ch. IV 37648
Ch. V 37648
Ch. XVII 37648
Ch. XXV 37648
1613 38083
1910 40166
2550 38084
2610 38415

30 CFR

Ch. II 40619
250 37816–37817
715 39446
816 ..... 37818, 39446
817 39446

Proposed Rules:

Ch. I 37648
Ch. VII 37223, 37697, 38088
55 38087
56 38087
57 38087
70 39310
71 39310
90 39310
715 40166
716 ..... 39448, 40166
785 39448
816 40166
817 40166
826 40166

31 CFR

15 39841
103 37818
535 ..... 37679, 37688

32 CFR

536 39253
562 39502
888a 39502
907 39502
1611 40577
1612 40577
1613 40577
1615 40577
1617 40577
1619 40577
1621 40577

Proposed Rules:

1611 40621
1612 40621
1613 40621
1615 40621
1617 40621
1619 40621
1621 40621

32A CFR

Proposed Rules:

Ch. VI 37972

33 CFR

117 ..... 39845, 39846
147 37186
165 37187

Proposed Rules:

117 39871
128 40621
183 38417
235 39412

34 CFR

5b 37426
30 37426
73 37426
100 37426
104 37426
106 37426

35 CFR

251 38324
920 38056

37 CFR

Proposed Rules:
Ch. I 37972

38 CFR

17 ..... 38356, 39846
36 38056

39 CFR

10 40114
111 ..... 37426-37427, 40114

Proposed Rules:
111 38419

40 CFR

52 ..... 39503, 40578, 40579
62 37431
80 37197
81 39255
86 40030
162 39848
180 ..... 39257, 39503
418 37198
423 37432
426 37198
432 37198

Proposed Rules:
51 37466
52 ..... 37224, 37699, 38419, 39310, 40167, 40169, 40623
60 39766
80 37225
86 38422
112 40174
162 ..... 38087, 39311
173 40175
180 ..... 37700, 40175

41 CFR

Ch. 1 39504
Ch. 14 39504
Ch. 101 ..... 37199, 37432
1-15 39848
3-4 37693
101-11 37433
101-17 37199
101-18 37199
101-19 37199
101-45 ..... 37693, 38369
105-61 39258

Proposed Rules:
Ch. 25 39871

42 CFR

57 40581
59 37433

Proposed Rules:
Ch. I 40356
Ch. II 40356
Ch. III 40356
Ch. IV 40050, 40356
405 37858
441 37858
447 ..... 37466, 39872

43 CFR

2710 39416
2730 39416
2750 39416
2760 39416

Public Land Orders:
5726 37438
5727 ..... 37439, 40115
5728 37837
5729 38369

44 CFR

64 37207
65 ..... 37442, 37694, 39258
67 37208-37209
70 38370-38379
205 37440

Proposed Rules:
67 ..... 37226, 37227, 37861, 39312-39315, 40624, 40625

45 CFR

74 ..... 37666, 38380
100c 37442
1063 39849
1067 39849
1211 39270

Proposed Rules:
Subtitle A 40356
Subtitle B 40356
Ch. VI 39871
63 37700
100b 39708
116 39712
116a 39712
1050 37867
1336 39316

46 CFR

66 38384
283 37442
527 37694
536 38057

Proposed Rules:
Ch. II 37972
Ch. IV 37703

47 CFR

0 39850
19 39850
64 40115
73 ..... 37210, 37838, 38057
74 37839
97 ..... 40116, 40117

Proposed Rules:
2 37237
22 37237
68 37704
73 ..... 37238-37246, 37468, 37868-37869, 40176-40186, 40626
74 40187
87 40188
90 37237
97 40192

49 CFR

229 39851
450 37212
451 37212
452 37212
453 37212
571 ..... 38380, 40585
572 40595
800 37842
1033 ..... 37219, 37220, 37843-37845, 38057-38059, 38382, 39275, 39852, 40596, 40597, 40599
1041 37218
1047 39853

Proposed Rules:
Ch. X 39316, 39317
71 38423
171 40627
391 39872
575 37870
1047 39874
1056 39519
1100 39317
1320 39519
1321 39519
1322 39519
1323 39519
1324 39519

50 CFR

20 37847
222 39875
223 39875
224 39875
225 39875
226 39875
227 39875
230 37451
255 37852
260 39275
285 40118
611 ..... 37695, 39876

Proposed Rules:
Ch. II 37972
Ch. VI 37972
17 40958
91 39317
661 37870

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 FR 32914, August 6, 1976.)

Monday	Tuesday	Wednesday	Thursday	Friday
DOT/SECRETARY	USDA/ASCS		DOT/SECRETARY	USDA/ASCS
DOT/COAST GUARD	USDA/APHIS		DOT/COAST GUARD	USDA/APHIS
DOT/FAA	USDA/FNS		DOT/FAA	USDA/FNS
DOT/FHWA	USDA/FSQS		DOT/FHWA	USDA/FSQS
DOT/FRA	USDA/REA		DOT/FRA	USDA/REA
DOT/NHTSA	MSPB/OPM		DOT/NHTSA	MSPB/OPM
DOT/RSPA	LABOR		DOT/RSPA	LABOR
DOT/SLSDC	HEW/FDA		DOT/SLSDC	HEW/FDA
DOT/UMTA			DOT/UMTA	
CSA			CSA	

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

REMINDERS

The "reminders" below identify documents that appeared in issues of the **Federal Register** 15 days or more ago. Inclusion or exclusion from this list has no legal significance.

Rules Going Into Effect Today

AGRICULTURE DEPARTMENT

Office of the Secretary—

24103 4–9–80 / Export sales reporting requirements

HEALTH AND HUMAN SERVICES DEPARTMENT

Food and Drug Administration—

32296 5–16–80 / Additional standards for limulus Ameboeyte lysate

INTERIOR DEPARTMENT

Land Management Bureau—

35156 5–23–80 / Revision of simultaneous oil and gas leasing system provisions

TRANSPORTATION DEPARTMENT

National Highway Traffic Safety Administration—

29032 5–1–80 / Information gathering powers; issuance and use of compulsory process [Corrected at 45 FR 32001, 5–15–80]

List of Public Laws

Last Listing June 11, 1980

Note: No public bills which have become law were received by the Office of the Federal Register for inclusion in today's **List of Public Laws.**