

federal register

February 4, 1975—Pages 5127-5345

TUESDAY, FEBRUARY 4, 1975

WASHINGTON, D.C.

Volume 40 ■ Number 24

Pages 5127-5345



PART I

HIGHLIGHTS OF THIS ISSUE

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

PRESIDENTIAL PROCLAMATIONS—

American Health Month, 1975.....	5131
Reserving Certain Lands Adjacent To and Enlarging the Boundaries of the Buck Island Reef National Monument in the Virgin Islands of the United States.....	5127
Reserving Certain Submerged Lands Adjacent To Rose Atoll National Wildlife Refuge Territory of American Samoa and, Certain Submerged Lands for the Defense Needs of the United States in the Territories of Guam and the Virgin Islands.....	5129

CHILD DISABILITY INSURANCE—HEW/SSA proposed amendments to determine relationship of claimant; comments by 3-6-75.....	5163
---	------

DANGEROUS CARGO—DOT/FAA Inspection requirements; effective 3-7-75.....	5140
--	------

RADIOACTIVE MATERIALS—DOT/FAA proposes certain restrictions on passenger carrying aircraft; comments by 3-10-75.....	5168
--	------

BRAKES—DOT/NHTSA amends standards; effective 2-4-75	5149
---	------

TOBACCO—USDA/ASCS National marketing quotas and determinations	5135
--	------

(Continued Inside)

PART II:

PRESERVATION OF HISTORIC PLACES—Interior/NPS issues National Register.....	5241
--	------

reminders

NOTE: There were no items published after October 1, 1972, that are eligible for inclusion in the list of Reminders.

ATTENTION: Questions, corrections, or requests for information regarding the contents of this issue only may be made by dialing 202-523-5266. For information on obtaining extra copies, please call 202-523-5240. To obtain advance information from recorded highlights of selected documents to appear in the next issue, dial 202-523-5022.

federal register

Phone 523-5240

Area Code 202



Published daily, Monday through Friday (no publication on Saturdays, Sundays, or on official Federal holidays), by the Office of the Federal Register, National Archives and Records Service, General Services Administration, Washington, D.C. 20408, under the Federal Register Act (49 Stat. 500, as amended; 44 U.S.C., Ch. 15) and the regulations of the Administrative Committee of the Federal Register (1 CFR Ch. I). Distribution is made only by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

The FEDERAL REGISTER provides a uniform system for making available to the public regulations and legal notices issued by Federal agencies. These include Presidential proclamations and Executive orders and Federal agency documents having general applicability and legal effect, documents required to be published by Act of Congress and other Federal agency documents of public interest.

The FEDERAL REGISTER will be furnished by mail to subscribers, free of postage, for \$5.00 per month or \$45 per year, payable in advance. The charge for individual copies is 75 cents for each issue, or 75 cents for each group of pages as actually bound. Remit check or money order, made payable to the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

There are no restrictions on the republication of material appearing in the FEDERAL REGISTER.

HIGHLIGHTS—Continued

MEETINGS—

Commerce: CTAB Panel on Sulfur Oxide Control Technology 3-6, 3-7, 3-10 and 3-11-75..... 5175
 DOD/AF: Air University Board of Visitors, 3-18-75..... 5171
 DOT/CG: Solas Subcommittee Working Group on Radio Communications, 2-20-75..... 5181
 FEA: Northeast Advisory Committee, 2-21-75..... 5190
 Interior: Consumer Task Group Committee on Energy Conservation of the National Petroleum Council, 2-19-75 5172
 NASA: Ad Hoc Advisory Subcommittee, 2-19 through 2-21 and 2-25 through 2-27-75..... 5195
 Nuclear Regulatory Commission: Advisory Committee on Reactor Safeguards:

Subcommittee on Combustion Engineering System 80, 3-1-75..... 5197
 Subcommittee on Emergency Core Cooling Systems (ECCS), 2-22-75 5197
 Summit Power Station Subcommittee, 2-20-75..... 5196
 Pennsylvania Avenue Development Corp.:
 Community Advisory Group, 2-13-75..... 5199
 Owners and Tenants Advisory Board, 2-12-75..... 5199
 Treasury: Debt Management Advisory Committees, 2-24-75 5171

CANCELLED MEETINGS—
 USDA/FS: Medicine Bow National Forest Grazing Advisory Board, 2-13-75..... 5172

contents

THE PRESIDENT

PROCLAMATIONS
 American Heart Month, 1975..... 5127
 Enlarging Buck Island Reef National Monument..... 5129
 Reservation of certain lands in American Samoa and the Virgin Islands for defense purposes.... 5131

EXECUTIVE AGENCIES

AGRICULTURAL MARKETING SERVICE
 Proposed Rules
 Expenses and rate of assessment: Filberts grown in Oregon and Washington..... 5163
 Milk marketing orders: Southern Illinois and St. Louis-Ozarks areas..... 5163

Notices
 Meetings:
 Raisin Advisory Board..... 5172

AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE
 Rules
 Acreage allotments and quotas: Tobacco 5135

AGRICULTURE DEPARTMENT
 See Agricultural Marketing Service; Agricultural Stabilization and Conservation Service; Farmers Home Administration; Forest Service; Soil Conservation Service.

Rules
 Authority delegations:
 Assistant Secretary for Administration 5135
 Equal Opportunity Director.... 5135

AIR FORCE DEPARTMENT
 Notices
 Meetings:
 Air University Board of Visitors 5171

ALCOHOL, TOBACCO, AND FIREARMS BUREAU
 Notices
 Firearms; granting of relief..... 5170

CIVIL AERONAUTICS BOARD
 Rules
 Military transportation; exemption of air carriers..... 5141

Notices
 Hearings, etc.:
 Delta Air Lines, Inc..... 5182
 International Air Transport Association 5184
 Ozark Air Lines, Inc..... 5184
 Pan American World Airways, Inc. and Trans World Airlines, Inc..... 5184

CIVIL SERVICE COMMISSION
 Notices
 Manpower shortage; listing..... 5189
 Physical science technician, Mare Island Naval Shipyard, Calif. minimum rates and rate ranges 5189

COAST GUARD
 Rules
 Drawbridge operations: Washington 5147
 Security zones: Maryland 5147

Proposed Rules
 Anchorage areas: California 5164
 Canoes and kayaks; revocation of exception for nonapproved lifesaving devices on white water... 5167
 Mississippi River; mooring barges. 5165

Notices
 Meetings:
 U.S. Solas Subcommittee Working Group on Radiocommunications 5181
 Replacement of Dumbarton Highway Bridge across San Francisco Bay; hearing postponed..... 5181

COMMERCE DEPARTMENT
 See also Domestic and International Business Administration; National Bureau of Standards; Patent and Trademark Office; Social and Economic Statistics Administration.

Notices
 Meetings:
 CTAB Panel on Sulfur Oxide Control Technology..... 5175
 Statements on proposed Federal actions affecting the environment 5175

COST ACCOUNTING STANDARDS BOARD
 Rules
 Fee schedules; release..... 5135

CUSTOMS SERVICE
 Rules
 Fines, penalties, forfeitures and liquidated damages..... 5146
 Supplies and equipment for aircraft; agreement with Romania.. 5146

DEFENSE DEPARTMENT
 See Air Force Department.

DOMESTIC AND INTERNATIONAL BUSINESS ADMINISTRATION
 Notices
 Scientific articles; duty free entry: University of California, San Francisco 5173
 University of Pittsburgh, et al.. 5173

EDUCATION OFFICE
 Notices
 Criteria for funding of applications for fellowships, institutes, and short-term training programs for 1975; correction..... 5180

ENVIRONMENTAL PROTECTION AGENCY
 Rules
 Processing and disposal of solid waste; correction..... 5159

Proposed Rules
 Air pollution control, motor vehicles and engines, new:
 Enforcement and auditing procedures; extension of time period 5169

Notices
 Meetings:
 Ocean dumping by Air Force of Herbicide Orange..... 5189
 Water quality standards: South Carolina..... 5190

CONTENTS

FARMERS HOME ADMINISTRATION		FEDERAL RAILROAD ADMINISTRATION		Chicago, Rock Island and Pacific Railroad Co.....	5162
Notices		Notices		Great Plains Railway Co.....	5161
Disaster areas:		Petitions for exemption from Hours of Service Act:		Providence and Worcester Co.....	5161
Mississippi	5172	Durham and Southern Railway Co	5182	Southern Pacific Transportation Co.....	5162
FEDERAL AVIATION ADMINISTRATION		Massena Terminal Railroad Co.	5181	Notices	
Rules		FOOD AND DRUG ADMINISTRATION		Hearing assignments.....	5202
Transition areas.....	5140	Rules		Motor carriers:	
Transportation of dangerous articles; inspection requirements.....	5140	Animal drugs:		Irregular route property carriers; gateway elimination.....	5203
Proposed Rules		Change in sponsor name.....	5147	Temporary authority applications	5216
Carriage of radioactive materials.....	5168	Notices		Transfer proceedings (2 documents)	5215
Designation of transition areas (2 documents)	5167	GRAS status:		Rerouting of traffic:	
Notices		Beatrice Foods Co., Inc.; filing of petition for affirmation.....	5180	Southern Pacific Transportation Co	5216
Carriage of radioactive materials; hearing	5181	FOREST SERVICE		LABOR DEPARTMENT	
FEDERAL COMMUNICATIONS COMMISSION		Notices		See Labor-Management Services Administration.	
Rules		Meetings:		LABOR-MANAGEMENT SERVICES ADMINISTRATION	
Industrial radio services; correction	5159	Medicine Bow National Forest Grazing Advisory Board; cancellation	5172	Notices	
FEDERAL ENERGY ADMINISTRATION		HEALTH, EDUCATION, AND WELFARE DEPARTMENT		Employee Benefits Plan; exemption from prohibition on securities transactions.....	5201
Rules		See also Education Office; Food and Drug Administration; Health Resources Administration; Social and Rehabilitation Service; Social Security Administration.		MANAGEMENT AND BUDGET OFFICE	
Mandatory petroleum allocations:		HEALTH RESOURCES ADMINISTRATION		Notices	
Defense Department.....	5139	Notices		Clearance of reports; list of requests	5198
Notices		National Committee on Vital and Health Statistics; establishment; correction.....	5180	NATIONAL AERONAUTICS AND SPACE ADMINISTRATION	
Meetings:		HOUSING AND URBAN DEVELOPMENT DEPARTMENT		Notices	
Northeast Advisory Committee	5190	See Federal Insurance Administration.		Meetings:	
FEDERAL INSURANCE ADMINISTRATION		INTERIOR DEPARTMENT		Ad Hoc Advisory Committee, Space Science and Applications Steering Subcommittee	5195
Rules		See also National Park Service.		NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	
National flood insurance program: Areas eligible for sale of insurance (2 documents)	5148	Notices		Rules	
Special hazard areas (2 documents)	5149, 5151	Employee Benefits Plan; exemption from prohibition on securities transactions.....	5171	Motor vehicle safety standards: Inspection standards for vehicles with GVWR over 10,000 pounds.....	5159
FEDERAL MARITIME COMMISSION		INTERNATIONAL TRADE COMMISSION		Notices	
Notices		Notices		Applications, etc.:	
Agreements filed:		Williamston Parts Co., Inc.; investigation	5195	Polar Co.....	5182
Companhia Nacional de Navegacao and Companhia de Navegacao Angolana, S.A.R.L.	5191	INTERSTATE COMMERCE COMMISSION		NATIONAL PARK SERVICE	
Complaints filed:		Rules		Notices	
Chevron Chemical Co. vs. Mitsui O.S.K. Lines, Ltd.....	5191	Car service orders:		National Register of Historic Places; protection of properties; procedures for compliance	5241
FEDERAL POWER COMMISSION		Baltimore and Ohio Railroad Co	5162	NATIONAL BUREAU STANDARDS	
Rules		Chicago and North Western Co.	5161	Notices	
Interconnection of facilities.....	5142	INTERNAL REVENUE SERVICE		Simplified practice recommendation, withdrawal; standard sizes of pint, quart, and half-gallon rectangular ice cream cartons and molds.....	5174
Notices		Notices		NUCLEAR REGULATORY COMMISSION	
Natural gas:		Employee Benefits Plan; exemption from prohibition on securities transactions.....	5171	Notices	
Just and reasonable rates for sales from wells commenced on or after January 1, 1973.....	5194	INTERNATIONAL TRADE COMMISSION		Applications, etc.:	
Hearings, etc.:		Notices		Arizona Public Service Co., et al.	5195
Arkansas Louisiana Gas Co.....	5191	Williamston Parts Co., Inc.; investigation	5195	Consolidated Edison Co. of New York, Inc.....	5196
Arkansas Power and Light Co.....	5191	INTERSTATE COMMERCE COMMISSION		Meetings:	
Cities Service Gas Co.....	5192	Rules		Advisory Committee on Reactor Safeguards (3 documents)	5196, 5197
Gulf Power Co.....	5192	Car service orders:			
Kerr-McGee Corp.....	5192	Baltimore and Ohio Railroad Co	5162		
Mesa Petroleum Co.....	5192	Chicago and North Western Co.	5161		
National Fuel Gas Supply Corp.....	5193				
Panhandle Eastern Pipe Line Co.....	5193				
Philadelphia Electric Co.....	5194				
Tennessee Gas Pipeline Co.....	5194				
Washington Water Power Co.....	5194				
Western Massachusetts Electric Co	5194				

CONTENTS

PATENT AND TRADEMARK OFFICE		SOCIAL SECURITY ADMINISTRATION		STATE DEPARTMENT	
Rules		Proposed Rules		Notices	
Change in name.....	5158	Old-age, survivors, and disability insurance:		Meeting:	
Notices		Child's insurance benefits.....	5163	U.S. Advisory Commission on International Educational and Cultural Affairs.....	5170
Change in name.....	5175				
PENNSYLVANIA AVENUE DEVELOPMENT CORPORATION		SOIL CONSERVATION SERVICE		TRANSPORTATION DEPARTMENT	
Notices		Notices		See also Coast Guard; Federal Aviation Administration; Federal Railroad Administration; National Highway Traffic Safety Administration.	
Meetings:		Bois d'Arc Bayou Watershed, et al.; authorization for planning...	5172	Rules	
Community Advisory Group...	5199	Environmental impact statement: Middle Oconee-Walnut Creek Watershed Project, Georgia....	5173	Coast Guard; delegation of authority.....	5159
Owners and Tenants Advisory Board.....	5199	North Dakota; equipment grant eligibility determination.....	5173		
SECURITIES AND EXCHANGE COMMISSION		SOCIAL AND ECONOMIC STATISTICS ADMINISTRATION		Notices	
Proposed Rules		Notices		Detroit, Toledo & Ironton Railroad Co. and Ann Arbor Railroad Co.; standard time zone boundaries; operating exceptions.....	5182
Gold transactions; financial responsibility for broker-dealers; extension of comment period...	5169	Estimates of the voting age population for 1974.....	5177		
Notices		SOCIAL AND REHABILITATION SERVICE		TREASURY DEPARTMENT	
Hearings, etc.:		Notices		See also Alcohol, Tobacco, and Firearms Bureau; Customs Service; Internal Revenue Service.	
Bio-Medical Sciences, Inc. (2 documents).....	5199	Intergovernmental Program Compliance Officer; designation as Hearing Clerk.....	5180	Notices	
Bullders Investment Group....	5199			Meeting:	
Burmah Oil Co., Ltd.....	5199			Debt management advisory committees.....	5171
Lenox Fund.....	5199			Notes, Treasury:	
Narragansett Electric Co.....	5200			Series C-1978.....	5171
Telex Corp. (2 documents)....	5200, 5201			Series D-1978.....	5171
SMALL BUSINESS ADMINISTRATION					
Rules					
Revocation of agent privilege; correction.....	5139				

list of cfr parts affected

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date, follows beginning with the second issue of the month. A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1974, and specifies how they are affected.

3 CFR		PROPOSED RULES:		PROPOSED RULES:	
PROCLAMATIONS:		71 (2 documents).....	5167	110.....	5164
3443.....	5127	103.....	5168	128.....	5165
4346.....	5127			175.....	5167
4347.....	5129	17 CFR			
4348.....	5131	PROPOSED RULES:		37 CFR	
4 CFR		240.....	5169	1.....	5158
303.....	5135	18 CFR		40 CFR	
7 CFR		32.....	5142	240.....	5159
2 (2 documents).....	5135	19 CFR		241.....	5159
724.....	5135	10 (2 documents).....	5146	PROPOSED RULES:	
PROPOSED RULES:		171.....	5146	85.....	5169
982.....	5163	172.....	5146		
1032.....	5163	20 CFR		47 CFR	
1062.....	5163	404.....	5163	89.....	5159
10 CFR		21 CFR		91.....	5159
211.....	5139	135.....	5147	93.....	5159
13 CFR		24 CFR			
104.....	5139	1914 (2 documents).....	5148	49 CFR	
14 CFR		1915 (2 documents).....	5149, 5151	1.....	5159
71.....	5140	33 CFR		570.....	5159
103.....	5140	117.....	5147	1033 (6 documents).....	5161
288.....	5141	127.....	5147		

CUMULATIVE LIST OF PARTS AFFECTED—FEBRUARY

The following numerical guide is a list of parts of each title of the Code of Federal Regulations affected by documents published to date during February.

3 CFR		15 CFR		36 CFR	
PROCLAMATIONS:		376.....	4907	PROPOSED RULES:	
3443 (Amended by Proc. 4346).....	5127	804.....	5003	603.....	4938
4313 (Amended by Proc. 4345).....	4893	17 CFR			
4344.....	4891	PROPOSED RULES:		37 CFR	
4345.....	4893	200.....	4944	1.....	5158
4346.....	5127	240.....	5169		
4347.....	5129	18 CFR		40 CFR	
4348.....	5131	32.....	5142	240.....	5159
EXECUTIVE ORDERS:		19 CFR		241.....	5159
11837.....	4895	10.....	5146	PROPOSED RULES:	
11803 (Amended by EO 11837)....	4895	171.....	5146	85.....	5169
4 CFR		172.....	5146		
303.....	5135	20 CFR		41 CFR	
7 CFR		404.....	5163	Ch. 3.....	4913
2.....	5135	21 CFR			
354.....	4897	135.....	5147	47 CFR	
724.....	5135	24 CFR		21.....	4914
907.....	4903	232.....	4908	73.....	4915, 4916
PROPOSED RULES:		1914.....	4908, 4909, 5148	89.....	5159
982.....	5163	1915.....	5149, 5151	91.....	5159
1032.....	5163	28 CFR		93.....	5159
1062.....	5163	15.....	4910	PROPOSED RULES:	
1844.....	4919	29 CFR		73.....	4939-4942
8 CFR		1952.....	4910	81.....	4942
100.....	4904	PROPOSED RULES:			
9 CFR		1910.....	4930, 4932	49 CFR	
94.....	4904	32 CFR		1.....	5159
10 CFR		286.....	4911	570.....	5159
211.....	5139	296.....	4911	582.....	4918
12 CFR		33 CFR		1033.....	4918, 5161
201.....	4904	117.....	5147	PROPOSED RULES:	
13 CFR		127.....	5147	571.....	4938
201.....	4904	PROPOSED RULES:		581.....	4938
14 CFR		110.....	5164	1100.....	4942
71.....	4905, 5140	128.....	5165	50 CFR	
103.....	5140	175.....	5167	28.....	4917
288.....	5141			PROPOSED RULES:	
399.....	4906			219.....	4930
PROPOSED RULES:					
71.....	4937, 5167				
103.....	5168				

FEDERAL REGISTER PAGES AND DATES—FEBRUARY

<i>Pages</i>	<i>Date</i>
4891-5125.....	Feb. 3
5127-5345.....	4

presidential documents

Title 3—The President

PROCLAMATION 4346

Reserving Certain Lands Adjacent to and Enlarging the Boundaries of the Buck Island Reef National Monument in the Virgin Islands of the United States

By the President of the United States of America

A Proclamation

The Buck Island Reef National Monument, situated off the northeast coast of Saint Croix Island in the Virgin Islands of the United States, was established by Proclamation No. 3443 of December 28, 1961 (76 Stat. 1441). It now has been determined that approximately thirty acres of submerged land should be added to the monument site in order to insure the proper care and management of the shoals, rocks, undersea coral reef formations and other objects of scientific and historical interest pertaining to this National Monument.

These thirty acres of submerged lands are presently owned in fee by the United States. They will be conveyed to the Government of the Virgin Islands on February 3, 1975, pursuant to Section 1(a) of Public Law 93-435 (88 Stat. 1210), unless the President, under Section 1(b)(vii) of that Act, designates otherwise.

Under Section 2 of the Act of June 8, 1906, 34 Stat. 225 (16 U.S.C. 431), the President is authorized to declare by public Proclamation objects of historic or scientific interest that are situated upon the lands owned or controlled by the Government of the United States to be national monuments, and may reserve as a part thereof parcels of land, the limits of which in all cases shall be confined to the smallest area compatible with the proper care and management of the objects to be protected. The aforementioned thirty acres of submerged lands are contiguous to the site of the Buck Island Reef National Monument, constitute a part of the ecological community of the Buck Island Reef, and will not enlarge the monument boundaries beyond the smallest area compatible with its proper care and management.

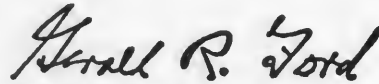
NOW, THEREFORE, I, GERALD R. FORD, President of the United States of America, by virtue of the authority vested in me by Section 1(b)(vii) of Public Law 93-435 (88 Stat. 1210), do hereby proclaim that the lands hereinafter described are excepted from the transfer to the Government of the Virgin Islands under Section 1(a) of Public Law 93-435; and, by virtue of the authority vested in me by Section 2 of the Act of June 8, 1906, 34 Stat. 225 (16 U.S.C. 431),

THE PRESIDENT

do hereby proclaim that, subject to valid existing rights, the lands hereinafter described are hereby added to and made a part of the Buck Island Reef National Monument, and Proclamation No. 3443 of December 28, 1961, establishing the Buck Island Reef National Monument is amended accordingly.

Beginning at latitude 17°47'30" N, longitude 64°36'32" W; thence approximately 1000 feet to latitude 17°47'27" N, longitude 64°36'22" W; thence approximately 900 feet to latitude 17°47'18" N, longitude 64°36'22" W; thence approximately 1000 feet to latitude 17°47'15" N, longitude 64°36'22" W; thence approximately 1500 feet to latitude 17°47'30" N, longitude 64°36'32" W, the place of beginning, embracing an area of approximately 30 acres.

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



[FR Doc.75-3356 Filed 2-3-75;10:11 am]

PROCLAMATION 4347

Reserving Certain Submerged Lands Adjacent to
Rose Atoll National Wildlife Refuge Territory
of American Samoa and, Certain Submerged
Lands for the Defense Needs of the United States
in the Territories of Guam and the Virgin Islands

By the President of the United States of America

A Proclamation

The submerged lands surrounding the Rose Atoll National Wildlife Refuge in American Samoa are necessary for the protection of the Atoll's marine life, including the green sea and hawksbill turtles. The submerged lands in Apra Harbor and those adjacent to Inapsan Beach and Urano Point in Guam, and certain submerged lands on the west coast of St. Croix, United States Virgin Islands are required for national defense purposes. These submerged lands in American Samoa, Guam and the United States Virgin Islands will be conveyed to the Government of those territories, on February 3, 1975, pursuant to Section 1(a) of Public Law 93-435 (88 Stat. 1210), unless the President, under Section 1(b)(vii) of that Act, designates otherwise.

NOW, THEREFORE, I, GERALD R. FORD, President of the United States of America, by virtue of authority vested in me by Section 1(b)(vii) of Public Law 93-435 (88 Stat. 1210) do hereby proclaim that the lands hereinafter described are excepted from the transfer to the Government of American Samoa, the Government of Guam and the Government of the United States Virgin Islands under Section 1(a) of Public Law 93-435.

American Samoa. The submerged lands adjacent to Rose Atoll located 78 miles each-southeast of Tau Island in the Manua Group at latitude 14°32'52" south and longitude 168°08'34" west, which lands shall be under the joint administrative jurisdiction of the Department of Commerce and the Department of the Interior.

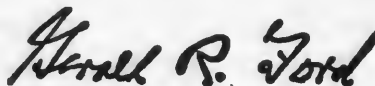
Guam. (1) The submerged lands of inner and outer Apra Harbor; and, (2) the submerged lands adjacent to the following uplands: (a) Unsurveyed land, Municipality of Machanao, Guam, as delineated on Commander Naval Forces, Marianas Y & D Drawing Numbered 597-464, lying between the seaward boundaries of Lots Numbered 9992 through 9997 and the mean high tide, containing an undetermined area of land, (b) unsurveyed land, Municipality of Machanao, Guam, as delineated on Commander Naval Forces, Marianas Y & D Drawing Numbered 597-464, lying between the seaward boundary of Lot Numbered 10080 and the line of mean high tide, containing an undetermined amount of land, and (c) Lot Numbered PO 4.1 in the Municipality of Machanao, Guam, as delineated on Y & D Drawing Numbered 597-

THE PRESIDENT

464, more particularly described as surveyed land bordered on the north by Lot Numbered 10080, Machanao, east by Northwest Air Force Base, south by U.S. Naval Communication Station (Finegayan) and west by the sea containing a computed area of 125.50 acres, more or less. All of the above lands within the territory of Guam shall be under the administrative jurisdiction of the Department of the Navy.

The Virgin Islands. (1) The submerged lands as described in the Code of Federal Regulations revised as of July 1, 1974, cited as 33 CFR 207.817 areas "A" & "B", (2) the submerged lands seaward of the 100 fathom curve off the coast of St. Croix beginning at a point 17°40'30" N and ending at a point 17°46'30" North as depicted on Coast and Geodetic Survey Chart Numbered 25250, Third Edition; Title: St. Croix, Virgin Islands Underwater Range, and (3) the submerged lands seaward of the Underwater Range Operational Control Center, St. Croix, Virgin Islands presently leased to the Department of the Navy and described as Plot #18 of Estate Sprat Hall subdivision, located in northside Quarter "A", St. Croix containing 4.84 acres of land. All of the above lands within the territory of the Virgin Islands shall be under the administrative jurisdiction of the Department of the Navy.

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



[FR Doc.75-3357 Filed 2-3-75;10:11 am]

PROCLAMATION 4348

American Heart Month, 1975

By the President of the United States of America

A Proclamation

An estimated 28.5 million Americans suffer from some form of heart and blood vessel disease. These diseases cause more than one million deaths each year. Approximately twenty-five percent of these deaths occur among persons under age 65.

Although heart and blood vessel diseases still account for slightly more than half of all deaths each year in the United States, death rates from these disorders declined over the five-year period 1968-1973 (the most recent year for which reliable statistics are available).

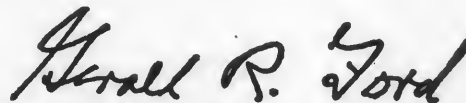
This decline did not just happen. It has been achieved through the application of improved methods of prevention, diagnosis, and treatment that has grown out of an intensive and sustained research effort.

Over the years, two agencies have been the prime movers in the Nation's assault on the cardiovascular diseases. One is the National Heart and Lung Institute, an agency of the Federal Government; the other is the American Heart Association, a voluntary health organization that draws its operating funds from private contributions. For more than 25 years, the two organizations have worked hand-in-hand toward common goals: to search for and apply new or improved methods of prevention, diagnosis, and treatment for cardiovascular disorders; to support the training of research and clinical personnel in the cardiovascular field; to provide community service to victims of cardiovascular diseases; and to carry out programs of information and education on cardiovascular topics for health professionals and for the general public.

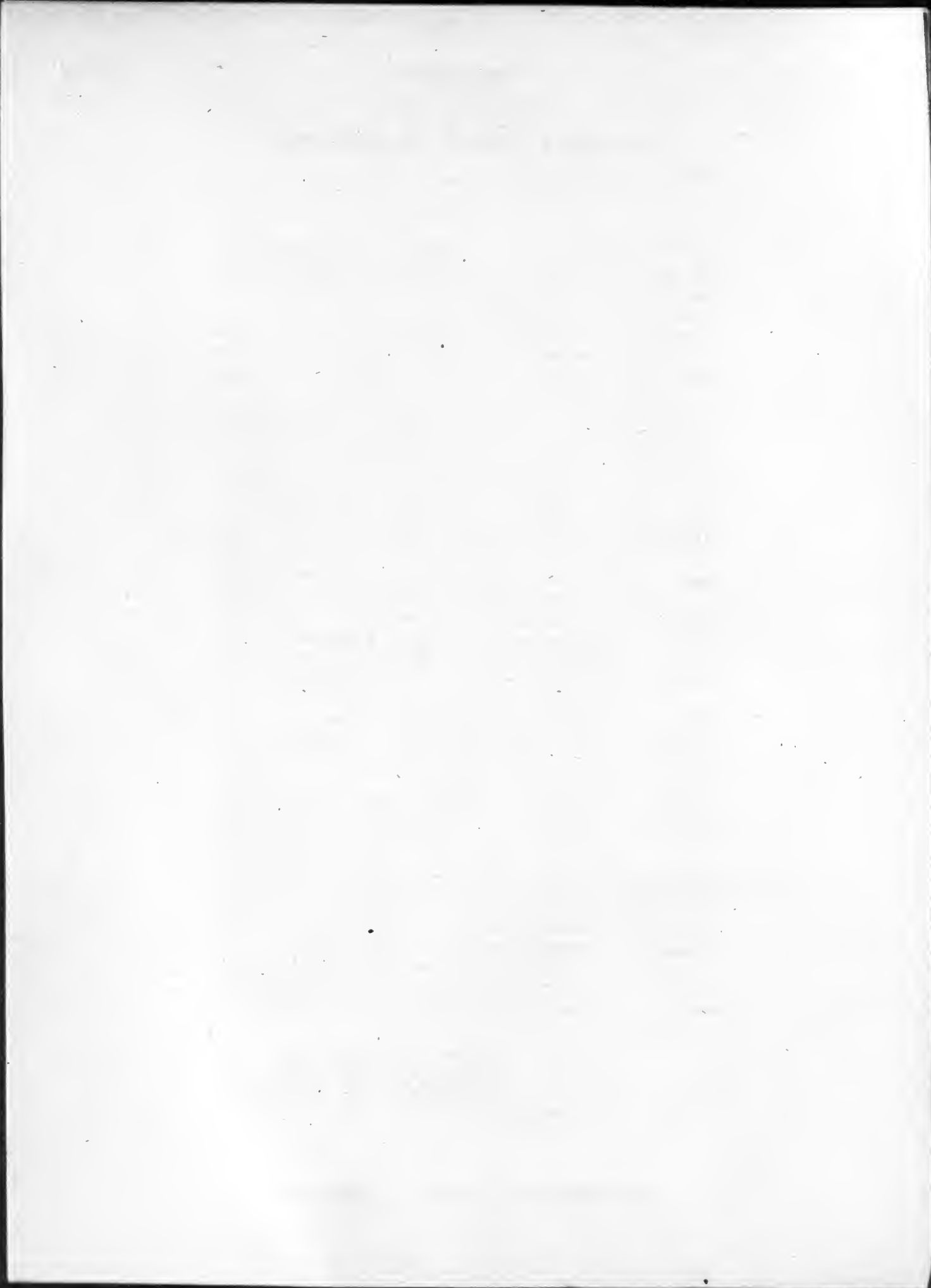
To encourage continuation of this combined assault on the cardiovascular diseases, the Congress has requested the President to issue annually a proclamation designating February as American Heart Month.

NOW, THEREFORE, I, GERALD R. FORD, President of the United States of America, do hereby proclaim the month of February 1975, as American Heart Month. And I invite the Governors of the States, the Commonwealth of Puerto Rico, and the officials of other areas subject to the jurisdiction of the United States, to heed the nationwide problem of heart and blood vessel diseases. Our support of programs to prevent premature death from cardiovascular diseases is essential to combat this leading menace to the Nation's health.

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



[FR Doc.75-3358 Filed 2-3-75;10:12 am]



rules and regulations

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

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

Title 4—Accounts

CHAPTER III—COST ACCOUNTING STANDARDS BOARD

PART 303—RELEASE OF INFORMATION

Fee Schedules

NOTE: FR Doc. 75-2804, which revised §§ 303.5 and 303.6 to conform with certain requirements established by Pub. L. 93-502, appeared in the Proposed Rules section of the issue for Thursday, January 30, 1975 (40 FR 4445). It should have been printed in the Rules and Regulations section of that issue.

Title 7—Agriculture

SUBTITLE A—OFFICE OF THE SECRETARY

PART 2—DELEGATIONS OF AUTHORITY BY THE SECRETARY OF AGRICULTURE AND GENERAL OFFICERS OF THE DEPARTMENT

Activities Involving Assistance to American Indians

Part 2, Subtitle A of Title 7, Code of Federal Regulations, is amended to specifically delegate to the Assistant Secretary for Administration the authority to coordinate all Departmental activities involving assistance available to American Indians.

7 CFR 2.25(h) is amended as follows:

§ 2.25 Delegations of Authority to the Assistant Secretary for Administration.

(h) *Related to equal opportunity.* (1) Coordinate all aspects of the Department's civil rights program including all Departmental activities involving assistance to American Indians.

Effective date: December 1, 1974.

Done at Washington, D.C. this 30th day of January 1975.

EARL L. BUTZ,
Secretary of Agriculture.

[FR Doc. 75-3172 Filed 2-3-75; 8:45 am]

PART 2—DELEGATIONS OF AUTHORITY BY THE SECRETARY OF AGRICULTURE AND GENERAL OFFICERS OF THE DEPARTMENT

Activities Involving Assistance to American Indians

The purpose of this amendment is to specifically redelegate responsibility of the Assistant Secretary for Administration to the Director, Office of Equal Opportunity to coordinate all Departmental activities involving assistance available to American Indians. 7 CFR 2.80(a) is amended by adding a new subparagraph (9) as follows:

§ 2.80 Director, Office of Equal Opportunity.

(a) * * *

(9) Coordinate all Departmental activities involving assistance to American Indians.

Effective date: December 1, 1974.

Done at Washington, D.C. this 30th day of January 1975.

JOSEPH R. WRIGHT, JR.,
Assistant Secretary
for Administration.

[FR Doc. 75-3173 Filed 2-3-75; 8:45 am]

CHAPTER VII—AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE (AGRICULTURAL ADJUSTMENT), DEPARTMENT OF AGRICULTURE

SUBCHAPTER VII—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

PART 724—FIRE-CURED, DARK AIR-CURED, VIRGINIA SUN-CURED, CIGAR-BINDER (TYPES 51 & 52), AND CIGAR-FILLER AND BINDER (TYPES 42, 43, 44, 53, 54, & 55)

Subpart—Proclamations, Determinations and Announcements of National Marketing Quotas and Referendum Results

U.S.D.A. announcement of national marketing quotas for fire-cured dark air-cured, Virginia sun-cured, cigar binder (types 51 & 52), and cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobaccos.

Basis and purpose. Sections 724.6 and 724.7 are issued pursuant to and in accordance with the Agricultural Adjustment Act of 1938, as amended, hereinafter referred to as the "Act," to proclaim national marketing quotas for cigar-binder (types 51 & 52), and cigar-filler and binder (types 42, 43, 44, 53, 54, & 55) tobacco respectfully for each of the three marketing years beginning October 1, 1975, October 1, 1976, and October 1, 1977. Sections 724.12 through 724.17 are issued pursuant to, and in accordance with, the Act to determine the reserve supply level and the total supply of fire-cured, dark air-cured, Virginia sun-cured, cigar-binder, and cigar-filler and binder tobacco for the marketing year beginning October 1, 1974, and to announce for the 1975-76 marketing year the amounts of the national marketing quotas, national acreage allotments, national acreage factors for apportioning the national acreage allotments (less reserves) to old farms, and the amounts of the national reserves and parts thereof available for (a) new farms and (b) making corrections and adjusting inequities in old farm allotments for fire-cured (type 21), fire-cured (type 22-24), dark air-cured, Virginia

sun-cured, cigar-binder, and cigar-filler and binder tobacco. The material previously appearing in these sections under centerheads Proclamation of Quotas and Determinations and Announcements—1974-75 Marketing Year remain in full force and effect as to the crop to which it was applicable.

The determinations contained in §§ 724.12 through 724.17 have been made on the basis of the latest available statistics of the Federal Government, and after due consideration of data, views, and recommendations received from tobacco producers and others as provided in a notice (39 FR 45296) given in accordance with the provisions of 5 U.S.C. 553.

It is determined that acreage-poundage quotas will not be announced for the 1975-76 marketing year for any of these kinds of tobacco.

Since the Act requires the holding of separate referendums of fire, dark air, sun-cured, cigar-binder, and cigar-filler and binder tobacco farmers within 30 days after issuance of the proclamation of national marketing quotas to determine whether such farmers favor marketing quotas, since such farmers must be notified, insofar as practicable of their farm acreage allotments prior to the referenda and since notices of allotments cannot be mailed until the issuance of the proclamation, and since fire-cured, dark air-cured, and sun-cured tobacco farmers are now making their plans for producing tobacco in 1975 and need to know, at the earliest possible date, the applicable 1975 tobacco allotments for their farms, it is hereby found that compliance with the 30-day effective date provisions of 5 U.S.C. 553 is impracticable and contrary to the public interest. Therefore, the proclamations, determinations and announcements contained herein shall become effective upon February 3, 1975.

Section 312(b) of the Act provides, in part, that the amount of the national marketing quota is the total quantity of a kind of tobacco which may be marketed which will make available during such marketing year a supply of such tobacco equal to the reserve supply level. The amount of the national marketing quota so announced may, not later than the following March 1, be increased by not more than 20 percent if the Secretary determines that such increase is necessary in order to meet market demands or to avoid undue restrictions of marketings in adjusting the total supply to the reserve supply level.

The reserve supply level is defined in the Act as 105 percent of the normal supply. The normal supply is defined in the Act as a normal year's domestic consumption and exports, plus 175 percent

of a normal year's domestic consumption and 65 percent of a normal year's exports. A normal year's domestic consumption is defined in the Act as the yearly average quantity produced in the United States and consumed in the United States during the 10 marketing years immediately preceding the marketing year in which such consumption is determined, adjusted for current trends in such consumption. A normal year's exports is defined in the Act as the yearly average quantity produced in the United States which was exported from the United States during the 10 marketing years immediately preceding the marketing year in which such exports are determined, adjusted for current trends in such exports.

FIRE-CURED (TYPE 21) TOBACCO

The yearly average quantity of fire-cured (type 21) tobacco produced in the United States which is estimated to have been consumed in the United States during the 10 marketing years preceding the 1974-75 marketing year was about 2.6 million pounds. The average annual quantity of fire-cured (type 21) tobacco produced in the United States and exported from the United States during the ten marketing years preceding the 1974-75 marketing year was 5.2 million pounds (farm-sales weight basis). Taking into account the irregular pattern of both domestic use and exports, and the market demand for the various grades, 2.8 million pounds have been used as a normal year's domestic consumption and 5.3 million pounds have been used as a normal year's exports. Application of the formula prescribed by the Act results in a reserve supply level of 17.2 million pounds.

Manufacturers and dealers reported stocks of fire-cured (type 21) tobacco held on October 1, 1974, as 7.1 million pounds. The 1974 fire-cured (type 21) tobacco crop is estimated to be 6.0 million pounds. Therefore, the total supply of fire-cured (type 21) tobacco for the 1974-75 marketing year is 13.1 million pounds. During the 1974-75 marketing year, it is estimated that disappearance will total about 5.9 million pounds. By deducting this disappearance from the total supply, a carryover of 7.2 million pounds for the 1975-76 marketing year is obtained.

The difference between the reserve supply level and the estimated carryover on October 1, 1975, results in a computed national marketing quota for the 1975-76 marketing year of 10.0 million pounds. Use of the authority of the Secretary in section 312(b) of the Act to increase the computed quota by 20 percent to 12.0 million pounds, is deemed to be justified in order to avoid undue restrictions of marketings. This results in a national marketing quota of 12.0 million pounds.

In accordance with section 313(g) of the Act, the 1975 national marketing quota, divided by the 1970-74, 5-year national average yield of 1,157 pounds per acre, results in a 1975 national acreage allotment of 10,371.65 acres.

Pursuant to the provisions of section 313(g), a national acreage factor of 1.0 is determined by dividing the national acreage allotment, less a national reserve of 90.00 acres, by the total of the 1975 preliminary farm acreage allotments. The preliminary farm acreage allotments reflect the factors specified in section 313(g) for apportioning the national acreage allotment, less reserve, to old farms.

FIRE-CURED (TYPES 22-24) TOBACCO

The yearly average quantity of fire-cured (types 22-24) tobacco produced in the United States which is estimated to have been consumed in the United States during the ten years preceding the 1974-75 marketing year was about 16.8 million pounds. The average annual quantity of fire-cured (types 22-24) tobacco produced in the United States and exported during the ten marketing years preceding the 1974-75 marketing year was 23.7 million pounds (farm-sales weight basis). Exports of fire-cured (types 22-24) tobacco are very irregular, while domestic use has trended downward. Accordingly, a normal year's domestic consumption has been set at 15.0 and a normal year's exports at 23.7. Application of the formula prescribed by the Act results in a reserve supply level of 84.4 million pounds.

Manufacturers and dealers reported stocks of fire-cured (types 22-24) tobacco held on October 1, 1974, as 45.1 million pounds. The 1974 fire-cured (types 22-24) crop is estimated to be 28.3 million pounds. Therefore, the total supply of fire-cured (types 22-24) tobacco for the marketing year beginning October 1, 1974 is 73.4 million pounds. During the 1974-75 marketing year it is estimated that disappearance will total about 38.2 million pounds. By deducting this disappearance from the total supply, a carryover of 35.2 million pounds for the 1975-76 marketing year is obtained.

The difference between the reserve supply level and the estimated carryover on October 1, 1975, results in a computed national marketing quota for the 1975-76 marketing year of 49.2 million pounds. Use of the authority of the Secretary in section 312(b) of the Act to increase the computed quota by 20 percent to 59.0 million pounds is deemed to be justified in order to avoid undue restrictions of marketings. This results in a national marketing quota of 59.0 million pounds.

In accordance with section 313(g) of the Act, the 1975 national marketing quota, divided by the 1970-74, 5-year national average yield of 1,784 pounds per acre, results in the 1975 national acreage allotment of 33,071.75 acres.

Pursuant to the provisions of section 313(g), a national acreage factor of 1.125 is determined by dividing the national acreage allotment, less a national reserve of 223.00 acres, by the total of the 1975 preliminary farm acreage allotments. The preliminary farm acreage allotments reflect the factors specified in section 313(g) for apportioning the national acreage allotment, less reserve, to old farms.

DARK AIR-CURED TOBACCO

The yearly average quantity of dark air-cured tobacco produced in the United States which is estimated to have been consumed in the United States during the ten years preceding the 1974-75 marketing year was about 16.8 million pounds, and the average annual quantity produced domestically and exported during this period was 2.9 million pounds (farm-sales weight basis). Total disappearance of dark air-cured tobacco has been trending downward for many years. Therefore, in accordance with the Act, 16.4 million pounds has been used as a normal year's domestic consumption and 2.6 million pounds as a normal year's exports. Application of the formula prescribed by the Act results in a reserve supply level of 51.9 million pounds.

Manufacturers and dealers reported stocks of dark air-cured tobacco held on October 1, 1974, as 36.9 million pounds. The 1974 dark air-cured crop is estimated to be 12.1 million pounds. Therefore, the total supply for the marketing year beginning October 1, 1974, is 49.0 million pounds. During the 1974-75 marketing year, it is estimated that disappearance will total about 18.6 million pounds. By deducting this disappearance from the total supply, a carryover of 30.4 million pounds for the 1975-76 marketing year, is obtained.

The difference between the reserve supply level and the estimated carryover on October 1, 1975, results in a national marketing quota for the 1975-76 marketing year of 21.5 million pounds.

In accordance with section 313(g) of the Act, the 1975 national marketing quota, divided by the 1970-74, 5-year national average yield of 1,788 pounds per acre, results in a 1975 national acreage allotment of 12,024.61 acres.

Pursuant to the provisions of section 313(g), a national acreage factor of 1.100 is determined by dividing the national acreage allotment, less a national reserve of 41.00 acres, by the total of the 1975 preliminary farm acreage allotments. The preliminary farm acreage allotments reflect the factors specified in section 313(g) for apportioning the national acreage allotment, less reserve, to old farms.

VIRGINIA SUN-CURED TOBACCO

The yearly average quantity of Virginia sun-cured tobacco produced in the United States which is estimated to have been consumed in the United States during the ten marketing years preceding the 1974-75 marketing year was about 1,150 thousand pounds, and the average annual quantity produced in the United States and exported during the same period was 275 thousand pounds (farm-sales weight basis). While there has been a downward trend in exports and domestic use during the base period, total disappearance has exceeded production during 8 years of the 10-year period. Farms are producing only about 42 percent of the allotted acreage and disappearance has declined because of inadequate supplies. With this in mind, 1,350 thousand pounds has been used as a normal year's domestic consumption and 250

thousand pounds as a normal year's exports. Application of the formula prescribed by the Act results in a reserve supply level of 4,332 thousand pounds.

Manufacturers and dealers reported stocks of Virginia sun-cured tobacco held on October 1, 1974, as 2,974 thousand pounds. The 1974 Virginia sun-cured tobacco crop is estimated to be 918 thousand pounds. Therefore, the total supply of Virginia sun-cured tobacco for the 1974-75 marketing year is 3,892 thousand pounds. During the 1974-75 marketing year, it is estimated that disappearance will total about 1,100 thousand pounds. By deducting this disappearance from the total supply, a carryover of 2,792 thousand pounds for the 1975-76 marketing year, is obtained.

The difference between the reserve supply level and the estimated carryover on October 1, 1975 results in a computed national marketing quota for the 1974-75 marketing year of 1,540 thousand pounds. Use of the authority of the Secretary in section 312(b) of the Act to increase the computed quota by 20 percent to 1,848 thousand pounds is deemed to be justified in order to avoid undue restrictions of marketings. This results in a national marketing quota of 1,848 thousand pounds.

In accordance with section 313(g) of the Act, the 1974 national marketing quota, divided by the 1970-74, 5-year national average yield of 1,196 pounds per acre, results in a 1975 national acreage allotment of 1,545.15 acres.

Pursuant to the provisions of section 313(g), a national acreage factor of 1.0 is determined by dividing the national acreage allotment, less a national reserve of 14.50 acres, by the total of the 1975 preliminary farm acreage allotments. The preliminary farm acreage allotments reflect the factors specified in section 313(g) for apportioning the national acreage allotment, less reserve, to old farms.

CIGAR-BINDER (TYPES 51 & 52) TOBACCO

The yearly average quantity of cigar-binder (types 51 & 52) tobacco produced in the United States which is estimated to have been consumed in the United States during the ten years preceding the 1974-75 marketing year was about 4.0 million pounds. The average annual quantity of cigar-binder tobacco produced in the United States and exported from the United States during the ten marketing years preceding the 1974-75 marketing year was .9 million pounds (farm-sales weight basis). Since farmers are producing only about 27 percent of the allotted acreage and since use is being controlled by the short supply, average domestic consumption has been used as a normal year's domestic consumption and average exports as a normal year's exports. Application of the formula prescribed by the Act results in a reserve supply level of 13.1 million pounds. Manufacturers and dealers reported stocks of cigar-binder tobacco held on October 1, 1974, as 7.0 million pounds. The 1974 cigar-binder crop is estimated to be

2.5 million pounds. Therefore, the total supply of cigar-binder tobacco for the 1974-75 marketing year is 9.5 million pounds. During the 1974-75 marketing year, it is estimated that disappearance will total about 3.2 million pounds. By deducting the estimated disappearance during the 1974-75 marketing year from the total supply, a carryover of 6.3 million pounds at the beginning of the 1975-76 marketing year is obtained.

The difference between the reserve supply level and the estimated carryover on October 1, 1975, results in a computed national marketing quota for the 1975-76 marketing year of 6.8 million pounds. Use of the authority of the Secretary in section 312(b) of the Act to increase the computed quota by 20 percent to 8.2 million pounds is deemed to be justified in order to avoid undue restrictions of marketings. This results in a national marketing quota of 8.2 million pounds.

In accordance with section 313(g) of the Act, the 1974 national marketing quota of 8.2 million pounds, divided by the 1970-74, 5-year national average yield of 1,712 pounds per acre, results in a 1975 national acreage allotment of 4,789.72 acres.

Pursuant to the provisions of section 313(g), a national acreage factor of .950 is determined by dividing the national acreage allotment, less a national reserve of 47.89 acres, by the total of the 1975 preliminary farm acreage allotments. The preliminary farm acreage allotments reflect the factors specified in section 313(g) for apportioning the national allotment, less reserve, to old farms.

CIGAR-FILLER AND BINDER TOBACCO

The yearly average quantity of cigar-filler and binder tobacco produced in the United States which is estimated to have been consumed in the United States during the ten years preceding the 1974-75 marketing year was about 24.2 million pounds. The average annual quantity of cigar-filler and binder tobacco produced in the United States and exported from the United States during the ten marketing years preceding the 1974-75 marketing year was 0.2 million pounds (farm-sales weight basis). Following reasonable marketing trends, a normal year's domestic consumption has been set at 24.7 million pounds and a normal year's exports at 0.2 million pounds. Application of the formula prescribed by the Act, results in a reserve supply level of 71.6 million pounds.

Manufacturers and dealers reported stocks of cigar-filler and binder tobacco held on October 1, 1974, as 41.7 million pounds. The 1974 cigar-filler and binder crop is estimated to be 20.9 million pounds. Therefore, the total supply of cigar-filler and binder tobacco for the 1974-75 marketing year is 62.6 million pounds. During the 1974-75 marketing year, it is estimated that disappearance will total about 24.8 million pounds. By deducting this disappearance from the total supply, a carryover of 37.8 million pounds at the beginning of the 1975-76 marketing year is obtained.

The difference between the reserve supply level and the estimated carryover on October 1, 1975, results in national marketing quota for the 1975-76 marketing year of 33.8 million pounds.

In accordance with section 313(g) of the Act, the 1975 national marketing quota of 33.8 million pounds, divided by the 1970-74, 5-year national average yield of 1,895 pounds per acre, results in the 1975 national acreage allotment of 17,836.41 acres.

Pursuant to the provisions of section 313(g), a national acreage factor of 1.0 is determined by dividing the national acreage allotment, less a national reserve of 62.00 acres, by the total of the 1975 preliminary farm acreage allotments. The preliminary farm acreage allotments reflect the factors specified in section 313(g) for apportioning the national acreage allotment, less reserve, to old farms.

Part 724 is amended by revising Subpart—Proclamations, determinations, and announcements of national marketing quotas and referendum results, as follows:

PROCLAMATION OF QUOTAS

- Sec. 724.6 Cigar-binder (types 51 and 52)—1975-76, 1976-77, and 1977-78 marketing years.
- 724.7 Cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) 1975-76, 1976-77, 1977-78 marketing years.

DETERMINATIONS AND ANNOUNCEMENTS—1975-76 MARKETING YEARS

- 724.12 Fire-cured (type 21) tobacco.
- 724.13 Fire-cured (types 22-24) tobacco.
- 724.14 Dark air-cured tobacco.
- 724.15 Virginia sun-cured tobacco.
- 724.16 Cigar-binder (types 51 and 52) tobacco.
- 724.17 Cigar-filler and binder (type 42, 43, 44, 53, 54, and 55) tobacco.

AUTHORITY: The provisions of this subpart are issued under secs. 301, 312, 313, 375, 52 Stat. 38, as amended, 46, as amended, 66, as amended; 7 U.S.C. 1301, 1312, 1313, 1375.

PROCLAMATION OF QUOTAS

- § 724.6 Cigar binder tobacco (types 51 and 52)—1975-76, 1976-77, and 1977-78 marketing years.

Since the 1974-75 marketing year is the last of three consecutive years for which marketing quotas previously proclaimed will be in effect for cigar-binder tobacco, a national marketing quota for such kind of tobacco for each of the three marketing years beginning October 1, 1975, October 1, 1976, and October 1, 1977, is hereby proclaimed.

- § 724.7 Cigar-filler and binder tobacco (types 42, 43, 44, 53, 54, and 55)—1975-76, 1976-77, and 1977-78 marketing years.

Since the 1974-75 marketing year is the last of three consecutive years for which marketing quotas previously proclaimed will be in effect for cigar-filler and binder tobacco, a national marketing quota for such kind of tobacco for each of the three marketing years beginning October 1, 1975, October 1, 1976, and October 1, 1977 is hereby proclaimed.

**DETERMINATIONS AND ANNOUNCEMENTS—
1975-76 MARKETING YEAR**

§ 724.12 Fire-Cured (type 21) tobacco.¹

(a) *Reserve supply level.*¹ The reserve supply level for fire-cured (type 21) tobacco is 17.2 million pounds, calculated, as provided in the Act, from a normal year's domestic consumption of 2.8 million pounds and a normal year's exports of 5.3 million pounds.

(b) *Total supply.*¹ The total supply of fire-cured (type 21) tobacco for the marketing year beginning October 1, 1974, is 13.1 million pounds, calculated in accordance with the Act, from a carryover of 7.1 million pounds and estimated 1974 production of 6.0 million pounds.

(c) *Carryover.*¹ The estimated carryover of fire-cured (type 21) tobacco for the marketing year beginning October 1, 1974, is 7.2 million pounds, calculated in accordance with the Act by subtracting the estimated disappearance for the marketing year beginning October 1, 1975, of 5.9 million pounds from the total supply of such tobacco.

(d) *National marketing quota.*¹ The amount of fire-cured (type 21) tobacco which will make available during the marketing year beginning October 1, 1975, a supply equal to the reserve supply level of such tobacco is 10.0 million pounds, and a national marketing quota of such amount is hereby announced. It is determined however, that a national marketing quota in the amount of 10.0 million pounds would result in undue restriction of marketings during the 1975-76 marketing year and such amount is hereby increased by 20 percent. Therefore, the amount of the national marketing quota for fire-cured (type 21) tobacco in terms of the total quantity of such tobacco which may be marketed during the marketing year beginning October 1, 1975 is 12.0 million pounds.

(e) *National acreage allotment.* The national acreage allotment, calculated in accordance with the Act by dividing the national marketing quota for the 1975-76 marketing year by the 5-year 1970-74 national average yield of 1,157 pounds is 10,371.65 acres.

(f) *National acreage factor.* The national acreage factor for use in determining farm acreage allotments is 1.0. It was calculated in accordance with the Act by dividing the national acreage the total of the preliminary allotments for 1975 old farms.

(g) *National reserve.* The national acreage reserve is 90.00 acres, of which 15.00 acres are made available for 1975 new farms, and 75.00 acres are made available for making corrections and adjusting inequities in old farm allotments, allotment, less the national reserve, by

§ 724.13 Fire-cured (types 22-24) tobacco.

(a) *Reserve supply level.*¹ The reserve supply level for fire-cured (types 22-24)

tobacco is 84.4 million pounds, calculated, as provided in the Act, from a normal year's domestic consumption of 15.0 million pounds and a normal year's exports of 23.7 million pounds.

(b) *Total supply.*¹ The total supply of fire-cured (types 22-24) tobacco for the marketing year beginning October 1, 1974, is 73.4 million pounds, calculated in accordance with the Act, from a carryover of 45.1 million pounds and estimated 1974 production of 28.3 million pounds.

(c) *Carryover.*¹ The estimated carryover of fire-cured tobacco (types 22-24) for the marketing year beginning October 1, 1975, is 35.2 million pounds, calculated in accordance with the Act by subtracting the estimated disappearance for the marketing year beginning October 1, 1974, of 38.2 million pounds from the total supply of such tobacco.

(d) *National marketing quota.*¹ The amount of fire-cured (types 22-24) tobacco which will make available during the marketing year beginning October 1, 1975, a supply equal to the reserve supply level of such tobacco is 49.2 million pounds, and a national marketing quota of such amount is hereby announced. It is determined, however, that a national marketing quota in the amount of 49.2 million pounds would result in undue restriction of marketings during the 1975-76 marketing year and such amount is hereby increased by 20 percent. Therefore, the amount of the national marketing quota for fire-cured (types 22-24) tobacco in terms of the total quantity of such tobacco which may be marketed during the marketing year beginning October 1, 1975, is 59.0 million pounds.

(e) *National acreage allotment.* The national acreage allotment, calculated in accordance with the Act by dividing the national marketing quota for the 1975-76 marketing year by the 5-year 1970-74 national average yield of 1,784 pounds is 33,071.75 acres.

(f) *National acreage factor.* The national acreage factor for use in determining farm acreage allotments for the 1975-76 marketing year is 1.125. It was calculated in accordance with the Act by dividing the national acreage allotment, less the national reserve, by the total of the preliminary allotments for 1975 old farms.

(g) *National reserve.* The national acreage reserve is 223.00 acres, of which 10.00 acres are made available for 1975 new farms and 213.00 acres are made available for making corrections and adjusting inequities in old farm allotments.

§ 724.14 Dark air-cured tobacco.

(a) *Reserve supply level.*¹ The reserve supply level for dark air-cured tobacco is 51.9 million pounds, calculated, as provided in the Act, from a normal year's domestic consumption of 16.4 million pounds and a normal year's exports of 2.6 million pounds.

(b) *Total supply.*¹ The total supply of dark air-cured tobacco for the marketing year beginning October 1, 1974, is 49.0 million pounds calculated in accordance with the Act, from a carryover of 36.9 million pounds and estimated 1974 production of 12.1 million pounds.

(c) *Carryover.*¹ The estimated carryover of dark air-cured tobacco for the marketing year beginning October 1, 1975, is 30.4 million pounds, calculated in accordance with the Act by subtracting the estimated disappearance for the marketing year beginning October 1, 1974, of 18.6 million pounds from the total supply of such tobacco.

(d) *National marketing quota.*¹ The amount of dark air-cured tobacco which will make available during the marketing year beginning October 1, 1975, a supply equal to the reserve supply level of such tobacco is 21.5 million pounds, and a national marketing quota of such amount is hereby announced.

(e) *National acreage allotment.* The national acreage allotment, calculated in accordance with the Act by dividing the national marketing quota for the 1975-76 marketing year by the 5-year, 1970-74, national average yield of 1,788 pounds, is 12,024.61 acres.

(f) *National acreage factor.* The national acreage factor for use in determining farm acreage allotments for the 1975-76 marketing year is 1.100. It was calculated in accordance with the Act by dividing the national acreage allotment, less reserve, by the total of the preliminary allotments for 1975 old farms.

(g) *National reserve.* The national acreage reserve is 41.00 acres, of which 5.00 acres are made available for 1975 new farms, and 36.00 acres are made available for making corrections and adjusting inequities in old farm allotments.

§ 724.15 Virginia sun-cured tobacco.

(a) *Reserve supply level.*² The reserve supply level for Virginia sun-cured tobacco is 4,332 thousand pounds, calculated, as provided in the Act, from a normal year's domestic consumption of 1,350 thousand pounds and a normal year's export of 250 thousand pounds.

(b) *Total supply.*² The total supply of Virginia sun-cured tobacco for the marketing year beginning October 1, 1974, calculated in accordance with the Act, is 3,892 thousand pounds, consisting of carryover of 2,974 thousand pounds and estimated 1974 production of 918 thousand pounds.

(c) *Carryover.*² The estimated carryover of Virginia sun-cured tobacco for the marketing year beginning October 1, 1975, is 2,792 thousand pounds, calculated in accordance with the Act by subtracting the estimated disappearance for the marketing year beginning October 1, 1974, of 1,100 thousand pounds from the total supply of such tobacco.

(d) *National marketing quota.*² The amount of Virginia sun-cured tobacco which will make available during the marketing year beginning October 1,

¹ Rounded to the nearest tenth of a million.

¹ Rounded to the nearest tenth of a million.

² Rounded to the nearest tenth of a million.

² Rounded to the nearest thousand pounds.

1975, a supply equal to the reserve supply level of such tobacco is 1,540 thousand pounds, and a national marketing quota of such amount is hereby announced. It is determined, however, that a national marketing quota in the amount of 1,540 thousand pounds would result in undue restriction of marketings during the 1975-76 marketing year and such amount is hereby increased by 20 percent. Therefore, the amount of the national marketing quota for Virginia sun-cured tobacco in terms of the total quantity of such tobacco which may be marketed during the marketing year beginning October 1, 1975, is 1,848 thousand pounds.

(e) *National acreage allotment.* The national acreage allotment, calculated in accordance with the Act by dividing the national marketing quota for the 1975-76 marketing year by the 5-year, 1970-74, national average yield of 1,196 pounds, is 1,545.15 acres.

(f) *National acreage factor.* The national acreage factor for use in determining farm acreage allotments for the 1975-76 marketing year is 1.0. It was calculated in accordance with the Act by dividing the national acreage allotment, less reserve, by the total of the preliminary allotments for 1975 old farms.

(g) *National reserve.* The national acreage reserve is 14.50 acres, of which 5.00 acres are made available for 1975 new farms, and 9.50 acres are made available for making corrections and adjusting inequities in old farm allotments.

§ 724.16 Cigar-binder (type 51 and 52) tobacco.

(a) *Reserve supply level.*¹ The reserve supply level for cigar-binder (types 51 & 52) tobacco is 13.1 million pounds calculated as provided by the Act, from a normal year's domestic consumption of 4.0 million pounds and a normal year's exports of .9 million pounds.

(b) *Total supply.*¹ The total supply of cigar-binder (types 51 & 52) tobacco for the marketing year beginning October 1, 1974, is 9.5 million pounds, calculated in accordance with the Act from a carryover of 7.0 million pounds and estimated 1974 production of 2.5 million pounds.

(c) *Carryover.*¹ The estimated carryover of cigar-binder (types 51 & 52) tobacco for the marketing year beginning October 1, 1975, is 6.3 million pounds, calculated in accordance with the Act, by subtracting the estimated disappearance for the marketing year beginning October 1, 1974, of 3.2 million pounds from the total supply of such tobacco.

(d) *National marketing quota.*¹ The amount of cigar-binder (types 51 & 52) tobacco which will make available during the marketing year beginning October 1, 1975, a supply equal to the reserve supply level of such tobacco is 6.8 million pounds, and a national marketing quota of such amount is hereby announced. It is determined, however, that a national marketing quota in the amount of 6.8 million pounds would result in undue restrictions of marketings during the 1975-76 marketing year and such amount is

¹ Rounded to the nearest tenth of a million.

hereby increased by 20 percent. Therefore, the amount of the national marketing quota for cigar-binder (type 51 & 52) tobacco in terms of the total quantity of such tobacco which may be marketed during the marketing year beginning October 1, 1975, is 8.2 million pounds.

(e) *National acreage allotment.* The national acreage allotment, calculated in accordance with the Act by dividing the national marketing quota for the 1975-76 marketing year by the 5-year, 1970-74 national average yield of 1,712 pounds is 4,789.72 acres.

(f) *National acreage factor.* The national acreage factor for use in determining farm acreage allotments for the 1975-76 marketing year is 0.950. It was calculated in accordance with the Act by dividing the national acreage allotment, less reserve, by the total of the preliminary allotments for the 1975 old farms.

(g) *National reserve.* The national acreage reserve is 47.89 acres all of which are made available for making corrections and adjusting inequities in old farm allotments.

§ 724.17 Cigar-filler and binder (types 42-44, 53-55) tobacco.

(a) *Reserve supply level.*¹ The reserve supply level for cigar-filler and binder (types 42-44, 53-55) tobacco is 71.6 million pounds, calculated, as provided in the Act, from a normal year's domestic consumption of 24.7 million pounds and a normal year's exports of 0.2 million pounds.

(b) *Total supply.*¹ The total supply of cigar-filler and binder (types 42-44, 53-55) tobacco for the marketing year beginning October 1, 1974, is 62.6 million pounds calculated in accordance with the Act, from a carryover of 41.7 million pounds and estimated 1974 production of 20.9 million pounds.

(c) *Carryover.*¹ The estimated carryover of cigar-filler and binder (types 42-44, 53-55) tobacco for the marketing year beginning October 1, 1975, is 37.8 million pounds, calculated in accordance with the Act, by subtracting the estimated disappearance for the marketing year beginning October 1, 1974, of 24.8 million pounds from the total supply of such tobacco.

(d) *National marketing quota.*¹ The amount of cigar-filler and binder (types 42-44, 53-55) tobacco which will be made available during the marketing year beginning October 1, 1975, a supply equal to the reserve supply level of such tobacco is 33.8 million pounds, and a national marketing quota of such amount is hereby announced.

(e) *National acreage allotment.* The national acreage allotment, calculated in accordance with the Act by dividing the national marketing quota for the 1975-76 marketing year by the 5-year, 1970-74 national average yield of 1,895 pounds, is 17,836.41 acres.

(f) *National acreage factor.* The national acreage factor for use in determining farm acreage allotments for the 1975-76 marketing year is 1.0. It was calculated in accordance with the Act by dividing the national acreage allotment,

¹ Rounded to the nearest tenth of a million.

less reserve by the total of the preliminary allotments for 1975 old farms.

(g) *National reserve.* The national acreage reserve is 62.00 acres, of which 50.00 acres are made available for 1975 new farms, and 12.00 acres are made available for making corrections and adjusting inequities in old farm allotments.

Effective date: February 3, 1975.

Signed at Washington, D.C. on January 30, 1975.

E. J. PERSON,
Acting Administrator, Agricultural Stabilization and Conservation Service.

[FR Doc.75-3113 Filed 2-3-75;8:45 am]

Title 10—Energy
CHAPTER II—FEDERAL ENERGY ADMINISTRATION
PART 211—MANDATORY PETROLEUM ALLOCATION REGULATIONS

Emergency Amendment—Department of Defense Allocations; Cancellation of Public Hearing

On January 9, 1975, the Federal Energy Administration issued an emergency amendment to § 211.26 of Part 211, Chapter II, Title 10, Code of Federal Regulations (40 FR 2692, January 15, 1975). A public hearing on the amendment was scheduled for February 5, 1975.

Only three requests to make oral presentations were received by FEA prior to 4:30 p.m., January 27, 1975, and those requests were subsequently withdrawn. Therefore, FEA hereby gives notice that the public hearing is cancelled.

ROBERT E. MONTGOMERY, Jr.,
General Counsel.

JANUARY 31, 1975.

[FR Doc.75-3288 Filed 1-31-75;3:58 pm]

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

PART 104—PROCEEDINGS TO SUSPEND OR REVOKE THE PRIVILEGE OF ANY AGENT TO APPEAR BEFORE SBA

Miscellaneous Amendments; Correction

The document published December 30, 1972 (37 FR 28895), amending Part 101 incorrectly contained an amendment purporting to revise § 104.1. This was in error and should have revised § 101.4. The text of § 104.1 is being reinstated to read as follows:

§ 104.1 Rules of procedure.

The Small Business Administrator (referred to in this part as "Administrator") may, in accordance with § 103.13-4 of this chapter, suspend or revoke the privilege of any agent (called "Respondent" in this part) to appear before SBA. Proceedings for such purpose shall be governed by the rules in this part.

Dated: January 30, 1975.

THOMAS S. KLEPPE,
Administrator.

[FR Doc.75-3225 Filed 2-3-75;8:45 am]

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

[Airspace Docket No. 74-SO-19]

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

Designation of Transition Area

On March 13, 1974, a notice of proposed rule making was published in the *FEDERAL REGISTER* (39 FR 9671), stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal aviation regulations that would designate the Selmer, Tenn., transition area.

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

In consideration of the foregoing, Part 71 of the Federal aviation regulations is amended, effective 0901 G.m.t., March 27, 1975, as hereinafter set forth.

In § 71.181 (40 FR 441), the following transition area is added:

SELMER, TENN.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Robert Sibley Airport (latitude 35°12'38" N., longitude 88°30'30" W.); within 3 miles each side of the 334° bearing from Sibley RBN (latitude 35°14'15" N., longitude 88°31'03" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.

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

Issued in East Point, Ga., on January 23, 1975.

PHILLIP M. SWATEK,
 Director, Southern Region.

[FR Doc.75-3108 Filed 2-3-75;8:45 am]

[Docket No. 13668; Amdt. No. 103-23]

PART 103—TRANSPORTATION OF DANGEROUS ARTICLES AND MAGNETIZED MATERIALS

Loading and Carrying Dangerous Articles: Inspection Requirements and Radiation Monitoring

The purpose of these amendments to Part 103 of the Federal Aviation Regulations is to prohibit the carriage of any dangerous article in an aircraft unless the outside container in which that article is packaged has been inspected to determine that, in all outward respects, it complies with the packaging, marking, and labeling requirements of Part 103. In addition to this inspection, these amendments require that, after June 30, 1975, when radioactive materials are to be carried, the exterior surfaces of the package, and, when appropriate, certain

parts of the aircraft, be scanned with a radiation monitoring instrument.

These amendments are based on a Notice of Proposed Rule Making (Notice No. 74-18) published in the *FEDERAL REGISTER* on April 25, 1974 (39 FR 14612). Interested persons have been afforded an opportunity to participate in the making of these amendments and due consideration has been given to all comments received in response to that Notice. Except as discussed hereinafter, these amendments and the reasons therefore are the same as those in Notice 74-18.

More than 65 comments were received in response to Notice 74-18. These range from full support of the proposal to recommendation of revisions to total objection. Several commentators made suggestions that were not within the scope of the Notice, and, accordingly, these comments are not discussed, but will be retained for consideration in future rule making. The most frequent objection was to the requirement that air carriers monitor shipments of hazardous materials and, especially, that they be required to acquire expensive radiation monitoring equipment and have it available at each place where packages containing radioactive materials are loaded or unloaded. The FAA believes, however, that inspection by air carriers to the limited extent required by these amendments is necessary in the interests of safety. This inspection does not require the opening of packages but only the inspection of containers for leaks, holes, dents or other evidence that the packaging is not intact. With respect to the monitoring of radioactive shipments, the FAA realizes that, in order to fulfill the requirements that are adopted by these amendments, persons who transport radioactive materials by air will be required to obtain radiation monitoring equipment and to have it available wherever packages containing such materials are loaded or unloaded aboard their aircraft.

A number of commentators objected to the scanning of the passenger compartment with a radiation monitoring device prior to departure of the aircraft for a variety of reasons. One commentator noted that such scanning would produce unnecessary apprehension in the passengers and might result in aircraft delays. Another, an air carrier, objected to the requirement since it has instituted procedures to check radioactive shipments with radiation monitoring equipment at acceptance, transfer points and destination stations. Others objected to the fact that standards for maximum acceptable radiation levels in the passenger compartment are vague whereas the standards for individual packages are specific and workable. After further consideration in light of these comments, the proposed requirement for a scan of the passenger compartment prior to takeoff of any aircraft carrying radioactive materials has not been adopted. Instead, the regulations, as adopted, require only a scan of each package containing radioactive materials to be loaded aboard the aircraft.

In addition, proposed § 103.23(c) (1) has been revised to clarify the determination to be made prior to placing any package containing radioactive materials in an aircraft. The FAA believes that these measures will be more effective in detecting any possible conditions that might involve radiation levels in excess of those permitted by the regulations than would scanning the passenger compartment as proposed.

The requirements to be complied with in conducting the scanning of any package of radioactive material, and, when required, any cargo compartment in which it has been carried, are set out in a separate paragraph, new paragraph (d) of § 103.23. The radiation levels that are specified in § 103.23(d) for scanning any package bearing a radioactive yellow II label, any package containing a radioactive yellow III label, any package that contains radioactive materials but that does not bear either of these labels, and for scanning a compartment from which a package has been unloaded, are those that are currently prescribed in Title 49 Part 173 and in § 103.23(b).

Several commentators objected to the requirement that was proposed in Notice 74-18 that the compartment in which any package containing radioactive materials is carried be scanned for excessive radiation after removal of the package. These commentators pointed out that even though one package has been removed, the cargo compartment might contain other packages of the material for later delivery. The FAA agrees with these comments, and accordingly, new § 103.23(c) (2) has been changed from what was proposed as new § 103.23(c) (3) in Notice 74-18 to require only that each package of radioactive materials that is removed from the aircraft be scanned in accordance with new § 103.23(d). Only in the event that the level of radiation of the package exceeds those levels specified in paragraph (d) will the aircraft operator be required to empty the compartment of all cargo and conduct the scan of the cargo compartment that was proposed in Notice 74-18.

As proposed in Notice 74-18, the scan required by § 103.23 is required to be performed using a radiation monitoring instrument with an accuracy of plus or minus 20 percent. Accordingly, the measurements that are required to be taken by that section are designed to tolerate a 20 percent deviation. However, deviations in the radiation dose rate that are lower than those indicated on any package will not require any action on the part of the aircraft operator.

The requirement that the operator of the aircraft scan any package that contains radioactive materials with an appropriately sensitive radiation monitoring instrument before acceptance of it for carriage by air becomes effective after June 30, 1975, because the FAA believes that aircraft operators that carry radioactive materials should be given time to acquire the necessary radiation monitoring instruments and to train personnel in their use.

An editorial change has been made to § 103.3(a) to clarify the meaning of the phrase "a facsimile of [the shipper's] signature." Section 103.3(a), as adopted, permits the signature that is required on the shipper certificate to be made by typewriter or other mechanical means.

A phrase, "and the package seal has not been broken," has been added to § 103.4(1) to clarify the fact that the seal on any package containing radioactive materials must be intact in order to assure that the package has not been illicitly opened.

A redundancy has been removed from what was proposed for § 103.4 by the exclusion of paragraph (4) of the proposed section since that paragraph merely reiterated what was said in paragraph (3).

These amendments are issued under the authority of sections 313(a) and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a) and 1421), and sections 105 and 108 of Pub. L. 93-633, as delegated to the Administrator by the Secretary of Transportation (40 FR 2861).

In consideration of the foregoing, and for the reasons stated in Notice 74-18, Part 103 of the Federal Aviation Regulations is amended, effective March 7, 1975, as follows:

1. By amending § 103.3 by revising paragraph (a) and by adding a new paragraph (d) to read as follows:

§ 103.3 Certification requirements.

(a) No person may offer any dangerous article for shipment in an aircraft unless there is accompanying the shipment a clear and visible statement that the shipment complies with the content, quantity, packaging, marking, and labeling requirements of this part. The shipper's statement shall include a statement of whether the shipment is eligible under this part for shipment in passenger-carrying aircraft. The shipper or his authorized agent shall sign the statement manually, or by typewriter or other mechanical means.

(d) No person may accept any dangerous article for shipment in an aircraft unless—

(1) It is accompanied by the statement required by paragraph (a) of this section;

(2) The inspection required by § 103.4 discloses that the packaging, marking, and labeling of the hazardous material is in compliance with this Part; and

(3) After June 30, 1975, for radioactive materials, the inspection required by § 103.23(c) discloses that the radiation dose rate does not exceed any requirement set forth in § 103.23(d).

2. By adding a new § 103.4 to read as follows:

§ 103.4 Inspection requirements.

(a) No person may carry any dangerous article in an aircraft unless, prior to

placing the article in the aircraft, the operator of the aircraft has inspected the outside container in which that article is packaged and has determined that—

(1) The container has no dents, holes, leakage or other indication that the integrity of the packaging has been compromised and, for radioactive materials, that the package seal has not been broken;

(2) The labeling and marking of the container complies with the requirements of this part; and

(3) The dangerous article is authorized, and is within the quantity limitations specified, by this part for carriage aboard the aircraft.

3. By adding new paragraphs (c) and (d) to § 103.23 to read as follows:

§ 103.23 Special requirements for radioactive materials.

(c) In addition to the inspection required by § 103.4, after June 30, 1975, the operator of the aircraft shall—

(1) Before placing any package of radioactive materials in an aircraft, scan it in accordance with paragraph (d) of this section.

(2) After the removal of any package containing radioactive materials from an aircraft and before the next departure of the aircraft—

(i) Examine the package visually for any evidence of leakage, and scan it in accordance with paragraph (d) of this section; and

(ii) When the examination or the scanning required by subparagraph (2)(1) of this paragraph discloses any leakage or indicates that the level of radiation exceeds any of the levels specified in subparagraph (2) of paragraph (d) of this section, immediately empty the compartment from which the package was unloaded and scan the compartment in accordance with paragraph (d) of this section.

(d) In conducting the scanning required by paragraph (c) of this section, the operator shall—

(1) Use a radiation monitoring instrument that is accurate to plus or minus 20 percent;

(2) When scanning a package, scan each exterior surface of the package to determine whether the level of radiation being emitted exceeds any of the following:

(i) Any level of radiation specified for the package in any shipper's statement required by § 103.3 or 49 CFR Part 173.

(ii) Any level of radiation indicated by any label or marking on the package.

(iii) A transport index of 0.5 for a package bearing a radioactive yellow II label.

(iv) A transport index of 10 for a package bearing a radioactive yellow III label.

(v) A radiation dose rate of zero millirem per hour at 3 feet from all exterior surfaces for a package that does not bear a radioactive yellow II or a radioactive yellow III label.

(3) When scanning a compartment from which the package has been unloaded, scan the compartment to determine the following:

(i) Whether there has been any spillage of radioactive material.

(ii) Whether the radiation dose rate at any surface of the compartment exceeds 0.5 millirem per hour.

(e) No person may operate any aircraft when a scanning in accordance with paragraph (d)(3) of this section indicates any spillage of radioactive materials or a dose rate of 0.5 millirem or more per hour until—

(1) There is no significant removable radioactive surface contamination; and

(2) A new scanning indicates a dose rate of less than 0.5 millirem per hour.

4. By amending § 103.25 to read as follows:

§ 103.25 Notification of pilot in command.

(a) Whenever articles subject to the provisions of this Part are carried in an aircraft, the operator of the aircraft shall include in the cargo load manifest, and in a written notice given to the pilot in command before takeoff, the following information:

(1) The shipping name and the classification of each dangerous article as prescribed in 49 CFR 172.5.

(2) The quantity in terms of weight, volume, or as otherwise appropriate.

(3) The location of the dangerous articles in the aircraft.

(4) The results of the inspections required by § 103.23.

Issued in Washington, D.C., on January 28, 1975.

ALEXANDER P. BUTTERFIELD,
Administrator.

[FR Doc.75-3155 Filed 2-3-75;8:45 am]

**CHAPTER II—CIVIL AERONAUTICS BOARD
SUBCHAPTER A—ECONOMIC REGULATIONS**

[Reg. ER-896; Amdt. 36]

**PART 288—EXEMPTION OF AIR CARRIERS
FOR MILITARY TRANSPORTATION**

Miscellaneous Amendments

Correction

In FR Doc. 75-2028 appearing at page 3578 in the issue for Thursday, January 23, 1975, the following corrections should be made:

(1) At page 3579, third column, footnote 6, the date appearing in the second line should read "22" instead of "2"; and

(2) At page 3584, third column, the table appearing in § 288.10(b) should appear as follows:

Between	And									
	Thailand	South Vietnam	Philippine Islands	Guam	Korea	Hawaii	Formosa	Okinawa	Japan	Alaska
U.S. west coast ¹	4 or 6	4 or 6	4 or 6	5	4 or 8	1	4 or 8	4 or 8	2 or 5	1
Alaska.....	3	3	3	1	3	1	3	3	1	1
Japan.....	1	1	1	1	1	1	1	1	1	1
Okinawa.....	1	1	1	1	1	1	1	1	1	1
Formosa.....	1	1	1	1	1	1	1	1	1	1
Hawaii.....	7	7	7	1	3	1	1	1	1	1
Korea.....	9	9	1	1	1	1	1	1	1	1
Guam.....	1	1	1	1	1	1	1	1	1	1
Philippine Islands.....	1	1	1	1	1	1	1	1	1	1
South Vietnam.....	1	1	1	1	1	1	1	1	1	1

¹ Any place in the States of California, Oregon or Washington.

² Honolulu-Yokota AB, Japan either direct or via Guam as specified in the MAC contract.

ROUTINGS

1. Direct.
2. Via Anchorage.
3. Via Yokota AB, Japan.
4. Via Anchorage-Yokota AB, Japan.
5. Via Honolulu.
6. Via Honolulu-Guam.
7. Via Guam.
8. Via Honolulu-Yokota AB, Japan.
9. Via Taipei.

Title 18—Conservation of Power and Water Resources

CHAPTER I—FEDERAL POWER COMMISSION

SUBCHAPTER B—REGULATIONS UNDER THE FEDERAL POWER ACT

[Docket No. RM75-3; Order No. 520-A]

PART 32—INTERCONNECTION OF FACILITIES; EMERGENCIES; TRANSMISSION TO FOREIGN COUNTRY

Denial of Applications for Rehearing and Reconsideration

JANUARY 27, 1975.

The Commission, on November 29, 1974, issued its Order No. 520, 39 FR 42903, amending part 32 of the Commission's regulations under the Federal Power Act by establishing new §§ 32.60 through 32.62. The new regulations govern the filing of applications for emergency authorizations pursuant to section 202(c) of the Act.¹ No prior regulations had been issued before by the Commission to implement the statutory authority under that section of the Act. Section 32.60 provides guidance as to the general applicability of section 202(c). Section 32.61 provides regulations governing the filing by electric utilities of all applications for the Commission's "emergency" authorizations. Section 32.62 provides regulations governing the filing of applications for "emergency" orders specifically based upon claimed inadequate supplies of fuel (including coal, petroleum, natural gas and nuclear fuel) for electric generating plants or an inadequate supply of energy for system needs from any source (including hydro).

Five pleadings have been filed, variously entitled as "Applications for Rehearing" and for "Reconsideration" of Order No. 520, by Congressman Harrington of Massachusetts (Congressman Harrington), Richmond Power & Light of Richmond, Indiana (Richmond), the Iowa State Commerce Commission (Iowa), the Public Service Commission

¹ Section 202 (c), 49 Stat. 849; 16 U.S.C. 824a(c).

of the State of New York (New York), and Southern California Edison Company (Edison). All except Iowa's pleading, which was filed on January 2, 1975, were timely filed. Iowa's "Motion for Clarification and/or Reconsideration", therefore, may not properly be treated as an "Application for Rehearing" pursuant to section 1.34(a) of our rules of practice and procedure. It will, however, be considered as a motion for reconsideration. Tennessee Valley Authority (TVA), although it did not file an application for rehearing, by letter of its General Counsel to this Commission's then Acting General Counsel, dated December 23, 1974, communicated its views on Order No. 520 and the new regulations, insofar as they relate to TVA.

In issuing these regulations, it was our intention to promulgate regulations governing the criteria and standards under which the Commission could make the necessary and appropriate findings as the basis for declaring an "emergency" to exist under section 202(c), indicate the type of action or actions that may be taken by the Commission, and set forth the ratemaking principles that will be applied, subject, however, to further findings of fact and the applicability of those criteria, standards and ratemaking principles in individual cases. For these purposes, we duly issued and published notice, on August 26, 1974, 39 FR 31654, of the commencement of the proceeding and of the proposed new regulations. Opportunity for interested persons to comment upon the proposed regulations was provided and over 70 comments were received and considered (footnote 1, Order No. 520).

In our discussion of ratemaking principles in Order No. 520, we indicated that the hearing which section 202(c) contemplates has been provided by this rule-making proceeding. This, of course, does not take the place of any necessary hearings required to determine any factual issues involving the applicability of these new regulations in particular cases. But, we do not anticipate that hereafter we should countenance substantive challenges to these criteria, standards and

ratemaking principles. Accordingly, it is appropriate to treat the four timely filed petitions and applications as having been filed pursuant to section 1.34 of the Commission's rules of practice and procedure and section 313(a) of the Act.²

Congressman Harrington's application cites the fact that in our order we disagreed with his contention that the definition of an "emergency" under section 202(c) "should be broad enough to encompass the kind of severe economic dislocations" now facing the Nation. Particularly, he emphasizes a national policy "to end our dependence on the oil cartel." We said in Order No. 520, that while we did not reject these goals, we could not agree that such national policy objectives alone trigger issuance of section 202(c) emergency orders.

Moreover, in Order No. 520, we intended to confine our actions as closely as possible to the statutory list of causes for a finding of an "emergency" that does not include the "severe economic dislocations", although we recognize that they may contribute to the principal causes of any specific emergency for which an application may be filed. What section 202(c) authorizes is temporary interconnections, generation and transmission of bulk power and energy to forestall imminent threats to the reliability of service, not actions designed to meet such long-range national goals. As we said in Order No. 520 (footnote 1), the Commission has been implementing such broad national economic goals in other programs and proceedings.

Both Congressman Harrington and Richmond have restated essentially the same position in advancing arguments with respect to the market structure and operations of the bulk power industry. They advanced similar positions and contentions in the "Coal-by-Wire" proceeding in Docket No. RM74-22 *et al.*, that are now pending on applications for rehearing of the Commission's order issued August 26, 1974, 39 FR 32060. That order denied their position. These parties ask the Commission to establish area-wide inter-regional rates and rate schedules for temporary, emergency transmission service. In effect, they contend that the present industry structure should be changed from its present basis in which each transmitting company buys and sells in succession, as the power and energy moves from the generator-supplier across intervening systems to a remote "emergency" applicant.

Congressman Harrington recommends that the Commission should establish policies which permit these utilities (generator-supplier and emergency applicant) to "deal with each other directly" without the necessity of dealing with each intervening utility and possibly resulting in a "substantial, and

² Section 313(a), 49 Stat. 860; 72 Stat. 947; 16 U.S.C. 825 1 (a); Pacific Gas and Electric Co. v. F.P., — F.2d — (CACD No. 73-1358); decided June 26, 1974, slip op. pp. 11-12.

undeserved profit" to such intervening utilities. Richmond's arguments center upon the common theme of its lack of "accessibility" to transmission at reasonable rates and terms, as constituting a "roadblock to speedy Commission action and expeditious self-help" by the parties in an emergency.

Without in any sense reconsidering in this proceeding the position and contentions of Congressman Harrington and Richmond now pending before us in the other proceeding (Docket No. RM74-22 et al.) and without prejudice to those positions and contentions, we find that it is sufficient for the purpose of this proceeding to conclude, as we do, that these recommendations for changing the basic structure and operations of the bulk power industry are beyond the appropriate scope of this proceeding. Our notice of rulemaking issued August 26, 1974, and published in this proceeding, 39 FR 31654, August 30, 1974, contains no reference to any proposal to restructure the industry. Furthermore, we cannot agree with these two parties that to legislate such restructuring of the industry in this proceeding that is aimed at expeditiously issuing regulations needed to govern emergency orders and encourage emergency transfers on a voluntary basis, would lead to the "expeditious self-help" referred to by Richmond. Indeed, it is essential in view of the fuel and energy problems now facing the industry, described in the August 26 notice, supra, and touched briefly in Order No. 520, that these regulations be issued and made completely effective without delay. These recommendations and contentions, therefore, are denied.

Richmond raises a question that indicates the need for clarification of Order No. 520. In contending that an "exorbitant" fuel price should be treated as a proper predicate for an emergency order, Richmond incorrectly complains of the Commission's emphasis on fuel shortages and asserts that the regulation "speaks only in terms of fuel" as the sole criterion of relief under 202(c). In this respect, it has overlooked the fact that the new regulations, particularly §§ 32.60 and 32.61, as stated above (mimeo. p. 1), apply to all of the statutory causes justifying issuance of emergency orders. These statutory causes are listed in Order No. 520. The issuance of specific requirements for fuel and energy shortages does not, per se, de-emphasize the importance of the other statutory causes.

Richmond's application for rehearing also contends, in effect, that in order to avoid the burden of building its own transmission facilities when faced with "uneconomic transmission charges" of an adjacent utility, the regulations should provide for emergency orders under section 202(c) directing that adjacent utility to transmit at lower rates the power and energy that Richmond may be able to sell to or purchase from a third utility. A situation based solely on a claim of "exorbitant" transmission charges cannot constitute one of the stat-

utory causes. Section 202(c) lists shortages of transmission facilities—not the level of the rates charged therefor. This contention is similar to Richmond's position in its comments filed October 23, 1974, in which it sought to treat "exorbitant" fuel charges as the basis for a section 202(c) order. In Order No. 520, we fully considered and disagreed with Richmond's "exorbitant" fuel charges contentions. At this time we see no need for regulations more detailed than those in §§ 32.60 and 32.61 to cover any temporary emergency interconnections needed to cope with shortages of generating and transmission facilities. We will, therefore, continue to handle them on an ad hoc basis.

Richmond contends that the regulations governing rates and charges (§ 32.62 E) should include more specific requirements with respect to transmission losses and any benefits to the transmitting systems. It also complains that a rate component to reflect the "imprudence" of the applicant for an emergency order, insofar as it may be shown that he could have eliminated or alleviated the emergency conditions, constitutes a "penalty price" for the emergency service. Richmond contends that such penalty will not benefit the ultimate consumers of the inefficient utility and such rate component will tend to "inhibit the likelihood of transactions" between the parties. Richmond objects to the "share-the-savings" rate form (§ 32.62 E(3)), inter alia, contending that there is likely to be no incentive for a seller to transact under this formula since its incremental costs are likely to be higher than the buyer's past incremental costs. Richmond also complains that the rate regulations should not include any cost component for environmental degradation.

We have considered and disagree with Richmond's rate recommendations to the effect that the regulations should include more specific requirements with respect to transmission losses and any benefits to the transmitting systems. We have provided for the reflection of "transmission network losses," under both the Fully Allocated Cost method (§ 32.62 E(1)(d)) and the Incremental Cost Plus Additional Compensation method (§ 32.62 E(2)(b)). Inclusion of these costs will be allowed when and to the extent such transmission losses are found to be incurred. In view of the complex nature of transmission networks and the numerous and varying factors involved, as we found and discussed in our August 26 order in RM74-22, the transmission losses and benefits likely will vary among the transmitting systems. Such losses and benefits, therefore, will be considered on an ad hoc basis. Moreover, we gave adequate consideration in Order No. 520 to the reflection of environmental costs and disagree with Richmond's position on this cost component.

As we have discussed more fully with respect to Iowa's and Edison's recommendations, infra, the "imprudence" factor must be related to proper costing

methods and allowances, and shall not be permitted to justify excess profits. With respect to the share-the-savings rate form, Richmond's objection implies that in a given case the Commission might prescribe that rate form even though the facts clearly indicated that the Seller's incremental costs exceed the Buyer's "avoided costs of fuel" just before the shortage. We cannot agree with that generalized assumption because the determination of which rate form would be utilized in any Commission section 202(c) rate order would depend upon all of the facts on a case-by-case basis (§ 32.62 E(2)).

Iowa's application proceeds on the basis of several misinterpretations of Order No. 520's language and of the new regulations and concludes that "if it is the purpose of Order No. 520 to permit profits in excess of a fair return on the supplier-transmitters' total state and federal operations," in effect, these rate-making principles are not "just and reasonable" and, therefore, are unlawful.

We shall assume, although it does not so specify, that Iowa's contentions are addressed to the rates and charges for services which factually are agreed to be characterized as "nonfirm" or "off-peak" with no attributes of "firm" service. For such "non-firm" service the new regulations (§ 32.62 E(2) and (3)) provide that the "incremental costs plus additional compensation" or "share-the-savings" principles shall be utilized. Iowa appears to be misled by our recitation of the contentions of numerous parties that the additional compensation should create an "incentive" encouraging the requested supplier-transmitter voluntarily to sell and deliver the requested emergency power and energy. Based upon this apparent misunderstanding, Iowa contends that the order approves additional compensation over and above allocable costs, including inter alia:

- (1) Compensation for revenue reductions occasioned by any reduction in services to the supplier's own customers which would otherwise be applied to cover the supplier's costs associated with the services foregone (§ 32.62 E(2)(c)(ii), p. 37); and
- (ii) Rates equal to the supplier's incremental generation costs, plus one-half of the difference between the costs to the purchaser and the purchaser's decremental costs (§ 32.62 E(3), p. 38).

Iowa has overlooked the capstone requirement which limits the total charge for non-firm service to an amount not exceeding fully allocated costs. Therefore, even if "additional compensation" over and above incremental costs may be warranted, as provided for in § 32.61 E(2)(c), the sum of these payments may not exceed fully allocated costs of the supplying and transmitting systems. This fully allocated cost limitation is equally applicable to the optional costing method in the case of non-firm service in which the "share-the-savings" approach is utilized (§ 32.62 E(3)).

Moreover, Iowa's argument is misplaced with reference to the allowance for "revenue reductions" (§ 32.62 E(2)

(c) (ii)), where the supplier's services to its own existing customers are reduced in order to make the emergency service to an applicant possible.³ Iowa proceeds from the unfounded assumption that such compensation for revenue reductions would result in such a supplier receiving profits in excess of a fair return on its total state and Federal operations.

The intention of our regulations is that where any revenue is foregone, leaving certain costs unrecoverable, due to any ordered reduction in service to the supplier's own customers, such costs would be recovered by the emergency supplier, with the limitation that the total charge for non-firm service shall not exceed fully allocated costs. Obviously, retail rate increases granted by a state agency to offset such reduced revenues might be presented to the Commission in determining whether in fact revenue had been foregone and whether "additional compensation" is warranted. Iowa is incorrect in assuming that our ratemaking principles would permit a supplier to be unjustly enriched and allowed to collect profits in excess of a fair return.

Certain basic legal concepts of section 202(c), as set forth in Order No. 520, warrant repetition since they constitute the background of the answers to concerns set forth in the applications for rehearing, filed by New York and Edison, as well as the letter of December 23, 1974, upon behalf of the TVA. Collectively, these documents now before us point to the fact that the electric operations of a federally owned electric utility system such as TVA may be subject to other Federal statutory provisions or to state requirements. The TVA comments are framed in terms of asserted Federal legal limitations as to whom and geographically where the Tennessee Valley Authority may provide electric service.⁴ Initial comments were filed by Illinois Commerce Commission that were stated in terms of state requirements affecting electric utility services or fuel uses within a state in opposition to the use thereof for electric services in other states (Order No. 520, footnote 11; *infra*, p. 12).

In dealing with emergency power supply arrangements, the subject matter of this proceeding, valid Federal requirements are recognized by the Commission. Order No. 520 expressly so states in connection with war emergencies (Order, p. 3, footnote 3). To the extent that other valid Federal requirements may apply in the non-war emergency circumstances listed in section 202(c) of the Federal

³ Iowa ignores the fact that the Commission indicated that "it contemplates that emergency power or energy transfers desirably should not result in the dropping of loads of ultimate consumers of the supplying utility systems" (§ 32.62 D).

⁴ A somewhat similar reference was made in a number of the initial comments relative to other federally owned hydroelectric systems or federally financed rural electric cooperatively owned systems, but no applications for rehearing of Order No. 520 were filed by such parties to this proceeding.

Power Act, they are to be similarly recognized. We anticipate that any federally owned or federally financed electric utility system which may be affected by a Commission order or proceeding pursuant to section 202(c) of the Federal Power Act, will direct the Commission's attention, at the time of such proceeding, to what it may regard as the specific legal limitations in the light of the particular emergency relief which may be sought from the Commission. Absent specific facts of an "emergency", as defined in section 202(c) of the Federal Power Act, it is not possible to apply every Federal statute or executive order in the abstract and to conclude that in no conceivable circumstance could a federally owned or financed electric utility system be called upon by the Commission to assist in helping to meet emergency conditions. And the converse is equally clear, as recognized by TVA's letter of December 23, 1974, which indicates that federally owned or financed systems may find themselves the requesting recipients of Commission directed emergency services.

Section 202(c), as pointed out in Order No. 520, requires us to exercise Congressionally delegated responsibilities to act in the interests of public health, welfare and safety considerations (p. 5, footnote 4):

... This is a temporary power designed to avoid a repetition of the conditions during the last war, when a serious power shortage arose. Drought and other natural emergencies have created similar crises in certain sections of the country; such conditions should find a Federal agency ready to do all that can be done in order to prevent a break-down in electric supply.

This section of the Federal Power Act is not a substitute or surrogate for general economic regulatory procedure, as prescribed in section 201 of the Federal Power Act, (16 U.S.C. 824).⁵ It is recognized that federally owned or financed electric utilities are not subject to Commission regulation as "public utilities". The Commission is not here exercising its general authority under section 201, but rather its emergency authority of section 202(c) of the Federal Power Act. Accordingly, the Commission finds it not

⁵ Indeed it is significant that the emergency power of section 202(c) is in terms authorizing the Commission to "require by order ... such generation, delivery, interchange, or transmission of electric energy as in its judgment will best meet the emergency and serve the public interest", whereas section 202(b) authorizes orders directed to "public utilities". Moreover, brief reference to other sections of Part II of the Act shows the distinction intended in the case of emergency orders directing operations, as contrasted with normal orders directing "public utilities" operations. Section 201(b) excludes jurisdiction over generation and intrastate transmission. The specific reference to these operations in section 202(c) shows the inapplicability of the exclusionary clauses of section 201, not only as to generation and transmission facilities, but also as to the limitations of the term "public utility" in section 201(e) and the exclusion of governmental agencies under section 201(f).

appropriate to seek to exempt federally owned or financed electric systems from the reach of section 202(c).

In respect to state legal requirements, Order No. 520 interprets section 202(c), (p. 5) "... as a grant of Federal authority—pre-emptive of established divisions of Federal and state regulatory authority ... to meet emergency conditions ...", but warranting Federal Power Commission consideration of such requirements, including fuel requirements, in the context of the exercise of section 202(c) authority. Order No. 520 states (p. 12):

Nor do we agree with some of the comments that our authority under section 202(c) is jurisdictionally restricted by state statutes or the application of state agency regulations, which require utilities therein to acquire and maintain adequate fuel inventories." While we do not accept such state requirements as limiting our basic jurisdiction pursuant to section 202(c), we do consider such state responsibilities and requirements to be important factors for consideration by us in determining whether an "emergency" exists and which might warrant an order of the Commission requiring such utilities to share their inventories and capacities in a manner not otherwise authorized under state standards.

New York's petition appropriately suggests that state regulatory commissions be included as additional addressees in the requirement that copies of applications for emergency orders be served upon the potential supplier-transmitters. We shall provide for amending § 32.61 (i), (j) as New York requests, and also shall provide for service of copies of reports to the Commission (subsection (k)) upon state commissions and the regional reliability council.

New York also comments that it believes that Order No. 520 does not give sufficient recognition to New York's comments, filed October 23, 1974, in which it suggested that a Nation-wide policy on utility fuel inventories should be established to assure a more equitable achievement of the Federal Energy Administration's fuel allocation program. It urges that unless prudent and uniform storage levels are developed and enforced, the Commission's regulations may unjustly result in transferring fuel deliveries from a utility which has reserved additional storage for emergencies to another utility which has refused to accept the burden of acquiring such additional storage facilities and inventories. We refer to our discussion *infra* of Edison's similar contentions (mimeo. p. 14) and to our conclusion that such

⁶ Illinois Commerce Commission states that its basic premise is that Illinois utilities should not export electricity outside the State unless and until the Illinois requirements are assured. Southern California Edison Company contends that the Act does not authorize the Commission to require a utility, in effect, to reduce its service or to render "inadequate service" in order to protect customers of another utility which has not met its service obligations, in the absence of a "national emergency" such as war, etc., quoting the provisions of 202(c).

prudent and uniform fuel storage inventories may not, at least at this time, be prescribed by regulation. Additionally, New York appears not to have perceived the import of certain relevant provisions of the regulations, for it urges that such additional storage and inventory costs be given explicit recognition in pricing formulae.

With respect to pricing formulae, we agree. It was with that thought in mind (urged not only by New York, but other commentators) that we included in the various "incremental cost" provisions, the phrase "incremental fuel expense (i.e., replacement fuel costs)", in § 32.62E(2) (a) and (b). In our view also, the provisions for "an allocable portion of investment costs of its respective production plant", should include all investment in additional fuel storage and/or inventory. Section 32.62E(1) (a). Moreover, the adequacy of the applicant's fuel inventory and supply (§ 32.62C) will be reviewed in considering additional cost components based upon the applicant's "imprudence", if any, in failing to eliminate or to alleviate the emergency conditions (§ 32.62E(2) (c)).

In our August 26 notice of rulemaking, we sought the comments of all interested persons with regard to assisting us in the development of the fuel storage and inventory standards for our "emergency" determinations and the pertinent rate-making determinations. We also stated that such comment and the data received would be helpful to all governmental economic regulatory authorities in assessing the cost incidence of fuel supply acquisition, retention and utilization, for both state and Federal ratemaking purposes. Although we considered the comments received for the purposes of setting the criteria and standards, we intend to continue our own efforts and to encourage similar actions by other agencies, leading toward an increased and more equitable fuel inventory program throughout the Nation.

Edison's application reasserts its position, which we rejected in Order No. 520, that the Commission's issuance of the new regulations exceeds its statutory authority with respect to the scope of the term "emergency" since it may be applicable to a single utility and is not limited to "national emergencies". Edison presents no new facts or legal principles not considered in Order No. 520 and its arguments continue to assume that the Commission will act in an arbitrarily unreasonable fashion (see footnote 11, Order No. 520 by:

(1) Granting the application of even an "imprudent" utility management which Edison assumes is shown to have failed to take action to eliminate or alleviate such utility's shortage of fuel or energy; and (Application, B. 1, p. 3)

(11) Granting an applicant's request for an emergency order as a result of which the applicant would receive a "higher percentage of, or better service" than the customers served by the supplier-transmitter of such service. (Application, C. 2, p. 6).

It is true that Order No. 520 indicates that after considering all of the com-

ments submitted on the subject of fuel inventory and facilities criteria and standards, the Commission concluded that it has the authority to require utilities to share with others their inventories and capacities in a manner not otherwise authorized in normal circumstances under applicable law and regulations.*

Contrary to Edison's contentions, the regulations indicate the Commission's intent is that its orders "desirably should not result in dropping of loads of ultimate customers of the supplying systems". Moreover, due to the operational complexities, intricacies and imponderable problems which threaten service interruptions, as discussed herein above, we conclude, as urged by the National Electric Reliability Council (NERC), that "no single system average in terms of days of storage can be applied on a regional or national basis to define an 'emergency'." That is not to say that the regulations authorized the Commission to take unreasonable, inequitable, discriminatory or otherwise unfounded actions in order to protect the ultimate consumers served by such admittedly "imprudent" utility management. The Commission, in more extreme circumstances, nevertheless, is required to protect the public interest and the interests of the ultimate consumer "consistent with the public health, welfare and safety considerations" (section 32.61(e)), even where due to the imprudence of utility management the level of emergency service ordered may not sufficient to save the utility itself harmless from load reductions. It is the consumer's "stake" in the emergency that is of primary concern to the Commission. *Other Tail Power Co. v. F.P.C.*, 429 F. 2d 232, 236 (CA8, 1970), cert. denied, 401 U.S. 947 (1971).

Edison (Application, B. 2, p. 4) also objects to our stating in Order No. 520 that this proceeding "has provided the 'hearing' required by section 202(c)". We have clarified above (mimeo, P. 2) the meaning of that statement. As restated, we think that Edison's objections to the order are not well taken. Edison's objections to the ratemaking principles in section 32.62 E of the new regulations are adequately answered in our discussions of other applicants' recommendations.

Finally, Edison raises the question whether this Commission is subject to the requirements of Executive Order No. 11821, issued November 27, 1974, relating to Inflation Impact Statements. In a letter addressed to the Office of Management and Budget, dated December 19, 1974, the Chairman of this Commission pointed out that E.O. 11821 is directed to the "executive branch" of Government and to "each Federal department and agency" and recommended that OMB's draft of implementing regulations be revised to expressly exclude the Federal Power Commission and other independent regulatory Commissions.

In our view, the new executive order is not applicable, particularly since the

actions of this Commission are subject to existing substantive and procedural statutory requirements under which the economic impact and reasonableness of public utility rates and services are already subject to extensive and intensive cost-based regulation. Inasmuch as our new regulations are intended and presently required for temporary emergency situations, and the ratemaking principles expressed therein are cost-based, they are not inflationary. The additional delay and procedural complexities of another layer of regulation therefore are not justifiable. Accordingly, no Inflation Impact Statement is being issued.

The Commission finds.

(1) The assignments of error and grounds for rehearing and reconsideration set forth in the applications for rehearing filed herein by Congressman Harrington, Richmond, New York and Edison and the motion for reconsideration filed by Iowa, present no new facts or principles of law that were not considered by the Commission when it issued Order No. 520 on November 29, 1974, or which having now been considered warrant any change in or modification of said order, except as provided below.

(2) It is necessary and appropriate and in the public interest in the administration of the provisions of the Federal Power Act, particularly section 202(c) thereof, that § 32.61 (i), (j) and (k) of the Commission's regulations under the Federal Power Act, issued as provided in Commission Order No. 520, be amended to require that copies of applications for emergency assistance, proposed supplier responses thereto and any reports to the Commission, be served upon interested state regulatory commissions (having jurisdiction over the "potential source" utilities) and the regional reliability council for the applicant's area identified pursuant to § 32.61(i).

(3) The amendments to the Commission's regulations under the Federal Power Act prescribed herein below which were not included in the notice of this proceeding issued August 26, 1974, (39 FR 31654), are administrative in nature, and intended to expedite the Commission's consideration of applications pursuant to section 202(c) of the Act, consistent with the prime purpose of the proposed rulemaking; further compliance with the notice provision of 5 U.S.C. 553, therefore, is unnecessary.

The Commission, acting pursuant to the provisions of the Federal Power Act, as amended, particularly sections 202, 309, 49 Stat. 848, 849, 858, 859, and section 313(a) of the Act, 49 Stat. 860; 72 Stat. 947, orders:

(A) The applications for rehearing filed by Congressman Harrington, Richmond, New York and Edison and the motion for reconsideration filed by Iowa are hereby denied, except as provided below with respect to New York's application.

§ 32.61 [Amended]

(B) Section 32.6 (i), (j) and (k) of the Commission's regulations under the Federal Power Act, as issued by Commis-

* Order No. 520, mimeo. p. 12.

sion Order No. 520 on November 29, 1974, in Docket No. RM75-3, are hereby modified as follows:

(1) Paragraph (i)—in the second sentence, following the phrase, "filed pursuant to this subsection, *add.*", interested State regulatory commissions having jurisdiction over the "potential source" and/or transmitting utilities";

(2) Paragraph (j)—following "submit their answers to the Commission", *add* "and serve copies thereof on the interested State regulatory commissions and the Regional Reliability Council"; and

(3) Paragraph (k)—following the first sentence, *add.*, "Copies thereof shall simultaneously be served on the interested State regulatory commissions and the Regional Reliability Council".

(C) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

[SEAL] KENNETH F. PLUMB,
Secretary.

[FR Doc.75-3088 Filed 2-3-75;8:45 am]

Title 19—Customs Duties
CHAPTER I—UNITED STATES
CUSTOMS SERVICE

[TD 75-36]

PETITIONS FOR RELIEF

Procedures for Regional Commissioners

On November 6, 1973, there were published in the FEDERAL REGISTER (38 FR 30549) amendments to §§ 171.33(b) and 172.33(b) of the Customs regulations (19 CFR 171.33(b), 172.33(b)) which delegated to regional commissioners of Customs the authority to decide supplemental petitions for relief in certain cases arising under §§ 171.21 and 172.21 of the Customs regulations (19 CFR 171.21, 172.21).

In the interest of uniformity, it has been determined that the same delegation to regional commissioners should be made with respect to special cases acted upon by district directors of Customs which arise under §§ 10.39, 171.22, and 172.22 of the Customs regulations (19 CFR 10.39, 171.22, 172.22).

In addition, the policy of filing all supplemental petitions for relief with the district director who initiated the case, is restated.

Accordingly, §§ 10.39, 171.33, and 172.33 of the Customs regulations (19 CFR 10.39, 171.33, 172.33), are hereby amended as set forth below:

PART 10—ARTICLES CONDITIONALLY FREE, SUBJECT TO A REDUCED RATE, ETC.

Paragraphs (c), (d), (e), (f) of § 10.39 are amended to delete the word "application" wherever it appears in those paragraphs, and substitute the word "petition" therefor.

Paragraph (g) of § 10.39 is amended to read as follows:

§ 10.39 Cancellation of bonds.

(g) If the petitioner is not satisfied with the district director's action under this section and submits a supplemental petition, both the original and the supplemental petitions shall be transmitted to the regional commissioner of Customs with a full report on the case.

(R.S. 251, as amended, sec. 624, 46 Stat. 759; 19 U.S.C. 66, 1624)

PART 171—FINES, PENALTIES, AND FORFEITURES

Paragraphs (b)(1) and (b)(2) of § 171.33 are amended to read as follows:

§ 171.33 Supplemental petitions for relief.

(b) *Consideration*—(1) *Decisions of the district director.* Where the district director has the authority to grant relief in accordance with the provisions of §§ 171.21 and 171.22, he may grant additional relief if he believes it is warranted. If there has been a specific request on the part of the petitioner for review by the regional commissioner, or if the district director believes no additional relief is warranted, or if the petitioner is not satisfied with the additional relief granted by the district director, the supplemental petition, together with all pertinent documents, shall be forwarded to the regional commissioner of the region in which the district lies for reconsideration and disposition of the case, except as provided in § 171.22(c).

(2) *Decisions of the Commissioner of Customs.* A supplemental petition appealing a decision of the Commissioner of Customs shall be filed, together with all pertinent documents, with the district director who initiated the case for transmittal to the Commissioner of Customs for reconsideration.

(R.S. 251, as amended, secs. 618, 624, 46 Stat. 757, as amended, 759 (19 U.S.C. 66, 1618, 1624))

PART 172—LIQUIDATED DAMAGES

Paragraphs (b)(1) and (b)(2) of § 172.33 are amended to read as follows:

§ 172.33 Supplemental petitions for relief.

(b) *Consideration*—(1) *Decisions of the district director.* Where the district director has authority to grant relief in accordance with the provisions of §§ 172.21 and 172.22, he may grant additional relief if he believes it is warranted. If there has been a specific request on the part of the petitioner for reconsideration by the regional commissioner, or if the district director believes no additional relief is warranted, or if the petitioner is not satisfied with the additional relief granted by the district director, the supplemental petition, together with all pertinent documents, shall be forwarded to the regional commissioner of the region

in which the district lies for reconsideration and disposition of the case, except as provided in § 172.22(d)(3).

(2) *Decisions of the Commissioner of Customs.* A supplemental petition appealing a decision of the Commissioner of Customs shall be filed, together with all pertinent documents, with the district director who initiated the case for transmittal to the Commissioner of Customs for reconsideration.

(R.S. 251, as amended, sec. 624, 46 Stat. 759 (19 U.S.C. 66, 1624))

Because these amendments involve a matter relating to agency procedure or practice, notice and public procedure thereon are found to be unnecessary and good cause exists for dispensing with a delayed effective date under the provisions of 5 U.S.C. 553.

Effective date. These amendments shall become effective on February 4, 1975.

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

Approved: January 28, 1975.

DAVID R. MACDONALD,
Assistant Secretary of the
Treasury.

[FR Doc.75-3162 Filed 2-3-75;8:45 am]

[T.D. 75-35]

PART 10—ARTICLES CONDITIONALLY FREE, SUBJECT TO A REDUCED RATE, ETC.

Supplies and Equipment for Aircraft

Section 10.59(f), Customs Regulations, relating to free withdrawal of supplies and equipment for aircraft, amended to add Romania to the list of qualified countries.

In accordance with section 309(d), 46 Stat. 690, as amended (19 U.S.C. 1309(d)), the Secretary of Commerce has found and in a letter dated December 4, 1974, has advised the Secretary of the Treasury that Romania allows to aircraft registered in the United States and engaged in foreign trade privileges substantially reciprocal to those provided for in sections 309 and 317, 46 Stat. 690, as amended, 696, as amended (19 U.S.C. 1309, 1317). Corresponding privileges are accordingly extended to aircraft registered in Romania and engaged in foreign trade effective as of the date of such notification.

Accordingly, paragraph (f) of § 10.59, Customs Regulations, is amended by the insertion of "Romania" in appropriate alphabetical order and the number of this Treasury Decision in the opposite column headed "Treasury Decision(s)" in the list of nations in that paragraph.

(Secs. 309, 317, 624, 46 Stat. 690, as amended, 696, as amended, 759 (19 U.S.C. 1309, 1317, 1624))

As there is a statutory basis for the exemption from Customs duties on withdrawal of supplies by aircraft when reciprocity has been established, notice and

public procedure thereon are found to be unnecessary and good cause exists for dispensing with a delayed effective date under the provisions of 5 U.S.C. 553.

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

Approved: January 28, 1975.

DAVID R. MACDONALD,
Assistant Secretary of the
Treasury.

[FR Doc.75-3161 Filed 2-3-75;8:45 am]

Title 21—Food and Drugs

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

SUBCHAPTER C—DRUGS

PART 135—NEW ANIMAL DRUGS

Subpart C—Sponsors of Approved Applications

CHANGE IN SPONSOR NAME

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 512 (1), 82 Stat. 347; (21 U.S.C. 360b(1))) and under authority delegated to the Commissioner (21 CFR 2.120), Part 135 is amended in § 135.501(c) by changing code No. 090 to reflect the new corporate name to read as follows:

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

(c) Code No.:	. . . . . Firm name and address
090 -----	Hoechst-Roussel Pharmaceuticals, Inc., Route 202-206 North, Somerville, NJ 08876.

Effective date. This order shall be effective February 4, 1975.

(Sec. 512(1), 82 Stat. 347; (21 U.S.C. 360b(1)))

Dated: January 29, 1975.

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

[FR Doc.75-3117 Filed 2-3-75;8:45 am]

Title 33—Navigation and Navigable Waters

CHAPTER I—COAST GUARD, DEPARTMENT OF TRANSPORTATION

[CGD 74-223]

PART 117—DRAWBRIDGE OPERATION REGULATIONS

Columbia and Snake Rivers, Pasco, Washington

This amendment changes the regulations for the Burlington Northern Railroad drawbridge across the Snake River, mile 1.5, to require that the draw open on signal at all times. The amendment also makes editorial changes for clarity and simplicity, and updates the regulation to reflect current ownership of the two bridges by the Burlington Northern Railroad rather than the Northern Pacific Railroad. This amendment was cir-

culated as a public notice dated September 27, 1974, by the Commander, Thirteenth Coast Guard District, and was published in the FEDERAL REGISTER as a notice of proposed rule making (CGD 74-223) on September 20, 1974, (39 FR 33805). Three responses were received and posed no objections to the proposal.

The proposal included a change in the regulations governing the operation of the Burlington Northern Railroad drawbridge across the Columbia River at mile 328. After the notice of proposed rule-making was issued, the Burlington Northern Railroad requested that the Coast Guard reconsider the proposed change for this bridge because the Railroad feels that the present regulations meet the needs of navigation. After studying the bridge logs, the Coast Guard agrees that the present regulations are sufficient and therefore the present regulations for the opening of the bridge will remain in effect.

Accordingly, Part 117 of Title 33 of the Code of Federal Regulations is amended by revising § 117.760 to read as follows:

§ 117.760 Columbia and Snake Rivers in the vicinity of Pasco, Washington; bridges.

(a) The draws of the Union Pacific Railroad bridge across the Columbia River at mile 323.5 between Burbank and Kennewick and the Burlington Northern Railroad bridge across the Snake River at mile 1.5 between Pasco and Burbank shall open on signal.

(b) The draw of the Burlington Northern railroad bridge across the Columbia River at mile 328.0 between Pasco and Kennewick shall open on signal from 8 a.m. to 4 p.m. At all other times the draw shall open on signal if at least two hours notice is given through the General Yardmaster, Pasco, Washington. The owner of or agency controlling this bridge shall, on both the upstream and downstream sides of the bridge, post a notice stating how and to whom notice is to be given.

(c) Signals.

(1) Opening sound signal—to be repeated until acknowledged by the drawtender.

(i) Union Pacific Railroad bridge—2 long blasts and 1 short blast;

(ii) Burlington Northern Railroad bridges—1 long blast and 2 short blasts.

(2) Opening visual signals may be used in conjunction with sound signals for all bridges listed in this section. These visual signals are a white flag by day and a white light at night swung in a full circle at arm's length in full sight of the bridge facing the draw.

(3) The acknowledging sound signal shall be the same as the opening sound signal when the draw will open. When the draw cannot open, the signal shall be 4 short blasts, given in rapid succession, repeated until acknowledged by the same signal from the vessel.

(4) Sound and visual signals may be omitted when radiotelephone communications have been satisfactorily established and maintained between the draw-tender and the approaching vessel, until the vessel has passed through the bridge.

(d) When two vessels approaching from opposite directions meet near a drawbridge listed in this section, the downbound vessel shall have the right-of-way. When one vessel waits for passage of another, the waiting vessel shall repeat the call signal for the bridge and receive an acknowledging signal from the drawtender before proceeding.

(e) Vessels with hinged or adjustable masts or booms projecting above their fixed structure shall lower these appurtenances and pass under the bridges, if practicable, without signaling for the draw to open.

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

Effective date. This revision shall become effective on March 7, 1975.

Dated: January 28, 1975.

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

[FR Doc.75-3126 Filed 2-3-75;8:45 am]

[CGD 75-023]

PART 127—SECURITY ZONES

Curtis Creek, Baltimore Harbor, Maryland: Termination

Captain G. H. Patrick Bursley, United States Coast Guard, Captain of the Port, Baltimore, Maryland, issued the following order terminating the Security Zone in Curtis Creek, Baltimore Harbor, Maryland, as published in the April 10, 1974 issue of the FEDERAL REGISTER (39 FR 12988), effective May 1, 1974:

CURTIS CREEK, BALTIMORE HARBOR, MARYLAND; TERMINATION

This amendment terminates the Security Zone established adjacent the United States Coast Guard Yard on Curtis Creek, Baltimore Harbor, Maryland, as published in the United States FEDERAL REGISTER, Vol. 39, No. 70, Page 12988, for Wednesday, April 10, 1974. The Security Zone is no longer needed as the Rumanian Fishing Trawler INAU has been moved to the Baltimore Inner Harbor by the United States Marshal and special security is no longer deemed necessary."

§ 127.504 [Amended]

Accordingly, Part 127 of Chapter 1 of Title 33 of the Code of Federal Regulations is amended by revoking § 127.504.

(40 Stat. 220, as amended, sec. 1, 63 Stat. 503, Sec. 6(b), 80 Stat. 937; (50 U.S.C. 191; 14 U.S.C. 91; 49 U.S.C. 1655(b)); E.O. 10173, E.O. 10277, E.O. 10352, E.O. 11249; (3 CFR, 1949-1953 Comp. 356, 778, 873, 3 CFR 1964-1965 Comp. 349); 33 CFR Part 8, 49 CFR 1.46(b))

Dated: January 30, 1975.

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

[FR Doc.75-3127 Filed 2-3-75;8:45 am]

Title 24—Housing and Urban Development
CHAPTER X—FEDERAL INSURANCE ADMINISTRATION, DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
SUBCHAPTER B—NATIONAL FLOOD INSURANCE PROGRAM

[Docket No. FI-464]

PART 1914—AREAS ELIGIBLE FOR THE SALE OF INSURANCE
Status of Participating Communities

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

§ 1914.4 Status of participating communities.

Colorado.....	Huerfano.....	Walsenburg, city of.....	Jan. 27, 1975. Emergency.....	Jan. 23, 1974.....
Illinois.....	Woodford.....	Washburn, village of.....	do.....	May 24, 1974.....
Massachusetts.....	Hampshire.....	Ware, town of.....	do.....	June 28, 1974.....
New Jersey.....	Cape May.....	West Cape May, borough of.....	do.....	June 14, 1974.....
North Carolina.....	Wake.....	Fuquay-Varina, town of.....	do.....	.....
Oklahoma.....	Oklahoma.....	Warr Acres, city of.....	do.....	.....
West Virginia.....	Pocahontas.....	Marlington, town of.....	do.....	June 7, 1974.....
Do.....	Monongalia.....	Westover, city of.....	do.....	.....

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968); effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended, 42 U.S.C. 4001-4128; and Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2680, Feb. 27, 1969) as amended 39 FR 2787, Jan. 24, 1974.

Issued: January 20, 1975.

J. ROBERT HUNTER,
Acting Federal Insurance Administrator.

[FR Doc.75-2918 Filed 2-3-75;8:45 am]

[Docket No. FI-465]

PART 1914—AREAS ELIGIBLE FOR THE SALE OF INSURANCE
Status of Participating Communities

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

§ 1914.4 Status of participating communities.

State	County	Location	Effective date of authorization of sale of flood insurance for area	Hazard area identified	State map repository	Local map repository
Arizona.....	Navajo.....	Unincorporated areas.....	Jan. 30, 1975. Emergency.....	Aug. 23, 1974.....	.....	.....
California.....	Orange.....	Santa Ana, city of.....	do.....	June 21, 1974.....	.....	.....
Florida.....	Taylor.....	Perry, city of.....	do.....	Mar. 15, 1974.....	.....	.....
Idaho.....	Latah.....	Troy, city of.....	do.....	May 10, 1974.....	.....	.....
Illinois.....	Cook.....	Lynwood, village of.....	do.....	Apr. 12, 1974.....	.....	.....
Indiana.....	Harrison.....	Corydon, town of.....	do.....	Nov. 23, 1973.....	.....	.....
Do.....	Allen.....	New Haven, city of.....	do.....	Dec. 17, 1973.....	.....	.....
Mississippi.....	Jasper.....	Heidelberg, town of.....	do.....	June 28, 1974.....	.....	.....
Missouri.....	Bates.....	Butler, city of.....	do.....	Apr. 5, 1974.....	.....	.....
New Jersey.....	Camden.....	Clementon, borough of.....	do.....	June 28, 1974.....	.....	.....
New York.....	Monroe.....	Fairport, village of.....	do.....	May 31, 1974.....	.....	.....
North Dakota.....	Ward.....	Burlington, city of.....	do.....	.....	.....	.....
Oregon.....	Coos.....	Myrtle Point, city of.....	do.....	Nov. 23, 1973.....	.....	.....
Do.....	Crook.....	Prineville, city of.....	do.....	.....	.....	.....
Pennsylvania.....	Allegheny.....	Glassport, borough of.....	do.....	Dec. 7, 1973.....	.....	.....
Do.....	do.....	North Braddock, borough of.....	do.....	Apr. 12, 1974.....	.....	.....
Do.....	Chester.....	Schuylkill, township of.....	do.....	Oct. 25, 1974.....	.....	.....
Do.....	Allegheny.....	White Oak, borough of.....	do.....	Jan. 16, 1974.....	.....	.....
Tennessee.....	Rutherford.....	Unincorporated areas.....	do.....	.....	.....	.....
Wisconsin.....	Oconoto.....	Suring, village of.....	do.....	May 3, 1974.....	.....	.....

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968); effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended, 42 U.S.C. 4001-4128; and Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2680, Feb. 27, 1969) as amended 39 FR 2787, Jan. 24, 1974.

Issued: January 22, 1975.

J. ROBERT HUNTER,
Acting Federal Insurance Administrator.

[FR Doc.75-2919 Filed 2-3-75;8:45 am]

[Docket No. FI 460]

PART 1915—IDENTIFICATION OF SPECIAL HAZARD AREAS

Administrative Withdrawal of Special Flood Hazard Maps

The purpose of this notice is to indicate periods in which the insurance purchase requirement under the National Flood Insurance Program, authorized by the National Flood Insurance Act of 1968, as amended, and the Flood Disaster Protection Act of 1973 (Pub. L. 92-234, December 31, 1973), 42 U.S.C. 4001-4128, was suspended.

The Flood Disaster Protection Act requires the purchase of flood insurance on and after March 2, 1974, as a condition of receiving any form of Federal or Federally-related financial assistance for acquisition or construction purposes in an identified flood plan area having special flood hazards that is located within any community currently participating in the program.

Until July 1, 1975, the statutory requirement for the purchase of flood insurance does not apply until and unless the community enters the program and the special flood hazard areas have been identified. However, after July 1, 1975, the requirement will apply to all identified special flood hazard areas within the United States, so that, after that date, no such financial assistance can legally be provided for buildings in these areas unless the community has entered the program.

Prior to July 1, 1975, no insurance purchase requirement exists under the Act unless two requirements are met: (1) the property is located in a formally identified special flood hazard area (See 24 CFR Part 1915) and (2) flood insurance is available (See 24 CFR Part 1914). Thus, if a community's eligibility has been suspended, and insurance is not currently available, then flood insurance is not required by the Act on any closing during the period of suspension. Where a map has not yet been published for a community otherwise eligible to participate in the program, insurance is not required.

Similarly, the insurance purchase requirement with respect to a particular community may be altered by the issuance or withdrawal of the Federal Insurance Administration's (FIA's) official flood maps, the Flood Insurance Rate Map (FIRM) or the Flood Hazard Boundary Map (FHBM). If the FIA withdraws a FHBM for any reason the insurance purchase requirement is completely suspended during the period of withdrawal. However, if the community is in the Regular Program and only the FIRM, is withdrawn but a FHBM remains in effect, then flood insurance is still required for properties located in identified special flood hazard areas, but the maximum amount of insurance available is first layer coverage under the

Emergency Program, since the community's Regular Program status is suspended while the map is withdrawn. (For definitions see 24 CFR Part 1909 et seq.) Accordingly, to provide notice with respect to those persons concerned as to

the period of withdrawal, the entries read as follows:

§ 1915.3 Notice of administrative withdrawal of special flood hazard maps.

State	County	Location	Map No. and Federal Register citation	Effective date of withdrawal	Effective date of republication
Alaska	Kenai Peninsula	Skagway, city of	H 02 000 2370 01; vol. 35, No. 175, p. 14215.	Mar. 25, 1974	July 19, 1974
California	Los Angeles County	Arcadia, city of	H 06 037 0120 05-06; vol. 36, No. 124, p. 12171; vol. 36, No. 223, p. 22680.	.....do.....	June 28, 1974
Do	.....do	Azusa, city of	H 06 037 0230 03-06; vol. 36, No. 247, p. 24812.	.....do.....	June 14, 1974
Do	San Mateo County	Belmont, city of	H 06 061 0310 01-06; vol. 36, No. 40, p. 5462.	.....do.....	July 19, 1974
Do	Los Angeles County	Bradbury, city of	H 06 037 0433 02; vol. 36, No. 223, p. 31971.	.....do.....	Nov. 15, 1974
Do	.....do	Burbank, city of	H 06 037 0480 02-10; vol. 36, No. 124, p. 12171.	.....do.....	July 19, 1974
Do	San Mateo County	Burlingame, city of	H 06 061 0490 01-06; vol. 37, No. 218, p. 23913.	.....do.....	June 28, 1974
Do	Ventura County	Camarillo, city of	H 06 111 0538 05-11; vol. 37, No. 191, p. 20535.	.....do.....	July 19, 1974
Do	San Diego County	Chula Vista, city of	H 06 073 0710 06-12; vol. 37, No. 201, p. 21933.	.....do.....	Do
Do	Contra Costa County	Concord, city of	H 06 013 0630 02-33; vol. 36, No. 251, p. 25226.	.....do.....	June 28, 1974
Do	Marin County	Corte Madera, city of	H 06 041 0870 02-08; vol. 36, No. 159, p. 15532.	.....do.....	Do
Do	Los Angeles County	Covina, city of	H 06 037 0690 03-04; vol. 36, No. 182, p. 18645.	.....do.....	Do
Do	Del Norte County	Lower Klamath River Watershed, Zone 4 only	H 06 015 0000 02; vol. 35, No. 171, p. 13883.	.....do.....	Dec. 27, 1974
Do	Los Angeles County	Duarte, city of	H 06 037 1047 04-06; vol. 36, No. p. 16866.	.....do.....	July 19, 1974
Do	Contra Costa County	El Cerrito, city of	H 06 013 1100 03 through 05; vol. 37, No. 201, p. 21933.	.....do.....	June 28, 1974
Do	Alameda County	Fremont, city of	H 06 001 1364 12 through 22; vol. 36, No. 208, p. 23681.	.....do.....	.....do.....
Do	Fresno County	Unincorporated area	H 06 019 0000 26 through 49; vol. 36, No. 247, p. 24810.	.....do.....	.....do.....
Do	Los Angeles County	Glendale, city of	H 06 037 1430 03 through 11; vol. 37, No. 48, p. 5129.	.....do.....	Nov. 1, 1974
Do	.....do	Glendora, city of	H 06 037 1440 03 through 05; vol. 37, No. 77, p. 7789.	.....do.....	.....do.....
Do	Alameda County	Haywood, city of	H 06 001 1560 10 through 29; vol. 36, No. 206, p. 23681.	.....do.....	.....do.....
Do	Orange County	Huntington Beach, city of	H 06 059 1660 01 through 06; vol. 37, No. 180, p. 18725.	.....do.....	Aug. 9, 1974
Do	Los Angeles County	Industry, city of	H 06 037 1662 05 through 12; vol. 37, No. 117, p. 11975.	.....do.....	June 28, 1974
Do	.....do	Inglewood, city of	H 06 037 1700 02 through 05; vol. 37, No. 201, p. 21937.	.....do.....	Do
Do	Contra Costa County	Lafayette, city of	H 06 013 1770 09 through 14; vol. 37, No. 135, p. 13714.	.....do.....	July 26, 1974
Do	Lake County	Lakeport, city of	H 06 023 1800 01 through 03; vol. 37, No. 207, p. 22860.	.....do.....	.....do.....
Do	Los Angeles County	La Puente, city of	H 06 037 1845 03-04; vol. 36, No. 124, p. 12171.	.....do.....	June 28, 1974
Do	Marin County	Larkspur, city of	H 06 041 1850 02; vol. 36, No. 148, p. 14182.	.....do.....	.....do.....
Do	San Bernardino County	Loma Linda, city of	H 06 071 1947 01; vol. 36, No. 36, p. 4953.	.....do.....	June 14, 1974
Do	Los Angeles County	Unincorporated area	H 06 037 0000 07 through 12; vol. 36, No. 157, p. 21999.	.....do.....	.....do.....
Do	Contra Costa County	Martinez, city of	H 06 013 2090 09 through 16; vol. 36, No. 153, p. 14637.	.....do.....	June 28, 1974
Do	San Mateo County	Millbrae, city of	H 06 061 2170 01 through 04; vol. 36, No. 189, p. 27216.	.....do.....	July 19, 1974
Do	Los Angeles County	Monrovia, city of	H 06 037 2220 05 through 13; vol. 36, No. 179, p. 19463.	.....do.....	June 28, 1974
Do	.....do	Monterey Park, city of	H 06 037 2260 03 through 06; vol. 37, No. 77, p. 7789.	.....do.....	Aug. 2, 1974
Do	Alameda County	Oakland, city of	H 06 001 2480 05 through 22; vol. 39, No. 11, p. 1984.	.....do.....	.....do.....
Do	Los Angeles County	Pasadena, city of	H 06 037 2700 04 through 13; vol. 37, No. 88, p. 9111.	.....do.....	Do
Do	Alameda County	Port Hueneme, city of	H 06 111 2890 01-02; vol. 37, No. 146 p. 15149.	.....do.....	June 28, 1974
Do	San Mateo County	Portola Valley, town of	H 06 081 2898 05 through 07; vol. 38, No. 189, p. 27216.	.....do.....	June 21, 1974
Do	Tehama County	Red Bluff, city of	H 06 103 2940 03 through 06; vol. 36, No. 206, p. 20509.	.....do.....	June 7, 1974
Do	Los Angeles County	Rolling Hills Estate, city of	H 06 037 3092 04 through 05; vol. 38, No. 127, p. 17719.	.....do.....	.....do.....
Do	.....do	San Marino, city of	H 06 037 3380 01-02; vol. 37, No. 54, p. 5898.	.....do.....	July 26, 1974
Do	Marin County	San Rafael, city of	H 06 041 3410 15 through 28; vol. 36, No. 148, p. 14181.	.....do.....	June 28, 1974
Do	Los Angeles County	Sierra Madre, city of	H 06 037 3620 01-02; vol. 37, No. 56, p. 5813.	.....do.....	Do
Do	El Dorado County	South Lake Tahoe, city of	H 06 017 3667 01 through 06; vol. 38, No. 95, p. 12915.	.....do.....	July 19, 1974

RULES AND REGULATIONS

State	County	Location	Map No. and Federal Register citation	Effective date of withdrawal	Effective date of re-publication
Do.....	Los Angeles County.	South Pasadena, city of.	H 06 037 3620 01; vol. 37, No. 76, p. 7604.	.....do.....	June 23, 1974
Do.....	Kern County.	Taft, city of.....	H 06 029 3820 01 through 04; vol. 38, No. 52, p. 7224.	.....do.....	Do:
Do.....	Tehama County.	Unincorporated area.	H 06 103 0000 01 through 05; vol. 38, No. 123, p. 16863.	.....do.....	
Do.....	Tulare County.	.....do.....	H 06 107 0000 02 through 37; vol. 36, No. 247, p. 24810.	.....do.....	
Do.....	San Bernardino County.	Upland, city of....	H 06 071 4000 05 through 08; vol. 37, No. 77, p. 7789.	.....do.....	Do.
Do.....	Los Angeles County.	Walnut, city of....	H 06 037 4069 05-06; vol. 36, No. 229, p. 22680.	.....do.....	
Do.....	Contra Costa County.	Walnut Creek, city of.	H 06 013 4070 16 through 38; vol. 36, No. 216, p. 21409.	.....do.....	Nov. 8, 1974
Do.....	Tulare County.	Woodlake, city of..	H 06 107 4250 02 through 04; vol. 37, No. 213, p. 23912.	.....do.....	June 23, 1974
Do.....	San Diego County.	Escandido, city of.	H 06 073 1200 01 through 08; vol. 38, No. 203, p. 29228.	May 30, 1974	
Do.....	Tulare County.	Tulare, city of....	H 06 107 3920 01-02; vol. 39, No. 11, p. 1984.	Apr. 5, 1974	June 21, 1974
Do.....	San Mateo County.	South San Francisco, city of.	H 06 081 3730 01; vol. 35, No. 127, p. 10650.	June 3, 1974	
Do.....	Monterey County.	King, city of.....	H 06 053 1760 08-06; vol. 36, No. 124, p. 12171.	May 31, 1974	
Minnesota.....	Folk County.	East Grand Forks, city of.	H 27 119 1970 01-02; vol. 38, No. 86, p. 11083.	Apr. 5, 1974	Sept. 13, 1974
Louisiana.....	East Baton Rouge Parish.	Baton Rouge and vicinity.	H 22 033 0150 01 through 16; vol. 35, No. 120, p. 10148.	June 12, 1974	Nov. 22, 1974
Idaho.....	Blaine County.	Unincorporated areas.	H 16 013 0000 01 through 16; vol. 38, No. 189, p. 27216.	Mar. 25, 1974	
Nevada.....	Clark County.	Las Vegas, city of.	H 32 003 0120 01 through 08; vol. 37, No. 233, p. 25710.	.....do.....	
Do.....	Churchill County.	Fallon, city of....	H 32 001 0690 01; vol. 39, No. 31, p. 5498.	Apr. 22, 1974	June 14, 1974
North Dakota.	Grand Forks County.	Grand Forks, city of.	H 38 035 1280 01 through 05; vol. 38, No. 86, p. 11083.	Apr. 5, 1974	June 23, 1974
Ohio.....	Lucas County.	Toledo, city of....	H 39 095 8120 07-12; vol. 36, No. 162, p. 16190.	Mar. 2, 1974	
Oregon.....	Clackamas County.	Unincorporated area.	H 41 005 0000 01 through 14; vol. 37, No. 166, p. 17172.	Mar. 25, 1974	
Do.....	Jackson County.	.....do.....	H 41 029 0000 08 through 19; vol. 36, No. 162, p. 16190.	.....do.....	
Do.....	Josephine County.	.....do.....	H 41 033 0000 11 through 20; vol. 36, No. 179, p. 18463.	.....do.....	
Do.....	Lane County.	.....do.....	H 41 039 0000 06 through 22; vol. 36, No. 251, p. 25226.	.....do.....	
Do.....	.....do.....	Springfield, city of.	H 41 039 1960 04 through 06; vol. 36, No. 118, p. 11729.	.....do.....	July 26, 1974
Utah.....	Utah County.	Unincorporated area.	H 49 049 0000 01 through 16; vol. 38, No. 68, p. 9085.	.....do.....	
Washington...	Snohomish County.	.....do.....	H 53 061 0000 03 through 51; vol. 36, No. 247, p. 24810.	.....do.....	

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 FR 17804, Nov. 23, 1968), as amended, 42 U.S.C. 4001-4128; and Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2680, Feb. 27, 1969)

Issued: January 14, 1975.

J. ROBERT HUNTER,
Acting Federal Insurance Administrator.

[FR Doc.75-2920 Filed 2-3-75; 8:45 am]

[Docket No. FI-466]

PART 1915—IDENTIFICATION OF SPECIAL HAZARD AREAS

List of Communities With Special Hazard Areas

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

§ 1915.3 List of communities with special hazard areas.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Alabama	Escambia	Pollard, town of	H 010075 01	Alabama Development Office, Office of State Planning, State Office Bldg., 501 Dexter Ave., Montgomery, Ala. 36104.	Mayor, Town of Pollard, Route 1, Flomation, Ala. 36441.	Jan. 31, 1975.
Do.	Calhoun	Ohatchee, town of	H 010232 01 through H 010232 03	Alabama Insurance Department, Room 453, Administrative Bldg., Montgomery, Ala. 36104.	Town Manager, Town of Ohatchee, Town Hall, Ohatchee, Ala. 36271.	Do.
Do.	Etowah	Walnut Grove, town of	H 010252 01	do.	Mayor, Town of Walnut Grove, Town Hall, Walnut Grove, Ala. 35060.	Do.
Do.	Henry	Abbeville, city of	H 010259 01 through H 010259 06	do.	Mayor, City of Abbeville, City Hall, Abbeville, Ala. 36310.	Do.
Do.	Mobile	Citronelle, city of	H 010277 01	do.	Mayor, City of Citronelle, City Hall, Citronelle, Ala. 36522.	Do.
California	Ventura	Unincorporated areas.	H 060413 01 through H 060413 08	Department of Water Resources, P.O. Box 388, Sacramento, Calif. 95802. California Insurance Department, 107 South Broadway, Los Angeles, Calif. 90012.	County Executive, County of Ventura, County Office Bldg., Ventura, Calif. 93001.	Do.
Colorado	Arapahoe	Cherry Hill Village, city of	H 080013 A 01 through H 080013 A 02	Colorado Water Conservation Board, Room 102, 1845 Sherman St., Denver, Colo. 80203. Colorado Division of Insurance, 106 State Office Bldg., Denver, Colo. 80203.	Mayor and City Council, City of Cherry Hill Village, City Hall, Cherry Hill Village, Colo. 80110.	May 10, 1974. Jan. 31, 1975.
Connecticut	Tolland	Tolland, town of	H 090171 01 through H 090171 10	Department of Environmental Protection, Division of Water and Related Resources, Room 207, State Office Bldg., Hartford, Conn. 06115. Connecticut Insurance Department, State Capitol Bldg., 165 Capitol Ave., Hartford, Conn. 06115.	Town Manager, Town of Tolland, Town Hall, Tolland, Conn. 06084.	Do.
Do.	New London	Lisbon, town of	H 090172 01 through H 090172 07	do.	Town Manager, Town of Lisbon, Town Hall, Lisbon, Conn. 06351.	Do.
Do.	Litchfield	Morris, town of	H 090176 01 through H 090176 06	do.	Town Manager, Town of Morris, Town Hall, Morris, Conn. 06763.	Do.
Do.	Windham	Scotland, town of	H 090182 01 through H 090182 06	do.	Town Manager, Town of Scotland, Town Hall, Scotland, Conn. 06264.	Do.
Do.	Fairfield	New Fairfield, town of	H 090188 01 through H 090188 06	do.	Town Manager, Town of New Fairfield, Town Hall, New Fairfield, Conn. 06810.	Do.
Do.	Tolland	Union, town of	H 090190 01 through H 090190 02	do.	Town Manager, Town Hall, Union, Conn. No ZIP.	Do.
Delaware	New Castle	Elsmere, town of	H 100023 01 through H 100023 02	Division of Soil and Water Conservation, Department of Natural Resources and Environmental Control, Tatnall Bldg., Capitol Complex, Dover, Del. 19901. Delaware Insurance Department, 21 The Green, Dover, Del. 19901.	Town Manager, 1202 New Rd., Elsmere, Del. 19805.	Do.
Do.	do.	Odesa, town of	H 100056 01	do.	Town Manager, Town Hall, Odesa, Del. 19730.	Do.
Florida	Duval	Jacksonville, city of	H 120077 01 through H 120077 12	Department of Community Affairs, 2571 Executive Center Circle East, Howard Bldg., Tallahassee, Fla. 32301. State of Florida Insurance Department, Treasurer's Office, The Capitol, Tallahassee, Fla. 32304.	Mayor, City of Jacksonville, City Hall, 220 East Bay St., Jacksonville, Fla. 32202.	Do.
Do.	Madison	Unincorporated areas.	H 120149 01 through H 120149 13	do.	Chairman, Madison County Commissioners, Madison County, Madison, Fla. 32340.	Do.
Do.	Osceola	do.	H 120169 01 through H 120169 23	do.	Chairman, Board of Commissioners, Osceola County, Courthouse, Kissimmee, Fla. 32741.	Do.
Idaho	Shoshone	Pinehurst, city of	H 160200 01	Department of Water Administration, State House, Annex 2, Boise, Idaho 83707. Idaho Department of Insurance, Room 206, Statehouse, Boise, Idaho 83707.	City Manager, City of Pinehurst, Pinehurst, Idaho 83850.	Do.

RULES AND REGULATIONS

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Illinois	Carroll	Unincorporated areas.	H 170019 01 through H 170019 02	Governor's Task Force on Flood Control, 300 North State St., P.O. Box 475, Room 1010, Chicago, Ill. 60610. Illinois Insurance Department, 525 West Jefferson St., Springfield, Ill. 62702.	Zoning Administrator, County of Carroll, Mount Carroll, Ill. 61053.	Do
Do.	Fulton	Cuba, city of.	H 170243 01	do.	Mayor, City of Cuba, Cuba, Ill. 61427	Do.
Do.	Madison	Unincorporated areas.	H 170436 01 through H 170436 07	do.	Building Official and Zoning Administrator, Madison County, Madison County Courthouse, Madison, Ill. 62060.	Do.
Do.	Mason	do.	H 170463 01 through H 170463 08	do.	Chairman, Board of County Commissioners, Mason County, Effingham, Ill. 62401.	Do.
Do.	Platt	do.	H 170542 01 through H 170542 07	do.	County Regional Planning Commission, Platt County, Monticello, Ill. 61858.	Do.
Do.	Fulton	Astoria, town of.	H 170741 01	do.	Chairman, County Board, Lewistown, Ill. 61542.	Do.
Do.	do.	Fairview, village of.	H 170753 01	do.	do.	Do.
Do.	do.	Ipava, village of.	H 170756 01	do.	do.	Do.
Do.	do.	Marietta, village of.	H 170764 01	do.	do.	Do.
Kansas	Woodson	Neosho Falls, city of.	H 200360 01	Division of Water Resources, State Department of Agriculture, State Office Bldg., Topeka, Kans. 66612. Kansas Insurance Department, 1st Floor, State House, Topeka, Kans. 66612.	Mayor, City of Neosho Falls, City Hall, Neosho Falls, Kans. 66758.	Do.
Kentucky	Jefferson	Unincorporated areas.	H 210120 01 through H 210120 18	Division of Water, Kentucky Department of Natural Resources, Capitol Plaza Office Tower, Frankfort, Ky. 40601. Kentucky Insurance Department, Old Capitol Annex, Frankfort, Ky. 40601.	Jefferson County Department of Public, County Courthouse, Jefferson County, Louisville, Ky. 40202.	Do.
Louisiana	Catahoula Parish	Jonesville, town of.	H 220049A 01	State Department of Public Works, P.O. Box 44155, Capitol Station, Baton Rouge, La. 70804. Louisiana Insurance Department, Box 44214, Capitol Station, Baton Rouge, La. 70804.	Mayor, Town of Jonesville, Town Hall, Jonesville, La. 71343.	Dec. 17, 1973.
Do.	Jefferson Davis Parish	Unincorporated areas.	H 220095 01 through H 220095 16	do.	President, Jefferson Davis Parish Police Jury, Jefferson Davis Parish, Courthouse, Jennings, La. 70546.	Jan. 31, 1975.
Maine	Aroostook	Masardis, town of.	H 230027 01 through H 230027 12	Bureau of Civil Emergency Preparedness, State House, Augusta, Maine 04330. Maine Insurance Department, Capitol Shopping Center, Augusta, Maine 04330.	1st Selectman, Town of Masardis, Town Office, Masardis, Maine 04759.	Do.
Do.	do.	Smyrna, town of.	H 230034 01 through H 230034 03	do.	Town Manager, Town of Smyrna, Town Hall, Smyrna, Maine 04780.	Do.
Do.	Somerset	Mercer, town of.	H 230176 01 through H 230176 02	do.	Town Manager, Town Hall, Mercer, Maine 04957.	Do.
Do.	Cumberland	North Yarmouth, town of.	H 230202 01 through H 230202 02	do.	Town Manager, Town Hall, North Yarmouth, Maine No ZIP.	Do.
Do.	do.	Otisfield, town of.	H 230203 01 through H 230203 08	do.	Town Manager, Town Hall, Otisfield, Maine No ZIP.	Do.
Do.	do.	Pownal, town of.	H 230204 01 through H 230204 02	do.	Town Manager, Town Hall, Pownal, Maine 04069.	Do.
Do.	Lincoln	Bremen, town of.	H 230214 01 through H 230214 03	do.	Town Manager, Town Hall, Bremen, Maine No ZIP.	Do.
Do.	Kennebec	Belgrade, town of.	H 230232 01 through H 230232 10	do.	Town Manager, Town Hall, Belgrade, Maine 04917.	Do.
Do.	Hancock	Castine, town of.	H 230277 01 through H 230277 03	do.	Town Manager, Town Hall, Castine, Maine 04421.	Do.
Do.	do.	Cranberry Isle, town of.	H 230278 01 through H 230278 02	do.	Town Manager, Town Hall, Cranberry Isle, Maine 04625.	Do.
Do.	Hancock	Dear Isle, town of.	H 230280 01 through H 230280 09	do.	Town Manager, Town Hall, Dear Isle, Maine 04627.	Do.
Do.	do.	Tremont, town of.	H 230298 01 through H 230298 10	do.	Town Manager, Town Hall, Tremont, Maine. No ZIP.	Do.
Do.	Penobscot	Lee, town of.	H 230394 01 through H 230394 06	do.	Town Manager, Town Hall, Lee, Maine 04455.	Do.
Do.	do.	Stetson, town of.	H 230402 01 through H 230402 03	do.	Town Manager, Town Hall, Stetson, Maine 04483.	Do.
Do.	do.	Prentiss, plantation of.	H 230463 01 through H 230463 03	do.	1st Selectman, Plantation of Prentiss, Prentiss, Maine 04103.	Do.
Do.	Washington	Baring, plantation of.	H 230468 01 through H 230468 04	do.	Board of Selectmen, Plantation of Baring, Baring, Maine 04610.	Do.
Michigan	Alpena	Alpena, township of.	H 260011 01 through H 260011 33	Water Resources Commission, Bureau of Water Management, Stevens T. Mason Bldg., Lansing, Mich. 48926. Michigan Insurance Bureau, 111 North Mosmer St., Lansing, Mich. 48913.	Township Manager, Township Office Bldg., Alpena, Mich. 49707.	Do.
Do.	Wayne	Wyandotte, city of.	H 260246A 01 through H 260246A 02	do.	City Engineer, City of Wyandotte, 3131 Biddle Ave., Wyandotte, Mich. 48192.	May 17, 1974.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.	Huron	Lake, township of	H 260254 01 through H 260254 07	do.	Lake Township Board and Township Supervisor, Lake Township Hall, Caseville, Mich. 48725.	Jan. 31, 1975.
Do.	Genesee	Gaines, township of.	H 260293 01 through H 260293 12	do.	Gaines Township Clerk, Township of Gaines, 12124 Hill Rd., Swartz Creek, Mich. 48436.	Do.
Do.	do.	Gaines, village of.	H 260294 01	do.	Genesee County Drain Commissioner, Division of Water and Waste Service, Village of Gaines, G-4610 Beecher Rd., Flint, Mich. 48504.	Do.
Do.	Manistee	Arcadia, township of.	H 260306 01 through H 260306 06	do.	Arcadia Township Hall, Lake St., Arcadia, Mich. 49613.	Do.
Do.	Mason	Summit, township of.	H 260307 01 through H 260307 05	do.	Mason County Zoning Administrator, Courthouse, Township of Summit, Ludington, Mich. 49431.	Do.
Minnesota	Kandiyohi	Regal, city of	H 270223 01	Division of Waters, Soils, and Minerals, Department of Natural Resources, Centennial Office Bldg., St. Paul, Minn. 55101. Michigan Insurance Bureau, 111 North Hosmer St., Lansing, Minn. 48913.	City Manager, City of Regal, Regal, Minn. 56366.	Do.
Do.	Kittson	Halma, city of	H 270227 01	do.	City Manager, City Hall, Halma, Minn. 56729.	Do.
Do.	Pine	Rock Creek, city of.	H 270349 01 through H 270349 14	do.	City Manager, City Hall, Rock Creek, Minn. 55067.	Do.
Do.	Pipestone	Hatfield, city of	H 270355 01 through H 270355 02	do.	City Manager, City Hall, Hatfield, Minn. 56135.	Do.
Do.	Becker	Detroit Lake, city of.	H 270564 01 through H 270564 02	do.	Department of Natural Resources, City of Detroit Lakes, Centennial Office Bldg., St. Paul, Minn. 55155.	Do.
Do.	Grant	Hoffman, city of.	H 270578 01 through H 270578 02	do.	City Manager, City Hall, Hoffman, Minn. 56339.	Do.
Do.	Polk	Winger, city of.	H 270613 01	do.	City Manager, City Hall, Winger, Minn. 56592.	Do.
Do.	Wabasha	Kellogg, city of.	H 270655 01	do.	City Manager, City Hall, Kellogg, Minn. 55945.	Do.
Do.	Carver	Young America, city of.	H 270656 01	do.	City Manager, City Hall, Young America, Minn. 55397.	Do.
Mississippi	Attala	McCool, village of	H 280008 01	Mississippi Research and Development, Center, P.O. Drawer 2470, Jackson, Miss. 39205. Mississippi Insurance Department, 910 Wolfolk Bldg., P.O. Box 79, Jackson, Miss. 39205.	Chairman, Board of Supervisors, Village of McCool, McCool, Miss. 39108.	Do.
Do.	Choctaw	Ackerman, town of.	H 280032 01	do.	Mayor, Town of Ackerman, City Hall, Ackerman, Miss. 39735.	Do.
Do.	Noxubee	Macon, city of.	H 280123 01	do.	Chairman, Board of Supervisors, City of Macon, Macon, Miss. 39341.	Do.
Do.	Webster	Mathiston, town of.	H 280184 01	do.	Mayor, City Hall, Mathiston, Miss. 39752.	Do.
Missouri	Shannon and Texas	Summersville, city of.	H 290507 01 through H 290507 02	Department of Natural Resources, Division of Program and Policy Development, State of Missouri, 308 East High St., Jefferson, Mo. 65101. Division of Insurance, P.O. Box 600, Jefferson City, Mo. 65101.	Mayor, City of Summersville, City Hall, Summersville, Mo. 65571.	Do.
Do.	Vernon	Sheldon, city of.	H 290552 01	do.	Mayor, City of Sheldon, City Hall, Sheldon, Mo. 64784.	Do.
Do.	Crawford	Leasburg, village of.	H 290561 01	do.	Village Clerk, Village of Leasburg, Village Office Bldg., Leasburg, Mo. 65535.	Do.
Do.	Hickory	Weaubleau, city of.	H 290634 01	do.	Mayor, City of Weaubleau, City Hall, Weaubleau, Mo. 65774.	Do.
Do.	Camden, Laclede, Pulaski	Richland, city of.	H 290656 01 through H 290656 02	do.	Mayor, City of Richland, City Hall, Richland, Mo. 65556.	Do.
Nebraska	Buffalo	Amherst, village of.	H 310245 01	Nebraska Natural Resources Commission, 7th Floor, Terminal Bldg., Lincoln, Nebr. 68509. Nebraska Insurance Department, 1335 L St., Lincoln, Nebr. 68509.	Chairman, Village Board, Village Office, Amherst, Nebr. 68812.	Do.
Do.	Thayer	Bruning, village of.	H 310253 01	do.	Chairman, Village Board, Village Office, Bruning, Nebr. 68332.	Do.
Do.	Wayne	Carroll, village of.	H 310257 01	do.	Chairman, Village Board, Village of Carroll, Village Office, Carroll, Nebr. 68723.	Do.
Do.	do.	Hoskins, village of.	H 310289 01	do.	Chairman, Village Board, Village Office, Hoskins, Nebr. 68740.	Do.
Do.	Nuckolls	Ruskin, village of.	H 310315 01	do.	Chairman, Village Board, Village Office, Ruskin, Nebr. 68974.	Do.
Do.	Dakota, Dixon, Thurston	Emerson, village of.	H 310366 01 through H 310366 02	do.	Chairman, Village Board, Village Hall, Emerson, Nebr. 68733.	Do.
New Hampshire	Sullivan	Lempster, town of.	H 330160 01 through H 330160 03	Office of Comprehensive Planning, Division of Community Planning, State House Annex, Concord, N.H. 03301. New Hampshire Insurance Department, 78 North Main St., Concord, N.H. 03301.	Chairman, Board of Selectmen, Town of Lempster, Lempster, N.H. 03606.	Do.
Do.	Coos	Pittsburg, town of.	H 330186 01 through H 330186 21	do.	Town Manager, Town of Pittsburg, Town Hall, Pittsburg, N.H. 03592.	Do.
Do.	Rockingham	Kensington, town of.	H 330216 01 through H 330216 02	do.	Town Manager, Town Office Bldg., Kensington, N.H. No ZIP.	Do.

RULES AND REGULATIONS

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.....	Strafford.....	Middleton, town of.	H 330222 01 through H 330222 07	.....do.....	Town Manager, Town Hall, Middleton, N.H. No ZIP.	Do.
Do.....	Merrimaek.....	Newbury, town of.	H 330228 01 through H 330228 03	.....do.....	Town Manager, Town Hall, Newbury, N.H. 03255.	Do.
Do.....	do.....	New London, town of.	H 330230 01 through H 330230 09	.....do.....	Town Manager, Town Hall, New London, N.H. 03257.	Do.
New Jersey.....	Hunterdon.....	Clinton, township of.	H 340505 01 through H 340505 06	Bureau of Water Control, Department of Environmental Protection, P.O. Box 1390, Trenton, N.J. 08625. New Jersey Department of Insurance, State House Annex, Trenton, N.J. 08625	Mayor, Town of Clinton, P.O. Box 5194, Clinton, N.H. 08809.	Do.
Do.....	do.....	Lebanon, township of.	H 340510 01 through H 340510 11	.....do.....	Township Manager, Township Office Bldg., Lebanon, N.J. 08833.	Do.
Do.....	Sussex.....	Frankford, township of.	H 340526 01 through H 340526 11	.....do.....	Township Manager, Township Office Bldg., Frankford, N.J. No ZIP.	Do.
Do.....	Morris.....	Mendham, borough of.	H 340540 01 through H 340540 02	.....do.....	Borough Manager, Borough Office Bldg., Mendham, N.J. 07945.	Do.
Do.....	Atlantic.....	Folsom, borough of.	H 340568 01 through H 340568 03	.....do.....	Borough Manager, Borough Office Bldg., Folsom, N.J. No ZIP.	Do.
New York.....	Rensselaer.....	Schodack, town of.	H 361169 01.....	New York State Department of Environmental Conservation, Division of Resources, Management Services, Bureau of Water Management, Albany, N.Y. 12201. New York State Insurance Department, 123 William St., New York, N.Y. 10038.	Town Supervisor, Town Hall, Schodack, N.Y. 12156.	Do.
Do.....	Westchester.....	North Salem, town of.	H 361240 01 through H 361246 04	.....do.....	Town Supervisor, Town Hall, North Salem, N.Y. 10560.	Do.
Do.....	Livingston.....	Nunda, town of.....	H 361287 01 through H 361287 12	.....do.....	Town Supervisor, Town Hall, Nunda, N.Y. 14517.	Do.
Do.....	Allegheny.....	Allen, town of.....	H 361361 01 through H 361361 03	.....do.....	Town Manager, Town Hall, Allen, N.Y. No ZIP.	Do.
Do.....	Chenango.....	McDonough, town of.	H 361377 01 through H 361377 12	.....do.....	Town Supervisor, Town Hall, McDonough, N.Y. 13801.	Do.
Do.....	Fulton.....	Ephratah, town of.	H 361399 01 through H 361399 04	.....do.....	Town Supervisor, Town Hall, Ephratah, N.Y. No ZIP.	Do.
Do.....	do.....	Northhampton, town of.	H 361400 01 through H 361400 08	.....do.....	Town Supervisor, Town Hall, Northhampton, N.Y. No ZIP.	Do.
Do.....	Ontario.....	Bristol, town of.....	H 361414 01 through H 361414 04	.....do.....	Town Supervisor, Town Hall, Bristol, N.Y. No ZIP.	Do.
Do.....	Otsego.....	New Lisbon, town of.	H 361420 01 through H 361420 12	.....do.....	Town Manager, Town Hall, New Lisbon, N.Y. 13415.	Do.
Do.....	St. Lawrence.....	Piercefield, town of.	H 361426 01 through H 361426 08	.....do.....	Town Supervisor, Town Hall, Piercefield, N.Y. 12073.	Do.
Do.....	Wyoming.....	Silver Springs, village of.	H 361550 01.....	.....do.....	Village Clerk, Village Office Bldg., Silver Springs, N.Y. 14550.	Do.
Do.....	Lewis.....	Lowville, town of.	H 361558 01 through H 361558 03	.....do.....	Town Board, Lowville, Town Clerk, State St., Lowville, N.Y. 13367.	Do.
Do.....	Jefferson.....	Antwerp, town of.	H 361560 01 through H 361560 08	.....do.....	Supervisor, Antwerp, N.Y. 13608.....	Do.
Do.....	Saratoga.....	Galway, village of.	H 361561 01.....	.....do.....	Village Manager, Village Office Bldg., Galway, N.Y. 12074.	Do.
North Carolina.....	Currituck.....	Unincorporated areas.	H 370078 01 through H 370078 11	Division of Community Assistance, Department of Natural and Economic Resources, P.O. Box 27687, Raleigh, N.C. 27611. North Carolina Insurance Department, P.O. Box 26887, Raleigh, N.C. 27611.	County Manager, P.O. Box 93, County of Currituck, Currituck, N.C. 27929.	Do.
Do.....	Durham.....	do.....	H 370085 01 through H 370085 12	.....do.....	Durham County Planning, Zoning, and Inspection Department, and Durham County Soil and Water Conservation District, 220 East Main St., Durham, N.C. 27701.	Do.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.	Famlico	do.	H 370181 01 through H 370181 17 H 380142 01	do.	Famlico County Building Inspector, Land Use Control Officer, County of Famlico, Bayboro, N. C. 28515.	Do.
North Dakota	Ward	Caprio, city of	H 380142 01	State Water Commission, State Office Bldg., 900 East Boulevard, Bismarck, N. Dak. 58501. North Dakota Insurance Department, State Capitol, Bismarck, N. Dak. 58501.	Mayor, City of Caprio, Municipal Bldg., Caprio, N. Dak. 58725.	Do.
Do.	do.	Sawyer, city of	II 380145 01	do.	City Manager, Municipal Bldg., Sawyer, N. Dak. 58781.	Do.
Do.	McHenry	Towner, city of	H 380253 01	do.	City Manager, Municipal Building, Towner, N. Dak. 58788.	Do.
Do.	Pembina	Walhalla, city of	H 380254 01	do.	City Manager, City of Walhalla, Municipal Building, Walhalla, N. Dak. 58282.	Do.
Ohio	Erie	Unincorporated areas.	II 390153 01	Ohio Department of Natural Resources, Fountain Square, Columbus, Ohio 43224. Ohio Insurance Department, 447 East Broad St., Columbus, Ohio 43215.	Chairman, Board of County Commissioners, Erie County, Sandusky, Ohio 44870.	Do.
Do.	Hamilton	Fairfax, village of	H 390215 01 through H 390215 02	do.	Village Clerk, Village of Fairfax, 3914 Walters Rd., Fairfax (Cincinnati), Ohio 45227.	Do.
Do.	Harrison	Unincorporated areas.	H 390255 01 through H 390255 03	do.	Chairman, Board of County Commissioners, Harrison County, Cadiz, Ohio 43907.	Do.
Do.	Knox	do.	II 390306 01 through H 390306 04	do.	Chairman, Board of County Commissioners, Knox County, Mount Vernon, Ohio 43050.	Do.
Do.	Washington	do.	H 390566 01 through H 390566 07 H 390675 01	do.	Chairman, Board of County Commissioners, Washington County, Courthouse, Marietta, Ohio 45750.	Do.
Do.	Brown	Aberdeen, village of	H 390689 01 through H 390689 02 H 390690 01	do.	Village Clerk, Village Office Bldg., Aberdeen, Ohio 45101.	Do.
Do.	Fairfield	Millersport, village of	H 390689 01 through H 390689 02 H 390690 01	do.	Village Clerk, Village Office Bldg., Millersport, Ohio 43046.	Do.
Do.	do.	Thurston, village of	H 390691 01	do.	Village Clerk, Village Office Bldg., Thurston, Ohio 43157.	Do.
Do.	Franklin	Lockbourne, village of	H 390692 01	do.	Village Clerk, Village Office Bldg., Lockbourne, Ohio 43137.	Do.
Do.	do.	Riverlea, village of	H 390711 01	do.	Village Clerk, Village Office Bldg., Riverlea, Ohio, No ZIP.	Do.
Do.	Pickaway	Commercial Point, village of	H 390711 01	do.	Village Clerk, Village Office Bldg., Commercial Point, Ohio 43116.	Do.
Pennsylvania	Allegheny	Ben Avon Heights, borough of	II 420011 01	Department of Community Affairs, Commonwealth of Pennsylvania, Harrisburg, Pa. 17120.	Mayor Borough of Ben Avon Heights, 15 Penhurst Rd., Pittsburgh, Pa. 15202.	Do.
Do.	Dauphin	Elizabethville, borough of	II 420378 01	Pennsylvania Insurance Department, 108 Finance Bldg., Harrisburg, Pa. 17120.	Borough Manager, Borough of Elizabethtown, 59 North Market St., Elizabethtown, Pa. 17022.	Do.
Do.	Huntington	Saltillo, borough of	II 420492 01	do.	Mayor, Borough of Saltillo, Saltillo, Pa. 17253.	Do.
Do.	York	New Freedom, borough of	H 420932 01 through H 420932 04	do.	Borough Manager, 45 East High St., New Freedom, Pa. 17349.	Do.
Do.	Bucks	Bedminster, township of	H 421049 01 through H 421049 10	do.	Chairman, Board of Supervisors, Township of Bedminster, Box 259, Rural Route 2, Perkaste, a. 18944.	Do.
Do.	Bedford	St. Clairsville, borough of	H 421328 01	do.	Mayor, Borough of St. Clairsville, Rural Delivery 1, Osterburg, Pa. 16667.	Do.
Do.	do.	Bloomfield, township of	H 421332 01 through H 421332 02	do.	Chairman, Board of Supervisors, Rural Delivery, Roaring Springs, Pa. 16678.	Do.
Do.	do.	Woodbury, township of	H 421335 01 through H 421335 03	do.	Chairman, Board of Supervisors, Township of Woodbury, Rural Delivery 1, Woodbury, Pa. 16695.	Do.
Do.	do.	King, township of	H 421342 01 through H 421342 02	do.	Chairman, Board of Supervisors, Township of King, Rural Delivery, Imler, Pa. 16655.	Do.
Do.	do.	Napier, township of	H 421348 01 through H 421348 09	do.	Chairman, Board of Supervisors, Township of Napier, Rural Delivery No. 1, Schellsburg, Pa. 15559.	Do.
Do.	do.	West Providence, township of	II 421353 01 through II 421353 07	do.	Chairman, Board of Supervisors, Township of West Providence, Rural Delivery No. 2, Everett, Pa. 15537.	Do.
Do.	Erie	East Springfield, borough of	II 421357 01 through H 421357 02	do.	Mayor, Borough of East Springfield, 111874 Main St., East Springfield, Pa. 16411.	Do.
Do.	do.	Amity, township of	H 421360 01 through II 421360 02	do.	Chairman, Board of Supervisors, Township of Amity, Rural Delivery No. 4, Union City, Pa. 16438.	Do.
Do.	Blair	Freedom, township of	II 421388 01 through II 421388 02	do.	Chairman, Board of Supervisors, Township of Freedom, Rural Delivery No. 1, East Freedom, Pa. 16637.	Do.
Do.	Bradford	Warren, township of	II 421408 01 through II 421408 13	do.	Chairman, Board of Supervisors, Township of Warren, Warren Center, Pa. 18851.	Do.
Do.	Crawford	Blooming Valley, borough of	II 421559 01	do.	Mayor, Borough of Blooming Valley, Rural Delivery No. 3, Headsville, Pa. 16335.	Do.
Do.	do.	Bloomfield, township of	II 421563 01 through II 421563 05	do.	Chairman, Board of Supervisors, Township of Bloomfield, Rural Delivery No. 2, Bolas Rd., Centerville, Pa. 16404.	Do.
Do.	Dauphin	Jackson, township of	H 421593 01 through II 421593 05	do.	Chairman, Board of Supervisors, Township of Jackson, Rural Delivery No. 1, Hallfax, Pa. 17032.	Do.

RULES AND REGULATIONS

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.	Cumberland	Newville, borough of.	H 421579 01	do.	Mayor, Borough of Newville, 50 East Main St., Newville, Pa. 17241.	Do.
Do.	Dauphin	Jefferson, township of.	H 421594 01 H 421594 04	do.	Chairman, Board of Supervisors, Township of Jefferson, Rural Delivery No. 2, Halifax, Pa. 17032.	Do.
Do.	do.	Lykens, township of.	H 421595 01 H 421595 04	do.	Chairman, Board of Supervisors, Township of Lykens, Rural Delivery, 1 Lykens, Pa. 17048.	Do.
Do.	do.	Rush, township of.	H 421597 01 H 421597 04	do.	Chairman, Board of Supervisors, Township of Rush Rural Delivery No. 1, Tower City, Pa. 17980.	Do.
Do.	Fayette	Ohioptle, borough of.	H 421615 01	do.	Mayor, Borough of Ohioptle, Ohioptle, Pa. 15470.	Do.
Do.	do.	Vanderbilt, borough of.	H 421620 01	do.	Mayor, Borough of Vanderbilt, Box 566, Vanderbilt, Pa. 15456.	Do.
Do.	Indiana	Grant, township of.	H 421717 01 H 421717 02	do.	Chairman, Board of Supervisors, Township of Grant, Rochester Mills, Pa. 15771.	Do.
Do.	Lackawanna	Carbondale, township of.	H 421750 01 H 421750 06	do.	Chairman, Board of Supervisors, Township of Carbondale, 235 Cannan St., Carbondale, Pa. 18407.	Do.
Do.	Lawrence	Hickory, township of.	H 421792 01 H 421792 03	do.	Chairman, Board of Supervisors, Township of Hickory, 1731 Eastbrook Rd., New Castle, Pa. 16101.	Do.
Do.	do.	Scott, township of.	H 421799 01 H 421799 02	do.	Chairman, Board of Supervisors, Township of Scott, Rural Delivery 3, Slippery Rock, Pa. 16057.	Do.
Do.	MoKean	Lafayette, township of.	H 421858 01 H 421858 20	do.	Chairman, Board of Supervisors, Township of Lafayette, R.F.D. 1, Lewis Run, Pa. 16738.	Do.
Do.	Monroe	Tunkhannock, township of.	H 421898 01 H 421898 10	do.	Chairman, Board of Supervisors, Township of Tunkhannock, Blakeslee, Pa. 15610.	Do.
Do.	Northumberland	Lewis, township of.	H 421940 01 H 421940 10	do.	Chairman, Board of Supervisors, Township of Lewis, Rural Delivery 3, Muncy, Pa. 17756.	Do.
Do.	Perry	Buffalo, township of.	H 421948 01 H 421948 03	do.	Chairman, Board of Supervisors, Township of Buffalo, Rural Delivery 1, Newport, Pa. 17074.	Do.
Do.	do.	Greenwood, township of.	H 421950 01 H 421950 02	do.	Chairman, Board of Supervisors, Township of Greenwood, Rural Delivery 1, Millerstown, Pa. 17062.	Do.
Do.	do.	Northeast Madison, township of.	H 421955 04 H 421955 04	do.	Chairman, Board of Supervisors, Township of Northeast Madison, Loysville, Pa. 17047.	Do.
Do.	do.	Spring, township of.	H 421958 01 H 421958 03	do.	Chairman, Board of Supervisors, Township of Spring, Rural Delivery, Landisburg, Pa. 17040.	Do.
Do.	do.	Tyrone, township of.	H 421961 01 H 421961 04	do.	Chairman, Board of Supervisors, Township of Tyrone, Landisburg, Pa. 17040.	Do.
Do.	Potter	Wharton, township of.	H 421993 01 H 421993 17	do.	Chairman, Board of Supervisors, Township of Wharton, Rural Delivery No. 1, Austin, Pa. 16720.	Do.
Do.	Schuylkill	East Norwegan, township of.	H 422003 01 H 422003 02	do.	Chairman, Board of Supervisors, Township of East Norwegan, Township Office Bldg., East Norwegan, Pa. No ZIP.	Do.
Do.	do.	Foster, township of.	H 422006 01 H 422006 05	do.	Chairman, Board of Supervisors, Township of Foster, Rural Delivery 2, Box 410-B, Pottsville, Pa. 17901.	Do.
Do.	Somerset	Windber, borough of.	H 422046 01 H 422046 03	do.	Mayor, Borough of Windber, 2008 1/2 Graham Ave., Windber, Pa. 15963.	Do.
Do.	Susquehanna	Oakland, borough of.	H 422071 01	do.	Mayor, Borough of Oakland, West Fall Ave., Susquehanna, Pa. 18847.	Do.
Do.	Montgomery	Towamencin, township of.	H 422236 01 H 422236 04	do.	Chairman, Board of Supervisors, Township of Towamencin, 1146 Boyd Ave., Lansdale, Pa. 19446.	Do.
Do.	Armstrong	Atwood, borough of.	H 422297 01	do.	Mayor, Borough of Atwood, Rural Delivery No. 1, Rural Valley, Pa. 16249.	Do.
Do.	do.	North Apollo, borough of.	H 422300 01	do.	Mayor, Borough of North Apollo, Box 314, North Apollo, Pa. 15673.	Do.
Do.	Beaver	Big Beaver, borough of.	H 422307 01 H 422307 06	do.	Mayor, Borough of Big Beaver, Rural Delivery No. 2, Darlington, Pa. 16115.	Do.
Do.	do.	Eastvale, borough of.	H 422314 01	do.	Mayor, Borough of Eastvale, 509 2d Ave., Beaver Falls, Pa. 15010.	Do.
Do.	do.	Hookstown, borough of.	H 422319 01	do.	Mayor, Borough of Hookstown, P.O. Box 52, Hookstown, Pa. 15050.	Do.
Do.	do.	Koppel, borough of.	H 422320 01 H 422320 02	do.	Mayor, Borough of Koppel, 443 2d Ave., Koppel, Pa. 16136.	Do.
Do.	do.	Midland, borough of.	H 422321 01 H 422321 03	do.	Mayor, Borough of Midland, 817 Midland Ave., Midland, Pa. 15059.	Do.
Do.	do.	New Galilee, borough of.	H 422322 01	do.	Mayor, Borough of New Galilee, Box 58, New Galilee, Pa. 16141.	Do.
Do.	do.	South Heights, borough of.	H 422330 01 H 422330 02	do.	Mayor, Borough of South Heights, Crawford St., South Heights, Pa. 15061.	Do.

RULES AND REGULATIONS

5157

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.	Carbon	East Side, borough of.	H 422360 01 through H 422360 02	do.	Mayor, Borough of East Side, R-1, East Side Borough, White Haven, Pa. 18661.	Do.
Do.	Clarion	Callensburg, borough of.	H 422364 01	do.	Mayor, Borough of Callensburg, Box 101, Callensburg, Pa. 16213.	Do.
Do.	do.	Elk, township of.	H 422365 01 through H 422365 04	do.	Chairman, Board of Supervisors, Township of Elk, Rural Delivery, Shipperville, Pa. 16254.	Do.
Do.	Crawford	Summerhill, township of.	H 422399 01 through H 422399 08	do.	Chairman, Board of Supervisors, Township of Summerhill, Rural Delivery 2, Conneantville, Pa. 16406.	Do.
Do.	Lancaster	Akron, borough of.	H 422461 01 through H 422481 04	do.	Mayor, Borough of Akron, 240 Jefferson Rd., Adamstown, Pa. 19501.	Do.
Do.	Lawrence	New Beaver, borough of.	H 422465 01 through H 422465 06	do.	Mayor, Borough of New Beaver, Rural Delivery No. 2, Wampun, Pa. 16157.	Do.
Do.	Mercer	Greene, township of.	H 422478 01 through H 422478 06	do.	Chairman, Board of Supervisors, Township of Greene, Rural Delivery 2, Greenville, Pa. 16125.	Do.
Do.	do.	Lake, township of.	H 422483 01 through H 422483 06	do.	Chairman, Board of Supervisors, Township of Lake, Rural Delivery 4, Mercer, Pa. 16137.	Do.
Do.	do.	New Vernon, township of.	H 422485 01 through H 422485 05	do.	Chairman, Board of Supervisors, Township of New Vernon, Route 3, Stoneboro, Pa. 16153.	Do.
Do.	Mercer	Otter Creek, township of.	H 422486 01 through H 422486 04	do.	Chairman, Board of Supervisors, Township of Otter Creek, Rural Delivery 1, Fredonia, Pa. 16124.	Do.
Do.	do.	Perry, township of.	H 422487 01 through H 422487 05	do.	Chairman, Board of Supervisors, Township of Perry, Box 37, Hadley, Pa. 16130.	Do.
Do.	do.	Sugar Grove, township of.	H 422489 01 through H 422489 04	do.	Chairman, Board of Supervisors, Township of Sugar Grove, Rural Delivery 3, Greenville, Pa. 16125.	Do.
Do.	do.	Wolf Creek, township of.	H 422491 01 through H 422491 06	do.	Chairman, Board of Supervisors, Township of Wolf Creek, Rural Delivery 1, Grobe City, Pa. 16127.	Do.
Do.	Perry	Centre, township of.	H 422498 01 through H 422498 04	do.	Chairman, Board of Supervisors, Township of Centre, Rural Delivery, New Bloomfield, Pa. 17068.	Do.
Do.	Somerset	Wellersburg, borough of.	H 422526 01 through H 422526 02	do.	Mayor, Borough of Wellersburg, Wellersburg, Pa. 15584.	Do.
Do.	Venango	Irwin, township of.	H 422534 08	do.	Chairman, Board of Supervisors, Township of Irwin, Rural Delivery 1, Harrisville, Pa. 16038.	Do.
Do.	do.	Mineral, township of.	H 422536 01 through H 422536 08	do.	Chairman, Board of Supervisors, Township of Mineral, Rural Delivery 2, Stoneboro, Pa. 16153.	Do.
Do.	do.	Sandy Creek, township of.	H 422541 01 through H 422541 08	do.	Chairman, Board of Supervisors, Township of Sandy Creek, 1526 Main St., Franklin, Pa. 16323.	Do.
Do.	do.	Victory, township of.	H 422543 01 through H 422543 08	do.	Chairman, Board of Supervisors, Township of Victory, Rural Delivery 2, Polk, Pa. 16342.	Do.
Do.	Washington	Twilight, borough of.	H 422564 01	do.	Mayor, Borough of Twilight, Rural Delivery 2, Charleroi, Pa. 15022.	Do.
Do.	York	Dover, borough of.	H 422569 01 through H 422569 02	do.	Mayor, Borough of Dover, 108 North Main St., Dover, Pa. 17315.	Do.
Do.	Huntingdon	Marklesburg, borough of.	H 422574 01 through H 422574 03	do.	Mayor, Borough of Marklesburg, James Creek, Pa. 16657.	Do.
South Carolina	Spartanburg	Inman, town of.	H 450217 01	South Carolina Water Resources Commission, P.O. Drawer 164, 700 Knox Abbott Dr., Cayce, S.C. 29033. South Carolina Insurance Department, 2711 Middleburg St., Columbia, S.C. 29204.	Mayor, Town of Inman, Town Hall, Inman, S.C. 29349.	Do.
Tennessee	Oblon	Oblon, town of.	H 470253 01	Tennessee State Planning Office, 660 Capitol Hill Bldg., Nashville, Tenn. 37219.	Mayor, Town of Oblon, Town Hall, Oblon, Tenn. 38240.	Do.
Do.	Hardeman	Grand Junction, city of.	H 470255 01	Tennessee Department of Insurance and Banking, 114 State Office Bldg., Nashville, Tenn. 37219.	Mayor, City of Grand Junction, City Hall, Grand Junction, Tenn. 38039.	Do.
Do.	Tipton	Garland, town of.	H 470264 01	do.	Mayor, Town of Garland, Town Hall, Garland, Tenn. No ZIP.	Do.
Texas	Brazoria and Harris	Pearland, city of.	H 480077 01 through H 480077 18	Texas Water Development Board, P.O. Box 1387, Capitol Station, Austin, Tex. 78711.	Mayor, City of Pearland, City Hall, P.O. Box 157, Pearland, Tex. 77581.	Do.
Do.	Jim Hogg	Unincorporated Areas.	H 481081 01 through H 481081 03	Texas Insurance Department, 1110 San Jacinto St., Austin, Tex. 78701.	Chairman, County Board of Commissioners, Jim Hogg County, Hebbronville, Tex. 78361.	Do.
Utah	Sevier	Aurora, town of.	H 490123 01	Department of Natural Resources, Division of Water Resources, State Capitol Bldg., Room 435, Salt Lake City, Utah 84114.	Town President, Town of Aurora, Aurora, Utah 84620.	Do.
Do.	do.	Redmond, town of.	H 490130 01	Utah Insurance Department, 115 State Capitol, Salt Lake City, Utah 84114.	Town President, Town of Redmond, Redmond, Utah 84652.	Do.
Do.	Summit	Oakley, town of.	H 490138 01 through H 490138 02	do.	Mayor, Town of Oakley, Oakley, Utah 84055.	Do.
Vermont	Orange	Bradford, town of.	H 500089 01 through H 500089 03	Management and Engineering Division, Water Resources Department, State Office Bldg., Montpelier, Vt. 05602.	Chairman, Bradford Board of Selectmen, c/o Town Clerk, Bradford, Vt. 05633.	Do.
Do.	Addison	Starksboro, town of.	H 500172 01	Vermont Insurance Department, State Office Bldg., Montpelier, Vt. 05602.	Chairman, Board of Selectmen, Town of Starksboro, Town Hall, Starksboro, Vt. 05457.	Do.
Do.	Bennington	Sandgate, town of.	H 500183 01 through H 500183 04	do.	Chairman, Board of Selectmen, Town of Sandgate, Town Hall, Sandgate, Vt. No ZIP.	Do.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.	Orange	Orange, town of.	H 500239 01 through H 500239 06	do.	Chairman, Board of Selectmen, Town of Orange, Town Hall, Orange, Vt. No ZIP.	Do.
Do.	Orleans	Morgan, town of.	H 500255 01 through H 500255 03	do.	Chairman, Board of Selectmen, Town of Morgan, Town Hall, Morgan, Vt. 05853.	Do.
Do.	Washington	Worcester, town of.	H 500278 01 through H 500278 04	do.	Chairman, Board of Selectmen, Town of Worcester, Town Hall, Worcester, Vt. 05682.	Do.
Do.	Windham	Halifax, town of.	H 500281 01 through H 500281 04	do.	Chairman, Board of Selectmen, Town of Halifax, Town Hall, Halifax, Vt. No ZIP.	Do.
Do.	do.	Stratton, town of.	H 500321 01 through H 500321 04	do.	Chairman, Board of Selectmen, Town of Stratton, Town Hall, Stratton, Vt. No ZIP.	Do.
Do.	Chittendon	Hinesburg, town of.	H 500322 01 through H 500322 03	do.	Chairman, Board of Selectmen, Town of Hinesburg, Town Hall, Hinesburg, Vt. 05461.	Do.
Virginia	Amherst	Amherst, town of.	H 510193 01	Bureau of Water Control Management, State Water Control Board, P.O. Box 11143, Richmond, Va. 23230.	Amherst County, Board of Supervisors, Town of Amherst, P.O. Box 280, Amherst, Va. 24521.	Do.
Do.	Orange	Unincorporated areas.	H 510203 01	Virginia Insurance Department, 700 Blanton Bldg., P.O. Box 1157, Richmond, Va. 23209.	County Commissioner, Orange County, Orange, Va. 22960.	Do.
Do.	Shenandoah	New Market, town of.	H 510227 01 through H 510227 02	do.	Town Manager, Town of New Market, Town Hall, New Market, Va. 22844.	Do.
Do.	Grayson	Unincorporated areas.	H 510243 01 through H 510243 30	do.	County Commissioner, Grayson County, Grayson County, Va. No ZIP.	Do.
Do.	Accomack	Onancock, town of.	H 510298 01 through H 510298 02	do.	Town Manager, Town of Onancock, Town Hall, Onancock, Va. 23417.	Do.
Do.	New Kent	Unincorporated areas.	H 510306 01 through H 510306 18	do.	County Commissioner, New Kent County, New Kent, Va. 23124.	Do.
West Virginia	Harrison	do.	H 540053 01 through H 540053 28	Flood Insurance Department, Division of Planning and Development, Capitol Bldg., Room 150, Charleston, W. Va. 25305.	County Commissioner, Harrison County, Harrison County, W. Va. No ZIP.	Do.
Do.	Mineral	do.	H 540129 01 through H 540129 24	West Virginia Insurance Department, State Capitol, Charleston, W. Va. 25305.	County Commissioner, Mineral County, Mineral County, W. Va. No ZIP.	Do.
Do.	Ritchie	Harrisville, town of.	H 540181 01	do.	Mayor, Town of Harrisville, 514 East Harrison St., Harrisville, W. Va. 26362.	Do.
Do.	Hampshire	Unincorporated areas.	H 540226 01 through H 540226 48	do.	County Commissioner, Hampshire County, Hampshire County, W. Va. No ZIP.	Do.
Wisconsin	Marquette	Marquette, city of.	H 550261A 01 through H 550261 02	Department of Natural Resources, P.O. Box 450, Madison, Wis. 53701.	Mayor, City of Marquette, City Hall, Marquette, Wis. 54143.	July 6, 1973, Jan. 31, 1975.
Do.	Outagamie	Unincorporated areas.	H 550302 01 through H 550302 30	Wisconsin Insurance Department, 212 North Bassett St., Madison, Wis. 53703.	County Clerk, Outagamie County Clerk, County Courthouse, Appleton, Wis. 54911.	Do.
Do.	Richland	do.	H 550356 01 through H 550356 11	do.	Chairman, Richland County Board, Courthouse, Richland Center, Wis. 53581.	Do.
Do.	Dane	Shorewood Hills, village of.	H 550550 01	do.	Village Clerk, Village of Shorewood Hills, Village Office, Shorewood Hills, Wis. 53211.	Do.
Do.	Waukesha	La Belle, village of.	H 550565 01	do.	Village President, Village of La Belle, Village Office, La Belle, Wis. No ZIP.	Do.

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended, 42 U.S.C. 4001-4128; and Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2680, Feb. 27, 1969)

Issued: January 23, 1975.

J. ROBERT HUNTER,
Acting Federal Insurance Administrator.

[FR Doc.75-2921 Filed 2-3-75;8:45 am]

Title 37—Patents, Trademarks and Copyrights
CHAPTER I—PATENT AND TRADEMARK OFFICE, DEPARTMENT OF COMMERCE
NAME CHANGE

Pursuant to authority contained in 35 U.S.C. 6, as amended (85 Stat. 364), Chapter I of Title 37 of the Code of Federal Regulations is amended as follows:

The heading of Chapter I is changed to read as set forth above.

Wherever the name "Patent Office," and the title "Commissioner of Patents,"

appear in Chapter I, they are changed to read, respectively, "Patent and Trademark Office" and "Commissioner of Patents and Trademarks."

Public Law 93-596, 88 Stat. 1949, changed the name of the Patent Office to "Patent and Trademark Office," and the title of the Commissioner of Patents to "Commissioner of Patents and Trademarks."

It is the general policy of the Patent and Trademark Office to afford interested members of the public an opportunity to participate in the rulemaking process.

However this amendment is entirely editorial in nature. Therefore, the public rulemaking procedure is waived and this amendment will become effective on February 4, 1975.

C. MARSHALL DANN,
Commissioner of Patents.

Approved:

BETSY ANKER JOHNSON,
Assistant Secretary for Science and Technology.

[FR Doc.75-3135 Filed 2-3-75;8:45 am]

Title 40—Protection of Environment
CHAPTER I—ENVIRONMENTAL
PROTECTION AGENCY

PART 240—GUIDELINES FOR THE THERMAL PROCESSING OF SOLID WASTES

PART 241—GUIDELINES FOR THE LAND DISPOSAL OF SOLID WASTES

Correction

In FR Doc. 74-29328 appearing at page 2933 in the issue for Wednesday, August 14, 1974, in § 241.100, paragraph (d), penultimate line, the word now reading "much", should read "such".

Title 47—Telecommunication

CHAPTER I—FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 20109]

PART 89—PUBLIC SAFETY RADIO SERVICES

PART 91—INDUSTRIAL RADIO SERVICES

PART 93—LAND TRANSPORTATION RADIO SERVICES

Correction

Amendment of Parts 89, 91, and 93 of the rules to reallocate land mobile channels in the 470-512 MHz band in the New York and Los Angeles urbanized area. In the Report and Order, FCC 74-1353, [40 FR 1021] adopted December 10, 1974 and released December 19, 1974, the appendix is corrected as follows:

§ 89.123 [Amended]

§ 91.114 [Amended]

1. In § 89.123(b) and § 91.114(b), the power/height table in foot note (2) to Figure "A" is amended to read as follows:

Antenna height above sea level (feet)	Power (ERP)
1,500 to 2,000	155 W.
2,001 to 2,500	100 W.
2,501 to 3,000	70 W.
3,001 to 3,500	50 W.
3,501 to 4,000	40 W.
4,001 to 4,500	30 W.
4,501 and above	25 W.

2. In § 91.114, paragraph (b), the tabulation of frequencies in Channel 15, Business Radio Service, is amended to read as follows:

CHANNEL 15	
Business	
Base	Mobile
477.6625 to 478.3375	480.6625 to 481.3375
478.7625 to 478.8875	481.7625 to 481.8875

3. Change § 91.114(j) to 91.114(l) and correct frequency tabulations to read as follows:

CHANNEL 14			
Petroleum-Forest Products-Manufacturers		Business	
Base	Mobile	Base	Mobile
472.8125 to 472.8875	475.8125 to 475.8875	471.6625 to 472.4375	474.6625 to 475.4375

CHANNEL 20			
Power-Telephone Maintenance		Business	
Base	Mobile	Base	Mobile
507.3125 to 507.4125	510.3125 to 510.4125	507.6625 to 508.4375	510.6625 to 511.4375

§ 93.114 [Amended]

4. In 93.114(a), change subparagraph (8) to (9). In paragraph (b) amend the power/height table in footnote (2) to Figure "A" to read as follows:

Antenna height above sea level (feet)	Power (ERP)
1,501 to 2,000	155 W.
2,001 to 2,500	100 W.
2,501 to 3,000	70 W.
3,001 to 3,500	50 W.
3,501 to 4,000	40 W.
4,001 to 4,500	30 W.
4,501 and above	25 W.

Released: January 28, 1975.

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

[FR Doc.75-3043 Filed 2-3-75;8:45 am]

Title 49—Transportation

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

[Docket No. 75-1; Notice 1]

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

New Pneumatic Tires, Tire Selection and Rims for Passenger Cars

Correction

In FR Doc.75-2130 appearing at page 3596 in the issue for Thursday, January 23, 1975, in § 571.110 the amendatory language in paragraph 4 now reading " * * * the J-JJ test rim * * * ", should read " * * * the 6-JJ test rim * * * ".

[Docket No. 73-9; Notice 09]

PART 570—VEHICLE IN USE INSPECTION STANDARDS

Subpart B—Motor Vehicles With a GVWR of More Than 10,000 Pounds

This notice responds to petitions for reconsideration of Vehicle in Use Inspection Standards for vehicles with a GVWR of more than 10,000 pounds.

NHTSA issued on July 16, 1974, the vehicle in use inspection standards to be implemented by the States for vehicles with a GVWR of more than 10,000 pounds (39 FR 26026). Subsequently, petitions for reconsideration were received from Ford Motor Company (Ford), General Motors Corporation (GM), the Motor Vehicle Manufacturers Association (MVMA), the Midland-Ross Corporation (Midland) and the Bendix-Westinghouse Corporation (Bendix). The NHTSA response to matters raised in these petitions will be given by subject grouping.

BRAKE PEDAL RESERVE

Ford has called the attention of NHTSA to a typographical error in the formula shown in paragraph 570.55(c) (1) and used for computing the brake pedal reserve. Instead of the relationship

$$\frac{A-B}{A \times 100}$$

the formula should be shown as

$$\frac{A-B}{A} \times 100.$$

The standard will be corrected accordingly.

Midland petitioned to revise the wording in paragraph 570.55(c) to require vehicles with modified vehicle brake systems, such as with an additional tag axle utilizing existing hydraulic brake fluid capacity, to meet the requirements of the brake pedal reserve test. Currently, this test is waived for all vehicles with brake systems designed to operate with greater than 80 percent pedal travel, whether through original design or modification. Since it was NHTSA's original intent that the waiver apply only when the original manufacturer's design criteria established pedal travel at greater than 80 percent, this petition is granted, and the second sentence of paragraph 570.55(c) is amended to read:

"The brake pedal reserve test is not required for vehicles with brake systems designed by the original vehicle manufacturer to operate with greater than 80 percent pedal travel."

AIR BRAKE SYSTEM INTEGRITY

Ford petitioned to expand Table 1 (Air brake system pressure build-up time) to include vehicles equipped with reservoirs of smaller capacities and varying designs, such as vehicles that use wedge brakes and the newly-developed compact brake chambers. Further, GM recommended that the values in Table 1 representing total reservoir volume be separated by 1 cubic inch to avoid column overlapping and resultant errors in utilizing the tables. The NHTSA concurs with these suggestions, and Table 1 is expanded to include requirements for 9-inch and 12-inch brake chambers and the columnar reservoir volume range values are separated by 1 cubic inch.

GM questioned the chamber volumes used in Table 1 as "not reflecting a substantial portion of industry usage." This

question was also discussed by Midland-Ross, which submitted chamber area volume figures ranging from 16 inches to 36 inches. Likewise, Bendix submitted volume figures which were consistent with those submitted by Midland-Ross. The Midland-Ross petition also suggested that to be fair to all manufacturers, the reservoir build-up times as shown in Table 1 should be increased by a factor of 20 percent to compensate for normal compressor wear and deterioration. NHTSA concurs in these views, and Table 1 is amended to utilize composite volume figures deemed representative of industry practice for the representative brake chambers as shown in Table 2 below:

TABLE 2.—Chamber volumes for representative brake chambers

Chamber size (inches):	Volume (cubic inches)
9	18
12	25
16	43
20	51
24	68
30	88
36	125

Further, the following formula is established to compute the time in seconds:

$$\text{Time (seconds)} = \frac{\text{Actual Reservoir Capacity} \times 25 \times 1.20}{\text{Required Reservoir Capacity}}$$

Bendix petitioned for the use of only a single maximum time figure of 30 seconds for an increase in the air pressure from 85 to 100 psi in the reservoirs with the engine running at the vehicle manufacturer's maximum recommended number of revolutions per minute. Although this requirement would simplify Table 1, it would not cover all of the combinations of brake chambers and reservoirs used

in the trucking industry. NHTSA therefore concludes that Table 1 is necessary, and Bendix's petition is accordingly denied.

MVMA in its petition pointed out the problems involved in requiring the inspector to identify the number and size of brake chambers and the number and size of the reservoirs before he could use Table 1. In the judgment of this agency, it is not an unreasonable burden on the truck owner or operator to provide this readily-available information to an inspector at the time of inspection. MVMA's petition is therefore denied.

Midland petitioned to revise paragraph 570.57(a)(1) to assure conformity of test conditions between FMVSS 121 and the air brake system pressure build-up test of Table 1. This request is considered valid, and paragraph 570.57(a)(1) is revised to read: "The air brake system compressor shall increase the air pressure in the truck or truck tractor reservoir(s) from 85 to 100 psi in not more than the time specified in Table 1, with the engine running at the vehicle manufacturer's maximum recommended number of revolutions per minute."

Ford petitioned for the elimination of 570.61(b), shock absorber condition, contending that shock absorbers do not affect the safety of all large motor vehicles, are offered only to improve operator comfort and have only a minimal effect on vehicle stability. Although the relationship between comfort and control may be hard to define, NHTSA concludes that the operator's response to varying loads, weather conditions, and road conditions is affected by the condition of the shock absorbers on the motor vehicle being driven. Further, results of two test programs carried out by NHTSA indicate that shock absorber degra-

ation does have an effect on the handling characteristics of motor vehicles. Therefore, based on currently available data, NHTSA concludes that the shock absorbers are a contributing factor to safe motor vehicle operations, and Ford's petition is denied.

In consideration of the foregoing, 49 CFR Part 570, Subpart B, Motor Vehicles With a GVWR of More Than 10,000 Pounds, is amended as follows:

1. The second sentence of § 570.55(c) is amended to read:

§ 570.55 Hydraulic brake system.

(c) * * * The brake pedal reserve test is not required for vehicles with brake systems designed by the original vehicle manufacturer to operate with greater than 80 percent pedal travel.

2. Section 570.55(c)(1) is amended by changing the formula to read:

$$\frac{A - B}{A} \times 100$$

3. Section 570.57(a)(1) is amended to read:

§ 570.57 Air brake system and air-over-hydraulic brake subsystem.

(a) * * *

(1) The air brake system compressor shall increase the air pressure in the truck or truck trailer reservoir(s) from 85 to 100 psi in not more than the time specified in Table 1, with the engine running at the vehicle manufacturer's maximum recommended number of revolutions per minute.

4. Table 1. "Air brake system pressure build-up time", following § 570.57 Air brake system and air-over-hydraulic brake sub-systems, is revised to read as follows:

TABLE 1.—Air brake system pressure buildup time [85-100 lb/in²]

System			Time in seconds ¹																
Front axle number and size chambers	Rear axle number and size chambers	Required volume ² Vol	Installed brake reservoir volume in cubic inches																
			1,000	1,251	1,501	1,751	2,001	2,501	3,001	3,501	4,001	4,501	5,001	5,501	6,001	6,501	7,001	7,501	8,001
			1,250	1,500	1,750	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000	7,500	8,000	8,500
(2) 9	(4) 9 1,296	.0232	26	32	38	43	52	64	76	87	99	110	122						
(2) 9	(8) 9 2,160	.0139	22	26	31	36	45	52	59	66	73	80	87	94	101	108	115		
(2) 9	(2) 12 1,032	.029	32	40	47	54	65	80	94	109	123								
(2) 9	(4) 12 1,632	.0184	21	25	30	35	41	51	60	69	78	87	97	106	115	124			
(4) 9	(8) 9 2,592	.0116				22	26	32	38	43	49	55	61	67	73	79	84	90	96
(4) 9	(8) 12 3,264	.0092				21	25	30	34	39	44	48	53	58	62	68	73	78	83
(2) 12	(8) 9 2,328	.0129		21	24	29	36	42	48	55	61	68	74	81	87	94	100		
(2) 12	(4) 12 1,800	.0167		23	27	31	37	46	54	62	71	79	87	96	105	113	121		
(2) 12	(8) 12 3,000	.0100					27	32	37	42	48	52	57	62	67	72	77	82	
(2) 12	(2) 16 1,632	.0184		25	30	34	41	51	60	69	78	87	97	106	115	124			
(2) 12	(4) 16 2,670	.0113				21	25	31	37	42	48	54	59	65	71	76	82	88	94
(4) 12	(8) 9 2,930	.0102					23	28	33	38	43	49	53	59	64	69	74	79	84
(4) 12	(8) 12 3,600	.0084					23	27	31	35	40	44	48	52	56	61	65	69	73
(2) 16	(8) 9 2,762	.0109					24	30	35	41	46	52	57	63	68	74	79	84	90
(2) 16	(4) 12 2,238	.0134			22	25	30	37	43	50	57	64	70	77	84	90	97	104	111
(2) 16	(8) 12 3,430	.0088					24	29	33	37	42	46	50	55	59	64	68	72	
(2) 16	(2) 24 2,620	.0115				22	26	32	37	43	49	55	60	65	72	78	83	89	96
(2) 16	(4) 24 4,200	.0072					20	23	27	30	34	38	41	45	48	52	55	59	62
(2) 16	(2) 30 3,144	.0096					26	31	36	41	46	50	55	60	65	70	75	80	85
(2) 16	(4) 30 5,256	.0057					26	31	36	41	46	50	55	60	65	70	75	80	85
(2) 20	(2) 24 2,800	.0107				20	24	30	35	40	45	51	56	61	67	72	77	83	88
(2) 20	(4) 24 3,990	.0069					22	26	29	33	36	40	43	47	50	53	57	60	64
(2) 20	(2) 30 3,336	.0090					25	29	34	38	42	47	52	56	61	65	70	74	78
(2) 20	(4) 30 5,448	.0055					20	23	26	29	32	35	37	40	43	46	49	52	55
(2) 24	(2) 24 3,180	.0095				21	26	31	35	40	45	50	55	59	64	69	74	79	84
(2) 24	(4) 24 4,750	.0063					20	24	27	30	33	36	39	42	46	49	52	55	58
(2) 24	(2) 30 3,700	.0081					22	26	30	34	38	42	46	50	55	59	63	67	71
(2) 24	(4) 30 5,800	.0052					18	21	24	27	30	33	36	39	42	45	48	51	54
(2) 30	(2) 30 4,224	.0071					23	26	30	34	37	41	44	48	51	55	59	63	67
(2) 30	(4) 30 6,336	.0047					22	25	27	29	32	34	37	40	43	46	49	52	55
(2) 30	(2) 36 5,112	.0059					22	25	28	31	34	37	40	43	46	49	52	55	58

¹ Time (seconds) = $\frac{\text{Actual reservoir capacity} \times (25 \times 1.20)}{\text{Required reservoir capacity}}$

² Required volume: (a) Volumes for respective chamber sizes listed in chart A; (b) required volume based on 12:1 ratio (SAE J813).

5. Section 570.57 is further amended by adding Table 2 as follows:

TABLE 2.—Chamber volumes for representative brake chambers

Chamber size (inches):	Volume (cubic inches)
9	18
12	25
16	43
20	51
24	66
30	88
36	125

Effective date. Because the amendments correct errors and modify inspection procedures, but create no additional burden, it is found for good cause shown that they should be effective February 4, 1975.

(Sec. 103, 108, 119, Pub. L. 84-563, 80 Stat. 718; 15 U.S.C. 1392, 1397, 1401; delegation of authority at 49 CFR 1.51)

Issued on: January 24, 1975.

NOEL C. BUFE,
Acting Administrator.

[FR Doc.75-2873 Filed 2-3-75;8:45 am]

CHAPTER X—INTERSTATE COMMERCE COMMISSION

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[Amd. No. 3 to S.O. No. 1158]

PART 1033—CAR SERVICE

Chicago and North Western Transportation Company Authorized To Operate Over Tracks of Union Pacific Railroad Company

JANUARY 30, 1975.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 29th day of January 1975.

Upon further consideration of Service Order No. 1158 (38 FR 30001, and 39 FR 15130 and 38381), and good cause appearing therefor:

It is ordered, That Service Order No. 1158 be, and it is hereby, amended by substituting the following paragraph (e) for paragraph (e) thereof:

§ 1033.1158 Service Order No. 1158.

(a) *Chicago and North Western Transportation Company authorized to operate over tracks of Union Pacific Railroad Company.* * * *

(e) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., May 31, 1975, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., January 31, 1975.

It is further ordered, That a copy of this amendment shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association; and that notice of this amendment be given to the general public by depositing a copy in the

Office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17 (2). Interprets or applies Secs. 1(10-17), 15 (4), and 17(2), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2))

By the Commission, Railroad Service Board

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.75-3176 Filed 1-3-75;8:45 am]

[Amdt. No. 1 to Corrected S.O. No. 1189]

PART 1033—CAR SERVICE

Great Plains Railway Company Authorized To Operate Over Tracks of Chicago and North Western Transportation Company

JANUARY 30, 1975.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 29th day of January 1975.

Upon further consideration of Service Order No. 1158 (39 FR 24510), and good cause appearing therefor:

It is ordered, That Corrected Service Order No. 1189 be, and it is hereby, amended by substituting the following paragraph (e) for paragraph (e) thereof:

§ 1033.1189 Service Order No. 1189.

(a) *Great Plains Railway Company authorized to operate over tracks of Chicago and North Western Transportation Company.* * * *

(e) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., July 31, 1975, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., January 31, 1975.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17 (2). Interprets or applies Secs. 1(10-17), 15 (4), and 17(2), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17 (2))

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

By the Commission, Railroad Service Board.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.75-3177 Filed 2-3-75;8:45 am]

[S.O. No. 1210]

PART 1033—CAR SERVICE

Providence and Worcester Company Authorized To Operate Over Tracks of Penn Central Transportation Company, Robert W. Blanchette, Richard C. Bond, and John H. McArthur, Trustees

JANUARY 30, 1975.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 29th day of January 1975.

It appearing that the Penn Central Transportation Company, Robert W. Blanchette, Richard C. Bond, and John H. McArthur, Trustees (PC), in Finance Docket No. 26154, has been authorized to abandon operations over the line of the Providence and Worcester Company (P&W) between Worcester, Massachusetts, and Providence, Rhode Island; that the P&W has concurrently been authorized to resume separate operation of its line between these points; that the Slatersville, Rhode Island branch and the Wrentham, Rhode Island branch of the PC have been severed of direct connections with the remainder of the PC by reason of abandonment of operations of the PC over the line of the P&W; that the P&W has consented to operate the Slatersville and Wrentham branches of the PC for the account of the PC, subject to approval by the Commission of a permanent operating agreement; that operation by the P&W of the Slatersville and Wrentham branches of the PC is necessary to provide uninterrupted railroad service to shippers served by these lines; that such operation by the P&W over tracks of the PC is necessary in the interest of the public and the commerce of the people; that notice and public procedure herein are impracticable and contrary to the public interest; and that good cause exists for making this order effective upon less than thirty days' notice.

It is ordered, That:

§ 1033.1210 Service Order No. 1210.

(a) *Providence and Worcester Company authorized to operate over tracks of Penn Central Transportation Company, Robert W. Blanchette, Richard C. Bond, and John H. McArthur, Trustees.* The Providence and Worcester Company (P&W) be, and it is hereby, authorized to operate over tracks of the Penn Central Transportation Company, Robert W. Blanchette, Richard C. Bond, and John H. McArthur, Trustees (PC), for the account of the PC, from a point of connection near Woonsocket, Rhode Island, to the ends of the track at Woonsocket and at Slatersville, Rhode Island, a distance of approximately 4.4 miles, (the Slatersville branch), and from a point of connection near Valley Falls, Rhode Island, to the end of the track, a distance of approximately one mile (the Wrentham branch), pending approval by the Commission of permanent agreements for the operation of these lines.

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

(c) *Rates applicable.* Inasmuch as this operation by the P&W over tracks of the PC is deemed to be due to carrier's disability, the rates applicable to traffic moved by the P&W over these tracks of the PC shall be the rates applicable on the shipments at the time of shipment as originally routed.

(d) *Effective date.* This order shall become effective at 11:59 p.m., February 3, 1975.

(e) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., August 31, 1975, unless otherwise modified, changed, or suspended by order of this Commission.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17(2)). Interprets or applies Secs. 1(10-17), 15(4), and 17(2), 40 Stat. 101, as amended, 54 Stat. 911; (49 U.S.C. 1(10-17), 15(4), and 17(2))

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

By the Commission, Railroad Service Board.

[SEAL] ROBERT L. OSWALD,
Secretary.
[FR Doc.75-3175 Filed 2-3-75;8:45 am]

[Amdt. No. 9 to S.O. No. 1083]

PART 1033—CAR SERVICE

Southern Pacific Transportation Company
Authorized To Operate Over Tracks of
the Texas and Pacific Railway Company

JANUARY 30, 1975.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 29th day of January 1975.

Upon further consideration of Service Order No. 1083 (36 FR 21203, 23803; 37 FR 12726; 38 FR 876, 19126, 29590; 39 FR 14595, 24373 and 35574), and good cause appearing therefor:

It is ordered, That: Service Order No. 1083 be, and it is hereby, amended by substituting the following paragraph (e) for paragraph (e) thereof:

§ 1033.1083 Service Order No. 1083.

(a) *Southern Pacific Transportation Company authorized to operate over tracks of the Texas and Pacific Railway Company.* * * *

(e) *Expiration date.* This order shall expire at 11:59 p.m., May 31, 1975, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., January 31, 1975.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17(2)). Interprets or applies Secs. 1(10-17), 15(4), and 17(2), 40 Stat. 101, as amended, 54 Stat. 911; (49 U.S.C. 1(10-17), 15(4), and 17(2))

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

By the Commission, Railroad Service Board.

[SEAL] ROBERT L. OSWALD,
Secretary.
[FR Doc.75-3179 Filed 2-3-75;8:45 am]

[Amdt. No. 7 to S.O. No. 1106]

PART 1033—CAR SERVICE

Baltimore and Ohio Railroad Company Authorized To Operate Over Tracks of Penn Central Transportation Company, Robert W. Blanchette, Richard C. Bond, and John H. McArthur, Trustees

JANUARY 30, 1975.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 29th day of January 1975.

Upon further consideration of Service Order No. 1106 (37 FR 15307; 38 FR 3332, 14754, 33302, and 39 FR 3827 and 27671), and good cause appearing therefor:

It is ordered, That Service Order No. 1106 be, and it is hereby, amended by substituting the following paragraph (e) for paragraph (e) thereof:

§ 1033.1106 Service Order No. 1106.

(a) *The Baltimore and Ohio Railroad Company authorized to operate over tracks of Penn Central Transportation Company, Robert W. Blanchette, Richard C. Bond, and John H. McArthur, Trustees.* * * *

(e) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., July 31, 1975, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., January 31, 1975.

It is further ordered, That a copy of this amendment shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association; and that notice of this amendment be given

to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17(2)). Interprets or applies Secs. 1(10-17), 15(4), and 17(2), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2))

By the Commission, Railroad Service Board.

[SEAL] ROBERT L. OSWALD,
Secretary.
[FR Doc.75-3178 Filed 2-3-75;8:45 am]

[Amdt. No. 6 to S.O. No. 1084]

PART 1033—CAR SERVICE

Chicago, Rock Island and Pacific Railroad Company Authorized To Operate Over Tracks of Chicago and North Western Transportation Company

JANUARY 30, 1975.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 29th day of January 1975.

Upon further consideration of Service Order No. 1084 (36 FR 22063; 37 FR 12726, 28059; 38 FR 20840 and 39 FR 3827 and 27672), and good cause appearing therefor:

It is ordered, That Service Order No. 1084 be, and it is hereby, amended by substituting the following paragraph (e) for paragraph (e) thereof:

§ 1033.1084 Service Order No. 1084.

(a) *Chicago, Rock Island and Pacific Railroad Company authorized to operate over tracks of Chicago and North Western Transportation Company.* * * *

(e) *Expiration date.* This order shall expire at 11:59 p.m., July 31, 1975, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., January 31, 1975.

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

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17(2)). Interprets or applies Secs. 1(10-17), 15(4), and 17(2), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2))

By the Commission, Railroad Service Board.

[SEAL] ROBERT L. OSWALD,
Secretary.
[FR Doc.75-3180 Filed 2-3-75;8:45 am]

proposed rules

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

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 982]

FILBERTS GROWN IN OREGON AND WASHINGTON

Proposed Modification in Rate of Assessment for the 1974-75 Fiscal Year

Notice is given of a proposal to modify the rate of assessment by increasing it from 0.20 cent per pound to 0.275 cent per pound, for the 1974-75 fiscal year. This proposal was recommended by the Filbert Control Board under § 982.61 of the marketing agreement, as amended, and Order No. 982, as amended (7 CFR Part 982), regulating the handling of filberts grown in Oregon and Washington. The marketing agreement and order are effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

The current rate of assessment of 0.20 cent per pound of assessable filberts is contained in § 982.319(b) (39 FR 37479) of Subpart—Operating Reserve Funds; Budget of Expenses and Rate of Assessment (7 CFR 982.300-982.319). This assessment rate was based upon a production estimate of 8,500 tons. The Filbert Control Board now estimates this production to be 6,500 tons. Based upon this reduced estimate of production, the assessment rate on assessable filberts must be increased in order to provide sufficient funds to meet the authorized expenses and reserve requirements of the Board.

Consideration will be given to any written data, views, or arguments, pertaining to the proposal which are received by the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C. 20250, not later than February 21, 1975. All written submissions made regarding this notice should be in quadruplicate and will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

The proposal is to amend § 982.319 (b) to read as follows:

§ 982.319 Expenses of the Filbert Control Board and rate of assessment for the 1974-75 fiscal year.

(b) *Rate of Assessment.* The rate of assessment for said fiscal year, payable by each handler under § 982.61, is fixed at 0.275 cent per pound of filberts.

Dated: January 30, 1975.

CHARLES R. BRADER,
Deputy Director,
Fruit and Vegetable Division.

[FR Doc.75-3169 Filed 2-3-75;8:45 am]

[7 CFR Parts 1032, 1062]

[Docket Nos. AO-313-A28, AO-10-A50]

MILK IN THE SOUTHERN ILLINOIS AND ST. LOUIS-OZARKS MARKETING AREAS

Proposed Amendments to Tentative Marketing Agreements and Orders; Notice of Hearing

Notice is hereby given of a public hearing to be held at the Ramada Inn, 12031 Lackland Road (Interstate 270 off Page Avenue), St. Louis, Missouri 63141, beginning at 9:30 a.m. (local time), on February 19, 1975, with respect to proposed amendments to the tentative marketing agreements and to the orders, regulating the handling of milk in the Southern Illinois and St. Louis-Ozarks marketing areas.

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

The purpose of the hearing is to receive evidence with respect to the economic and marketing conditions which relate to the proposed amendments, hereinafter set forth, and any appropriate modifications thereof, to the tentative marketing agreements and to the orders.

Evidence also will be taken to determine whether emergency marketing conditions exist that would warrant omission of a recommended decision under the rules of practice and procedure (7 CFR Part 900.12(d)) with respect to proposals Nos. 1 and 2.

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

PROPOSED BY LAND O'LAKES, INC.

Proposal No. 1. Revise § 1032.52(b) of the Southern Illinois order as follows:

§ 1032.52 Plant location adjustments for handlers.

(b) For purposes of calculating such adjustment, transfers between plants shall be assigned Class I disposition at the transferee-plant only to the extent that 115 percent of Class I disposition at the transferee-plant exceeds the sum of receipts at such plant from producers and handlers described in § 1032.9(c), and the volume assigned as Class I to receipts from other order plants and unregulated supply plants, such assignment to be made first to transferor-plants at which no location adjustment credit is applicable and then in sequence beginning with the plant at which the least location adjustment would apply.

PROPOSED BY MID-AMERICA DAIRYMEN, INC.

Proposal No. 2. Revise § 1062.52(f) of the St. Louis-Ozarks order as follows.

§ 1062.52 Plant location adjustments for handlers.

(f) In the case of transfer between plants, location adjustment shall be assigned Class I disposition at the transferee-plant only to the extent that 115 percent of Class I disposition at the transferee-plant exceeds the sum of the receipts at such plant from producers and handlers described in § 1062.9(c), and the volume assigned as Class I to receipts from other order plants and unregulated supply plants, and assign the Class I milk to receipts from other pool plants with plus location adjustment, and then in sequence to receipts from plants at which the smallest minus adjustments apply.

PROPOSED BY THE DAIRY DIVISION,
AGRICULTURAL MARKETING SERVICE

Proposal No. 3. Make such changes as may be necessary to make the entire marketing agreements and the orders conform with any amendments thereto that may result from this hearing.

Copies of this notice of hearing and the orders may be procured from the Market Administrator, P.O. Box 1485, Maryland Heights, Missouri, 63043, or from the Hearing Clerk, Room 112-A, Administration Building, United States Department of Agriculture, Washington, D.C. 20250 or may be there inspected.

Signed at Washington, D.C., on January 30, 1975.

JOHN C. BLUM,
Associate Administrator.

[FR Doc.75-3171 Filed 2-3-75;8:45 am]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Social Security Administration

[20 CFR Part 404]

[Regs. No. 4]

FEDERAL OLD-AGE, SURVIVORS, AND DISABILITY INSURANCE

Child's Benefits

Notice is hereby given, pursuant to the Administrative Procedure Act (5 U.S.C. 553) that the amendment to the regulation set forth in tentative form below is proposed by the Commissioner of Social Security with the approval of the Secretary of Health, Education, and Welfare. The proposed amendment provides that a child born out of wedlock to a living wage earner entitled to old-age insurance benefits or disability insurance

benefits is a "child" of the wage earner for purposes of entitlement to child's insurance benefits if the wage earner was decreed by a court to be the child's father, or was ordered by a court to contribute to the child's support because the child is his or her son or daughter, or acknowledged in writing that the child is his or her son or daughter; or is shown to be the child's father by other satisfactory evidence and is living with the child or contributing to the child's support at the time the child's application is filed. Under the present regulations, a child born out of wedlock to a living wage earner after the wage earner's entitlement to old-age or disability insurance benefits has begun, is precluded from being considered a "child" for social security purposes. The proposed amendment changes the regulations to conform with the U.S. Supreme Court's decision in *Jimenez v. Weinberger*, 417 U.S. 628 (1974), which declared the time requirements of section 216(h)(3)(B) of the Social Security Act to be unconstitutional. This change is effective with benefit payments for months beginning June 1974.

Consideration will be given to any data, views, or arguments pertaining thereto which are submitted in writing in triplicate to the Commissioner of Social Security, Department of Health, Education, and Welfare Building, Fourth and Independence Avenue, SW., Washington, D.C. 20201, or on before March 6, 1975. The regulations will be effective upon final publication in the FEDERAL REGISTER.

Copies of all comments received in response to this notice will be available for public inspection during regular business hours at the Washington Inquiries Section, Office of Public Affairs, Social Security Administration, Department of Health, Education, and Welfare, North Building, Room 4146, 330 Independence Avenue, SW., Washington, D.C. 20201.

Regulations No. 4 of the Social Security Administration, as amended (20 CFR Part 404), are further amended by revising paragraph (d) of § 404.1101 to read as follows:

PART 404—FEDERAL OLD-AGE, SURVIVORS AND DISABILITY INSURANCE (1950—...)

§ 404.1101 Determination of Relationship.

Whether a claimant bears the necessary relationship for entitlement under title II of the Act, as wife, husband, widow, widower, child, or parent of the insured individual upon whose wages and self-employment income and application is based is determined as follows:

(d) If the application for child's benefits is filed in or after July 1965 and the claimant is the natural son or daughter of the insured individual but does not have the relationship of child to the insured individual under the criteria described in paragraph (a) or (c) (1) of this section, such child will nevertheless be deemed the child of such insured individual for purposes of child's benefits beginning no earlier than September 1965, if:

(1) In the case of an insured individual who is entitled to old-age insurance benefits and in the month before he became entitled to such benefits was not entitled to disability insurance benefits:

(i) Such insured individual has acknowledged in writing that the claimant is his son or daughter, or he has been decreed by a court to be the father of the claimant, or he has been ordered by a court to contribute to the support of the claimant because claimant is his son or daughter, or

(ii) Such insured individual is shown by satisfactory evidence to be the father of the claimant and is living with or contributing to the support of the claimant at the time such application for benefits is filed;

(2) In the case of an insured individual who is entitled to disability insurance benefits or who was entitled to such benefits in the months before the first month for which he was entitled to old-age insurance benefits:

(i) Such insured individual has acknowledged in writing that the claimant is his son or daughter, or he has been decreed by a court to be the father of the claimant, or he has been ordered by a court to contribute to the support of the claimant because the claimant was his son or daughter, or

(ii) Such insured individual is shown by satisfactory evidence to be the father of the claimant and is living with or contributing to the support of the claimant at the time such application for benefits is filed;

(3) In the case of a deceased insured individual:

(i) Such insured individual has acknowledged in writing that the claimant is his son or daughter, or he had been decreed by a court to be the father of the claimant, or he had been ordered by a court to contribute to the support of the claimant because the claimant was his son or daughter, and such acknowledgement, court decree, or court order was made before the death of such insured individual, or

(ii) Such insured individual is shown by satisfactory evidence to have been the father of the claimant and that he was living with or contributing to the support of the claimant at the time he died.

The term "insured individual" used in this paragraph (d) refers to the child's mother or father except where a provision refers only to the "father."

(Secs. 205, 206, and 1102; 53 Stat. 1368, as amended; 68 Stat. 1082, as amended; 49 Stat. 647, as amended; (42 U.S.C. 405, 406 and 1302))

(Catalog of Federal Domestic Assistance Program No. 13.803, Social Security—Retirement Insurance)

Dated: January 20, 1975.

J. B. CARDWELL,
Commissioner of Social Security.

Approved: January 30, 1975.

CASPAR W. WEINBERGER,
Secretary of Health,
Education, and Welfare.

[FR Doc.75-3151 Filed 2-3-75; 8:45 am]

DEPARTMENT OF TRANSPORTATION

Coast Guard

[33 CFR Part 110]

[CGD 75-022]

ANCHORAGE GROUNDS

Los Angeles and Long Beach Harbors,
Calif.

The Coast Guard is considering amending the anchorage regulations by terminating Quarantine Anchorage B (Los Angeles Harbor) as described in § 110.214(a)(2) of Title 33 of the Code of Federal Regulations.

The reason for the proposed amendment is the anchorage is no longer used for routine quarantine boardings and is so located that ships anchored in the anchorage endanger vessels transiting the channel.

The Director, Quarantine Division, Department of Health, Education, and Welfare, Public Health Service, has no objection to the disestablishment of the anchorage.

The termination of Quarantine Anchorage B will necessitate the removal of all references to this anchorage presently found in § 110.214 (a) (1) (ii) and (a) (3) (i).

Interested persons may participate in this proposed rule making by submitting written data, views, or arguments to the Commander, Eleventh Coast Guard District, Heartwell Building, 19 Pine Avenue, Long Beach, California 90802. Each person submitting comments should include his name and address, identify the notice (CGD 75-022), and give any reasons for any recommended change in the proposal. Copies of all communications received will be available for examination by interested persons at the office of the Commander, Eleventh Coast Guard District.

The Commander, Eleventh Coast Guard District will forward any comments received before March 7, 1975, and his recommendations to the Chief, Office of Marine Environment and Systems, U.S. Coast Guard Headquarters who will evaluate all communications received and take final action on the proposal. The proposed regulations may be changed in the light of comments received.

In consideration of the foregoing, it is proposed to amend Title 33 of the Code of Federal Regulations by revoking paragraph (a)(2) of § 110.214 and amending paragraphs (a)(1)(ii) and (a)(3)(i) of § 110.214 to read as follows:

§ 110.214 Los Angeles and Long Beach Harbors, Calif.

(a) * * *

(1) * * *

(ii) Vessels requiring examination by quarantine, customs, or immigration authorities may anchor in this area.

(2) [Revoked]

(3) * * *

(i) In this area, the requirements of commercial vessels will predominate.

Vessels requiring examination by quarantine, customs, or immigration authorities for the ports of Los Angeles or Long Beach may anchor in this area.

(Sec. 7, 38 Stat. 1063, as amended, sec. 6(g) (1) (A), 80 Stat. 937; (33 U.S.C. 471, 49 U.S.C. 1655(g) (1) (A); 49 CFR 1.46(c) (1), 33 CFR 1.05-1(c) (1))

Dated: January 30, 1975.

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

[FR Doc.75-3125 Filed 2-3-75;8:45 am]

[33 CFR Part 128]

[CGD 74-185]

PROPOSED RULES FOR MOORING BARGES ON THE MISSISSIPPI RIVER

Navigation Areas

The Coast Guard is considering amending the regulations concerned with navigation areas by adding requirements for the mooring of barges on the Mississippi River between miles 88 and 123 above the Head of Passes.

Interested persons may participate in this rule making procedure by submitting written data, views, or arguments on the proposal contained in this document to the Coast Guard (G-CMC/82), Washington, D.C. 20590. Each person submitting comments should identify the notice number (CGD 74-185), any specific wording recommended, reasons for any recommended change, and the name, address, and organization, if appropriate, of the commenter.

All comments received by March 17, 1975, will be fully considered and evaluated before final action is taken on the proposal in this document. Copies of all written communications received will be available for examination by the public in room 8234, 400 Seventh Street, SW, Washington, D.C. This proposal may be changed in the light of the comments received.

The Coast Guard will hold a public hearing on this proposal on 19 February 1975 at 0930. The public hearing will be held in Room 105, Court of Appeals Building, 600 Camp Street, New Orleans, Louisiana. Interested persons are invited to attend the hearing and present oral or written statements on this proposal.

River barge traffic is important to the port of New Orleans and the needs of the whole Mississippi valley. This importance is best illustrated by statistics prepared by the Statistics Department of the Port of New Orleans, based on data supplied by the Corps of Engineers, U.S. Army. In 1972, 92,511 barges moved in and out of the Port of New Orleans, compared with 63,796 in 1962, and 51,172 in 1952. During the high water season of 1973-74, especially in late December and early January, the Port of New Orleans and the adjacent areas on the Mississippi River experienced a series of barge breakaways

from moorings. The Board of Commissioners of the Port of New Orleans concluded that the breakaways resulted from—

1. Extremely high water accompanied by swift current;
2. Careless operation by some of the barge fleet operators;
3. The inadequacy of certain mooring facilities; and
4. Silting at the mouth of the Mississippi River which delayed shipments of cargoes causing an unusually large build-up of barges.

Based on this conclusion, the Board of Commissioners petitioned the Department of Transportation to promulgate rules that regulate barge operating, mooring, and fleeting procedures on the inland waters of the United States and that recognize the differences between normal and flood stage conditions in each regulated locality.

The proposal in this document is in response to that petition. Under the authority of Title 1 of the Ports and Waterways Safety Act of 1972 (33 U.S.C. 1221-1227), delegated by the Secretary to the Commandant of the Coast Guard in 49 CFR 1.46(o) (4), the Coast Guard may direct the anchoring, mooring, or movement of a vessel when necessary to prevent damage to or by that vessel or her cargo, stores, supplies, or fuel. The amendments in this document would implement that authority by adding to the list of Regulated Navigation Areas the waters of the Mississippi River between miles 88 and 127 above the Head of Passes and adding regulations for the mooring of barges on these waters.

These proposed regulations contain equipment and procedural requirements and specific requirements for high water when the Mississippi River stage stands 12-feet or more on the Carrollton Gauge or when the Carrollton Gauge stands 8 feet, the Mississippi River is rapidly rising, and the district commander has determined these circumstances to be especially hazardous and has issued orders directing that the specific requirements are in effect. These high water requirements provide that moored barges will be attended by radar equipped towboats. It is the Coast Guard's intention at this time not to allow persons affected by this requirement to substitute shore based or air-borne radar for the required radar equipped towboats.

The Coast Guard is also considering an additional section that would be added to the proposed Subpart C of Part 128. This section would allow tiers (defined in the proposed § 128.1503(b) to mean barges moored interdependently in rows or groups) only at fleeting facilities unless the person in charge of each tier complies with the substantive requirements contained in proposed §§ 128.1509, 128.1515, 128.1517, 128.1519, 128.1521, and 128.1529. Comments received on this additional requirement will determine the final rule.

The Coast Guard has determined that the proposal contained in this document would have no foreseeable significant im-

act on the quality of the human environment. An environmental assessment with a negative declaration has been drafted. Copies of this draft may be obtained in Room 7315, Coast Guard Headquarters, Washington, D.C. 20590. Interested persons are invited to comment on this draft statement.

In consideration of the foregoing, it is proposed to amend 33 CFR Part 128 by adding Subpart C to read as follows:

Subpart C—Mooring Barges on the Mississippi River Between Miles 88 and 127 Above Head of Passes

- Sec.
128.1500 Mississippi River.
128.1503 Definitions.
128.1505 Waivers.
- MOORING
- 128.1507 Mooring: General.
128.1509 Mooring: Fleeting facility.
128.1513 Mooring: Barge-to-barge; barge-to-vessel; barge-to-pier.
- SUPERVISION OF MOORINGS
- 128.1515 Fleeting facility: Strength of mooring devices, wires, chains, lines and connecting gear.
128.1517 Fleeting facility: Inspection of moorings.
128.1519 Fleeting facility: Record maintenance.
128.1521 Fleeting facility: Surveillance.
- BREAKAWAYS
- 128.1523 Correcting mooring deficiencies and resecuring breakaways.
128.1525 Radio communication during breakaway.
- HIGH WATER
- 128.1527 Applicability.
128.1529 Fleeting facilities: Towboat attendance of barges.
128.1531 Fleet operations during low visibility.
- PENALTIES
- 128.1533 Civil penalties.
128.1535 Criminal penalties.
- AUTHORITY: Sec. 104, 86 Stat. 427 (33 U.S.C. 1224); 49 CFR 1.46(o) (4).

§ 128.1500 Mississippi River.

(a) The following is a Regulated Navigation Area—the waters of the Mississippi River between miles 88 and 127 above Head of Passes.

(b) Regulations for this Regulated Navigation Area appear in §§ 128.1503 through 128.1535.

§ 128.1503 Definitions.

As used in this subpart:

(a) "Fleeting facility" means an area on the river on which a mooring service is established.

(b) "Tier" means barges moored interdependently in rows or groups.

(c) "Fleet" includes one or more tiers.

(d) "Person in Charge" includes any owner, agent, pilot, master, officer, operator, crewmember, supervisor, dispatcher, watchman, or other person navigating, controlling, directing or otherwise responsible for the movement, action, securing, or security of any vessel, barge, tier, or fleet subject to the regulations in this subpart.

PROPOSED RULES

(e) "Breakaway" means a barge that is adrift and is not under the control of a towing vessel.

(f) "Mooring device" includes a deadman, anchor, pile, cruciform bit, or other reliable holding apparatus.

§ 128.1505 Waivers.

The Captain of the Port may, upon written request, waive any regulation in this subpart if he finds that the proposed operation under the waiver prevents breakaways. A written request for a waiver must state the need for the waiver and describe the proposed operation.

MOORING

§ 128.1507 Mooring: General.

(a) No person may secure a barge to trees or to other vegetation.

(b) No person may allow a barge to be moored with unraveled or frayed lines or other defective or worn moorings.

(c) If barges are moored side to side, they must be secured at each corner of abutting sides.

(d) If barges are moored end to end, they must be secured at each corner of abutting ends.

§ 128.1509 Mooring: Fleeting facility.

(a) If there is only one barge moored at a fleeting facility, the upstream end of that barge must be secured to at least one mooring device and the downstream end must be secured to at least one other mooring device.

(b) If barges are moored in tiers, the shoreward barge at the upstream end of the tier must be secured to at least one mooring device, and the shoreward barge at the downstream end of the tier must be secured to at least one other mooring device.

(c) Each wire used between a barge and mooring device must have at least a diameter of 1¼". Chain or line used between a barge and a mooring device must be of at least equivalent strength to 1¼" diameter wire.

§ 128.1513 Mooring: Barge-to-barge; barge-to-vessel; barge-to-pier.

A barge moored to another barge, a vessel, or a pier must be secured by—

(a) Three parts of wire rope of at least ¾" diameter with an eye at each end of the rope passed over the timberhead, caval, or button;

(b) A mooring line of natural or synthetic fiber rope that has at least 75 percent of the breaking strength of three parts of ¾" diameter wire rope; or

(c) Fixed rigging that is at least equivalent to three parts of ¾" diameter wire rope.

SUPERVISION OF MOORINGS

§ 128.1515 Fleeting facility: Strength of mooring devices, wires, lines and connecting gear.

The person in charge of a fleeting facility shall ensure that all mooring devices, wires, chains, lines and connecting gear are of sufficient strength and in sufficient number to withstand forces that

may be exerted on them by the moored barges.

§ 128.1517 Fleeting facility: Inspection of moorings.

(a) The person in charge of a fleeting facility shall assign a person to inspect moorings in accordance with the requirements in paragraph (b) of this section.

(b) The person assigned to inspect moorings shall inspect—

(1) At least twice during each day during periods that are six hours or more apart, each mooring wire, chain, line, and connecting gear between mooring devices and each wire, line, and connecting equipment used to moor each barge; and

(2) After a towboat adds to, withdraws from, or moves barges moored at a fleeting facility, each mooring wire, line, and connecting equipment of each barge within each tier affected by that operation.

(c) The person who inspects moorings shall take immediate action to correct each deficiency.

§ 128.1519 Fleeting facility: Record maintenance.

The person in charge of a fleeting facility shall maintain and make available to the Coast Guard records containing the following information:

(a) The time of commencement and termination of each inspection required in § 128.1517(b).

(b) The name of each person who makes the inspection required in § 128.1517(b).

(c) The time of, date of, identification of, and any hazardous cargo in each barge entering and departing the fleeting facility.

(d) The identification of each towboat that moves a barge into, within, or out of the fleeting facility.

NOTE: The requirements in § 128.1519(c) for the listing of hazardous cargo refers to articles categorized as hazardous in Subchapter D and Q of Chapter I, Title 46, Code of Federal Regulations.

§ 128.1521 Fleeting facility: Surveillance.

(a) The person in charge of a fleeting facility shall assign a watchman to observe the barges in the fleeting facility.

(b) The watchman who observes the barges shall—

(1) Keep the barges under constant surveillance;

(2) Detect movements that are unusual for properly secured barges; and

(3) Correct each observed deficiency.

BREAKAWAYS

§ 128.1523 Correcting mooring deficiencies and recurring breakaways.

The person in charge of mooring barges shall take immediate action to—

(a) Resecure each breakaway; and

(b) Report each breakaway as soon as possible to the Captain of the Port, New Orleans, by telephone, radio, or other means of rapid communication.

§ 128.1525 Radio communication during breakaway.

The person in charge of a vessel engaged in recovery of a breakaway shall monitor and communicate on channel 13 (156.65 MHz) VHF-FM.

HIGH WATER

§ 128.1527 Applicability.

Sections 128.1529 and 128.1531 apply to barges in the Mississippi River between mile 88 and 127 above Head of Passes during high water when—

(a) The Carrollton gauge stands 12 feet or more; or

(b) The Carrollton gauge stands 8 feet, the Mississippi River is rapidly rising, and the district commander determines these circumstances to be especially hazardous and issues orders directing that §§ 128.1529 and 128.1531 are in effect.

§ 128.1529 Fleeting facilities: Towboat attendance of barges.

During high water, the person in charge of a fleeting facility must comply with the following requirements:

(a) Each fleet consisting of six or more barges must be attended by at least one radar equipped towboat for each 100 barges or less.

(b) Each fleet must have 2 or more towboats in attendance when—

(1) Barges are withdrawn from or moved within the fleet and the fleet at the start of the operation contains 6 or more barges; or

(2) Barges are added to the fleet and the number of barges being added and the fleet at the start of the operation total 6 or more.

(c) Every towboat required in paragraph (b) of this section must be—

(1) Capable of performing the operations described in that paragraph;

(2) Immediately operational;

(3) Radio equipped; and

(4) Positioned within 500 yards of the barges.

(d) The person in charge of each towboat required in paragraph (b) of this section shall maintain a continuous—

(1) Watch on the barges moored in the fleeting facility; and

(2) Guard on channel 13 (156.65 MHz) VHF-FM.

(e) During periods when visibility is less than 200 yards, the person in charge of each towboat required in paragraph (b) (1) of this section shall maintain a continuous radar surveillance of the barges moored in the fleeting facility.

§ 128.1531 Fleeting operations during low visibility.

During high water when visibility is reduced to less than two hundred yards—

(a) Tows may not be assembled or disassembled; and

(b) No barge may be added to, withdrawn from, or moved within a fleet except—

(1) A single barge may be added to or withdrawn from the channelward or downstream end of the fleet; and

(2) Barges made up in a tow may depart a fleet from the channelward or downstream end of the fleet.

PENALTIES

§ 128.1533 Civil Penalties.

33 U.S.C. 1226 prescribes that whoever violates a regulation issued under Title 1 of the Ports and Waterways Safety Act of 1972 is liable to a civil penalty of not more than \$10,000.

§ 128.1535 Criminal Penalties.

33 U.S.C. 1227 prescribes that whoever willfully violates a regulation issued under Title 1 of the Ports and Waterways Safety Act of 1972 shall be fined not less than \$5,000 or more than \$50,000 or imprisoned for not more than 5 years, or both.

(Sec. 104, 86 Stat. 427 (33 U.S.C. 1224); 49 CFR 1.46(o) (4))

Dated: January 30, 1975.

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

[FR Doc.75-3128 Filed 2-3-75;8:45 am]

[33 CFR Part 175]

[CGD 74-159]

REVOCATION OF EXCEPTION FOR NON-APPROVED LIFESAVING DEVICES ON WHITE WATER CANOES AND KAYAKS

Notice of Proposed Rulemaking

The Coast Guard is considering amending Subchapter S to Title 33, Code of Federal Regulations, to revoke the exception for Personal Flotation Device (PFD) carriage granted to persons using a canoe or kayak that is enclosed by a deck or spray skirt (33 CFR 175.17). Any interested person may submit written data, views, or arguments concerning this notice to U.S. Coast Guard (G-CMC/82), Room 8234, 400 Seventh Street, S.W., Washington, D.C. 20590. All communications received before April 17, 1975, will be considered before action is taken on the proposed revocation. Each person submitting comments should include his name and address, identify this notice (CGD 74-159), and give reasons and supporting data for any recommendations. All comments will be available for examination in Room 8234.

In the 28 March 1973 issue of the FEDERAL REGISTER, the Coast Guard published new requirements for the carriage of personal flotation devices (PFD's) on board recreational boats. These PFD regulations were established in Part 175 of Title 33, Code of Federal Regulations, Section 175.17 (Exceptions) of the PFD regulations provides that:

§ 175.17 Exceptions.

(a) A person using a canoe or kayak that is enclosed by a deck and spray skirt need not comply with § 175.15(a) (Personal Flotation Devices required on canoes and kayaks) if he wears a vest-type lifesaving device that—

(1) Has not less than 150 separate permanently inflated air sacs made of not less than 12 mil polyvinylchloride film and has not less than 13 pounds of positive buoyancy in fresh water, if worn by a person who weighs more than 90 pounds; or

(2) Has not less than 120 separate permanently inflated air sacs made of not less than 12 mil polyvinylchloride film and has not less than 8½ pounds of positive buoyancy in fresh water, if worn by a person who weighs 90 pounds or less.

This exception was granted because the Coast Guard recognized that white water canoeing requires special lifesaving equipment allowing maximum freedom of movement to manage the canoe and because the configuration of such canoes does not allow readily accessible stowage of lifesaving equipment. It was further recognized that, at the time of issuance of the regulations, there was no Coast Guard approved PFD of suitable characteristics on the market which would satisfy the requirements of the white water canoeist.

The Coast Guard, while granting this exception, considered that in the near future suitable PFD's would be developed which would be satisfactory for white water canoeing and which could be approved under existing PFD specifications (e.g. Type III). Therefore, in the preamble of the Notice of Proposed Rulemaking, dated 6 October 1972 (37 FR 21262), the Coast Guard served notice of its intent to allow the exception in § 175.17(a) to apply only until 1 July 1974.

Since promulgation of the PFD regulation, the Coast Guard has approved numerous Type III PFD's which, in the judgment of the Coast Guard, are suitable for use by white water canoeists. The following is a listing of such presently approved Type III PFD's. The approval number, which identifies the specific PFD model which the Coast Guard believes is suitable for white water use, is listed after the name of each manufacturer.

- A. B. Sea Ltd., 3596 East Geddes Avenue, Littleton, Colorado, 80121.
- 160.064/673/0 160.064/674/0 160.064/675/0
- Omega Marketing, Post Office Box 487, Marblehead, Massachusetts, 01945.
- 160.064/602/0 160.064/603/0 160.064/604/0
- 160.064/605/0 160.064/606/0
- Plastimo, 15 Rue Ingenier, Verliere 56100, Lorient, France.
- 160.064/485/0 160.064/486/0 160.064/487/0
- 160.064/488/0 160.064/489/0
- Seda Products, Post Office Box 5509, Fullerton, California, 92635.
- 160.064/663/0 160.064/664/0 160.064/665/0
- 160.064/666/0
- Stearns Manufacturing Company, Post Office Box 1498, St. Cloud, Minnesota, 56301.
- 160.064/322/0 160.064/323/0

It should be emphasized that there may be other presently approved Type III PFD's not listed here but which enthusiasts find fully suitable for use in white water. Thus, the above listing should not be considered as an endorsement of one brand of PFD over another. In addition to the above listed companies,

Harishok Limited of England has submitted a Type III PFD for approval. It is anticipated that other companies will submit devices for approval which will meet the criteria of a Type III device and which the white water enthusiast will find suitable.

In view of the presently approved devices and in the anticipation of further devices being submitted for approval, the Coast Guard proposes to revoke the exception granted in 33 CFR 175.17(a). However, to allow additional time for operators to obtain approved PFD's this revocation would become effective on 1 October 1975, rather than 1 July 1974, as initially proposed.

In consideration of the foregoing the Coast Guard proposes to amend § 175.17 of Title 33, Code of Federal Regulations by revising paragraph (a) to read as follows:

(a) A person using a canoe or kayak, before October 1, 1975, that is enclosed by a deck or spray skirt need not comply with § 175.15(a) if he wears a vest-type lifesaving device that—

(Section 5 of the Federal Boat Safety Act of 1971, (46 U.S.C. 1454); 49 CFR 1.46(o) (1))

Dated: January 28, 1975.

A. F. FUGARO,
Captain, U.S. Coast Guard,
Acting Chief, Office of Boat-
ing Safety.

[FR Doc.75-3129 Filed 2-3-75;8:45 am]

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 75-SO-3]

DESIGNATION OF TRANSITION AREA

Notice of Proposed Rule Making

Correction

In FR Doc. 75-2069 appearing at page 3611 in the issue for Thursday, January 23, 1975, the paragraph on page 3612 which begins, "The Kingstree transition area would be designated as:", the 9th line beginning, "79°52' * * *" should be corrected to read "79°51' * * *"

[14 CFR Part 71]

[Airspace Docket No. 75-SW-5]

TRANSITION AREA

Proposed Designation

The Federal Aviation Administration is considering amending Part 71 of the Federal aviation regulations to designate a transition area at Ozark, Ark.

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 on or before March 6,

1975, 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.

The official docket will be available for examination by interested persons at the Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, Fort Worth, Texas. An informal docket will also be available for examination at the Office of the Chief, Airspace and Procedures Branch, Air Traffic Division.

It is proposed to amend Part 71 of the Federal aviation regulations as hereinafter set forth.

In § 71.181 (40 FR 441), the following transition area is added:

OZARK, ARK.

That airspace extending upward from 700 feet above the surface within a 9-statute-mile radius of Ozark-Franklin County Airport, Ozark, Ark., latitude 35°30'36" N., longitude 93°50'23" W.

The proposed transition area will provide controlled airspace for aircraft executing approach/departure procedures proposed at the Ozark-Franklin County Airport, Ozark, Ark.

Concurrently with this action, the Ozark-Franklin County Airport will be changed from VFR to IFR status.

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

Issued in Fort Worth, Texas, on January 24, 1975.

ALBERT H. THURBURN,
Acting Director,
Southwest Region.

[FR Doc. 75-3109 Filed 2-3-75; 8:45 am]

[14 CFR Part 103]

[Docket No. 14249; Notice No. 75-2]

CARRIAGE OF RADIOACTIVE MATERIALS
Proposed Rule Making

The Federal Aviation Administration is considering amending Part 103 of the Federal Aviation Regulations to limit the carriage of radioactive materials on passenger-carrying aircraft to those intended for use in, or incident to, research or medical diagnosis or treatment and to those shipments of radioactive materials that meet requirements in 49 CFR 172 and 173 which exempt them from packaging, marking and labeling requirements for shipment by rail express and which are now exempt from the applicability of Part 103. The proposed amendments would implement section

108 of the Transportation Safety Act of 1974 (Pub. L. 93-633) in the light of views presented by interested persons at a public hearing held by the FAA on January 20, 1975 (40 FR 2607).

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket, AGC-24, 800 Independence Avenue, S.W., Washington, D.C. 20591. All communications received on or before March 10, 1975, will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. In view of the statutory requirement for completion of this rule-making action, as explained hereinafter, no extensions of the date specified for filing comments will be entertained. Interested persons who wish to submit comments are urged to do so promptly.

Section 108 of the Transportation Safety Act of 1974, enacted into law on January 3, 1975, directs the Secretary of Transportation to issue regulations within 120 days after the date of enactment, in accordance with section 108 and pursuant to section 105 of that Act, with respect to the transportation of radioactive materials on any passenger-carrying aircraft in air commerce. The pertinent provision of section 108 of the Act states in part:

Sec. 108(a) General.— . . . Such regulations shall prohibit any transportation of radioactive materials on any such aircraft unless the radioactive materials involved are intended for use in, or incident to, research, or medical diagnosis or treatment, so long as such materials as prepared for and during transportation do not pose an unreasonable hazard to health and safety. The Secretary shall further establish effective procedures for monitoring and enforcing the provisions of such regulations.

(b) Definition.—As used in this section, "radioactive materials" means any materials or combination of materials which spontaneously emit ionizing radiation. The term does not include materials in which (1) the estimated specific activity is not greater than 0.002 microcuries per gram of material; and (2) the radiation is distributed in an essentially uniform manner.

To implement section 108 of the Act, it is proposed to amend § 103.1 and include for the purpose of Part 103 a definition of the term "radioactive materials", that conforms to the definition of the term in section 108(b) of the Act. The proposal would also add to § 103.1 a definition of the term "research," as used in section 108(a) of the Act, since it is not defined in the Act. In addition, this proposal would amend § 103.7 to restrict the carriage of radioactive materials on passenger-carrying aircraft to those materials intended for use in, or incident to,

research, or medical diagnosis or treatment and those exempted by § 103.1(c) from the requirements of Part 103.

The legislative history of the Act indicates that it was not the intent of Congress to prohibit the carriage of tiny trace elements or small quantities of radioactive material on passenger-carrying aircraft, notwithstanding the literal wording of section 108 of the Act (Congressional Record of December 19, 1974; Volume 120, Number 179, page H12351). Accordingly, this proposal would amend § 103.1(c) and exclude from the applicability of Part 103 human beings and animals with an implanted medical device, such as a heart pacemaker, that contains radioactive material or with radiopharmaceuticals that have been injected or ingested. The FAA believes these devices and materials used for medical purposes do not pose an unreasonable hazard to health and safety aboard passenger-carrying aircraft.

In addition, in light of the legislative history of the Act, it is proposed to amend § 103.1(c) and exempt from the applicability of Part 103 small quantities of radioactive materials that meet those requirements in 49 CFR Parts 172 and 173 in effect on the issuance date of this Notice that exempt them from the packaging, marking and labeling requirements for shipment by rail express. These materials, which have been exempted under the regulations of 49 CFR Parts 172 and 173 for more than 20 years, are currently excluded from the applicability of Part 103 and this proposal would continue to exclude them under the exemption authority of section 107 (a) of the Act for a period of two years. The two year period is necessary, since such a limitation is required by the exemption authority of section 107(a) of the Act, but that authority permits exemptions to be renewed.

Included in this category of exempted materials are devices such as luminous clocks and watches, aircraft dials, electron tubes, and exit markers. Also included are calibration sources that are component parts of radiation survey instruments routinely used by personnel of shippers, carriers, and regulatory agencies to monitor shipments for compliance with applicable regulations, as well as schedule quantities of materials not contained in any devices. The maximum allowable radiation level at the surface for any package of such exempted materials is 0.5 millirem per hour and in the event any material were lost from any package it would not pose any hazard to health and safety. Accordingly, the FAA considers the continued exemption of those materials to be safe and consistent with the public interest and the policy of the Hazardous Materials Transportation Act.

This proposal would also amend § 103.3 to prohibit a shipper from offering, and an aircraft operator from accepting, radioactive materials subject to Part 103 for shipment in a passenger-carrying aircraft, unless there is accompanying the shipment a clear and visible statement, in addition to that required by

current § 103.3(a), that the shipment contains radioactive materials intended for use in, or incident to, research, or medical diagnosis or treatment and meets the requirements of Part 103 for shipment in passenger-carrying aircraft.

The FAA believes the present provisions of Part 103 are adequate to ensure that radioactive materials authorized for carriage aboard passenger-carrying aircraft by section 108(a) of the Act will not, when so carried, pose an unreasonable hazard to health and safety. However, it should be noted that in 1973 the FAA suspended the effectiveness of that part of Amendment 103-17 governing the distribution of packages of radioactive materials aboard aircraft to permit the completion of studies then being conducted. The FAA stated that it would, thereafter, take whatever rule-making action it deemed appropriate. Studies and surveys conducted by the United States Atomic Energy Commission (AEC), in cooperation with the Department of Transportation, Office of Hazardous Materials, and the FAA to evaluate the adequacy and effectiveness of the present regulations of Part 103 for the transportation of radioactive materials by air have been completed and the AEC has issued a report based thereon. The FAA is currently developing a notice of proposed rule making based upon the studies and surveys conducted, including the AEC report.

These amendments are proposed under the authority of sections 313(a) and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a) and 1421), and sections 105, 107, and 108 of Pub. L. 93-633, as delegated to the Administrator by the Secretary of Transportation (40 FR 2861).

In consideration of the foregoing, it is proposed to amend Part 103 of the Federal Aviation Regulations as follows:

1. By amending § 103.1(c) by revising subparagraph (4) and adding a new subparagraph (6) to read as follows:

§ 103.1 Applicability.

(c) This part does not apply to—

(4) Prior to (2 years after effective date of amendment) radioactive materials that meet those requirements in 49 CFR Parts 172 and 173 in effect on (issuance date of this notice) that exempt them from the packaging, marketing, and labeling requirements for shipment by rail express.

(6) Human beings and animals with an implanted medical device, such as a heart pacemaker, that contains radioactive material or with radio pharmaceuticals that have been injected or ingested.

2. By amending § 103.1 by adding a new paragraph (d) to read as follows:

§ 103.1 Applicability.

(d) For the purposes of this part—

(1) Radioactive materials means any materials or combination of materials

which spontaneously emit ionizing radiation. The term does not include materials in which (i) the estimated specific activity is not greater than 0.002 microcuries per gram of material; and (ii) the radiation is distributed in an essentially uniform manner.

(2) Research means investigation or experimentation aimed at the discovery and interpretation of facts or revision of accepted theories or laws in the light of new facts.

3. By amending § 103.3 by adding a new paragraph (d) to read as follows:

§ 103.3 Certification requirements.

(d) In addition to the requirements of paragraph (a) of this section, no shipper may offer, and no person operating an aircraft may knowingly accept, any radioactive materials subject to the requirements of this part for shipment in a passenger-carrying aircraft unless there is accompanying the shipment a clear and visible statement that the shipment contains radioactive materials intended for use in, or incident to, research, or medical diagnosis or treatment and meets the requirements of this part for shipment in passenger-carrying aircraft.

4. By amending § 103.7 by revising paragraph (b)(6) to read as follows:

§ 103.7 Passenger-carrying aircraft.

No person may carry any dangerous article in a passenger-carrying aircraft except—

(b) The following articles when packaged, marked, and labeled as specifically provided in 49 CFR Parts 171 through 173 for shipment by rail express:

(6) Subject to applicable provisions of this Part, radioactive materials intended for use in, or incident to, research, or medical diagnosis or treatment and those radioactive materials that are exempted by § 103.1(c) (4) and (6) from the requirements of this part.

Issued in Washington, D.C., on January 29, 1975.

R. P. SKULLY,
Director,
Flight Standards Service.

[FR Doc.75-3156 Filed 2-3-75;8:45 am]

ENVIRONMENTAL PROTECTION AGENCY

[40 CFR Part 85]

[FRL 329-8]

CONTROL OF AIR POLLUTION FROM NEW MOTOR VEHICLES AND NEW MOTOR VEHICLE ENGINES

Extension of Comment Period for Proposed Selective Enforcement Auditing Procedures

The Environmental Protection Agency published a notice of proposed rule-making, 39 FR 45360, dated Tuesday, December 31, 1974, for Selective Enforcement Auditing of new motor vehicles. In order to afford interested persons

an opportunity to participate in the rulemaking proceeding the notice invited written submissions of data, views, or arguments relative to the proposed regulation. The closing date for comments was set for March 3, 1975. Submissions to the docket by the Motor Vehicle Manufacturers Association and Ford Motor Company indicate that the March 3, 1975, closing date does not allow adequate time for participants to fully respond to the solicitation of data, views, or arguments, and request that the comment period be extended.

The Agency has considered these requests and has concluded that an extension of the comment period is warranted. Accordingly, the closing date is hereby extended to April 17, 1975, and all comments received on or before that date will be considered. Interested persons may participate in this rulemaking proceeding by submitting written comments (ten (10) copies) to Director, Mobile Source Enforcement Division (EG-340), room 3220 WSM, Environmental Protection Agency, 401 M Street, SW., Washington, D.C. 20460. All comments will be available for public inspection during normal working hours at the Freedom of Information Office, room 232 WSM, 410 M Street, SW., Washington, D.C. 20460.

Dated: January 29, 1975.

ALAN G. KIRK II,
Assistant Administrator for
Enforcement and General Counsel.

[FR Doc.75-3095 Filed 2-3-75;8:45 am]

SECURITIES AND EXCHANGE COMMISSION

[17 CFR Part 240]

[Release No. 34-11217, S7-545]

TRANSACTIONS IN GOLD

Proposed Financial Responsibility Requirements for Broker-Dealers, Extension of Comment Period

The Securities and Exchange Commission today announced an extension until February 5, 1975 of the comment period on proposed Rule 15c3-5 as announced in Securities Exchange Act Release No. 11158 [40 FR 1520]. The Commission has received several requests from self-regulatory organizations and others for an extension of time in which to comment on the proposed rule in order that such organizations may complete analysis of the proposed rule.

Comments should be addressed to George A Fitzsimmons, Secretary, Securities and Exchange Commission, 500 North Capitol Street, Washington, D.C. 20549. All such communications should bear the File No. S7-545 and will be available for public inspection.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

JANUARY 29, 1975.

[FR Doc.75-3311 Filed 2-3-75;8:45 am]

notices

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

DEPARTMENT OF STATE

[Public Notice CM-5/12]

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

Notice of Meeting

The United States Advisory Commission on International Education and Cultural Affairs will meet in closed session on Tuesday, February 25, 1975 in room 507 at the State Department Annex 2, 515 22nd Street N.W., from 9:30 a.m. until approximately 12:00 noon, to consider the exchange of persons program between the United States and the People's Republic of China (PRC).

This portion of the meeting will be closed because during the discussion written and oral information will be presented which, if revealed, would be detrimental to an aspect of U.S. foreign policy under 5 U.S.C. 552(b)(1).

The Commission will meet in open session at the same location from approximately 12:00 noon until 1:00 p.m. The agenda for this portion of the meeting will include:

1. A report on Commission action in connection with the U.S. role in UNESCO.
2. The status of the budget request of the Bureau of Educational and Cultural Affairs.
3. Determination of dates and agenda for future Commission meetings.
4. Any new business that is brought to the attention of members.

For purposes of fulfilling building security, anyone wishing to attend the open session must advise the Staff Director by telephone in advance of the meeting. Telephone (202) 632-2764. Members of the public will be accommodated up to the seating capacity of the meeting room.

Dated: January 30, 1975.

WILLIAM E. WELD, Jr.,
Staff Director,
Commission Secretariat.

[FR Doc.75-3223 Filed 2-3-75; 8:45 am]

DEPARTMENT OF THE TREASURY

Bureau of Alcohol, Tobacco and Firearms FIREARMS

Granting of Relief

Notice is hereby given that pursuant to 18 U.S.C., section 925(c), the following named persons have been granted relief from disabilities imposed by Federal laws with respect to the acquisition, transfer, receipt, shipment, or possession of firearms incurred by reason of their convictions

of crimes punishable by imprisonment for a term exceeding one year.

It has been established to my satisfaction that the circumstances regarding the convictions and each applicant's record and reputation are such that the applicants will not be likely to act in a manner dangerous to public safety, and that the granting of the relief will not be contrary to the public interest.

Bonham, Samuel H., R.R. #1, Union City, Indiana, convicted on November 23, 1962, in the Circuit Court, Randolph County, Winchester, Indiana.

Cabeen, George Miles, 45 Madison Street, Mt. Sterling, Ohio, convicted on October 4, 1963, in the Court of Common Pleas, Franklin County, Ohio.

Camper, Glen Arthur, P.O. Box 4684, Bartlett, Kansas, convicted on November 9, 1970, in the District Court, Labette County, Kansas.

Carpenter, Ralph E., Route 4, Box 322C, Charleston, West Virginia, convicted on July 10, 1972, in the United States District Court, Southern District of West Virginia, Charleston, West Virginia.

Childs, Charlie, 1408 South 'J' Street, Tacoma, Washington, convicted on October 7, 1943, in the Common Pleas Court, Cuyahoga County, State of Ohio.

Dominguez Vazquez, Jose Luis, 910 Pollard, Dallas, Texas, convicted on April 23, 1971, in the United States District Court for the Southern District of Texas.

Fox, David Cleveland, 134 Delaware Drive, Coraopolis, Pennsylvania, convicted on March 14, 1966, in the Beaver County Criminal Court, Beaver, Pennsylvania.

Ginty, III, Peter J., 95-03 Avenue L, Brooklyn, New York, convicted on November 13, 1963, in the Supreme Court of New York, held in and for Queens County, New York.

Giunt, Michael Lee, Route #1, Jefferson, Wisconsin, convicted on September 22, 1971, in the Circuit Court, Jefferson County, Wisconsin.

Gorton, Guy Erwin, 5828 Tobias Avenue, Van Nuys, California, convicted on October 3, 1972, in the Los Angeles Superior Court, Santa Monica Department West H, California; and on August 22, 1956, in the Los Angeles Superior Court, Los Angeles, California.

Green, Stephen L., 1040 S. 2nd East, #4, Salt Lake City, Utah, convicted on December 24, 1969, in the District Court for the Seventh Judicial District, Bonneville County, Idaho.

Gossin, Adelbert P., Green Road, Hubbardsville, New York, convicted on April 8, 1947, in the County Court of Oneida County, Utica, New York.

Groce, Willis, 219 Owen, Detroit, Michigan, convicted on or about October 25, 1932, in the Recorder's Court of the City of Detroit, Michigan; and on April 19, 1940, in the United States District Court, Eastern District of Michigan, Southern Division.

Hagewood, Karl B., 48427 1st Street, Oakridge, Oregon, convicted on October 16, 1967, in the United States District Court, Southern District of California.

Hessler, Jr., Richard A., L/Cpl., 226 McCarthy Midway Island, MCB Quantico, Virginia, convicted on November 21, 1973, in the Circuit Court of the County of Prince William, Manassas, Virginia.

Hollander, Nancy A., 7012 Victoria Avenue, Apt. #6, Highland, California, convicted on October 20, 1971, in the Superior Court, Riverside, California.

Keeler, Burton A., 5205 Wan-I-Da Avenue, N.E., Tacoma, Washington, convicted on October 13, 1930, in the Court of Common Pleas, Lorain County, Ohio; on February 25, 1953, in the Superior Court of the State of Washington, in and for Spokane County; and on December 9, 1960, in the Superior Court of the State of Washington, County of King.

Klima, Craig, 5652 West Reighmoor Road, Omro, Wisconsin, convicted on June 8, 1971, in the County Court, Winnebago County, Wisconsin.

Litts, Edward L., 2927 Gilbert Street, Marinette, Wisconsin, convicted on March 13, 1972, in the Marinette County Circuit Court, Marinette, Wisconsin.

McCraw, Dewey, 23759 Columbus, Warren, Michigan, convicted on October 18, 1950, and March 7, 1951, in the Circuit Court, Jefferson County, Alabama.

Mader, Irvin, 20 Tyler, Apt. 115, Highland Park, Michigan, convicted on February 21, 1933, in the Circuit Court of Madison County, Kentucky.

Mitchell, Berry, Cranks, Kentucky, convicted on January 9, 1950, in the Harlan Circuit Court, Harlan County, Kentucky.

Moritz, Leonard V., R. R. 4, Menomonie, Wisconsin, convicted on November 20, 1972, in the Dunn County Court, Menomonie, Wisconsin.

Myers, Jon Ronald, East Road, New Sweden, Maine, convicted on February 22, 1971, in the United States District Court for the District of Arizona.

Ochs, Larry Francis, Lucinda, Pennsylvania, convicted on November 10, 1972, in the Court of Common Pleas of Clarion County, Pennsylvania.

Pratt, Melvin Dale, P.O. Box 92, Bassett, Wisconsin, convicted on December 22, 1961, March 6, 1964, and May 24, 1966, in the Kenosha County Court, State of Wisconsin.

Reynolds, John Walter, Perryville Road, Springfield, Kentucky, convicted on July 16, 1973, in the United States District Court, Western District of Kentucky.

Rhea, John C., 151 East 6th Street, Russellville, Kentucky, convicted on December 14, 1972, in the United States District Court, Western District, Bowling Green, Kentucky.

Rittenberry, R. L., 701 Park Avenue, Poplar Bluff, Missouri, convicted on September 8, 1970, in the Circuit Court of Butler County, Missouri.

Roskelley, Curtis R., 778 North 300 West, Apt. 2, Salt Lake City, Utah, convicted on November 30, 1970, in the District Court of the First Judicial District of the State of Utah, in and for the County of Cache.

Sanchez, Paul P., 8542 Columbus, #21, Sepulveda, California, convicted on September 16, 1966, in the United States District Court, Northern District of California, Sacramento, California.

Schroyer, Russell T., 6505 Colgate Avenue, Baltimore, Maryland, convicted on May 3, 1974, in the United States District Court for the District of Maryland.

Sherman, Marvin M., 19613 Antago Street, Livonia, Michigan, convicted on February 28, 1944, in the State Court of Colorado, Denver, Colorado; and on July 17, 1947 in the United States District Court, Denver, Colorado.

Staszak, Darrell R., 3819A South Alabama Avenue, Milwaukee, Wisconsin, convicted on May 6, 1971, in the Milwaukee County Circuit Court, State of Wisconsin.

Sterling, Noel Leon, 2151 North 192nd, Seattle, Washington, convicted on October 1, 1968, in the King County Superior Court, Seattle, Washington.

Stevens, Raymond, Route 1, Box 32, Raven, Virginia, convicted on July 28, 1970, in the Circuit Court of the County of Buchanan, Commonwealth of Virginia.

Taylor, Raymond Gilbert, 22420 Petersburg Drive, East Detroit, Michigan, convicted on May 23, 1972, in the United States District Court for the Eastern District of Michigan.

Via, George Thomas, 2202 Zable Drive, Charleston, West Virginia, convicted on or about December 14, 1961, in the Intermediate Court of Kanawha County, West Virginia.

Wagner, Robert, 1691 B Valley Forge Court, Wheaton, Illinois, convicted on August 4, 1967, in the United States District Court, State of Oregon.

Watson, Billy E., 4329 Fulton Street, Houston, Texas, convicted on March 25, 1957, in the District Court #3, Harris County, Texas.

Wingert, Francis Alvern, 4801 W. 40th Street, Sioux Falls, South Dakota, convicted on or about January 21, 1971, in the Minnehaha County Circuit Court, Sioux Falls, South Dakota.

Wlx, Patrick A., P. O. Box 54, Pittsville, Wisconsin, convicted on March 20, 1972, in Branch 2 County Court, Wood County, Wisconsin.

Woodrich, Raymond Lee, 639 West High Street, Lincoln, Nebraska, convicted on August 9, 1971, in the District Court of Washington County, Nebraska; and on September 3, 1972, in the District Court of Burt County, Nebraska.

Signed at Washington, D.C. this 21st day of January, 1975.

REX D. DAVIS,
Director, Bureau of Alcohol,
Tobacco and Firearms.

[FR Doc.75-3111 Filed 2-3-75; 8:45 am]

Internal Revenue Service EMPLOYEE BENEFIT PLANS

Interim Exemption From Prohibitions on Securities Transactions With Certain Broker-Dealers, Reporting Dealers and Banks

CROSS REFERENCE: For a document concerning the granting of an exemption by both the Internal Revenue Service and the Department of Labor with respect to certain securities transactions between employee benefit plans and certain broker-dealers, reporting dealers and banks from the prohibited transaction provisions of section 4975 of the Internal Revenue Code of 1954 and section 406 of the Employee Retirement Income Security Act of 1974, see FR Doc. 75-3340, *infra*.

Office of the Secretary

[Public Debt Series No. 2-75]

SERIES D-1978 TREASURY NOTES

Rates of Percent Per Annum

JANUARY 29, 1975.

The Secretary of the Treasury announced on January 28, 1975, that the interest rate on the notes described in Department Circular—Public Debt Series—No. 2-75, dated January 23, 1975, will be 7½ percent per annum. Accordingly, the notes are hereby redesignated 7½ percent Treasury Notes of Series D-1978. Interest on the notes will be payable at the rate of 7½ percent per annum.

JOHN K. CARLOCK,
Fiscal Assistant Secretary.

[FR Doc.75-3145 Filed 2-3-75; 8:45 am]

[Public Debt Series No. 3-75]

SERIES C-1981 TREASURY NOTES

Rates of Percent Per Annum

JANUARY 30, 1975.

The Secretary of the Treasury announced on January 29, 1975, that the interest rate on the notes described in Department Circular—Public Debt Series—No. 3-75, dated January 23, 1975, will be 7¾ percent per annum. Accordingly, the notes are hereby redesignated 7¾ percent Treasury Notes of Series C-1981. Interest on the notes will be payable at the rate of 7¾ percent per annum.

JOHN K. CARLOCK,
Fiscal Assistant Secretary.

[FR Doc.75-3146 Filed 2-3-75; 8:45 am]

DEBT MANAGEMENT ADVISORY COMMITTEES

Meetings and Determination

Notice is hereby given, pursuant to section 10 of Pub. L. 92-463, that meetings will be held in Washington on February 24, 1975, of the following debt management advisory committees:

American Bankers Association
Government Borrowing Committee
Securities Industry Association
Government Securities and Federal Agencies Committee

The agenda for the meetings will include a briefing for the advisory committees by Treasury staff on current debt management problems, deliberations by the two committees, and reports to the Secretary of the Treasury and Treasury staff.

Pursuant to the authority placed in Heads of Departments by section 10(d) of Pub. L. 92-463, and vested in me by Treasury Department Order 190, revised, I hereby determine that these meetings are concerned with information exempt from disclosure under section 552(b)(4) of Title 5 of the United States Code, and that the public interest requires that such meetings be closed to the public.

My reasons for this determination are as follows. The Treasury Department re-

quires frank and full advice from representatives of the financial community prior to making its final decision on major financing operations. Historically, this advice has been offered by debt management advisory committees established by the several major segments of the financial community, which committees are utilized by this Department at meetings called by representatives of this office. When so utilized they are recognized to be advisory committees under Pub. L. 92-463. The advice provided consists of commercial and financial information given and received in confidence in order to avoid adverse effects of premature disclosure on the financial markets and the economy. As such these debt management advisory committee activities concern matters which fall within the exemption covered by section 552(b)(4) of Title 5 of the United States Code for matters which are "trade secrets and commercial or financial information obtained from a person and privileged or confidential."

The Special Assistant to the Secretary (Debt Management) shall be responsible for maintaining records of the meetings of these committees and for providing annual reports setting forth a summary of their activities and such other matters as may be informative to the public consistent with the provisions of 5 U.S.C. 552(b)(4).

Dated: January 29, 1975.

[SEAL] JACK F. BENNETT,
Under Secretary for
Monetary Affairs.

[FR Doc.75-3063 Filed 2-3-75; 8:45 am]

DEPARTMENT OF DEFENSE

Department of the Air Force

AIR UNIVERSITY BOARD OF VISITORS

Closed Meeting

JANUARY 29, 1975.

The Air University Board of Visitors will hold a closed meeting on March 18, 1975, at 2 p.m. in the Air University Conference Room, Austin Hall, Building 800, Maxwell Air Force Base, Alabama.

The board will present to the Commander, Air University, a report of findings and recommendations concerning Air University educational programs. The meeting will include an exchange of internal views on matters listed in 5 U.S.C. 552(b)(2) and, therefore, is closed to the public.

For further information on this meeting, contact Dorothy D. Reed, Coordinator, AU Board of Visitors, Office of the Deputy Chief of Staff, Education, Headquarters Air University (EDV), on 205-293-5158 or 205-293-7423.

STANLEY L. ROBERTS,
Colonel, USAF Chief, Legislative
Division, Office of The Judge
Advocate General.

[FR Doc.75-3270 Filed 2-3-75; 8:45 am]

DEPARTMENT OF THE INTERIOR
 Office of the Secretary
CONSUMER TASK GROUP COMMITTEE ON ENERGY CONSERVATION NATIONAL PETROLEUM COUNCIL
 Meeting

Pursuant to the provisions of the Federal Advisory Committee Act (Pub. L. 92-463, 86 Stat. 770), notice is hereby given of the following meeting:

The Consumer Task Group of the Committee on Energy Conservation of the National Petroleum Council will meet on February 19, 1975 at 9:30 a.m. in the National Petroleum Council's conference room, 1625 K Street NW., Washington, D.C. The agenda includes the following items:

1. Review of progress on preparation of a report on Phase II of the current study on the possibilities for energy conservation in the United States and the impact of such measures on the future energy posture of the Nation. This study was requested by the Secretary of the Interior on July 23, 1973. Phase I of the study was completed on September 10, 1974.
2. Discussion of participation by the Task Group in Phase II of the study.
3. Discussion of any other matters pertinent to the overall assignment of the Task Group.

The meeting will be open to the public to the extent that space and facilities permit. Any member of the public may file a written statement with the Council either before or after the meeting. Interested persons who wish to speak at the meeting must apply to the Council and obtain approval in accordance with its established procedures.

The purpose of the National Petroleum Council is to provide advice, information and recommendations to the Secretary of the Interior, upon request, on any matter relating to petroleum or the petroleum industry.

Further information with respect to this meeting may be obtained from Ben Tafoya, Office of the Assistant Secretary—Energy and Minerals, Department of the Interior, Washington, D.C., telephone number 343-7976.

Dated: January 31, 1975.

C. K. MALLORY,
 Deputy Assistant
 Secretary of the Interior.
 [FR Doc.75-3287 Filed 2-3-75; 8:45 am]

DEPARTMENT OF AGRICULTURE
 Agricultural Marketing Service
RAISIN ADVISORY BOARD
 Notice of Public Meeting

Under the Federal Advisory Committee Act (Pub. L. 92-463; 86 Stat. 770), notice is given of a meeting of the Raisin Advi-

sory Board at 1:30 p.m., February 20, 1975, in the Forum of the Sheraton Inn, Freeway 99 and Clinton Avenue, Fresno, California.

The purpose of the meeting is to: Review possible changes in minimum grade and condition standards for raisins; receive a report of a meeting between raisin industry representatives and U.S. Department of Agriculture officials in Washington, D.C.; and discuss domestic and export shipments of raisins in the current crop year. The meeting will be open to the public.

The Raisin Advisory Board is established under the marketing agreement, as amended, and Order No. 989, as amended (7 CFR Part 989), regulating the handling of raisins produced from grapes grown in California. The marketing agreement and order are effective under the Agricultural Marketing Agreement Act of 1937, as amended (Secs. 1-19, 48 Stat. 31, as amended; (7 U.S.C. 601-674)).

The names of Board members, agenda, summary of the meeting and other information pertaining to the meeting may be obtained from Clyde E. Nef, Manager, Raisin Administrative Committee, 732 North Van Ness Street, Fresno, California, 93720; telephone 209-268-5666.

Dated: January 30, 1975.

JOHN C. BLUM,
 Associate Administrator.
 [FR Doc.75-3170 Filed 2-3-75; 8:45 am]

Mississippi, 4 counties, 1974

County	Excessive rainfall	Drought	Freeze and/or frost	Below normal temperatures
Chester	Mar. 1 to June 1	July 1 to Sept. 15	Oct. 3	
Leflore	Apr. 1 to June 15 (also freeze, Sept. 5 to Nov. 30)	Aug. 1 to Aug. 31	Nov. 14	
Marshall	Apr. 15 to May 10	June 24 to July 23	Oct. 2	June 1 to Sept. 30 (5° below normal 4-year average. Averaged 78° in August).
Pontotoc	Apr. 1 to June 23		Oct. 3 and 4	Apr. 1 to May 20

[FR Doc.75-3075 Filed 2-3-75; 8:45 am]

Forest Service
MEDICINE BOW NATIONAL FOREST
GRAZING ADVISORY BOARD

Notice of Cancellation of Meeting

The annual meeting of the Medicine Bow National Forest Grazing Advisory Board will not be held as previously schedule. This Board was abolished January 5, 1975 but will be reestablished under the Federal Advisory Committee Act.

W. W. BRADSHAW,
 Acting Forest Supervisor.
 JANUARY 24, 1975.
 [FR Doc. 75-3138 Filed 2-3-75; 8:45 am]

Farmers Home Administration
 [Designation No. A131]
MISSISSIPPI

Designation of Emergency Areas

The Secretary of Agriculture has found that a general need for agricultural credit exists in five counties in Mississippi as a result of natural disasters. The attached chart shows the counties, disasters, and dates on which the disasters occurred.

Therefore, the Secretary has designated these areas as eligible for emergency loans, pursuant to the provisions of the Consolidated Farm and Rural Development Act, as amended by Pub. L. 93-237, and the provisions of 7 CFR 1832.3 (b) including the recommendation of Governor William L. Waller that such designation be made.

Applications for emergency loans must be received by this Department no later than March 27, 1975, for physical losses and October 28, 1975, for production losses, except that qualified borrowers who receive initial loans pursuant to this designation may be eligible for subsequent loans. The urgency of the need for loans in the designated areas makes it impracticable and contrary to the public interest to give advance notice of proposed rule making and invite public participation.

Done at Washington, D.C., this 28th day of January, 1975.

FRANK B. ELLIOTT,
 Administrator,
 Farmers Home Administration.

Soil Conservation Service
BOIS D'ARC BAYOU WATERSHED,
ARKANSAS, ET AL

Notice of Authorization for Planning

This provides notice of authorization dated January 29, 1975 to concerned state conservationists of the Soil Conservation Service to provide planning assistance to specified local organizations for the indicated watersheds. The state conservationist may now proceed with investigations and surveys as necessary to develop watershed plans under authority of the Watershed Protection and Flood Prevention Act (Pub. L. 83-566), as amended.

Environmental assessments will be made during the planning process. Environmental impact statements or negative declarations will be made available to the general public, filed with the Council on Environmental Quality, and the notice of availability published in the FEDERAL REGISTER.

Persons interested in any of these projects may contact the local organizations or the concerned state conservationist as indicated below:

Arkansas: *Bois d'Arc Bayou Watershed*; 10,700 acres; Little River County.

Sponsors—Bois d'Arc Bayou Improvement District and Little River Conservation District.

State Conservationist—Mrs. M. J. Spears, Soil Conservation Service, Federal Building, Room 5029, 700 West Capitol Street, P.O. Box 2323, Little Rock, Arkansas 72203.

Texas: *Brushy Creek Watershed*; 20,528 acres; Jackson and Lavaca Counties.

Sponsors—Jackson County County-Wide Drainage District, Jackson Soil and Water Conservation District, Lavaca Soil and Water Conservation District, and Jackson County Commissioners Court.

State Conservationist—Mr. E. E. Thomas, Soil Conservation Service, 16-20 South Main Street, P.O. Box 648, Temple, Texas 76501.

West Virginia: *Upper Mud River Watershed*; 60,922 acres; Boone and Lincoln Counties.

Sponsors—Guyan Soil Conservation District, Boone County Court and Lincoln County Court.

State Conservationist—Mr. J. S. Bennett, Soil Conservation Service, 75 High Street, P.O. Box 865, Morgantown, West Virginia 26505.

(Catalog of Federal Domestic Assistance Program No. 10,904, National Archives Reference Services)

KENNETH E. GRANT,
Administrator,
Soil Conservation Service.

JANUARY 29, 1975.

[FR Doc.75-3139 Filed 2-3-75; 8:45 am]

MIDDLE OCONEE—WALNUT CREEK WATERSHED PROJECT, GEORGIA

Notice of Negative Declaration

Pursuant to Section 102(2)(C) of the National Environmental Policy Act of 1969; part 1500.6(e) of the Council on Environmental Quality Guidelines (38 FR 20550) August 1, 1973; and part 650.8 (b) (3) of the Soil Conservation Service Guidelines (39 FR 19651) June 3, 1974; the Soil Conservation Service, U.S. Department of Agriculture, gives notice that an environmental impact statement is not being prepared for the Middle Oconee—Walnut Creek Watershed Project, Hall and Jackson Counties, Georgia.

The environmental assessment of this federal action indicates that the project will not create significant adverse local, regional, or national impacts on the environment and that no significant controversy is associated with the project. As a result of these findings, Mr. Charles W. Bartlett, State Conservationist, Soil Conservation Service, USDA, 355 East Hancock Avenue, Athens, Georgia 30601, has determined that the preparation and

review of an environmental impact statement is not needed for this project.

The project concerns a plan for watershed protection and flood prevention. The remaining planned works of improvement as described in the negative declaration include conservation land treatment supplemented by seven single purpose floodwater retarding structures, and one multiple purpose structure for flood prevention and municipal and industrial water supply.

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

Soil Conservation Service, USDA, 228 Federal Building, 355 East Hancock Avenue, Athens, Georgia 30601

Requests for the negative declaration should be sent to the above address.

No administrative action on implementation of the proposal will be taken until February 19, 1975.

(Catalog of Federal Domestic Assistance Program No. 10,904, National Archives Reference Services)

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

JANUARY 28, 1975.

[FR Doc.75-3141 Filed 2-3-75; 8:45 am]

NORTH DAKOTA

Notice of Equipment Grant Eligibility Determination

Notice is hereby given, in accordance with 7 CFR 662.2(c), of a determination that the Turtle Mountain Soil Conservation District, Bottineau, North Dakota, is eligible for a grant of the following items of equipment (or materials) to carry out soil and water conservation work:

Rotary snowplow.

The grant is subject to the availability of the equipment from federal excess property sources, and may be made after March 6, 1975.

ALLEN L. FISK,
State Conservationist,
Soil Conservation Service.

[FR Doc.75-3140 Filed 2-3-75; 8:45 am]

DEPARTMENT OF COMMERCE

Domestic and International Business Administration

UNIVERSITY OF CALIFORNIA—
SAN FRANCISCO

Decision on Application for Duty-Free Entry of Scientific Article

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

A copy of the record pertaining to this decision is available for public review

during ordinary business hours of the Department of Commerce, at the Office of Import Programs, Department of Commerce, Washington, D.C. 20230.

Docket number: 74-00289-33-77030, Applicant: University of California, San Francisco, 1438 South Tenth Street, Richmond, California 94804. Article: Model CPS-2 Coherent NMR Pulse Spectrometer. Manufacturer: Spin-Lock Electronics, Ltd., Canada. Intended use of article: The article is intended to be used in research with a two fold objective. First, to develop a fast, reliable method of diagnosing a cancerous or precancerous condition that can be employed on a routine basis. Second, to establish the cause of the larger water proton relaxation times observed in samples from tumorous animals in terms of cellular or molecular properties that may be altered by the existence of cancer in an animal.

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

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, was being manufactured in the United States at the time the article was ordered (December 18, 1973).

Reasons: The foreign article provides the capabilities for a CPMG pulse sequence (for measurement of T_2 , spin-spin relaxation measurements; and, by a modification, measurement of diffusion coefficients) and T_1 (spin lattice relaxation time) spin locking experiments. The Department of Health, Education, and Welfare (HEW) advised in its memorandum dated July 2, 1974, that the combination of capabilities described above is pertinent to the applicant's studies of water in normal and malignant cells. HEW also advised that it knows of no domestic instrument of equivalent scientific value to the foreign article for the applicant's purposes which was available at the time the article was ordered. The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, which was being manufactured in the United States at the time the article was ordered.

(Catalog of Federal Domestic Assistance Program No. 11.105, Importation of Duty-Free Educational and Scientific Materials.)

A. H. STUART,
Director,

Special Import Programs Division.

[FR Doc.75-3133 Filed 2-3-75; 8:45 am]

DUTY-FREE ENTRY OF SCIENTIFIC ARTICLES

Applications

The following are notices of the receipt of applications for duty-free entry of scientific articles pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Pub. L. 89-651; 80 Stat. 897). Interested persons may present their views with respect to the question of whether

an instrument or apparatus of equivalent scientific value for the purposes for which the article is intended to be used is being manufactured in the United States. Such comments must be filed in triplicate with the Director, Special Import Programs Division, Office of Import Programs, Washington, D.C. 20230, on or before February 24, 1975.

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

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

Docket Number: 75-00306-98-29900. Applicant: University of Pittsburgh, Department of Physics, Pittsburgh, Pennsylvania 15260. Article: Far Ultraviolet Interference Filter. Manufacturer: Engins Matra, France. Intended use of article: The foreign article will be used to filter for ultraviolet light in equipment intended to measure atomic oxygen at stratospheric altitudes. Application received by Commissioner of Customs: January 8, 1975.

Docket Number: 75-00307-33-46040. Applicant: Central Connecticut State College, 1615 Stanley Street, New Britain, Connecticut 06050. Article: Electron Microscope, Model HS-9. Manufacturer: Hitachi Limited, Japan. Intended use of article: The article is intended to be used for research on biological materials ranging from viruses, bacteria, blue-green algae and diatoms to multicellular plant and animal tissues. Specific interest lies in the organelles and structures involved in genetic transmission and in development of new stain techniques for wide microscopic applications. Research will also include studies involving Ehrlich ascites tumor cells. In addition, the article is intended to be used in the course Biology 472, Principles and Techniques of Electron Microscopy, to provide advanced undergraduate and graduate students with a grounding in the physical theories of transmission electron microscopy as well as the sequential operational procedures from specimen preparation and ultramicrotomy to darkroom techniques and interpretations of EM graphs they have made. Application received by Commissioner of Customs: January 8, 1975.

Docket Number: 75-00308-33-46500. Applicant: State Laboratory Institute, 305 South Street, Boston, Massachusetts 02130. Article: Ultramicrotome, Model LKB 8800A. Manufacturer: LKB Produkter AB, Sweden. Intended use of Article: The article is intended to be used as a tool that will permit rapid and accurate diagnosis of selected human and animal virus diseases. The materials to be studied include specimens which will be examined directly for virus and/or viral antigens in skin lesions; vesicle fluid; tissue from organs including brain, liver, lung, spleen, pancreas and other organs; exfoliated cells from throat and

the reproductive system; biopsy specimens; leucocytes; exudates; and transudates. Application received by Commissioner of Customs: January 8, 1975.

Docket Number: 75-00309-33-90000. Applicant: Good Samaritan Hospital and Medical Center, 1015 NW. 22nd Avenue, Portland, Oregon 97210. Article: EMI Scanner and Magnetic Tape System. Manufacturer: EMI Limited, United Kingdom. Intended use of Article: The article is intended to be used for research experiments to be conducted for the study of patients both with and without the use of adjunctive intravenous contrast agents, to localize epileptogenic foci and record postictal changes in the central nervous system of epilepsy patients. The article will also be used as an educational tool for the resident doctor staff which includes Neuroscience Institute, neurosurgery, neurology and neuroradiology residents. Application received by Commissioner of Customs: January 8, 1975.

Docket Number: 75-00310-33-90000. Applicant: Mercy Hospital and Medical Center, 4077 Fifth Avenue, San Diego, California 92103. Article: EMI Scanner with Magnetic Tape System. Manufacturer: EMI Limited, United Kingdom. Intended use of Article: The article is intended to be used for clinical research into brain tumors, brain damage, brain infection, and other intracranial disease. The article will also be used for postgraduate instruction in all fields with emphasis in Radiology, Neurosurgery, and Neurology, Pediatrics and Internal Medicine. Application received by Commissioner of Customs: January 8, 1975.

Docket Number: 75-00311-33-46040. Applicant: Children's Hospital Medical Center, 300 Longwood Avenue, Boston, Massachusetts 02108. Article: Electron Microscope, Model EM 301. Manufacturer: Philips Electronic Instruments NVD, The Netherlands. Intended use of Article: The article is intended to be used primarily for biomedical research in studies of animal (including human) calcifying tissues. The research will involve investigation of cells and subcellular components, as well as matrix and matrix components. The work will include: (1) Changes in cell structure and subcellular components of the different types of bone cells under influence of hormones and drugs; (2) structure of bone cells, subcellular components and matrix components in bone diseases; (3) changes in cellular and subcellular structure and matrix components of articular cartilage in experimental models and in arthritis; (4) the nature of the initial mineral deposits in bone matrix and their subsequent maturation; (5) the relationship between these mineral deposits and structures in the organic matrix, as well as between the mineral deposits and cellular components. Application received by Commissioner of Customs: January 8, 1975.

Docket Number: 75-00312-75-42800. Applicant: Brookhaven National Laboratory, Associated Universities, Inc., Upton Long Island, New York 11973. Article: Electron Analyzing Magnet. Manu-

facturer: Voest, Austria. Intended use of article: The article intended to be used in a research program of investigating the properties of atomic nuclei. The experiments to be conducted consist of irradiating targets of various elements in a beam of slow neutrons at the Brookhaven High Flux Beam Research Reactor and observing the electrons which are ejected after neutrons are captured by target nuclei. Application received by Commissioner of Customs: January 8, 1975.

Docket Number: 75-00313-33-46500. Applicant: University of Texas Medical Branch, Marine Biomedical Institute, 200 University Blvd., Galveston, Texas 77550. Article: Ultramicrotome, Model LKB 8800A. Manufacturer: LKB Produkter AB, Sweden. Intended use of article: The article is intended to be used for studies of the cellular structure of embryonic marine fish larvae, particularly the leptocephalous larvae of eels and related fishes. The development of embryonic cells as they transform to adult organs with specific functions will be traced. Application received by Commissioner of Customs: January 8, 1975.

(Catalog of Federal Domestic Assistance Program No. 11.105, Importation of Duty-Free Educational and Scientific Materials)

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

[FR Doc.75-3134 Filed 2-3-75;8:45 am]

**National Bureau of Standards
DEVELOPMENT OF VOLUNTARY
PRODUCT STANDARDS**

**Simplified Practice Recommendation
Action on Proposed Withdrawal**

In accordance with § 10.12 of the Department's "Procedures for the Development of Voluntary Product Standards" (15 CFR Part 10, as revised; 35 FR 8349 dated May 28, 1970), notice is hereby given of the withdrawal of Simplified Practice Recommendation R 252-60, "Standard Sizes of Pint, Quart, and Half-Gallon Rectangular Ice Cream Cartons and Molds."

It has been determined that this standard is technically inadequate and of insufficient public concern to warrant continuation as a Department of Commerce standard and that revision would serve no useful purpose. This action is taken in furtherance of the Department's announced intentions as set forth in the public notice appearing in the FEDERAL REGISTER of November 19, 1974 (39 FR 40599), to withdraw this standard.

The effective date for the withdrawal of this standard will be 60 days after the publication of this notice. This withdrawal action terminates the authority to refer to this standard as a voluntary standard developed under the Department of Commerce procedures.

Dated: January 29, 1975.

RICHARD W. ROBERTS,
Director.

[FR Doc.75-3143 Filed 2-3-75;8:45 am]

**Patent and Trademark Office
CHANGE IN NAME OF THE PATENT
OFFICE**

On January 2, 1975, President Ford signed into law H.R. 7599, a bill changing the name of the Patent Office to the "Patent and Trademark Office" and the title of the Commissioner of Patents to the "Commissioner of Patents and Trademarks." This change reflects the dual role of the Patent Office in administering both the patent law (Title 35, United States Code) and the Trademark Act of 1946 (60 Stat. 427 (15 U.S.C. 1051, et seq.)).

In order to minimize the cost of implementing this law (Pub. L. 93-596) and because of the similarity of the old and new names, existing stationery, printed forms, publications, etc. will continue in use until such supplies are exhausted. During the interim, the terms "Patent Office" and "Commissioner of Patents", appearing on patent grants and other official documents issued or dated on and after January 2, 1975, shall be construed to mean "Patent and Trademark Office" and "Commissioner of Patents and

Trademarks." This same interpretation shall apply to the use of these terms in the patent and trademark rules of practice, 37 CFR, Parts 1 and 2, until such time as the Code of Federal Regulations is revised and new rules of practice are published.

In addition, the public is encouraged to minimize its costs in complying with this new law by exhausting reasonable quantities of existing stationery and forms which contain printed reference to the Patent and Trademark Office as the Patent Office and the Commissioner of Patents and Trademarks as the Commissioner of Patents. In preparing other written matter for submission to the Patent and Trademark Office, the public should use the new designation.

C. MARSHALL DANN,
*Commissioner of Patents
and Trademarks.*

Approved:

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

[FR Doc.75-3136 Filed 2-3-75;8:45 am]

**Office of the Secretary
CTAB PANEL ON SULFUR OXIDE CONTROL TECHNOLOGY
Meetings**

The formation of a Panel on Sulfur Oxide Control Technology under the U.S. Department of Commerce Technical Advisory Board (CTAB) is now under consideration to provide the Secretary an assessment of how the utility industry in the Northeastern United States can best utilize sulfur-bearing Appalachian coal in meeting energy needs while complying with the Clean Air Act of 1970. This notice provides the schedule for the following meetings which are contingent on the establishment of the Panel.

Date	Time	Purpose	Meeting place
March 6, 1975-----	8:30 a.m. to 5 p.m.	Reports from members and consultants on scenario studies.	Room 4830, Main Commerce Bldg., Washington, D.C.
March 7, 1975-----	8:30 a.m. to 5 p.m.	Assignment to panel members and consultants.	Room 6802, Main Commerce Bldg., Washington, D.C.
March 10, 1975-----	8:30 a.m. to 5 p.m.	Reports from members and consultants on scenario studies.	Room 6802, Main Commerce Bldg., Washington, D.C.
March 11, 1975-----	8:30 a.m. to 5 p.m.	Assignment to panel members and consultants.	Room 6802, Main Commerce Bldg., Washington, D.C.

A limited number of seats will be available to the press and to the public. Written statements or inquiries may be filed with the Chairman before or after any of these meetings.

Persons desiring further information on the Panel or on individual meetings should contact Dr. Bruce B. Robinson, Room 3877, U.S. Department of Commerce, 14th Street and Constitution Avenue NW., Washington, D.C. 20230.

Dated: January 31, 1975.

BETSY ANCKER-JOHNSON,
*Assistant Secretary for Science and Technology,
U.S. Department of Commerce.*

[FR Doc.75-3297 Filed 2-3-75;8:45 am]

[Administrative Order 216-6]

**POLICIES AND PROCEDURES IN THE
PREPARATION OF ENVIRONMENTAL
STATEMENTS**

Proposed Federal Actions

On January 9, 1974, there was published in the FEDERAL REGISTER (39 FR 1473) a notice soliciting public comment

on a previously published (38 FR 33625) Department Administrative Order (DAO) which prescribed policies and procedures to be followed throughout the Department in the preparation of statements and comments on proposals for legislation and other major actions significantly affecting the quality of the environment. The notice also rescinded the

initially prescribed effective date (11-27-73) of the DAO, pending receipt and evaluation of comment.

Pursuant to the above, the Department received some suggestions for clarification from the Environmental Protection Agency, but no comments from the public. The EPA suggestions resulted in technical changes to the DAO but no substantive changes were effected.

The order was subsequently issued in final form effective November 27, 1974, and is printed below for the information of all concerned.

Issued: January 27, 1975.

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

This order, effective November 27, 1974, supersedes the material appearing at 38 FR 33625 of December 6, 1973, as amended by 39 FR 1473 of January 9, 1974, including all attachments.

SECTION 1. Purpose. .01 This order prescribes the policies and procedures to be followed throughout the Department in the preparation of statements and comments on proposals for legislation and other major actions significantly affecting the quality of the human environment. This order implements the Council on Environmental Quality (CEQ) guidelines which are attached hereto as an Appendix. See 38 FR 20550, August 1, 1973.

.02 This revision contains additional procedures that should assist the Department in meeting the requirements of the National Environmental Policy Act of 1969 (the "Act").

SEC. 2. Statutory Background. .01 Section 102(2)(C) of the Act requires that all Federal agencies include in every recommendation or report on proposals for legislation and other major Federal actions significantly affecting the quality of the human environment a detailed statement by the responsible official on:

- The environmental impact of the proposed action;
- Any adverse environmental effects which cannot be avoided;
- Alternatives to the proposed action;
- The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity; and

- Any irreversible and irretrievable commitments of resources which would be involved in the proposed action, should it be implemented.

.02 The section of the Act cited above further prescribes that prior to making any detailed statement, the responsible Federal official shall consult with and obtain the comments of any Federal agency which has jurisdiction by law or special expertise with respect to any environmental impact involved. Copies of such statement, and the comments and views of the appropriate Federal, State and local agencies which are authorized to develop and enforce environmental standards, shall be made available to appropriate officials as well as to the public, and shall accompany the proposal

through the existing agency review process.

Sec. 3. *Scope.* .01 *Inclusions.* For the purposes of this order, the term "major actions" shall include:

a. Legislative actions including:

1. Reports or recommendations relating to legislation initiated by the Department, including those for appropriations;

2. Reports or recommendations relating to legislation initiated outside the Department for which the Department would have primary responsibility; and

3. Items classified in Section 1500.12 of the CEQ guidelines.

b. Projects and continuing activities including those directly undertaken by the Department or supported in whole or in part by the Department through technical assistance, contracts, grants, cost sharing, subsidies, loans or other forms of funding support. They include grants and loans for public works and development facilities, economic development planning assistance, or economic development technical assistance as provided in Attachment D to OMB Circular A-95 revised (effective January 1, 1974).

c. Policy changes or new procedures that may have a significant impact on the quality of the human environment, including rules and regulations.

d. Research projects and activities when:

1. Research is to be conducted in a manner which would have direct impact on the quality of the human environment, however, localized such impact may be (e.g., cloud seeding experiments); or

2. Research is intended to form the basis for development of future projects which would be considered major actions under this order.

e. Projects in a series where related projects under a program have substantial, similar impacts on the quality of the human environment. In such a case, the program, rather than the individual projects, may be considered to be the major action for the purposes of this order, unless the proposed projects are to be conducted under widely varying geographic or environmental conditions. When a program statement is prepared in accordance with this order, supplemental statements may still be required for specific actions.

.02. *Exclusions.* The dollar and physical size of a project will not necessarily determine whether it is a "major action." The following shall not be considered "major actions" under this order:

a. Normal housekeeping functions including personnel actions, procurement for general supplies and contracts for personnel services;

b. Amendments to actions, including increases in cost, which do not alter the environmental impact of the actions; or

c. Other actions specifically determined by the Deputy Assistant Secretary for Environmental Affairs (the "DAS") not to fall under the requirements of this order.

.03 *Significant Impact.* a. The term "significant impact" shall include impacts of both beneficial and detrimental effects, even if, on balance, they are believed to have a beneficial effect. A significant environmental impact may exist depending upon the extent to which there is a potential for:

1. The alteration of an ecosystem; or

2. Measurably affecting existing or future population of man or other forms of life.

b. Also, section 1500.6 of the CEQ guidelines provides a further discussion of what may constitute a significant impact.

c. For the purposes of this order, "cumulative impacts" shall mean actions which, in themselves, would not involve a significant impact on the quality of the human environment, but which, nonetheless shall be considered as having a significant impact if they can reasonably be expected to set a precedent for a series of subsequent actions which, when considered cumulatively, would result in a significant impact. Also, several related Federal actions in a specific area may result in a significant impact as a result of the aggregated actions.

SEC. 4. *Policies.* .01 The Department shall, to the maximum extent possible, cooperate fully in the national effort to improve the quality of the human environment, including extending its services to other Federal, State and local agencies for assistance in evaluating the impact of Federal actions upon the environment.

.02 As a general policy, the Department will only review draft environmental impact statements submitted by, or with the concurrence of, the Federal agencies having lead agency assignments for the preparation of statements. In other cases, operating units should consult with the DAS in regard to appropriate handling of requests for review of environmental impact statements.

.03 No major action, including action relating to legislative matters which will significantly affect the quality of the human environment, shall be taken or approved within the Department unless a detailed environmental statement has been prepared and approved as provided herein.

.04 The Department itself is responsible for the preparation of environmental statements on those actions related to responsibilities formally delegated or assigned to the Department. Where an agency within the Department relies upon an applicant or contractor to submit environmental information, the agency must specify the type of information to be required and the agency must independently evaluate the information and environmental issues and take responsibility for the scope and content of the environmental statement. The development of a position on the environmental issues may not be delegated outside of the Department and the views of a contractor or applicant may not be adopted without independent evaluation. Environmental impact state-

ments shall normally not be prepared in support of matters which are the primary responsibility of other agencies.

.05 The CEQ guidelines state "Proposed major actions, the environmental impact of which is likely to be highly controversial, should be covered in all cases." (section 1500.6(a), CEQ guidelines.) A proposed action shall be considered controversial where a substantial number of persons are known to question or dispute the size, effect or environmental impact of the proposed action, or where actions of a similar nature have been opposed on environmental grounds in the past.

SEC. 5. *Responsibilities.* .01 *Assistant Secretary for Science and Technology.* Pursuant to the provisions of Department Organization Order 10-1, the Office of the Assistant Secretary for Science and Technology, shall:

a. Review, evaluate, circulate, and where appropriate, approve discussion papers prepared pursuant to section 6 of this order, and conduct Departmental coordination and clearance thereof;

b. After completion of such review, evaluation, coordination and approval, designate appropriate documents as draft of final environmental impact statements;

c. Arrange for draft environmental impact statements to be made available to other agencies and to the public and transmit such statements to the CEQ in accordance with Council guidelines;

d. Receive for review draft environmental impact statements prepared by other agencies and referred to the Department of Commerce for that purpose and, where appropriate, prepare the comments of the Department thereon;

e. With the concurrence of the General Counsel interpret the National Environmental Policy Act and guidelines established thereunder by the Council; and provide guidance to operating units in preparing and commenting on environmental statements;

f. Supplement Department of Commerce procedures for the preparation, review, and coordination of environmental impact statements, except as noted in paragraph .03 below; and

g. Represent the Department in determining which Federal agency will be the "lead agency" with respect to any environmental impact statement, pursuant to section 1500.7(b) of the CEQ guidelines.

.02 *Heads of Operating Units.* In addition to following the procedures set forth in section 6 of this order, Heads of Operating Units shall:

a. Review statements prepared by the other agencies which have been referred to them by the DAS for that purpose. See section 1500.9(e) of the CEQ guidelines;

b. Keep the DAS advised of (1) future actions that will have or will be likely to have a significant impact on the environment and (2) other matters that affect the Assistant Secretary's responsibilities in the environmental area;

c. Maintain and submit quarterly to the Office of Environmental Affairs, in accordance with the provisions of section

8 of this order, a list of administrative actions for which environmental statements are being prepared. Negative determination in regard to preparation of environmental impact statements should be included when required by the special conditions listed in section 1500.6(e) of the CEQ guidelines; and

d. Forward promptly to the DAS any request for comments received directly from other agencies. However, this does not preclude field offices from providing a preliminary response to an impact statement received locally, if it is made clear that the official DoC position will be forthcoming at a later date.

.03 *The General Counsel.* Pursuant to the provisions of Department Organization Order 10-6, and the provisions of DAO 218-1, supplementary procedures for the preparation, review and coordination of environmental statements required in connection with legislative proposals or reports shall be prescribed, as necessary, by the General Counsel of the Department.

.04 *Assistant Secretary for Administration.* Pursuant to the provisions of Department Organization Order 10-5 and the provisions of DAO 203-1, supplementary procedures for the preparation, review, and coordination of environmental statements required in connection with budget materials shall be prescribed, as necessary, by the Assistant Secretary for Administration.

Sec. 6. Procedures. .01 *Heads of Operating Units* shall: a. Prepare, at the earliest practicable time, a discussion paper for any proposed action which may have a significant environmental impact. The discussion paper should consider whether the proposed action is a major Federal action significantly affecting the quality of the human environment within the meaning of section 102(2)(C) of the National Environmental Policy Act. These discussion papers should primarily contain relevant factual information and include economic and technical considerations as well as environmental values;

b. Submit the discussion paper to the DAS for circulation within the Department;

c. Review the discussion paper with the DAS to determine whether a draft environmental impact statement or a negative declaration should be prepared pursuant to section 1500.11(f) of the CEQ guidelines;

d. If it is determined that an environmental impact statement is to be prepared, make a public announcement of that determination. This announcement shall be sent to the CEQ, and other Federal, State, and municipal agencies as appropriate, and it shall be publicly posted. The announcement shall request comments which may be helpful in the preparation of the draft environmental statement. A current list of major Federal actions for which an environmental impact statement is being prepared will be maintained for public inspection;

e. Prepare a letter of transmittal to be signed by the DAS (see Exhibits 1 and 2) for each interested government

agency and each interested member of the public to which the draft environmental impact statement will be sent;¹

f. Receive and give due consideration to comments from other government agencies and members of the public; prepare a letter of transmittal to be signed by the DAS to each government agency and each member of the public who commented on the draft environmental impact statement; and effect the necessary distribution of the final environmental impact statement;

g. The draft environmental impact statement or the final environmental impact statement as appropriate, should accompany other relevant documents throughout the review process. In the case of legislative proposals originated by the Department which will significantly affect the quality of the human environment, the draft environmental impact statement should be prepared prior to the submission of the proposal to OMB for final clearance;

h. Determine with the DAS whether a public hearing is to be authorized. If the DAS so authorizes, a public hearing shall be convened by the head of the operating unit or his representative and conducted according to such procedures as he deems appropriate. Such a hearing shall not be held sooner than fifteen days after the draft environmental impact statement is made available to the public. Upon completion of the public hearing, the head of the operating unit shall prepare a report to the DAS stating where and when the hearing was held, who was in attendance and what positions were taken; and

i. Insure that environmental impact statements include all information required in paragraph 1500.8(a) of the CEQ guidelines. Environmental impact statements should be as short as feasible and easily understood. Where possible, appendices and footnotes are to be preferred to extensive textual discussions or detailed information not of general interest.

.02 *The Deputy Assistant Secretary for Environmental Affairs* shall: a. Circulate discussion papers within the Department of Commerce and determine pursuant to this order when an environmental impact statement shall be prepared;

b. Supervise the preparation of the draft environmental impact statement and the final environmental impact statement;

c. Authorize public hearings pursuant to this order; and

d. Assist agencies in obtaining adequate public notice both of the preparation and availability of each draft environmental impact statement.

Sec. 7. Implementation of actions requiring statements. To the maximum extent practicable, no actions subject to section 102(2)(C) of the Act are to be taken sooner than ninety (90) days after a draft environmental impact statement

has been announced as available to the public by the CEQ in the FEDERAL REGISTER, or sooner than thirty (30) days after the final environmental impact statement has been made available to the public by the CEQ. When actions must be taken sooner than the above guidance permits, a full explanation should be prepared to supplement the environmental impact statement and the CEQ should be consulted in advance whenever possible.

Sec. 8. Reporting Requirements. .01 In order to comply with section 1500.6 (e) of the revised CEQ guidelines, all operating units should submit to the Office of Environmental Affairs a listing of major Federal actions for which environmental statements are being prepared. This listing should be updated by revised submissions due on the last working day of each calendar quarter. The list should also include, with appropriate explanations, those actions for which a negative determination has been made concerning the preparation of an environmental impact statement when:

a. Such actions would normally require the preparation of a statement;

b. Statements have been prepared for similar actions;

c. A previous announcement has been made that a statement would be prepared; or

d. The CEQ has made a specific request that preparation of a statement be considered.

.02 A consolidated listing will be furnished by the Office of Environmental Affairs to the CEQ for publication in the FEDERAL REGISTER.

Sec. 9. Advice of the General Counsel. Responsible officers will seek the advice of the General Counsel on legal questions arising in connection with the foregoing functions.

FREDERICK B. DENT,
Secretary of Commerce.

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

[FR Doc.75-3137 Filed 2-3-75; 8:45 am]

Social and Economic Statistics
Administration

ESTIMATES OF THE VOTING AGE
POPULATION FOR 1974

In accordance with the requirements of the Federal Election Campaign Act of 1971 (47 U.S.C. 803), notice is hereby given that the estimates of the voting age population (18 years of age and over) for calendar year 1974 for each state, congressional district, the District of Columbia, the Commonwealth of Puerto Rico, and the Territories of Guam and the Virgin Islands are as shown in the following table. These estimates have been certified to the Comptroller General.

FREDERICK B. DENT,
Secretary of Commerce.

¹ Exhibits 1 and 2: Filed as part of original document.

NOTICES

ESTIMATES OF THE POPULATION OF VOTING AGE (18 YEARS AND OVER) FOR STATES, CONGRESSIONAL DISTRICTS, AND SELECTED OUTLYING AREAS: 1974

(In thousands)

State and congressional district:	Population 18 and over
UNITED STATES.....	144, 128
Alabama	2, 389
1	326
2	339
3	343
4	369
5	330
6	345
7	338
Alaska	207
Arizona	1, 421
1	363
2	368
3	357
4	333
Arkansas	1, 402
1	327
2	363
3	386
4	327
California	14, 496
1	358
2	367
3	342
4	332
5	352
6	346
7	329
8	348
9	336
10	340
11	341
12	342
13	331
14	246
15	337
16	371
17	332
18	313
19	385
20	340
21	314
22	336
23	366
24	385
25	304
26	318
27	349
28	333
29	288
30	289
31	286
32	307
33	304
34	342
35	314
36	323
37	352
38	310
39	348
40	401
41	383
42	334
43	371

State and congressional district:	Population 18 and over
Colorado	1, 687
1	320
2	351
3	319
4	345
5	352
Connecticut	2, 139
1	357
2	366
3	357
4	343
5	360
6	356
Delaware	385
District of Columbia	517
Florida	5, 768
1	321
2	355
3	324
4	387
5	458
6	444
7	361
8	390
9	329
10	447
11	433
12	413
13	360
14	389
15	356
Georgia	3, 229
1	294
2	308
3	294
4	349
5	298
6	360
7	341
8	312
9	354
10	318
Hawaii	565
1	273
2	292
Idaho	524
1	272
2	252
Illinois	7, 569
1	285
2	283
3	313
4	335
5	290
6	326
7	282
8	294
9	350
10	312
11	325
12	334
13	312
14	326
15	318
16	303
17	327
18	321

State and congressional district:	Population 18 and over
19	317
20	328
21	334
22	328
23	300
24	343
Indiana	3, 576
1	300
2	339
3	324
4	323
5	328
6	321
7	346
8	328
9	327
10	327
11	313
Iowa	1, 947
1	326
2	314
3	320
4	333
5	337
6	317
Kansas	1, 590
1	309
2	336
3	313
4	297
5	325
Kentucky	2, 267
1	345
2	315
3	300
4	317
5	331
6	339
7	319
Louisiana	2, 428
1	300
2	311
3	306
4	305
5	303
6	317
7	298
8	289
Maine	707
1	361
2	346
Maryland	2, 771
1	352
2	348
3	335
4	353
5	337
6	382
7	307
8	358

State and congressional district:	Population 18 and over
Massachusetts -----	4,031
1 -----	346
2 -----	322
3 -----	328
4 -----	338
5 -----	328
6 -----	332
7 -----	331
8 -----	355
9 -----	320
10 -----	343
11 -----	327
12 -----	360
Michigan -----	6,029
1 -----	290
2 -----	335
3 -----	320
4 -----	327
5 -----	313
6 -----	333
7 -----	299
8 -----	314
9 -----	317
10 -----	343
11 -----	343
12 -----	313
13 -----	282
14 -----	306
15 -----	328
16 -----	309
17 -----	314
18 -----	319
19 -----	323
Minnesota -----	2,623
1 -----	334
2 -----	339
3 -----	317
4 -----	315
5 -----	314
6 -----	332
7 -----	337
8 -----	335
Mississippi -----	1,492
1 -----	296
2 -----	282
3 -----	299
4 -----	294
5 -----	322
Missouri -----	3,299
1 -----	283
2 -----	316
3 -----	306
4 -----	353
5 -----	309
6 -----	347
7 -----	372
8 -----	345
9 -----	330
10 -----	338
Montana -----	489
1 -----	253
2 -----	236
Nebraska -----	1,052
1 -----	358
2 -----	353
3 -----	341
Nevada -----	384
New Hampshire -----	547
1 -----	275
2 -----	272

State and congressional district:	Population 18 and over
New Jersey -----	5,058
1 -----	334
2 -----	381
3 -----	340
4 -----	322
5 -----	328
6 -----	347
7 -----	326
8 -----	336
9 -----	343
10 -----	307
11 -----	351
12 -----	332
13 -----	345
14 -----	337
15 -----	330
New Mexico -----	711
1 -----	373
2 -----	338
New York -----	12,663
1 -----	351
2 -----	298
3 -----	298
4 -----	300
5 -----	318
6 -----	338
7 -----	339
8 -----	356
9 -----	361
10 -----	332
11 -----	311
12 -----	268
13 -----	342
14 -----	289
15 -----	328
16 -----	329
17 -----	343
18 -----	389
19 -----	313
20 -----	348
21 -----	271
22 -----	339
23 -----	328
24 -----	324
25 -----	337
26 -----	331
27 -----	335
28 -----	331
29 -----	341
30 -----	324
31 -----	326
32 -----	320
33 -----	314
34 -----	317
35 -----	312
36 -----	321
37 -----	297
38 -----	325
39 -----	320
North Carolina -----	3,639
1 -----	315
2 -----	317
3 -----	307
4 -----	359
5 -----	336
6 -----	330
7 -----	328
8 -----	326
9 -----	332
10 -----	343
11 -----	346
North Dakota -----	425
Ohio -----	7,257
1 -----	313

State and congressional district:	Population 18 and over
Ohio—Continued	
2 -----	301
3 -----	309
4 -----	314
5 -----	323
6 -----	322
7 -----	311
8 -----	322
9 -----	314
10 -----	335
11 -----	314
12 -----	327
13 -----	311
14 -----	313
15 -----	332
16 -----	325
17 -----	318
18 -----	325
19 -----	321
20 -----	293
21 -----	278
22 -----	315
23 -----	323
Oklahoma -----	1,880
1 -----	302
2 -----	314
3 -----	327
4 -----	317
5 -----	303
6 -----	317
Oregon -----	1,576
1 -----	410
2 -----	395
3 -----	371
4 -----	399
Pennsylvania -----	8,279
1 -----	325
2 -----	316
3 -----	311
4 -----	318
5 -----	344
6 -----	350
7 -----	316
8 -----	328
9 -----	333
10 -----	347
11 -----	350
12 -----	333
13 -----	325
14 -----	320
15 -----	347
16 -----	337
17 -----	343
18 -----	321
19 -----	340
20 -----	316
21 -----	328
22 -----	335
23 -----	336
24 -----	331
25 -----	329
Rhode Island -----	653
1 -----	322
2 -----	331
South Carolina -----	1,833
1 -----	303
2 -----	334
3 -----	311
4 -----	310
5 -----	303
6 -----	272
South Dakota -----	457
1 -----	232
2 -----	225

NOTICES

State and congressional district:	Population 18 and over
Tennessee -----	2,828
1 -----	361
2 -----	367
3 -----	349
4 -----	370
5 -----	343
6 -----	350
7 -----	352
8 -----	336
Texas -----	8,019
1 -----	349
2 -----	372
3 -----	355
4 -----	351
5 -----	323
6 -----	349
7 -----	358
8 -----	315
9 -----	317
10 -----	388
11 -----	389
12 -----	304
13 -----	319
14 -----	309
15 -----	316
16 -----	312
17 -----	326
18 -----	323
19 -----	310
20 -----	317
21 -----	353
22 -----	341
23 -----	315
24 -----	306
Utah -----	730
1 -----	366
2 -----	364
Vermont -----	316
Virginia -----	3,350
1 -----	392
2 -----	318
3 -----	366
4 -----	317
5 -----	328
6 -----	344
7 -----	358
8 -----	331
9 -----	343
10 -----	343
Washington -----	2,387
1 -----	340
2 -----	333
3 -----	361
4 -----	345
5 -----	362
6 -----	332
7 -----	315
West Virginia -----	1,236
1 -----	309
2 -----	322
3 -----	299
4 -----	306
Wisconsin -----	3,069
1 -----	331
2 -----	351
3 -----	356
4 -----	338
5 -----	329
6 -----	340

State and congressional district:	Population 18 and over
Wisconsin—Continued	
7 -----	348
8 -----	336
9 -----	340
Wyoming -----	240
OUTLYING AREAS	
Puerto Rico -----	1,682
Guam -----	45
Virgin Islands -----	45
[FR Doc.75-3112 Filed 2-3-75;8:45 am]	

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[GRASP 5G0047]

BEATRICE FOODS CO., INC.

Filing of Petition for Affirmation of GRAS Status

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (secs. 201 (s), 409, 701(a), 52 Stat. 1055, 72 Stat. 1784-1786; (21 U.S.C. 321(s), 348, 371 (a))) and the regulations for affirmation of GRAS status (21 CFR 121.40), published in the FEDERAL REGISTER of December 2, 1972 (37 FR 25705), notice is given that a petition (GRASP 5G0047) has been filed by Beatrice Foods Co., Inc., 1526 South State St., Chicago, IL 60605 and placed on public display at the office of the Hearing Clerk, Food and Drug Administration, proposing affirmation that magnesium caseinate for use as an ingredient for making cheese alternate products which can be blended with natural cheese or used alone as a total substitute for cheese is generally recognized as safe (GRAS).

Preliminary review of this petition by the Food and Drug Administration has concluded that GRAS or food additive consideration of this product must be based upon scientific procedures, as defined in the FEDERAL REGISTER of September 23, 1974 (39 FR 34194).

Interested persons may, on or before April 17, 1975, review the petition and/or file comments (preferably in quintuplicate) with the Hearing Clerk, Food and Drug Administration, Rm. 4-65, 5600 Fishers Lane, Rockville, MD 20852. Comments should include any available information that would be helpful in determining whether the substance is, or is not, generally recognized as safe. A copy of the petition and received comments may be seen in the office of the Hearing Clerk, address given above, during working hours, Monday through Friday.

Dated: January 21, 1975.

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

[FR Doc.75-3116 Filed 2-3-75;8:45 am]

**Health Resources Administration
UNITED STATES NATIONAL COMMITTEE
ON VITAL AND HEALTH STATISTICS**

Notice of Establishment; Correction

In FEDERAL REGISTER document 75-522 appearing at page 1535 in the issue for

Wednesday, January 8, 1975, the Pub. L. number cited in the first paragraph was in error. The United States National Committee on Vital and Health Statistics was established pursuant to Pub. L. 93-353 rather than Pub. L. 92-353.

Dated: January 24, 1975.

DANIEL F. WHITESIDE, D.D.S.
Associate Administrator for Operations and Management,
Health Resources Administration.

[FR Doc.75-3132 Filed 2-3-75;8:45 am]

Office of Education

HIGHER EDUCATION PERSONNEL TRAINING PROGRAMS

Proposed Criteria for Funding of Applications for Fellowships, Institutes, and Short-Term Training Programs for Fiscal Year 1975

Correction

In FR Doc. 75-2637 appearing at page 4327 in the FEDERAL REGISTER of Wednesday, January 29, 1975, the following correction should be made:

In the third column, the last sentence in the document should read, "All relevant material received not later than February 28, 1975 will be considered".

**Social and Rehabilitation Service
SRS HEARING CLERK**

Designation

The SRS Intergovernmental Program Compliance Officer is hereby designated to serve as the SRS Hearing Clerk.

In accordance with 45 CFR 213.2 and 213.5, the duties of the SRS Hearing Clerk shall include:

1. Receipt of all official papers and documents filed in connection with hearings convened by the Administrator under the authority of sections 201.4 and 201.6 of title 45, Code of Federal Regulations;
2. Establishment and maintenance of the official docket of all papers, documents and proceedings in connection with such hearings;
3. Maintenance for public inspection and copying, of all pleadings, correspondence, exhibits, transcripts of testimony, exceptions, briefs, decisions and other documents filed in the docket in connection with such hearings.

All communications and inquiries may be directed to:

SRS Hearing Clerk, Room 5224, Mary Switzer Building, 330 C Street, SW, Washington, D.C. 20201, Phone: (202) 245-0365 or (202) 245-0192.

Dated: January 28, 1975.

JAMES S. DWIGHT, Jr.,
Administrator.

[FR Doc.75-3152 Filed 2-3-75;8:45 am]

**DEPARTMENT OF
TRANSPORTATION**

Coast Guard
[CGD 75-006]

**PROPOSED REPLACEMENT OF DUMBAR-
TON HIGHWAY BRIDGE (ROUTE 84)**

Postponement of Public Hearing

Proposed replacement of Dumbarton Highway Bridge (Route 84) across south part of San Francisco Bay, mile 32.0 navigation requirements and draft environmental impact statement.

Notice is hereby given that the public hearing notice of which was published in the FEDERAL REGISTER Wednesday, January 15, 1975 (40 FR 2740) is postponed from 8 p.m., Friday, February 14, 1975 to 8 p.m., Wednesday, February 19, 1975.

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

JANUARY 29, 1975.

[FR Doc.75-3131 Filed 2-3-75; 8:45 am]

[CGD 75-029]

**U.S. SOLAS SUBCOMMITTEE WORKING
GROUP ON RADIOCOMMUNICATIONS**

Open Meeting

This is to give notice in accordance with section 10(a) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 1) of October 6, 1972 that the U.S. Solas Subcommittee Working Group on Radiocommunications will conduct an open meeting on Thursday, 20 February 1975, in Room 847 of the Federal Communications Commission, 1919 M. Street, NW, Washington, D.C. The meeting is scheduled to begin at 1:30 p.m.

The purpose of the meeting is to discuss the agenda for the Radiocommunications Subcommittee of the Intergovernmental Maritime Consultative Organization (IMCO).

The Safety of Life at Sea Subcommittee was established by the Department of State to provide advice, from the best information available towards improvement of safety of life at sea. In addition the Subcommittee may consider any matters which may be put forward by the International Conference on Safety of Life at Sea, by the IMCO Assembly, Council or Maritime Safety Committee, or which may originate within the SOLAS Subcommittee itself.

Public members of the Subcommittee serve voluntarily without compensation from the Federal Government, either travel or per diem.

Interested persons may seek additional information by writing:

Capt. W. T. Adams
Chief, Telecommunications Management
Division
U.S. Coast Guard (G-OTM/74)
Washington, D.C. 20590

or by calling (202) 426 1345.

Dated: January 30, 1975.

J. A. PALMER,
Rear Admiral, U.S. Coast Guard,
Chief, Office of Public and International Affairs.

[FR Doc.75-3130 Filed 2-3-75; 8:45 am]

Federal Aviation Administration

[Docket No. 14249]

CARRIAGE OF RADIOACTIVE MATERIALS

Public Hearing

The Federal Aviation Administration will hold a public hearing in order to receive the views of all interested persons regarding proposed amendments to Part 103 of the Federal Aviation Regulations which would implement section 108 of the Transportation Safety Act of 1974 (Pub. L. 93-633). These proposals are set forth in Notice of Proposed Rule Making No. 75-2, which is published elsewhere in this issue of the FEDERAL REGISTER. The hearing will be conducted on Thursday, February 27, 1975, at 9:30 a.m. at the Federal Aviation Administration, Auditorium—3rd Floor, 800 Independence Avenue, SW, Washington, D.C. 20591.

Section 108 of the new Transportation Safety Act of 1974, enacted into law on January 3, 1975, directs the Secretary of Transportation to issue regulations limiting the carriage of radioactive materials on passenger-carrying aircraft within 120 days after the date of enactment, in accordance with section 108 and pursuant to section 105 of the Act, including an opportunity for informal oral presentation. Pursuant to the authority delegated to the Administrator by the Secretary, the FAA has issued Notice 75-2 and will hold a public hearing in order to afford interested persons an opportunity for informal oral presentation regarding the proposals set forth in Notice 75-2.

The hearing will be an informal hearing conducted by a designated representative of the Administrator under 14 CFR 11.33. It will not be a judicial or evidentiary type hearing, so there will be no cross-examination of those persons presenting statements (5 U.S.C. Sec. 553).

An FAA spokesman will make an opening statement discussing, in brief, the proposals made in Notice 75-2. Interested persons will then be given an opportunity to present their oral statements. These statements should be responsive to Notice 75-2.

After all initial statements have been completed, those persons who wish to make rebuttal statements will be given an opportunity to do so in the same order in which they made their initial statements.

Interested persons are invited to attend the hearing and present oral or written statements on the proposals set forth in Notice 75-2. Such statements will be made a part of the record of the hearing. Any person who wishes to make an oral statement at the hearing should notify the FAA prior to the date of hearing, stating the amount of time requested for his initial statement. Written comments and all other communications concerning the hearing should be addressed to Office of the Chief Counsel, Rules Docket, AGC-24, Federal Aviation Administration, Department of Transportation, 800 Independence Avenue SW., Washington, D.C. 20591, marked "Attention" Presiding Officer, Public Hearing on Notice 75-2."

Notice 75-2, is published in this issue of the FEDERAL REGISTER and proposes amendments to Part 103 to implement section 108 of the Transportation Safety Act of 1974 by limiting the carriage of radioactive materials on passenger-carrying aircraft to those shipments intended for use in, or incident to, research or medical diagnosis or treatment and to those that meet the requirements of 49 CFR 172 and 173 which exempt them from the packaging, marking and labeling requirements for shipment by rail express and which are now exempt from the applicability of Part 103 of the Federal Aviation Regulations.

The FAA will carefully consider all statements presented at the hearing and relevant written comments received and made a part of the record and all other comments received in response to Notice 75-2. After consideration of all those statements and comments, the FAA will issue an appropriate amendment.

A transcript of the hearing will be made and anyone may purchase a copy of it from the reporter.

(Secs. 313(a) and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a) and 1421) and secs. 105, 107 and 108 of Pub. L. 93-633 as delegated to the Administrator by the Secretary of Transportation (40 FR 2861))

Issued in Washington, D.C., on January 29, 1975.

R. P. SKULLY,
Director,
Flight Standards Service.

[FR Doc.75-3157 Filed 2-3-75; 8:45 am]

Federal Railroad Administration

[FRA Waiver Petition No. HS-75-3]

MASSENA TERMINAL RAILROAD CO.

Petition for Exemption From Hours of Service Act

The Massena Terminal Railroad Company has petitioned the Federal Railroad Administration pursuant to 45 U.S.C. 64a(e) for an exemption, with respect to certain employees, from the Hours of Service Act, 45 U.S.C. sections 61, 62, 63 and 64.

Interested persons are invited to participate in this proceeding by submitting written data, views, or comments. Communications should be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Attention: FRA Waiver Petition No. HS-75-3, Room 5101, 400 Seventh Street, SW, Washington, D.C. 20590. Communications received before March 5, 1975, will be considered before final action is taken on this petition. All comments received will be available for examination by interested persons during business hours in Room 5101, Nassif Building, 400 Seventh Street, SW, Washington, D.C. 20590.

Issued in Washington, D.C. on January 29, 1975.

DONALD W. BENNETT,
Chief Counsel,
Federal Railroad Administration.

[FR Doc.75-3115 Filed 2-3-75; 8:45 am]

[FRA Waiver Petition HS-75-2]

DURHAM AND SOUTHERN RAILWAY CO.
Notice of Petition for Exemption From
Hours of Service Act

The Durham and Southern Railway Company has petitioned the Federal Railroad Administration pursuant to 45 U.S.C. 64a(e) for an exemption, with respect to certain employees, from the Hours of Service Act, 45 U.S.C. Secs. 61, 62, 63 and 64.

Interested persons are invited to participate in this proceeding by submitting written data, views, or comments. Communications should be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Attention: FRA Waiver Petition No. HS-75-2, Room 5101, 400 Seventh Street SW., Washington, D.C. 20590. Communications received before March 5, 1975, will be considered before final action is taken on this petition. All comments received will be available for examination by interested persons during business hours in Room 5101, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590.

Issued in Washington, D.C. on January 29, 1975.

DONALD W. BENNETT,
Chief Counsel,
Federal Railroad Administration.

[FR Doc.75-3114 Filed 2-3-75;8:45 am]

National Highway Traffic Safety
Administration

[Docket No. Ex 75-5; Notice 1]

POLAR CO.

Petition for Temporary Exemption From
Federal Motor Vehicle Safety Standards

The Polar Company of Holdingford, Minn., has applied for a temporary exemption from Motor Vehicle Safety Standard No. 121 Air Brake Systems, on the basis that compliance would cause it substantial economic hardship.

Polar manufactured 365 vehicles in the 12-month period from December 1, 1973 to November 30, 1974, generally trailers required as of January 1, 1975 to conform to Standard No. 121. Polar represents that its primary and secondary suppliers have failed to deliver components necessary for conformance (air brakes and axles) as promised, and proposed delivery dates extend into the first half of 1975. Accordingly, Polar asks for a 6-month exemption from the Standard, at the end of which it will comply. Because of its limited sales in a competitive field the company believes that a 6-month shut-down could result in a loss of its entire market. The company's net income in the fiscal year ending May 31, 1974, was \$427,000. It argues that the exemption is in the public interest, as Polar "is the largest employer in the

small rural area of Holdingford, Minnesota", and a denial would mean a loss of jobs, perhaps permanent, for its 125 employees.

This notice of receipt of a petition for a temporary exemption is published in accordance with the NHTSA regulations on this subject (49 CFR 555.7), and does not represent any agency decision or other exercise of judgment concerning the merits of the petition.

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

All comments received before the close of business on the comment closing date indicated below will be considered. The application and supporting materials, and all comments received, are available for examination in the docket both before and after the closing date. Comments received after the closing date will also be filed and will be considered to the extent possible. When the petition is granted or denied, notice will be published in the FEDERAL REGISTER pursuant to the authority indicated below.

Comment closing date: February 14, 1975.

Proposed effective date: Date of issuance of exemption.

(Sec. 3, Pub. L. 92-548, 86 Stat. 1159 (15 U.S.C. 1410); delegations of authority at 49 CFR 1.51 and 49 CFR 501.8.)

Issued on January 30, 1975.

ROBERT L. CARTER,
Associate Administrator
Motor Vehicle Programs.

[FR Doc.75-3298 Filed 2-3-75;8:45 am]

Office of the Secretary

[OST Docket No. 22; Notice No. 75-2]

DETROIT, TOLEDO & IRONTON RAILROAD
COMPANY; ANN ARBOR RAILROAD
COMPANY

Standard Time Zone Boundaries; Operating
Exceptions

Effective 2 a.m., February 23, 1975, until 2 a.m., April 27, 1975, portions of the lines of the Detroit, Toledo and Iron-ton Railroad Company and the Ann Arbor Railroad Company are granted exemptions, for operating purposes only, from the standard time zones created by Congress in the Act of March 19, 1918, as amended by the Uniform Time Act of 1966 (15 U.S.C. 260-67). The exceptions permit operation on eastern daylight time. The portions of the lines which are permitted operation on eastern advanced (daylight saving) time are as follows:

Railroad	From	To
Ann Arbor...	Ohio-Michigan State line (north of Alexis, Ohio).	Owosso, Mich.
Do.....	Pittsfield and Pittsfield Junction, Mich.	Saline, Mich.
Detroit, Toledo and Iron-ton.	Ohio-Michigan State line (north of Metamora, Ohio).	Detroit and Dearborn, Mich.
Do.....	Ohio-Michigan State line (north of Denison, Ohio).	Tecumseh, Mich.
Do.....	Ohio-Michigan State line (north of Alexis, Ohio) (over the tracks of the Ann Arbor Railroad).	Diann, Mich.

(Act of March 18, 1918, as amended by the Uniform Time Act of 1966 (15 U.S.C. 260-67); sec. 6(e)(5) of the Department of Transportation Act (49 U.S.C. 1655(e)(5)); sec. 1.59(b) of the regulations of the Office of the Secretary of Transportation (49 CFR 1.59(b))

Issued in Washington, D.C., on January 28, 1975.

RODNEY E. EYSTER,
General Counsel.

[FR Doc.75-3142 Filed 2-3-75;8:45 am]

CIVIL AERONAUTICS BOARD

[Order No. 75-1-123, Docket No. 27457]

DELTA AIR LINES, INC.**Order of Suspension and Investigation**

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 29th day of January, 1975.

By tariff revision bearing the issue date of December 26, 1974, and marked to become effective February 1, 1975, Delta Air Lines, Inc. (Delta) proposes to establish a surcharge of \$6.00 per shipment of nonradioactive restricted articles and a surcharge of \$15.00 per shipment of radioactive restricted articles, as defined in the Restricted Articles Tariff, C.A.B. No. 82.

Delta asserts, in support of its proposal and in answer to several complaints, inter alia, that these charges are designed to cover additional equipment, handling, and administrative costs incurred in the carriage of restricted articles, as compared to the shipment of general commodity traffic; that, in a man-minute survey conducted system-wide, restricted articles required services additional to those required for other general commodity shipments; that the concept of a surcharge for these shipments is already an established tariff practice; and that the total number of such shipments in the coming year is expected to be unchanged from 1974, and the proposal will thus generate an additional \$348,000 revenue annually.

Complaints variously requesting rejection, or in the alternative, suspension and investigation, have been filed by Shulman Air Freight, Inc. (Shulman),

E. R. Squibb and Sons, Diagnostic Isotopes, Inc., the Council for Safe Transportation of Hazardous Articles, New England Nuclear Corporation, Amersham-Searle, Hyland Division of Travenol Laboratories, Inc., Abbott Laboratories, American Medical Association, American College of Radiology, the Joint Review Committee on Education Programs in Nuclear Medicine Technology, American Hospital Association, the Scientific Apparatus Makers Association, American College of Nuclear Physicians, The Society of Nuclear Medicine, and the College of American Pathologists.¹

The complaints variously allege, inter alia, that the proposals will create economic hardship and plus an undue burden on shippers and the public; that the shipper of restricted articles is already paying a severe economic penalty, because, due to quantity limitations, such articles must frequently be tendered on many single airbills at minimum charges;² that there is no precedent of similar charges of this magnitude via other modes; that the proposed surcharges result in total charges disproportionate to the service, and Shulman alleges that such charges represent about 60 percent of its current door-to-door charge for a typical radioactive shipment; that the costs submitted are per shipment, without regard for the number of pieces per shipment; and that the rates proposed appear exorbitant and are designed to serve as a penalty to discourage this traffic by air.

Upon consideration of all relevant matters, the Board finds that Delta's proposal may be unjust, unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and should be investigated.

¹In addition, informal letters of protest have been received from the American College of Nuclear Medicine, Jet Air Freight, and Mallinckrodt Nuclear. These letters are being filed in the correspondence section of this Docket.

²This allegation is not clearly understood as to why a shipper may be required to tender the parts of a large volume of hazardous material consigned from one origin to one destination via the same carrier on many airbills at minimum charges. We find no such restriction in any of Delta's applicable tariffs as to quantity limitations per airbill as distinguished from quantity limitations imposed upon hazardous material in a single package or that which may be carried in a single aircraft or inaccessible cargo bin. We note, for example, that Delta has in its tariff C.A.B. No. 175, specific commodity rates from San Juan to Los Angeles, San Diego, and San Francisco on small arms ammunition (a Class C explosive) for quantities from 100 up to 3,000 pounds, while at the same time, Delta's governing restricted articles tariff, i.e., Airline Tariff Publishing Company, Agent's C.A.B. No. 82, provides for a maximum net quantity per package of 50 pounds on passenger aircraft and 150 pounds per package on cargo aircraft and a maximum weight of 50 pounds per aircraft for such traffic when carried in an inaccessible cargo bin. Thus, a single 3,000-pound shipment of small arms ammunition in the usual course may move upon more than one flight.

The Board further concludes that the proposal should be suspended pending investigation.

In support of its assertion that restricted articles require additional services peculiar to such articles, Delta submits the results of a man-minute survey designed to quantify the costs of certain of the services and presents a list of other direct and indirect costs, including agents' training, consultant services, and the costs of radiation survey meters. According to the carrier, the survey was presented to each of its air freight stations systemwide to arrive at the additional average time (including originating, transfer, and terminating time) devoted solely to the processing and handling of such articles above that compared to general commodity freight. The survey purportedly indicates that a radioactive restricted article incurs an additional cost over regular bulk freight of \$15.10 and a nonradioactive restricted article incurs an additional cost of \$6.97 per shipment, including return on investment. The surcharges are proposed to apply per shipment, since Delta asserts that a vast majority of restricted-article movements are single-piece shipments, and that, moreover, no matter how many pieces make up a restricted-article shipment, there is usually only one airwaybill and shipper's certificate to process, and, consequently, terminal handling costs will not vary significantly because of the number of pieces per shipment.

Delta's cost support of its proposed surcharges consists of the results of an in-house study, presenting the costs classified by a number of categories in conclusory form. It is very difficult, if not impossible, from the materials before us, to evaluate the validity of Delta's conclusions as to the additional costs incurred in handling the radioactive and other hazardous materials,³ as well as to determine the manner and to what extent, if any, demonstrated costs should be passed on to the shipper.⁴ The supporting detail supplied by Delta is minimal for a number of the major items. In these circumstances, we cannot find that Delta has supported the large surcharges proposed, and we shall suspend the tariff pending investigation.

While we recognize that there may be considerable variation among the different carriers as to the additional precautions taken and costs incurred in handling hazardous materials, our action herein is consistent with our previous suspensions of proposals establishing a \$3.00 surcharge per shipment in Orders

³For example, the carrier's data indicate that the bulk of the costs (excluding return on investment) of handling restricted articles consists of "Direct Administrative and Managerial Costs" and "Agent Training (incl. instructors)" costs. No factual support of these two costs figures, however, is shown.

⁴The Board notes that the American College of Radiology alleges a sharp impact of this proposal having the effect of adding \$1.00 or more to the costs of each nuclear examination provided.

74-1-100 for Braniff Airways, Inc. and 73-12-116 for United Air Lines, Inc., and a \$5.00 surcharge in Order 74-12-71 for Airlift International, Inc.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly Sections 204(a), 403, 404, and 1002 thereof,

It is ordered, That:

1. An investigation is instituted to determine whether the charges and provisions in Rule No. 51(D) on 1st, 2nd, and 3rd Revised Pages 18-C of Airline Tariff Publishing Company, Agent, Tariff C.A.B. No. 96, and rules, regulations, or practices affecting such charges and provisions, are or will be unjust, unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful, to determine and prescribe the lawful charges and provisions, and rules, regulations, or practices affecting such charges and provisions;

2. Pending hearing and decision by the Board, the charges and provisions in Rule 51(D) on 1st, 2nd, and 3rd Revised Pages 18-C of Airline Tariff Publishing Company, Agent, Tariff C.A.B. No. 96, are suspended and their use deferred to and including May 1, 1975, unless otherwise ordered by the Board, and that no changes be made therein during the period of suspension except by order or special permission of the Board;

3. The proceeding herein designated Docket 27457, be assigned for hearing before an Administrative Law Judge of the Board at a time and place hereafter to be designated;

4. Except to the extent granted herein, the complaints of Shulman Air Freight, Inc. in Docket 27331, E. R. Squibb and Sons in Docket 27332, Diagnostic Isotopes, Inc. in Docket 27333, the Council for Safe Transportation of Hazardous Articles in Docket 27339, New England Nuclear Corporation in Docket 27341, Amersham-Searle in Docket 27342, Hyland Division of Travenol Laboratories in Docket 27343, Abbott Laboratories in Docket 27344, American Medical Association in Docket 27381, American College of Radiology in Docket 27383, the Joint Review Committee on Education Programs in Nuclear Medicine Technology in Docket 27388, the Scientific Apparatus Makers Association in Docket 27389, the American Hospital Association in Docket 27393, American College of Nuclear Physicians in Docket 27404, The Society of Nuclear Medicine in Docket 27405, and the College of American Pathologists in Docket 27406 are dismissed; and

5. Copies of this order shall be filed with the tariff and served upon Delta Air Lines, Inc., Shulman Air Freight, Inc., E. R. Squibb and Sons, Diagnostic Isotopes, Inc., the Council for Safe Transportation of Hazardous Articles, New England Nuclear Corporation, Amersham-Searle, Hyland Division of Travenol Laboratories, Abbott Laboratories, American Medical Association, American College of Radiology, the Joint Review Committee on Education Programs in Nuclear Medicine Technology,

the Scientific Apparatus Makers Association, the American Hospital Association, the American College of Nuclear Physicians, The Society of Nuclear Medicine, and the College of American Pathologists, which are hereby made parties to Docket 27457.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board:

[SEAL] EDWIN Z. HOLLAND,
Secretary.

[FR Doc 75-3164 Filed 2-3-75; 8:45 am]

[Order No. 75-1-119; Docket No. 25280
Agreement C.A.B. 24925 R-1 and R-2]

**INTERNATIONAL AIR TRANSPORT
ASSOCIATION**

**Agreement Related to Specific Commodity
Rates; Order**

JANUARY 29, 1975.

Issued under delegated authority.

An agreement has been filed with the Board pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations between various air carriers, foreign air carriers, and other carriers embodied in the resolutions of the Joint Traffic Conferences of the International Air Transport Association (IATA), and adopted pursuant to the provisions of Resolution 590 dealing with specific commodity rates.

The agreement names additional specific commodity rates, as set forth below, reflecting reductions from general cargo rates, and were adopted pursuant to unprotested notices to the carriers and promulgated in an IATA letter dated January 22, 1975.

Agreement C.A.B.	Specific commodity item No.	Description and rate
24925: R-1	9522	Handicraft Products, ¹ 267 cents per kg., minimum weight 100 kgs. 255 cents per kg., minimum weight 300 kgs. From Teresina to New York.
R-2	0056	Chocolate Manufactures 115 cents per kg., minimum weight 500 kgs. From Honolulu to Osaka 110 cents per kg., minimum weight 500 kgs. From Honolulu to Tokyo.

¹ See tariff for complete commodity descriptions.

Pursuant to authority duly delegated by the Board in the Board's Regulations, 14 CFR 385.14, it is not found that the subject agreement is adverse to the public interest or in violation of the Act, provided that approval is subject to the conditions hereinafter ordered.

Accordingly, It Is Ordered, That:

Agreement C.A.B. 24925, R-1 and R-2, be and hereby is approved, provided that approval shall not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publications, provided further that tariff filings shall be marked to become effective on not less than 30 days' notice from the date of filing.

Persons entitled to petition the Board for review of this order, pursuant to the Board's regulations, 14 CFR 385.50, may file such petitions within ten days after the date of service of this order.

This order shall be effective and become the action of the Civil Aeronautics Board upon expiration of the above period, unless within such period a petition for review thereof is filed or the Board gives notice that it will review this order on its own motion.

This order will be published in the FEDERAL REGISTER.

[SEAL] EDWIN Z. HOLLAND,
Secretary.

JAMES L. DEEGAN,
Chief, Passenger and Cargo
Rates Division, Bureau of
Economics.

[FR Doc. 75-3163 Filed 2-3-75; 8:45 am]

[Order No. 75-1-130; Docket No. 22859]

OZARK AIR LINES, INC.

**Domestic Air Freight Rate Investigation;
Order of Suspension**

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 30th day of January, 1975.

By tariff revisions filed January 2 and marked to become effective February 1, 1975, Ozark Air Lines, Inc. (Ozark) proposes, inter alia, a 10 percent systemwide increase in all bulk general commodity rates except minimum charges, which will remain unchanged at \$12.00.

In support of its proposal, Ozark asserts that the proposed increase will partially offset an immediate need for additional air freight revenues due to fuel and other cost increases experienced since its last rate adjustment. The carrier states that it sustained losses exceeding \$1,384,000 on air freight operations for the 12 months ended September 30, 1974, while for the same period it received freight revenues of \$5,275,000. The proposed increases are estimated to generate approximately \$353,000 of additional revenue in 1975.

The proposed rates and charges come within the scope of the Domestic Air Freight Rate Investigation, Docket 22859, and their lawfulness will be determined in that proceeding. The issue now before the Board is whether to suspend the proposal or to permit it to become effective pending investigation.

The Board has reviewed these rates in the light of recent industry average costs, including a full return on investment, of carrying air freight. With the exception of human remains, Ozark's proposed rates do not exceed those costs and will be permitted to become effective.

The rates on human remains, however, which are published in the tariff as a rating equal to 129 percent of the general commodity rates, significantly exceed costs for those commodities in all markets. In view of the foregoing and upon consideration of all other relevant factors, the Board finds that the proposal, to the extent it results in higher

rates for movements of human remains, should be suspended.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly Sections 204(a), 403, 404, and 1002 thereof,

It Is Ordered, That:

1. Pending hearing and decision by the Board, the increased rates, charges, and provisions described in Appendix A hereto are suspended and their use deferred to and including May 1, 1975, unless otherwise ordered by the Board, and that no changes be made therein during the period of suspension except by order or special permission of the Board; and
2. Copies of this order shall be filed with the tariffs and served upon Ozark Air Lines, Inc.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board:¹

[SEAL] EDWIN Z. HOLLAND,
Secretary.

[FR Doc. 75-3165 Filed 2-3-75; 8:45 am]

[Order No. 75-1-133; Docket No. 27114 et al.]

**PAN AMERICAN WORLD AIRWAYS, INC.
AND TRANS WORLD AIRLINES, INC.**

**Application for Approval of Route
Agreement; Order**

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 30th day of January, 1975.

By Order 74-11-24, dated November 5, 1974, the Board advised Pan American World Airways and Trans World Airlines that a joint application for approval of an agreement filed on October 22, 1974, in Docket 27114, which contemplates a temporary restructuring of their Pacific and Transatlantic route systems was not susceptible of expeditious Board action due to the lack of factual support for the requests and the inclusion of certain controversial route transfer items that would require notice and hearing. However, the Board reasserted its commitment to give expedited consideration to any proposals for suspension or deletion of any points or operations that the carriers might deem uneconomic as a means of ameliorating their financial problems. TWA and Pan American were invited to resubmit separate requests for suspension, exemption and approval of agreements, pursuant to sections 401(j), 416, and 412 of the Act under the Board's nonhearing procedures and were urged to eliminate controversial route transfer proposals—such as the transfer of Pan American's nonstop turnaround authority in the Los Angeles-Hawaii market to TWA—which would preclude expeditious processing.

On November 20, 1974, Pan American and TWA informed the Board that they had failed to reach agreement regarding new filings in accordance with Order 74-11-24, but indicated that negotiations were still continuing. An agreement was finally reached which

¹ Appendix A filed as part of the original document.

culminated in the filing of Amendment No. 1 to the Joint Agreement on December 17, 1974. The amendment eliminates the proposal to substitute TWA for Pan American in the Los Angeles-Hawaii turnaround market and in its stead proposes the substitution of TWA for Pan American in Austria.

In accordance with the terms of the joint agreement, as amended, and consistent with the spirit of Order 74-11-24, Pan American and TWA filed applications requesting (1) authority to suspend service temporarily at certain points for a five-year period,¹ (2) temporary exemption authority to serve certain points which are to be suspended on the other carrier's system,² (3) changes in their respective Approved Service Plans to reflect the foregoing suspensions and exemptions,³ and (4) approval of the joint agreement, as amended, pursuant to section 412 of the Act which, in addition to the above, provides that Pan American will refrain from operating single-plane service in the Chicago/Los Angeles/Philadelphia-London markets and that TWA will refrain from operating single-plane service in the Washington-London market.

In support of the various requests for relief, the applicants assert, inter alia, that approval of the total package will provide substantial benefits to both the carriers and the public and will help alleviate the carrier's current financial difficulties attributable to overcapacity

¹In Docket 27255, Pan American requests authority to suspend service for five years at Paris, on route 132; the Azores, Lisbon, Barcelona, Nice, and Rome on segment 1, Part I, route 132; the Azores, Lisbon, Madrid, and Casablanca on route 133; and Austria on route 132. In Docket 27207, TWA requests authority to suspend service for five years at Frankfurt, Sri Lanka (formerly Ceylon), that portion of India south of the 20th parallel (i.e., Bombay), Thailand (Bangkok), Hong Kong, Taiwan (Taipei), Okinawa, Guam, Hilo, Honolulu, and Los Angeles/Ontario/Long Beach on routes 147 and 164. In Docket 27321 TWA requests suspension of service at Hilo and Honolulu, Hawaii, on route 2.

²In Docket 27323, Pan American requests exemption authority for five years to serve Okinawa, Taipei and Bombay (Pan American already holds authority at Honolulu, Guam, Hong Kong and Bangkok, at which points TWA requests suspension). In Docket 27299, TWA requests an exemption to serve Austria, Barcelona, Nice, and Casablanca on route 147 (TWA already holds authority to serve Lisbon and the Azores at which points Pan American is seeking suspension).

³Pan American in Docket 27255 requests amendment of its Approved Service Plan (a) for route 130 to add for five years the points Naha, Okinawa; Taipei, Taiwan; Colombo, Sri Lanka; and Bombay, India; (b) for route 132, Part II, to reflect the suspension authority at Paris and Vienna and to add to segment 1 thereof the points Rome, Italy; Bombay, India; Colombo, Sri Lanka; Bangkok, Thailand; and Hong Kong. TWA in Docket 27300 requests a change in its Approved Service Plan-Foreign Air Transportation for route 147 to add Vienna; Barcelona, Spain; Nice, France; and Casablanca, Morocco; and to delete Frankfurt, Germany; Bombay, India; Colombo Sri Lanka; Bangkok Thailand; and Hong Kong.

in international markets, skyrocketing fuel costs and a significant decline in international traffic. The applicants further claim that affirmative Board action will result in a saving of expenses incurred by Pan American and TWA of \$52.7 million⁴ and \$100.7 million,⁵ respectively, and a positive contribution to their system operating results in 1975 of \$24.2 million for Pan American and \$25.4 million for TWA. It is also asserted that approval will have no detrimental effect on any other certificated carrier and will not injure the traveling public since sufficient capacity will still be available to provide needed services. Finally, the applicants allege that approval will result in a total fuel savings for both carriers of 147 million gallons in 1975.

Answers in opposition to some or all of the applications were filed by the Air Line Pilots Association (ALPA),⁶ Braniff Airways, the Department of Justice (DOJ), The Flying Tiger Line (FTL), the County of Hawaii, the International Association of Machinists and Aerospace Workers (IAM), the Las Vegas and St. Louis Parties, the Master Executive Council of Pan American (MEC-Pan American), the Master Executive Council of TWA (MEC-TWA), Representative Norman Mineta-Member of Congress, National Airlines,⁷ Northwest Airlines, Overseas National Airways (ONA), the City and Chamber of Commerce of Philadelphia,⁸ the Pittsburgh Parties, Seaboard World Airlines Trans International Airlines (TIA), and World Airways.

Several of the respondents argue, inter alia, that a hearing is required because (a) the proposal is, in essence, a route transfer arrangement which requires section 408 approval after notice and hearing and (b) the implications on the public interest are so great that even if section 408 is not applicable, Board precedent requires a hearing under section 412 of the Act. It is also asserted that it would be unlawful for the Board to grant the various exemption requests without a hearing.⁹ The supplementals also argue that implementation of the agreement will encourage widespread

⁴Supplement to Amended Application for Approval of Agreement, App. C, pp. 1-2.

⁵*Id.*, App. D, p. 1 (variable plus net fixed expenses).

⁶ALPA also filed a petition for reconsideration of Order 74-11-24. Since Order 74-11-24 is neither a final order nor an interlocutory order instituting a proceeding or defining the scope and issues of a proceeding within the meaning of Rule 37 of the Board's procedural regulations, the petition does not properly lie and therefore will be dismissed.

⁷A previously filed pleading entitled Motion for Clarification of Order 74-11-24 was filed by National. In light of the carrier's more recent answer raising the same matters the motion is superfluous and will be dismissed.

⁸Philadelphia filed a consolidated answer to the various proposals together with a motion for leave to file an unauthorized document, which we will grant. Philadelphia also filed a further answer in response to the supplemental applications filed by Pan American and TWA.

shifting of capacity into the charter market and request the imposition of restrictions on the charter authority of Pan American and TWA. Certain civic parties oppose aspects of the agreement which would result in the elimination or suspension of service in several markets affecting their respective cities.¹⁰ The labor parties, in general, request a hearing to evaluate the impact of the agreement on airline employees and seek imposition of labor protective provisions. Other respondents urge that the Board avoid any action in this docket which could have an influence on action the Board may take in the pending Transatlantic Route Proceeding, Docket 25908. Finally, in addition to raising many of the contentions stated above, DOJ asserts that implementation of the agreement will significantly diminish the level of competition in virtually all of the affected markets, in contravention of the statutory policy favoring competition; that the joint applicants have not demonstrated that approval of this agreement is necessary to satisfy an important transportation need; and that less anti-competitive alternatives such as the unilateral suspension of service in beyond-gateway markets would meet the same objectives.

Answers in support of the various applications were filed by the Port Authority of New York and New Jersey, the Department of Transportation (DOT), and the Department of Commerce (DOC).¹¹

Upon consideration of the foregoing and all the relevant facts, we have decided to grant the suspension¹² and exemption applications and to approve the joint agreement, as amended, for a period of two years or until 90 days following final Board decision in the Transatlantic Route Proceeding, Docket 25908, whichever first occurs.¹³

¹⁰Northwest specifically opposes grant of Taiwan/Okinawa exemption authority to Pan American while FTL requests a condition on Pan American's service to Taiwan and Okinawa prohibiting such service via Japan and Alaska.

¹¹Philadelphia does not oppose TWA's suspension at Frankfurt or the agreement provisions whereby Pan American will refrain from providing single-plane service between Philadelphia and London so long as a condition is imposed requiring the provision of daily nonstop or one-stop single-plane service by a U.S.-flag carrier in the Philadelphia-London/Frankfurt markets.

¹²In addition, Continental filed a motion requesting a hearing on that portion of the original agreement relating to mainland-Hawaii turnaround authority. That aspect of the agreement was eliminated by the applicants in Amendment No. 1 to the joint agreement and related applications were dismissed by Order 75-1-28, January 7, 1975. Accordingly, Continental's motion will be dismissed as moot.

¹³Since TWA received authority to postpone inauguration of service to Hilo by Order 73-7-104, we will dismiss that part of its applications in Dockets 27255 and 27321 requesting suspension of service at Hilo.

¹⁴We are issuing amended Approved Service Plans to reflect the authority granted herein, filed as part of the original document.

Grant of temporary suspensions of service, temporary exemption authority, and approval of the agreement are governed by sections 401(j), 416(b) and 412 of the Act, respectively. Each of these sections require a finding by the Board that grant of the authority will be in the public interest. In view of the critical financial crisis confronting Pan American and TWA created by the combination of an absolute decline in the international travel market and rapidly rising costs beyond the control of the applicants or the U.S. government the Board has concluded that approval of the agreement and grant of the suspension and exemption applications as conditioned below is required by the public interest. The temporary action taken herein will provide immediate financial improvement to this nation's two primary U.S.-flag international carriers and in so doing help preserve the continuation of worldwide U.S.-flag service in the period immediately ahead.

Pan American and TWA have experienced severe and continuing financial problems in their international operations which threaten the long-term stability of these carriers and, as a consequence, threaten the disruption of U.S.-flag international service. Pan American reported losses (before taxes) on its Atlantic Division of \$33.7 million for the year ended September 30, 1974, and a system loss of \$94.4 million for the same period. TWA's Atlantic Division losses (before taxes) amounted to \$25.9 million for the same period and the carrier lost \$17 million over its entire system. Many factors contributing to this situation are beyond the control of the carriers and include rapidly increasing fuel costs, and the unprecedented decline in international traffic—particularly across the Atlantic—influenced by general worldwide economic conditions. At the present juncture there is no foreseeable likelihood that these conditions will improve. Without immediate regulatory action these destructive conditions place in jeopardy the continued existence of Pan American and substantially impair the viability of TWA's international services such that there is a realistic prospect that the major bulk of U.S. flag international service will cease. These are unusual circumstances which present a serious transportation need justifying approval and swift implementation of the agreement. We believe that grant of the several applications now before us holds the promise of significant financial improvement for both Pan American and TWA, and will help insure the maintenance of economically viable U.S.-flag service.

We have carefully evaluated the economic impact projections presented by the applicants and the DOT and find that these estimates present a reasonable range of operating results. The projected net operating gains for the first year under the agreement ranging between \$17 million and \$24.2 million for Pan American and between \$16 million

and \$25.4 million for TWA are substantial,¹⁴ and should help mitigate the serious financial losses, which have been increasing.

The primary benefits Pan American will receive from the agreement proposal will accrue in the Pacific as a result of the elimination of TWA's duplicative services and the addition of revenues from the integration of Taipei, Okinawa, and Bombay into Pan American's Pacific system. The applicant's estimate a net profit improvement to Pan American from Pacific and mainland-Hawaii operations in 1975 of over \$25 million.¹⁵ Additionally, Pan American's Atlantic operations should be strengthened as a result of the suspension of TWA's Frankfurt service and the savings to be realized from station closings made possible by the temporary suspensions. We recognize that the implementation of the agreement will have a net adverse impact upon Pan American's Atlantic Division results; however, these European suspensions are important facets of the entire package and, in the context of both the Pacific and Atlantic aspects, the carrier's overall financial situation will be substantially improved.

TWA will receive its greatest improvements in Europe principally as a result of the elimination of service by Pan American at Paris and between Los Angeles and London.¹⁶ TWA will also experience a positive net impact as a result of the suspension of Pan American and the related exemption to TWA in the U.S.-Iberian markets. While TWA's temporary suspension of service at Frankfurt and in the Pacific will not result in a positive contribution to the carrier,¹⁷ these aspects are important elements of the agreement and the net negative impact on TWA from the suspensions in the

¹⁴ The joint applicants estimate that Pan American and TWA will achieve a net benefit of \$24.2 million and \$25.4 million, respectively, in the first year of operations under the agreement, while the DOT projects benefits to Pan American and TWA of \$17 million and \$16 million, respectively. National questions the equities of the proposed transaction and asserts that TWA will receive greater advantages in Europe than Pan American. As stated below, it is not appropriate to measure the agreement's benefits by isolating its various components. Some aspects of the agreement will give greater benefit to one carrier while other aspects will give greater benefit to the other carrier; but, as the figures above reflect, when viewed as a whole the proposal will result in approximately equal improvement to both carriers.

¹⁵ The applicants estimate that the suspension of TWA's mainland-Hawaii service will inure to Pan American's benefit to the extent of \$8.4 million in 1975, while the other improvements to Pan American's Pacific system will improve the carrier by about \$16.7 million.

¹⁶ The applicants estimate that this aspect will have a positive net impact to TWA of over \$38 million. The DOT estimates that the Europe proposal will have a positive impact on TWA of about \$26.8 million.

¹⁷ The applicants estimate that these aspects will have a net negative impact on TWA of \$28.0 million in 1975.

Pacific and at Frankfurt is more than outweighed by the improvements to be derived through the implementation of other portions of the agreement. The DOT estimates that the Europe proposal will have a positive impact on TWA of about \$26.8 million.

We view this agreement as but the first of many self-help programs which we anticipate the carriers undertaking to improve their financial positions. The applicants should consider implementing immediately such other cost-saving programs as unilateral suspension of unprofitable routes, reductions of overall levels of operations, reductions in operating expenses through austerity measures, reduction of capital expenditures, the sale of aircraft and other assets, and other route restructuring proposals. Our action should afford the applicants immediate short-term relief and we anticipate that they will attempt to achieve additional economies over the long term by taking action—independent of the instant proposal—to reduce excess capacity and trim their fleets to levels commensurate with traffic demand. We rely upon the representations of the applicants that "over the longer term there would be an opportunity for aircraft ownership cost savings—either through sale or redeployment of equipment as well as opportunity for savings in other elements of expenses . . ." Any effort by Pan American or TWA to redistribute capacity made available as a result of this agreement into areas already the beneficiary of substantial U.S.-flag capacity (such as, for example, the charter market) would be inconsistent with the purposes for which this agreement is approved.

With respect to the exemption requests the statute requires, in addition to public interest findings, a finding that the operations of Pan American and TWA are affected by unusual circumstances such that enforcement of the certification provisions of the Act, the Board's regulations, and the terms of their certificates would place an undue burden on them. The Board believes that the severe financial conditions facing the joint applicants establish unusual circumstances warranting the expeditious grant of the exemption and suspension authority requested herein. Immediate regulatory action is demanded by the deterioration of Pan American and TWA, brought on, in part, by traffic and cost conditions not within their control.

Furthermore, we have determined that, under the circumstances presented, a formal evidentiary hearing is not required. We are not persuaded by the arguments of various respondents that a hearing is required by statute before the Board could approve the agreement and the related applications before us.

First, section 408 of the Act is not applicable in the instant circumstances since the agreement does not contemplate any change in certificate authority or the actual purchase and/or transfer of certificate ("property" as used in section 408) rights from one carrier to another. Rather, the authority we are

granting involves only temporary suspensions of service, exemptions, and agreement approval and does not affect the underlying certificate rights of Pan American and TWA. Indeed, the primary thrust of the arrangement involves the temporary suspension of service aspect, while the temporary grant of new authority under section 416(b) accounts for only a small portion of the total transaction. Thus, while TWA will receive authority to temporarily suspend service at eight points,²³ Pan American will receive exemption authority at only three points²⁴ similarly, while Pan American will receive authority to temporarily suspend service at nine points,²⁵ TWA will receive exemption authority at only four points.²⁶ Moreover, a hearing is not required by law on applications filed pursuant to sections 412, 401(j) and 416(b) of the Act.²⁷

As a matter of discretion we determined that a hearing on the matters raised is not desirable and, in fact, that any significant delay would not only vitiate the benefits to be derived from the agreement—which benefits, if they are to have any salutary effect, must be implemented immediately—but would be tantamount to disapproval of the proposal. We appreciate, in this connection, that certain of our actions herein—i.e. the temporary exemption of TWA to serve Vienna, Barcelona, Nice, and Casablanca—raise certain Ashbacker problems²⁸ in connection with the avoidance of prejudice to the rights of competing applicants to a fair comparative consideration of applications for certificate authority.²⁹ Several applicants in the pending Transatlantic Case have filed applications which seek authority at the four points which will be served on an interim basis by TWA. However, none of these applicants has prosecuted its application insofar as the four points are concerned. Consequently, the need for resolving complex issues and the potential for prejudice to competing applicants is limited. Furthermore, consistent with ordinary practice the Board will not rely upon interim exemption operations in considering a grant of certificate authority. On the other hand, the grant of exemption authority in no way compromises the Board's ability to place the exemption points on the routes of other applicants as the public convenience and necessity may require. In short, we find

that the limited potential for prejudice, coupled with the critical need for immediate action on the agreement before us, warrants the grant of exemption authority notwithstanding the pendency of the Transatlantic Case.

The Board has scrutinized all answers to the proposals before us and concludes that approval and implementation of the agreement subject to certain conditions set forth below will not adversely affect the traveling public or any certificated air carrier.

In view of Northwest's objection, we will condition Pan American's exemption authority at Okinawa and Taiwan so as to prohibit Pan American from providing single-plane service in competition with Northwest to and from points not previously served by TWA on its Taiwan/Okinawa flights. Specifically, we will prohibit Pan American from performing single-plane service (including single-flight number) in any Taiwan/Okinawa city-pair market currently authorized by Northwest's certificates which did not receive single-plane service by TWA as reflected in the general schedule No. 51 on file with the Board effective November 1, 1974.³⁰ The above restriction will afford protection to Northwest by assuring that service provided by Pan American between Taiwan and Okinawa, on the one hand, and points on Northwest's system, on the other hand, will be limited to markets currently served by TWA. This condition will have no diminishing impact on the benefits to be derived by Pan American from the agreement, since Pan American does not propose any service which is not currently being provided by TWA.³¹

With regard to the arguments of the DOJ as to the impact of the agreement on competition in the affected markets, it is our belief that the gravity of the financial situation confronting Pan American and TWA, our two largest international competitors, is so severe that unless immediate emergency route-related action is taken to provide short-term economic relief there is a substantial likelihood of significant disruption of the international services of these carriers. Such a disruption could presage the virtual termination of all U.S.-flag competition in the affected international markets. The DOJ's desire to maintain existing levels of competition, at all costs, ignores the ultimate anticompetitive effect resulting from termination of the services of one or both of the carriers.³²

²³ Since we are restricting Pan American's Taiwan/Okinawa service to that provided by TWA and since TWA can not now serve Taiwan and Okinawa via points in Japan and Alaska the condition requested by FTL prohibiting Pan American from serving Taiwan and Okinawa via Japan or Alaska will not be necessary.

²⁴ Appendix A, Application for Exemption, Docket 27323.

²⁵ In addition, the DOJ overlooks the fact that the certificates of Pan American and TWA do not guarantee any particular level of competition in city-pair markets.

In the Board's judgment the substantial benefits which Pan American and TWA will reap from the temporary emergency action taken in this order, will in the long run preserve U.S.-flag competition.

The DOT submitted a detailed market-by-market analysis of the impact on competition which would result from the agreement. We have carefully examined DOT's study and agree with its conclusion that the public benefits which will derive by reason of the prompt approval of the agreement outweigh its anticompetitive effects. In general, competition in Atlantic city-pair markets will be reduced from three carriers to two carriers, and there will remain adequate frequencies to meet the demands of the traveling public. In those individual markets in which two-carrier competition will be temporarily eliminated, sufficient numbers of daily flights will still be provided by the remaining carrier or through connecting services. In the Pacific, the suspension of TWA's Orient service will, in general, leave two U.S.-flag carriers (Pan American and Northwest) providing combination service and three U.S.-flag carriers (Pan American, Northwest, and FTL) providing all-cargo service, in addition to service provided by various foreign air carriers. The only market which will become a monopoly nonstop market is Guam-Honolulu in which Pan American will be the only carrier. While we do not believe that this situation warrants disapproval of the agreement at this time, we intend to carefully monitor load factors in this, as well as all other markets, in which competition has been reduced and will take immediate action to assure that the traveling public is afforded sufficient levels of service.

With respect to the matters raised by the supplemental carriers, we have stated that we will not look with favor upon a redistribution of capacity into areas already receiving a surfeit of U.S.-flag service. Jurisdiction will be retained so that we may take appropriate action at any time to insure against any widespread shifting of capacity into the charter market. World's proposed condition limiting Pan American's and TWA's charter service to markets in which single-plane service is provided and TIA's proposed condition placing a ceiling on the charter activity of Pan American and TWA are rejected. Such conditions are inherently uneconomic and could place Pan American and TWA at a serious disadvantage vis-a-vis their competitors, preventing them from utilizing capacity made available from cutbacks in areas not embraced by this or other Board-approved agreements. World's proposed condition is too restrictive and goes far beyond the mere prevention of increases in charter capacity; rather it would have the effect of substantially choking off much of the applicants' existing charter service for which no justification has been shown.

We are not convinced by the arguments of the Pittsburgh and Philadelphia parties that the suspension of TWA

²³ Frankfurt, Bombay, Bangkok, Hong Kong, Taipei, Okinawa, Guam, and Honolulu.

²⁴ Bombay, Taipei, and Okinawa.

²⁵ Paris, the Azores, Lisbon, Barcelona, Madrid (on route 133), Casablanca, Rome, and Vienna.

²⁶ Vienna, Barcelona, Nice, and Casablanca.

²⁷ Air Line Pilots Association v. C.A.B., 494 F.2d 1118 (D.C. Cir. 1974); Air Line Pilots Association v. C.A.B., 475 F.2d 900 (D.C. Cir. 1973); National Air Carrier Association v. C.A.B., 436 F.2d 185 (D.C. Cir. 1970).

²⁸ Ashbacker Radio Corp. v. F.C.C., 326 U.S. 327 (1945).

²⁹ See Kodiak Airways, Inc. v. C.A.B., 447 F.2d 341 (D.C. Cir. 1971).

at Frankfurt and the elimination of Pan American's service in the Philadelphia-London market will have an impact on transatlantic service to Pittsburgh and Philadelphia of such magnitude to warrant disapproval of these aspects of the agreement. The certificates of Pan American and TWA do not now require those carriers to provide single-plane service in any particular city-pair market; decisions to provide such service are left to the carriers' discretion. Thus, several months ago TWA elected to eliminate single-plane service in the Pittsburgh-Frankfurt market; and Pan American would have been free to likewise eliminate its Philadelphia-London and Philadelphia-Frankfurt single-plane service. Denial of this portion of the agreement as requested by Philadelphia and Pittsburgh will provide no guarantee that single-plane service in these markets will continue; and we do not believe it appropriate to use this forum as a means of imposing any greater responsibilities to serve these markets than already contained in the carriers' certificates.²⁹

With respect to the contentions of the labor parties, we are not inclined to impose labor protective provisions or recommend labor protective guidelines on the basis of the record now before us. The applicants and labor parties have not presented sufficient information with respect to the impact of the agreement on employees and the financial impact on the applicants of the imposition of labor protective provisions upon which we can make an informed judgment. However, we do not believe that a hearing on these matters is either required or desirable since such data can be presented in written pleadings. Accordingly, we will direct the applicants and interested labor parties to file further pleadings in this docket within 21 days of this order setting forth in detail estimates of the impact of the agreement, by station, on each class of employees of Pan American and TWA, and the financial impact on the applicants which may result from the imposition of standard labor protective provisions. The parties should consider the possible tailoring of the standard labor protective provisions normally imposed in more expansive merger cases, to fit the scope of the present agreement, or the use of labor protective guidelines such as those adopted in the Alaska Service Investigation.³⁰ In the meantime, the

²⁹ Philadelphia's fear that the elimination of Pan American's single-plane service between Philadelphia and London may ultimately cause Pan American to seek a suspension or deletion of its service to Philadelphia is not a proper ground for disapproval of this portion of the agreement. See Order 73-4-97, p. 3. The suspension of service by Pan American at Philadelphia cannot be accomplished without Board authority. Any application seeking such authority will be carefully evaluated by the Board after the views of all interested carrier and civic parties are presented. In fact the Board denied a Pan American request to suspend service at Philadelphia. Order 74-1-27, January 4, 1974.

³⁰ Order 71-12-45, p. 23. The financial estimates should also reflect the impact of any modifications to the standard labor protective provisions.

agreement will be implemented and the Board will consider whether to impose any labor protective conditions it may find required by the public interest retroactive to the date, on which the agreement is approved.

Finally, several respondents assert that any Board action approving the agreement must be reviewed by the President pursuant to section 801 of the Act. We disagree. Section 801 deals in terms of "issuance, denial, transfer, amendment, cancellation, suspension, or revocation of, and the terms, conditions, and limitations contained in, any certificate authorizing an air carrier to engage in overseas or foreign air transportation * * *." (emphasis added). The temporary suspensions here in issue are suspensions of service under section 401(j) of the Act, as distinguished from suspension of certificate authority under section 401(g) of the Act. The action we are taking does not affect, modify or suspend the underlying certificate authority held by the applicants and, consequently, sections 401(g) and 801 do not apply.³⁰ DOJ incorrectly attempts to place the instant suspensions within the ambit of section 401(g) of the Act (which is subject to Presidential approval) by claiming that 401(j) service suspensions are permissive while 401(g) certificate suspensions are mandatory and that the instant suspensions in light of the contractual obligations arising from the agreement become mandatory. As far as the Board is concerned, the certificate rights of the two carriers to serve the points herein suspended remain intact and the carriers can reinstate service at those points at any time. The fact that reinstatement of suspended service may give rise to breach of contract liability, as between the parties, and, in that sense, may be considered by the applicants as imposing a mandatory obligation, such obligation does not arise from the Board's suspension authority or from its section 412 approval, but rather from the terms of the agreement.³¹

Accordingly, it is ordered, That:

1. Pan American World Airways be and it hereby is exempted from section 401 of the Act, the Board's rules and regulations, and the terms, conditions, and limitations of its certificate for route 130 insofar as they would otherwise prevent Pan American from serving Bombay, India and points in Taiwan and Okinawa

³⁰ Order 74-4-135 and cases cited in n. 3 thereof; cf. Pan American World Airways v. C.A.B., 261 F.2d 754 (D.C. Cir. 1958).

³¹ We will not adopt the condition requested by Seaboard prohibiting "Pan American and TWA from taking action to deny Seaboard World equal access to any cargo shippers (including forwarders and agents) which, prior to the realignment, used the transatlantic services of the 'replaced carrier.'" If the applicants take any action which may be in violation of the Act or the Board's Regulations, Seaboard is free to file a complaint with the Bureau of Enforcement and establish its claim in that forum. Finally, we find entirely inappropriate Seaboard's request that the Board find that it is entitled to compensatory relief because of the action taken in this docket.

subject to the condition that Pan American shall not perform single-plane service (including single-flight number) in any Taiwan/Okinawa city-pair market currently authorized in the certificates of Northwest which did receive single-plane service by TWA as reflected in TWA's general schedule No. 51 on file with the Board effective November 1, 1974;

2. Trans World Airlines be and it hereby is exempted from section 401 of the Act, the Board's regulations and the terms, conditions, and limitations of its certificate for route 147 insofar as they may prevent TWA from serving Vienna, Austria; Barcelona, Spain; Nice, France; and Casablanca, Morocco;

3. Pan American World Airways be and it hereby is authorized pursuant to section 401(j) of the Act to suspend service at Paris, France; and Vienna, Austria, on route 132; the Azores, Lisbon, Portugal; Barcelona, Spain; Nice, France; and Rome, Italy on segment 1, Part I of route 132; the Azores and Lisbon, Portugal; Madrid, Spain; and Casablanca, Morocco; on route 133;

4. Trans World Airlines be and it hereby is authorized pursuant to section 401(j) of the Act to suspend service at Frankfurt, Germany; Colombo, Sri Lanka; that portion of India South of the 20th parallel; Bangkok, Thailand; Hong Kong; Taipei, Taiwan; Okinawa; Guam; and Honolulu, Hawaii on routes 147 and 164, Los Angeles/Ontario/Long Beach on route 164, and Honolulu on route 2;

5. The agreement between Pan American World Airways and Trans World Airlines be and it hereby is approved;

6. The exemption and suspension authority granted in paragraphs 1 through 4, above, and the Board's approval of the joint agreement in paragraph 5, above, shall be effective for a period of two years or until 90 days after final Board decision in the Transatlantic Route Proceeding, Docket 25908, whichever first occurs, unless sooner terminated by the Board;

7. The application of Pan American World Airways for amendment of its Approved Service Plan-Foreign Air Transportation for route 130 and for Part II of route 132 be and it hereby is granted;

8. The Approved Service Plan-Foreign Air-Transportation of Pan American for route 130 and for Part II of route 132 be and they hereby are designated in the forms attached hereto;

9. The application of Trans World Airlines for amendment of its Approved Service Plan-Foreign Air Transportation for route 147 be and it hereby is granted;

10. The Approved Service Plan-Foreign Air Transportation of Trans World Airlines for route 147 be and it hereby is designated in the form attached hereto and TWA's Approved Service Plan-Foreign Air Transportation for route 164 be and it hereby is terminated;

11. Pan American World Airways, Trans World Airlines and interested labor parties are directed to file further pleadings within 21 days of this order as set forth at page 11 of this order;

12. The petition of the Air Line Pilots Association for reconsideration of Order 74-11-24 be and it hereby is dismissed;

13. The motion of National Airlines for clarification of Order 74-11-24 be and it hereby is dismissed;

14. The motion of the City and Chamber of Commerce of Philadelphia for leave to file an otherwise unauthorized document be and it hereby is granted;

15. The motion of Continental Air Lines be and it hereby is dismissed;

16. The applications of Trans World Airlines in Dockets 27207 and 27321 insofar as they request suspension of service at Hilo, Hawaii be and they hereby are dismissed;

17. Except to the extent granted herein the applications of Pan American and Trans World Airlines in Dockets 27207, 27321, 27299, 27300, 27255, 27323, 27114 be and they hereby are denied; and

18. Jurisdiction is hereby retained for the purpose of modifying, amending, or revoking the authority and approvals granted herein at any time in the Board's discretion without hearing.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] EDWIN Z. HOLLAND,
Secretary.

[FR Doc.75-3166 Filed 2-3-75;8:45 am]

**CIVIL SERVICE COMMISSION
MANPOWER SHORTAGE
Listing**

Under the provisions of 5 U.S.C. § 5723 the Civil Service Commission has found effective January 3, 1975, that there is a manpower shortage for the single position of Chairman of the Provider Reimbursement Review Board for Medicare, Social Security Administration, Department of Health, Education, and Welfare. The appointee may be paid for the expense of travel and transportation to his first post of duty.

UNITED STATES CIVIL SERVICE COMMISSION,

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

[FR Doc.75-3154 Filed 2-3-75;8:45 am]

**PHYSICAL SCIENCE TECHNICIAN, MARE ISLAND NAVAL SHIPYARD, CALIFORNIA
Establishment of Minimum Rates and Rate Ranges**

Under authority of 5 U.S.C. 5303 and Executive Order 11721, the Civil Service Commission has established special minimum salary rates and rate ranges as follows:

TABLE NO. 590

Occupational Coverage: GS-1311-5/8, Physical Science Technician (Limited to employees assigned to Radiological Monitoring and Control duties only).
Geographic Coverage: Mare Island Naval Shipyard, California.
Effective date: First day of the first pay period beginning on or after February 2, 1975.

PER ANNUM RATES

Grade	1	2	3	4	5	6	7	8	9	10
GS-5.....	\$9,915	\$10,198	\$10,451	\$10,764	\$11,047	\$11,330	\$11,613	\$11,896	\$12,179	\$12,462
GS-6.....	10,737	11,053	11,369	11,685	12,001	12,317	12,633	12,949	13,265	13,581
GS-7.....	11,573	11,924	12,275	12,626	12,977	13,328	13,679	14,030	14,381	14,732
GS-8.....	12,416	12,804	13,192	13,580	13,968	14,356	14,744	15,132	15,520	15,908

Under provisions of section 3-2b, Chapter 571, FPM, agencies may pay the travel and transportation expenses to first post of duty, under 5 U.S.C. 5723, of new appointees to positions cited.

[SEAL]

UNITED STATES CIVIL SERVICE COMMISSION,

JAMES C. SPRY,
Executive Assistant
to the Commissioners.

[FR Doc.75-3153 Filed 2-3-75;8:45 am]

**ENVIRONMENTAL PROTECTION
AGENCY**

[FRL 330-6]

OCEAN DUMPING

Notice of Receipt of Application and Meeting

Notice is hereby given of the filing by the United States Air Force of an application for a permit under the Marine Protection, Research, and Sanctuaries Act of 1972, Pub. L. 92-532, 33 U.S.C. 1401 (the "Act") to incinerate at sea the remaining stores of the compound known as Herbicide Orange. The applicant has also requested the designation of a new

ocean disposal site in which the incineration will take place.

According to the information submitted by the Air Force as part of its application, there are approximately 1,400,000 gallons of Herbicide Orange in storage on Johnston Island in the Pacific Ocean and approximately 860,000 gallons in storage at Gulfport, Mississippi. The herbicide consists of approximately 50% by volume of the normal butyl ester of 2,4-dichlorophenoxyacetic (2,4-D) acid and 50% by volume normal butyl ester of 2,4,5-trichlorophenoxyacetic (2,4,5-T) acid. The Air Force intends to incinerate the chemical compound in a location approximately 120

miles from Johnston Island and 850 miles west of the Hawaiian Islands. The area in which incineration is proposed is bounded by the following coordinates:

14d 45' to 18d 45' north latitude.
171d 30' to 175d 0' west longitude.

The chemical wastes would be incinerated at above 1400 degrees C. aboard the *M/T Vulcanus*, a vessel recently used by the Shell Chemical Company to incinerate organochlorine wastes in the Gulf of Mexico. According to the application, it is expected that the combustion process will result in a worst case incineration efficiency of 99.9 percent. Using the assumed 99.9 percent figure and a maximum waste feed rate to each of the two incinerators of 12 metric tons per hour, the following mass discharges are anticipated by the Air Force (in pounds per second):

Carbon dioxide.....	23.1
Hydrogen chloride.....	4.1
Carbon monoxide.....	1.2
Carbon particles.....	0.07
Pyrolyzates of orange and its constituents.....	0.01

The Air Force has prepared and filed with the Council on Environmental Quality a final Environmental Impact Statement relating to the proposed incineration and the disposal site. Copies of this document, the application for a permit, and other relevant materials, are available for inspection at the following offices:

EPA Region IX, Room 100, 100 California Street, San Francisco, CA.
EPA Region IV, Room 306, 1421 Peachtree Street, NE, Atlanta, GA.
Freedom of Information Center, Room 221 West Tower, 401 M Street SW., Washington, D.C.

Notice also is hereby given of a public meeting to consider the issues raised by the application of the Air Force. This meeting will be preliminary to and not in lieu of the public hearing provided for in the regulations relating to ocean dumping, 40 CFR 222.5. It will be held beginning at 9:30 a.m. on February 19, 1975, at the GSA Auditorium, 18th & F Streets NW., Washington, D.C.

The preliminary meeting has been called to discuss several factual and legal issues that may arise in connection with the processing of this application. The Agency invites comments from the public on the following questions:

1. Whether feasible alternative methods of disposal exist.
2. Whether Herbicide Orange is a "chemical" or "biological warfare agent" within the meaning of the Act, and whether it retains this character following incineration.
3. Whether incineration of Herbicide Orange at high combustion efficiency is compatible with the Act, assuming the compound is a warfare agent.
4. Whether adequate techniques exist with which to monitor the incineration of Herbicide Orange.
5. Whether incineration is a feasible and environmentally safe means of disposal of Herbicide Orange.
6. Whether the disposal site requested by the Air Force is an appropriate location for incineration of this waste.

Although the normal procedure is for the Regional Administrators to process applications for ocean dumping permits, the application of the Air Force will be considered by Headquarters due to the novel scientific and legal issues raised, and the possibility that the initial permit would be issued as a research permit.

The public is invited to comment on any of the issues outlined above. Also, any person may request a public hearing to consider the issuance or denial of the permit and designation of the site by submitting written objections to the issuance or denial of the permit or designation of the site. Title 40 Parts 220-227 of the Code of Federal Regulations sets forth the procedures and criteria relating to public hearings and approval of permits under the Act. Written comments, requests for a hearing and other correspondence relative to this application should be addressed, on or before March 5, 1975, date of this publication in the FEDERAL REGISTER, to the Chief, Marine Protection Branch, Oil and Special Materials Control Division (WH-448), 401 M Street SW., Washington, D.C. 20460.

Dated: January 31, 1975.

JAMES L. AGEE,
Assistant Administrator
for Water and Hazardous Materials.

[FR Doc.75-3283 Filed 2-3-75; 8:45 am]

[FRL 330-3]

SOUTH CAROLINA

Notice of Public Hearing and Notice of Request for Approval of State Program for the Control of Discharges of Pollutants to Navigable Waters

A public hearing to consider the request of the State of South Carolina for State Program Approval to participate in the National Pollutant Discharge Elimination System (NPDES) permit program for the control and abatement of discharges into waters of the State in compliance with the 1972 Amendments to the Federal Water Pollution Control Act, 33 U.S.C.A. §§ 1251-1376 (Supp. 1973) (hereinafter, the "Act"), will be held on March 5, 1975, at 10 a.m., G.S.T. Peoples Auditorium, Third Floor, J. Marion Sims Building, 2600 Bull Street, Columbia, South Carolina 29201.

Section 402(b) of the Act provides that the Governor of a State desiring to administer the NPDES permit program to control discharges into waters within its jurisdiction may submit to the Administrator of the United States Environmental Protection Agency (EPA) a full and complete description of the program the State intends to administer, including a statement from the State Attorney General that the laws of the State provide adequate authority to carry out the described program. The Administrator is required to approve each such submitted program unless the program does not meet the requirements of section 402(b) and EPA's guidelines. Among other authorities, the State must have: (1) Ade-

quate authority to issue permits which comply with all pertinent requirements of the Act, (2) adequate authority, including civil and criminal penalties, to abate violations of permits or the permit program, and (3) authority to ensure that the Administrator, the public, or any other affected States, and other affected agencies, are given notice of each application and are given the opportunity for a public hearing before acting on each permit application. Also, the State must have and commit itself to use manpower and resources sufficient to act on all outstanding permit applications in a timely manner and consistent with the periods prescribed by the Act. EPA's guidelines establishing State Program Elements Necessary for Participation in the NPDES were published in Volume 37 of the FEDERAL REGISTER, December 22, 1972 (40 CFR Part 124), beginning at page 28390.

The State of South Carolina proposes that the South Carolina Department of Health and Environmental Control, 2600 Bull Street, Columbia, South Carolina 29201, operate the NPDES program.

The Governor's request and the program description may be inspected at the offices of the South Carolina Department of Health and Environmental Control at the above address, or at the Regional Office of the United States Environmental Protection Agency, 1421 Peachtree Street, NE., Atlanta, Georgia 30309, or phone (404) 526-5727.

The public hearing panel will consist of the Administrator, or his representative, who will serve as the presiding officer; the Deputy Commissioner for Environmental Quality Control, or his representative; and the Regional Administrator, Region IV, or his representative.

All interested persons wishing to attend, to comment upon, or to support or to object to this State request are invited to attend the public hearing. Written comments may be presented at the hearing or submitted by March 12, 1975, either in person or by mail to the Regional Office of the United States Environmental Protection Agency at the above address.

Oral statements will be received and considered but for accuracy of the record, all testimony should be submitted in writing. Statements should summarize extensive written material so that there will be time for all interested persons to be heard. Persons submitting written statements are encouraged to bring additional copies for the use of the hearing panel and other interested persons. The Presiding Officer may, at his discretion, exclude oral testimony if it is overly repetitious of previous testimony heard or if it is not relevant to the decision to approve or require revision to the State program as submitted.

The hearing record will be left open for a period of seven days following the hearing to allow any person to submit additional written statements or to present views or evidence tending to rebut testimony presented during the hearing.

All comments or objections received by March 12, 1975, or presented at the public hearing will be considered by EPA before taking final action on the South Carolina Request for State Program Approval.

ALAN G. KIRK II,
Assistant Administrator for
Enforcement and General Counsel.

JANUARY 31, 1975.

[FR Doc.75-3284 Filed 2-3-75; 8:45 am]

FEDERAL ENERGY ADMINISTRATION

NORTHEAST ADVISORY COMMITTEE Meeting

Pursuant to the provisions of the Federal Advisory Committee Act (Pub. L. 92-463, 86 Stat. 770), notice is hereby given that the Northeast Advisory Committee will meet Friday, February 21, 1975 at 10:30 a.m., Room 2003A, Sen. Brooke Conference Room, JFK Federal Building, Government Center, Cambridge Street, Boston, Massachusetts.

The Committee was established to provide advice to the Federal Energy Administration regarding the interests and problems of this area of the country as they relate to FEA policies and programs.

The agenda for the meeting is as follows:

1. Presidential Energy Programs.
 - a. Impact on Consumers in Northeastern States.
 - b. Impact on Independent Fuel Oil Marketers.
 - c. Effectiveness in Achieving Conservation and Import Reduction Objectives.
 - d. National Security Storage Program.
 - e. Exploration on Atlantic Outer Continental Shelf.
1. Development of Deep Water Ports.
2. Alternative Proposals.
 - a. Continuation of Current Conservation Efforts.
 - b. Increased Conservation of All Fuels Including Natural Gas and Electricity.
 - c. Use of Allocation Program.
 - d. Incentives for Construction of Additional Refining Capacity in the Northeast and Elsewhere.
3. FEA Allocation and Price Issues.

The meeting is open to the public; however, space and facilities are limited.

The Chairman of the Committee is empowered to conduct the meeting in a fashion that will, in his judgment, facilitate the orderly conduct of business. Any member of the public who wishes to file a written statement with the Committee will be permitted to do so, either before or after the meeting. Members of the public who wish to make oral statements should inform Lois Weeks, Advisory Committee Management Officer, (202) 961-7022 at least 5 days before the meeting and reasonable provision will be made for their appearance on the agenda.

Further information concerning this meeting may be obtained from the Advisory Committee Management Office.

Minutes of the meeting will be made available for public inspection at the Federal Energy Administration, Washington, D.C.

Issued at Washington, D.C. on January 30, 1975.

ROBERT E. MONTGOMERY, Jr.,
General Counsel.

[FR Doc.75-3119 Filed 2-3-75;8:45 am]

FEDERAL MARITIME COMMISSION

[Docket No. 75-3]

CHEVRON CHEMICAL CO. AND
MITSUI O.S.K. LINES, LTD.

Filing of Complaint

Notice is hereby given that a complaint filed by Chevron Chemical Company against Mitsui O.S.K. Lines, Ltd. was served by the Commission January 29, 1975. The complaint alleges violation by respondent of section 18(b) of the Shipping Act, 1916 in connection with application of its tariff rates to certain shipments of "OLOA 229".

Hearing in this matter, if deemed necessary, shall commence on or before July 29, 1975.

[SEAL] FRANCIS C. HURNEY,
Secretary.

[FR Doc.75-3158 Filed 2-3-75;8:45 am]

COMPANHIA NACIONAL DE NAVEGACAO
AND COMPANHIA DE NAVEGACAO
ANGOLANA, S.A.R.L.

Agreement Filed

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, (46 U.S.C. 814)).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1100 L Street, NW, Room 10126; or may inspect the agreement at the Field Offices located at New York, N.Y., New Orleans, Louisiana, San Francisco, California and Old San Juan, Puerto Rico. Comments on such agreements, including requests for hearing, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, on or before February 24, 1975. Any person desiring a hearing on the proposed agreement shall provide a clear and concise statement of the matters upon which they desire to adduce evidence. An allegation of discrimination or unfairness shall be accompanied by a statement describing the discrimination or unfairness with particularity. If a violation of the Act or detriment to the commerce of the United States is alleged, the statement shall set forth with particularity the acts and circumstances said to constitute such violation or detriment to commerce.

A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the statement should indicate that this has been done.

Notice of Agreement Filed by:

Renato C. Giallorenzi, Esquire
67 Broad Street
New York, New York 10004

Agreement No. 10152 is a joint service agreement between Companhia Nacional de Navegacao and Companhia de Navegacao Angolana, S.A.R.L., operating in the trade between Canadian, and United States Atlantic and Gulf ports and ports of West Africa. As a joint service the parties will act as a single member or party within any conference, pooling agreement or any other agreement subject to the Shipping Act, 1916, and will be represented by the East Coast Overseas Corp. of New York City. The parties will establish, maintain and file with the Commission, as a joint service, rates, charges and practices in those trades where they are not members of a conference. The parties will cooperate as to the tonnage to be contributed by each. They shall share equally the costs, expenses, profits and losses incurred by and derived from the joint service.

By Order of the Federal Maritime Commission.

Dated: January 29, 1975.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.75-3159 Filed 2-3-75;8:45 am]

FEDERAL POWER COMMISSION

[Docket No. RP-74-94-2]

ARKANSAS LOUISIANA GAS CO.;
RICELAND FOODS, INC.

Petition for Extraordinary Relief

JANUARY 28, 1975.

Take notice that on December 16, 1974, Riceland Foods, Inc., (Riceland) Post Office Box 927, Stuttgart, Arkansas 72160 filed in Docket No. RP74-94-2 a petition for extraordinary relief pursuant to section 4 of the Natural Gas Act and section 2.78 of the Commission's rules of practice and procedure, (18 CFR 2.78). Riceland requests relief from the operation of the currently effective curtailment plan of Arkansas Louisiana Gas Company, (Arkla). In support of its petition Riceland avers that it is a soybean processing cooperative owned by 25,000 farmers from various states of the mid-south, and that it utilizes natural gas volumes which it purchases from Arkla for soybean and vegetable oil processing as well as grain drying.

Riceland operates two plants, located at Stuttgart and Helena, Arkansas. The Stuttgart plant has a peak day requirement of 5,750 Mcf and a monthly requirement of 125,000 Mcf, while the Helena plant has analogous requirements of 4,250 Mcf and 96,000 Mcf. These two plants employ approximately 800 employees and Riceland claims that the curtailment of gas deliveries from Arkla will result in the extended layoff of most of these people as well as reducing the output of its products.

Riceland requests that all gas deliveries from Arkla to its plants be considered Priority 2 volumes under Arkla's curtailment plan. Currently, as substantial portion of this gas is classified in Priority 4. Riceland's petition requests relief until it is able to make operational alternate fuel facilities which it estimates will be functioning by December, 1975.

A shortened notice period in this proceeding may be in the public interest.

Any person desiring to be heard or to make any protest with reference to said petition should on or before February 12, 1975, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules. The petition is on file with the Commission and is available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.75-3092 Filed 2-8-75;8:45 am]

[Docket No. E-9224]

ARKANSAS POWER & LIGHT CO.

Proposed Changes in FPC Rate Schedules

JANUARY 28, 1975.

Take notice that on January 21, 1975, Arkansas Power & Light Company (Company) tendered for filing proposed changes in two of the Company's rate schedules:

- (1) Arkansas Power & Light Company Rate Schedule FPC No. 67.
- (2) Arkansas Power & Light Company Rate Schedule FPC No. 52.

Both of these schedules are contracts between the Company and the Arkansas Electric Cooperative Corporation (AECC). The changes in FPC No. 67 include the addition of three points of delivery and an increase in capacity at six other points of delivery. The changes in FPC No. 52 include the deletion of three points of delivery, an increase in capacity at three points of delivery, and the relocation with an accompanying increase in capacity at another point. Some of the changes are not proposed to take effect until May 1, 1975 or June 1, 1975. For these reasons the Company requests waiver of the Commission's ninety day rule on filings. The Company states that due to the difficulty in making accurate estimates on the billing effect of these changes, no billing data was filed. The Company states there will be no change in rates or provisions in the two schedules other than those noted above. The

Company requests waiver of the Commission's regulations concerning this proposed filing.

A copy of the filing has been mailed to AECC.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, in accordance with sections 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before February 14, 1975. 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.75-3091 Filed 2-3-75; 8:45 am]

[Docket No. RP74-4]

CITIES SERVICE GAS CO.

Postponement of Hearing

JANUARY 28, 1975.

On January 28, 1975, Cities Service Gas Company filed a motion to extend the hearing date fixed by order issued January 23, 1975, in the above-designated matter. The motion states that the parties have been notified and have no objection.

Upon consideration, notice is hereby given that the hearing date in the above matter is postponed until March 4, 1975, at 10 a.m. (e.d.t.).

MARY B. KIDD,
Acting Secretary.

[FR Doc.75-3093 Filed 2-3-75; 8:45 am]

[Docket No. E-8911]

GULF POWER CO.

Extension of Procedural Dates

JANUARY 27, 1975.

On January 21, 1975, Staff Counsel filed a motion to extend the procedural dates fixed by order issued August 13, 1974, as most recently modified by notice issued October 24, 1974, in the above-designated matter. The motion states that the parties have been notified and have no objection.

Upon consideration, notice is hereby given that the procedural dates in the above matter are modified as follows:

Service of Staff's Testimony, March 3, 1975.

Service of Intervenor's Testimony, April 3, 1975.

Service of Company Rebuttal, May 2, 1975.

Hearing, June 3, 1975 (10 a.m. e.d.t.).

KENNETH F. PLUMB,
Secretary.

[FR Doc.75-3094 Filed 2-3-75; 8:45 am]

[Docket No. CI87-1594, et al.]

KERR-McGEE CORP. ET AL.

Extension of Time

JANUARY 28, 1975.

On January 22, 1975, Kerr-McGee Corporation filed a request to extend the time within which to elect to transfer sums under the overriding royalty provision of the Commission's order of October 29, 1974, in the above-designated matter. On January 23, 1975, Southern Natural Gas Company and Phillips Petroleum Company jointly filed a similar motion.

Upon consideration, notice is hereby given that the time in which to take the above action is extended to and including February 26, 1975.

KENNETH F. PLUMB,
Secretary.

[FR Doc.75-3095 Filed 2-3-75; 8:45 am]

[Docket No. RI75-104]

MESA PETROLEUM CO.

Order Providing for Hearing on and Suspension of Proposed Changes in Rates, and Allowing Rate Changes to Become Effective Subject to Refund¹

JANUARY 23, 1975.

Respondents have filed proposed changes in rates and charges for jurisdictional sales of natural gas, as set forth in Appendix A hereof.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds. It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders. (A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR, Ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column. Each of these supplements shall become effective, subject to refund, as of the expiration of the suspension period without any further action by the Respondent or by the Commission. Each Respondent shall comply with the refunding procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder.

(C) Unless otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period, whichever is earlier.

By the Commission.

[SEAL] KENNETH F. PLUMB,
Secretary.

¹ Does not consolidate for hearing or dispose of the several matters herein.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf*		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
RI75-104	Mesa Petroleum Co.	53	11	El Paso Natural Gas Co. (Rocky Mountain Area)	\$6,125	12-26-74		6-26-75	1 27 24.5	1 27 25.0	RI74-115.
	do.	56	35	do.	2,674	12-26-74	1-1-75	(1)	1 27 24.5	1 27 25.0	RI74-115.
	do.			do.	653	12-26-74		6-26-75	1 27 24.98	1 27 25.48	RI74-115.
	do.			do.	4,676	12-26-74		6-26-75	1 27 28.5	1 27 29.0	RI74-115.
	do.			do.	835	12-26-74	6-21-74	(1)	1 27 24.98	1 27 51.0014	RI74-115.
	do.			do.	110	12-26-74	1-1-75	(1)	1 27 51.0014	1 27 52.0214	RI74-115.
	do.	63	35	Northwest Pipeline Corp. (Rocky Mountain Area)		12-26-74	1-1-75	(1)	1 27 24.5	1 27 25.0	RI74-115.
	do.			do.		12-26-74		6-26-75	1 27 24.98	1 27 25.48	RI74-115.
	do.			do.		12-26-74		6-26-75	1 27 28.5	1 27 29.0	RI74-115.
	do.			do.		12-26-74	6-21-74	(1)	1 27 24.98	1 27 51.0014	RI74-115.
	do.			do.		12-26-74	1-1-75	(1)	1 27 51.0014	1 27 52.0214	RI74-115.
	do.	46	5	El Paso Natural Gas Co. (Rocky Mountain Area)	65,261	12-26-74	6-21-74	(1)	1 27 24.5	1 27 35.0	
	do.			do.	2,383	12-26-74		(1)	1 27 35.0	1 27 35.5	
	do.	47	42	do.	587,999	12-26-74	6-21-74	(1)	{ 24.5 } { 28.5 }	1 27 35.70	
	do.			do.	31,308	12-26-74		(1)	35.70	1 27 36.21	
	do.	49	13	do.	18,329	12-26-74	6-21-74	(1)	24.5	1 27 35.70	
	do.			do.	651	12-26-74		(1)	35.70	1 27 36.21	
	do.	50	47	do.	133,487	12-26-74	6-21-74	(1)	{ 24.5 } { 28.5 }	1 27 35.70	
	do.			do.	4,740	12-26-74		(1)	35.70	1 27 36.21	
	do.			do.	21,224	12-26-74	6-21-74	(1)	{ 24.5 } { 28.5 }	1 27 51.0014	
	do.			do.	3,009	12-26-74	1-1-75	(1)	51.0014	1 27 52.0214	
	do.	53	21	do.	85,383	12-26-74	6-21-74	(1)	24.5	1 27 35.70	
	do.			do.	3,036	12-26-74		(1)	35.70	1 27 36.21	

* Unless otherwise stated, the pressure base is 15.025 lb/in².
 † Base rate—subject to applicable taxes and Btu adjustment.
 ‡ For gas delivered from wells completed prior to June 1, 1970.
 § Applicable to supp. No. 22 only.
 ¶ For gas delivered from wells completed on or subsequent to June 1, 1970.
 †† Increase to the national rate pursuant to Opinion No. 699, as amended.
 ‡‡ Increase to the order No. 435 ceiling rate.
 §§ The pressure base is 14.73 lb/in².
 ¶¶ Rate schedule established by Commission order issued Dec. 31, 1974, in docket

No. G-4547, et al., Atlantic Richfield Co., et al.
 ††† Not used.
 ‡‡‡ Not used.
 §§§ Accepted as of the date set forth in the "Effective date unless suspended" column.
 ¶¶¶ Those rate increases are subject to and in excess of the 35.0 cents ceiling established in opinion No. 699-H for sales from the Rocky Mountain Area under contracts dated on or after Oct. 1, 1968, from wells commenced prior to Jan. 1, 1973, and are rejected.

The proposed rate increases of Mesa are subject to the ceiling rates established in Opinion Nos. 658 and 699-H. Those proposed rates for sales subject to and in excess of the Opinion No. 658 ceiling rate are suspended for five months. Those rates for sales subject to and not in excess of ceilings established in Opinion No. 699-H are accepted as of June 21, 1974, or the contractual effective date, whichever is later. Those proposed rates subject to and in excess of the 35.0¢ ceiling established in Opinion No. 699-H for sales from the Rocky Mountain Area under contracts dated on or after October 1, 1968, from wells commenced prior to January 1, 1973, are rejected.

In regard to any sale of natural gas for which the proposed increased rate is filed under the provisions of Opinion No. 699-H, issued December 4, 1974, in Docket No. R-389-B, no part of the proposed rate increase above the prior applicable area ceiling rate may be made effective until the seller submits a statement in writing demonstrating that Opinion No. 699-H is applicable to the particular increased rate filing, in whole or in part. The proposed increased rates for which such support shall have been satisfactorily demonstrated on or before January 31, 1975, will be made effective as of June 21, 1974.

[FR Doc.75-2756 Filed 2-3-75;8:45 am]

[Docket No. RP74-100]

NATIONAL FUEL GAS SUPPLY CORP.
Extension of Procedural Dates

JANUARY 27, 1975.

On January 17, 1975, Staff Counsel filed a motion to extend the procedural dates fixed by order issued August 9, 1974, as most recently modified by notice issued December 12, 1974, in the above-designated

matter. The motion states that National Fuel has been notified and opposes the extension.

Upon consideration, notice is hereby given that the procedural dates in the above matter are modified as follows:

Service of Staff's testimony, March 21, 1975.
 Service of Intervenor's Testimony, April 4, 1975.

Service of Company Rebuttal, April 18, 1975.
 Hearing, May 6, 1975 (10 a.m. e.d.t.).

KENNETH F. PLUMB,
Secretary.

[FR Doc.75-3096 Filed 2-3-75;8:45 am]

[Docket Nos. RP71-119 and RP74-31-26]

PANHANDLE EASTERN PIPE LINE CO.
Petition for Extraordinary Relief

JANUARY 30, 1975.

Take notice that on January 24, 1975, Brockway Glass Company, Inc. ("Brockway") filed a petition for permanent extraordinary relief from the natural gas curtailments imposed by Panhandle Eastern Pipe Line Company ("Panhandle") on Brockway's glass container plant located at Lapel, Indiana. Brockway, a direct sale customer of Panhandle, states that due to unexpected additional curtailments being imposed this winter season by Panhandle, Brockway could effectively lose delivery of the required 644 Mcf per average day necessary to fuel the feeders, the annealing lehrs, and the mold heating oven at the Lapel plant. If the minimum 644 Mcf of process gas per average day is curtailed, Brockway

will not have sufficient gas to maintain full production and will as a result suffer irreparable injury. Without relief, the Lapel plant will have to shut down, at least in part. This will create a significant loss of employment in the town of Lapel, in which Brockway is one of the largest employers. Irreparable injury will also occur to Brockway itself and to its customers.

Brockway states that, since it is installing propane facilities, full extraordinary relief is only necessary for the period March 1, 1975 through June 30, 1975, by which time it expects the propane facilities to be operational. Thereafter Brockway requests extraordinary relief only if, despite its efforts, it is unable to secure a propane supply which, along with the natural gas available from Panhandle, is equal to 644 Mcf per average day. Thus, in the event of such a shortfall, it would only be requesting extraordinary relief to the extent necessary to make up the difference between 644 Mcf per average day and the sum of the available propane and the available natural gas supply from Panhandle.

Any volumes delivered pursuant to such extraordinary relief in excess of entitlements under the effective Panhandle curtailment plan would be subject to payback out of subsequent daily entitlements in excess of 644 Mcf per average day.

In order to avoid irreparable injury pending hearings on its request for permanent relief, Brockway has also moved for immediate temporary relief identical with the permanent relief requested. In

this connection, Brockway requested and Panhandle has agreed to a grant of emergency relief from curtailments during the months of January and February.

It appears reasonable and consistent with the public interest in this proceeding to prescribe a period shorter than 15 days for the filing of protests and petitions to intervene. Therefore, any person desiring to be heard or to protest said petition should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, in accordance with §§ 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8, 1.10) on or before February 11, 1975. 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 in accordance with the Commission's rules. This filing which was made with the Commission is available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.75-3087 Filed 1-30-75; 10:48 am]

[Docket Nos. E-7795, E-7986]

PHILADELPHIA ELECTRIC CO.

Extension of Time

JANUARY 27, 1975.

On January 20, 1975, Staff Counsel filed a motion to extend the procedural dates fixed by order issued June 4, 1974, as most recently modified by notice issued November 26, 1974, in the above-designated matter. On January 27, 1975, Philadelphia Electric Company filed an answer to the motion.

Upon consideration, notice is hereby given that the procedural dates in the above matter are modified as follows:

Service of Staff's Testimony, February 11, 1975.
Service of Intervenor's Testimony, February 21, 1975.
Service of Company Rebuttal, March 4, 1975.
Hearing (unchanged), March 11, 1975 (10 a.m. e.d.t.).

KENNETH F. PLUMB,
Secretary.

[FR Doc.75-3097 Filed 2-3-75; 8:45 am]

[Docket No. R-389-B]

RATES; CERTAIN SALES OF NATURAL GAS AND NEW DEDICATIONS TO INTERSTATE COMMERCE

Order of Clarification of Opinion No. 699-F
JANUARY 27, 1975.

Just and Reasonable national rates for sales of natural gas from wells commenced on or after January 1, 1973, and new dedications of natural gas to interstate commerce on or after January 1, 1973.

On January 3, 1975, we issued an Order Modifying in Part Opinion No. 699-F. The order of January 3, 1975, was issued

to make clear our view that the sale of natural gas under section 157.29 should be limited to a single sixty (60) day period. The order reinstated Paragraph (B) of Opinion No. 699-C so as to preclude more than one sixty (60) day sale regardless of a change in the identity of the seller or sellers and regardless of a change in the identity of a purchaser. Under § 1.13(c) of the Commission's rules and regulations the order of January 3, 1975, was effective as of the date of its issuance (18 CFR 1.13(c)).

On January 7, 1975, Transcontinental Gas Pipe Line Corporation (Transco) filed a telegram which (inter alia) requested " * * * clarification of whether or not its suppliers are required to cease immediately those current 60-day sales to Transco which were commenced in good faith in reliance on Commission Opinion No. 699-F." Transco stated that " * * * one producer has already ceased emergency deliveries to Transco because of the Commission's January 3, 1975 order * * *". The January 7, 1975, telegram from Transco further stated "Should Transco cease the other 60-day purchase now apparently prohibited, a further loss of approximately 7,000 Mcf per day, or a total of approximately 203,000 Mcf from January 7, 1975 for the remainder of the period, would result."

On January 23, 1975, Transco filed a second telegram in which it stated that the one supplier which has ceased emergency deliveries to it immediately following issuance of our January 3, 1975, order, had informed Transco that it would complete the remaining forty-four (44) days of emergency deliveries—it having made sixteen (16) days of such deliveries prior to January 3, 1975—if such sales would not jeopardize the non-jurisdictional status afforded by § 157.29 of the regulations.

We recognized in the order of January 3, 1975, that " * * * [c]onfusion was created when in Opinion No. 699-F, in response to an application for rehearing filed by [Transco] we modified Opinion No. 699-C to permit the sale of natural gas under § 157.29 for periods of up to 60 days to more than one pipeline * * *", and we do not question the "good faith reliance" of Transco and its suppliers. However, under our order of January 3, 1975, we cannot authorize the resumption of the emergency purchase by Transco which ceased on January 3, 1975. Likewise we cannot authorize the continuation of the other emergency purchase of 7,000 Mcf per day alluded to by Transco in its January 7, 1975 telegram, inasmuch as this purchase, according to Transco, also appears to be prohibited. These producer-suppliers of Transco must, therefore, file an application for a permanent certificate or temporary authorization in accordance with Section 157.29(c) as promulgated in Opinion No. 699-B, issued September 9, 1974, — FPC —.

The Commission orders. The request of Transcontinental Gas Pipe Line Cor-

poration, as set forth in its telegrams of January 7 and 23, 1975, is denied.

By the Commission.¹

[SEAL] KENNETH F. PLUMB,
Secretary.

[FR Doc.75-3090 Filed 2-3-75; 8:45 am]

[Docket No. RP75-13]

TENNESSEE GAS PIPELINE CO.

Extension of Procedural Dates

JANUARY 27, 1975.

On January 20, 1975, Staff Counsel filed a motion to extend the procedural dates fixed by order issued October 11, 1974, in the above-designated matter. The motion states that the parties have been notified and have no objection.

Upon consideration, notice is hereby given that the procedural dates in the above matter are modified as follows:

Service of Staff's Testimony, April 30, 1975.
Service of Intervenor's Testimony, May 30, 1975.
Service of Company Rebuttal, June 20, 1975.
Hearing, June 25, 1975 (10 a.m. e.d.t.).

KENNETH F. PLUMB,
Secretary.

[FR Doc.75-3098 Filed 2-3-75; 8:45 am]

[Docket No. E-8798]

WESTERN MASSACHUSETTS ELECTRIC CO.

Extension of Procedural Dates

JANUARY 27, 1975.

On January 22, 1975, Staff Counsel filed a motion to extend the procedural dates fixed by order issued July 19, 1974, as most recently modified by notice issued October 15, 1974, in the above-designated matter. The motion states that the parties have been notified and have no objection.

Upon consideration, notice is hereby given that the procedural dates in the above matter are modified as follows:

Service of Staff's Testimony, February 18, 1975.
Service of Intervenor's Testimony, March 4, 1975.
Service of Company Rebuttal, March 18, 1975.
Hearing, April 8, 1975 (10 a.m. e.d.t.).

KENNETH F. PLUMB,
Secretary.

[FR Doc.75-3099 Filed 2-3-75; 8:45 am]

[Project No. 2545]

WASHINGTON WATER POWER CO.

Application for Change in Land Rights

JANUARY 28, 1975.

Public notice is hereby given that an application for a change in land rights was filed on January 14, 1975, pursuant

¹ Dissenting opinion of Commissioners Brooke and Moody filed as part of the original.

to the Federal Power Act (16 U.S.C. 791a-825r) by The Washington Water Power Company of Spokane, Washington (Correspondence to: Mr. J. P. Buckley, Vice President and Secretary, The Washington Water Power Company, P.O. Box 3727, Spokane, Washington 99220), Licensee for Project No. 2545—Spokane River. The project is located on the Spokane River in Spokane, Stevens, and Lincoln Counties, Washington near the cities of Spokane, Nine Mile Falls, and Reardan.

The Company is requesting Commission approval of the conveyance in fee of two parcels of land within the project boundary totaling 0.74 acres to Spokane County, Washington. The two parcels are located within the Nine Mile Falls development approximately 800 feet downstream of the Nine Mile Dam. The property would be used by Spokane County for road purposes which entails realigning portions of routes to the proposed new Nine Mile Falls bridge F.A.S. (Federal Aid Secondary) No. S-1415 proposed to be constructed in 1975. The new bridge would be located 400 feet north of and would replace an existing bridge built in 1919 which is now obsolete. The new bridge would connect Nine Mile Road, S.R. 291, with realigned portions of Charles Road, F.A.S. 1415, and the Carlson Road. This construction is the first stage of plans to connect S.R. 291 to S.R. 231 in Lincoln County via F.A.S. Route 1415.

Any person desiring to be heard or to make protest with reference to this application should on or before February 20, 1975, file with the Federal Power Commission, Washington, D.C. 20426, protests or petitions to intervene in accordance with the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken, but will not serve to make the protestants parties to a proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's rules.

The application is on file with the Commission and is available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.75-3089 Filed 2-3-75;8:45 am]

INTERNATIONAL TRADE COMMISSION

[TEA-W-261]

WILLIAMSTON PARTS CO., INC. and WESTMINSTER MANUFACTURING CO., INC.

Workers' Petition for a Determination

Notice of Investigation

On the basis of petitions filed under section 301(a)(2) of the Trade Expansion Act of 1962, on behalf of the workers and former workers of the Williamston Parts Co., Inc., Williamston, S.C., and Westminster Manufacturing Co., Inc.,

Westminster, S.C., the United States International Trade Commission, on January 29, 1975, instituted an investigation under section 301(c)(2) of the Act to determine whether, as a result in major part of concessions granted under trade agreements, articles like or directly competitive with men's and boys' trousers (of the types provided for in Items 380.00, 380.04, 380.06, 380.39, 380.81, and 380.84 of the Tariff Schedules of the United States) produced by said firm are being imported into the United States in such increased quantities as to cause, or threaten to cause, the unemployment or underemployment of a significant number or proportion of the workers of such firm or an appropriate subdivision thereof.

The optional public hearing afforded by law has not been requested by the petitioners. Any other party showing a proper interest in the subject matter of the investigation may request a hearing, provided such request is filed on or before February 14, 1975.

The petition filed in this case is available for inspection at the Office of the Secretary, United States International Trade Commission, 8th and E Streets, NW., Washington, D.C., and at the New York City office of the International Trade Commission located at 6 World Trade Center.

By order of the Commission.

Issued: January 30, 1975.

[SEAL] KENNETH R. MASON,
Secretary.

[FR Doc.75-3167 Filed 2-3-75;8:45 am]

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

[Notice 75-5]

AD HOC ADVISORY SUBCOMMITTEE TO EVALUATE PROPOSALS FOR PARTICIPATION IN THE SCIENTIFIC DEFINITION OF EXPLORER-CLASS PAYLOADS

Notice of Date and Place of Meeting

Two sections of the NASA Ad Hoc Advisory Subcommittee of the Space Science and Applications Steering Committee to evaluate proposals for participation in the scientific definition of Explorer-Class payloads will meet at the Goddard Space Flight Center in Greenbelt, Maryland during February. On February 19, 20, and 21, 1975, Subcommittee Section A (Magnetospheric Scout Missions and Cosmic Dust) will meet in Room 200 of Building 26 from 8:30 a.m. to 4:30 p.m. On February 25, 26, and 27, 1975, Subcommittee Section B (Electrodynamics) will meet in the Management Conference Center in Building 8 from 8:30 a.m. to 4:30 p.m. The meetings of other subcommittee sections will be advertised in the FEDERAL REGISTER and convened in the near future.

The Subcommittee sections will discuss, evaluate and categorize proposals for participation on Mission Definition Teams which will define Explorer-Class Atmospheric and Space Physics Pay-

loads. Throughout the Subcommittee sessions, the professional qualifications of the proposers and their potential scientific contributions to the Mission Definition Teams will be candidly discussed and appraised. Discussion of these matters in a public session would invade the privacy of the proposers and the other individuals involved. The meeting will be closed to members of the public.

Since the Subcommittee session will be concerned throughout with matters listed in 5 U.S.C. 552(b)(6), it is hereby determined that the session will be closed to the public.

For further information please contact Dr. David P. Cauffman at 202/755-3685.

BOYD C. MYERS, II,
Assistant Associate Administrator for Organization and Management, National Aeronautics and Space Administration.

JANUARY 31, 1975.

[FR Doc.75-3222 Filed 2-3-75;8:45 am]

NUCLEAR REGULATORY COMMISSION

[Docket Nos. STN 50-528, 50-529, 50-530]

ARIZONA PUBLIC SERVICE COMPANY, ET AL. (PALO VERDE, UNITS 1, 2, AND 3)

Notice and Order Scheduling Second Prehearing Conference

At the Special Prehearing Conference held in this proceeding on January 23, 1975, the Atomic Safety and Licensing Board (the Board) granted leave to Mr. Carmine F. Cardamone, Jr. to file an amended petition to intervene. Also, the Board set a schedule for responses by the Applicants and the U.S. Nuclear Commission Regulatory Staff (the Staff) to the amended petition of Mr. Cardamone and to an amended petition to intervene filed by the Arizona Clean Energy Coalition. In view of these developments, the Board has scheduled a Second Prehearing Conference to hear oral argument on these two amended petitions to intervene.

Accordingly, please take notice that a Second Prehearing Conference will be held in the above-captioned proceeding on Thursday, February 27, 1975, at 10:30 a.m. local time at the County Board of Supervisors Auditorium, 205 West Jefferson Street, Phoenix, Arizona.

The attorneys for the respective parties and the petitioners to intervene are directed to confer in advance of the Second Prehearing Conference in such manner as they deem appropriate and report to the Board at said conference on any stipulations regarding interest and/or contentions, and on any other mutual agreeable procedures to expedite this proceeding.

Members of the public are invited to attend the Second Prehearing Conference as well as the Evidentiary Hearing to be held at a later date to be fixed by the Board.

Issued at Bethesda, Maryland, this 29th day of January 1975.

By order of the Atomic Safety and Licensing Board.

DANIEL M. HEAD,
Chairman.

[FR Doc.75-3150 Filed 2-3-75;8:45 am]

[Docket No. 50-3]

**CONSOLIDATED EDISON COMPANY OF
NEW YORK, INC.**

Receipt of Request for Variance

The Consolidated Edison Company of New York, Inc. (licensee) is authorized by Provisional Operating License No. DPR-5 to operate a nuclear power reactor identified as Unit No. 1 at the licensee's Indian Point Station, located in Westchester County, New York at steady-state power levels up to 615 MWt. By letter dated January 15, 1975, the licensee has requested a variance for Unit No. 1 from the requirement for compliance with the Commission's Interim Acceptance Criteria (36 FR 12247, June 29, 1971) for emergency core cooling systems for light-water reactors. The licensee has previously been granted variances from compliance with these requirements for limited periods (See 39 FR 24942 and 39 FR 29215).

Notice is hereby given that the request is under consideration.

The requested variance would allow the Indian Point Nuclear Generating Unit No. 1 to resume power operation until the present core is expended, a period of approximately four months. The requested variance also may require exemption from the containment testing requirements of 10 CFR Part 50, Appendix J. The variance from the requirements of the Interim Acceptance Criteria may be granted upon a finding that good cause has been shown, and that there is reasonable assurance that the granting of the variance will not adversely affect the health and safety of the public. The exemption from the requirements of Appendix J, if required, may be granted in accordance with 10 CFR 50.12. In connection with this request, the submission of views and comments by any interested persons is invited. Such views and comments should be submitted in writing, addressed to the Office of Nuclear Reactor Regulation, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, on or before February 24, 1975.

A copy of the licensee's January 15, 1975 request and related correspondence and documents are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C., and at the Hendrick Hudson Free Library, 31 Albany Post Road, Montrose, New York.

Dated at Bethesda, Maryland, this 28th day of January, 1975.

For the U.S. Nuclear Regulatory Commission.

GEORGE LEAR,
Chief, Operating Reactors
Branch #3, Division of Re-
actor Licensing.

[FR Doc.75-3059 Filed 2-3-75;8:45 am]

**ADVISORY COMMITTEE ON REACTOR
SAFEGUARDS SUMMIT POWER STA-
TION SUBCOMMITTEE**

Meeting

JANUARY 30, 1975.

In accordance with the purposes of sections 29 and 182 b. of the Atomic Energy Act (42 U.S.C. 2039, 2232 b.), the Advisory Committee on Reactor Safeguards' Subcommittee on the Summit Power Station, Units 1 and 2, will hold a meeting on February 20, 1975 in the Sir Galahad Room of the Royal Court Inn, 1750 S. Elmhurst, Des Plaines, Illinois.

The purpose of the meeting will be to discuss the application by the Delmarva Power and Light Company for construction permits for the Summit Power Station, Units 1 and 2.

The following constitutes that portion of the Subcommittee's agenda for the above meeting which will be open to the public:

THURSDAY, FEBRUARY 20, 1975,
9 A.M.-5 P.M.

Discussions with the Delmarva Power and Light Company and the NRC Staff.

Representatives of the Delmarva Power and Light Company will make presentations on various aspects of the design of the high temperature gas-cooled reactors proposed for the Summit Power Station.

In connection with the above agenda, the Subcommittee will hold executive sessions prior to, and at the close of the day's public session, which will involve a discussion of its preliminary views, and an exchange of opinions of the Subcommittee members and internal deliberations and formulation of recommendations to the ACRS. In addition, the Subcommittee may hold a closed session with the NRC Staff and representatives of the Delmarva Power and Light Company to discuss privileged information relating to the proposed design features.

I have determined, in accordance with section 10(d) of Pub. L. 92-463, that the executive sessions at the beginning and end of the day's session will consist of an exchange of opinions and formulation of recommendations, the discussion of which, if written, would fall within exemption (5) of 5 U.S.C. 552(b) and that a closed session may be held, if necessary, to discuss certain documents and information which are privileged and fall within exemption (4) of 5 U.S.C. 552(b). Further, any non-exempt material that will be discussed during the above closed sessions will be inextricably intertwined with exempt material, and no further separation of this material is considered practical. It is essential to close such portions of the meeting to protect such privileged information and protect the free interchange of internal views and to avoid undue interference with agency or Committee operation.

Practical considerations may dictate alterations in the above agenda or schedule.

The Chairman of the Subcommittee is empowered to conduct the meeting in a manner that, in his judgment, will facilitate the orderly conduct of business, including provisions to carry over an in-

completed open session from one day to the next.

With respect to public participation in the open portion of the meeting, the following requirements shall apply:

(a) Persons wishing to submit written statements regarding the agenda item may do so by mailing 25 copies thereof, postmarked no later than February 13, 1975, to the Executive Secretary, Advisory Committee on Reactor Safeguards, Nuclear Regulatory Commission, Washington, D.C. 20555. Such comments shall be based upon documents which are on file and available for public inspection at the Nuclear Regulatory Commission's Public Document Room, 1717 H Street NW., Washington, D.C. 20555 and the Newark Free Library, Elkton and Delaware Roads, Newark, Delaware 19711.

(b) Those persons submitting a written statement in accordance with paragraph (a) above may request an opportunity to make oral statements concerning the written statement. Such requests shall accompany the written statement and shall set forth reasons justifying the need for such oral statement and its usefulness to the Subcommittee. To the extent that the time available for the meeting permits, the Subcommittee will receive oral statements during a period of no more than 30 minutes at an appropriate time, chosen by the Chairman of the Subcommittee, between the hours of 1:30 p.m. and 3:30 p.m. on February 20, 1975.

(c) Requests for the opportunity to make oral statements shall be ruled on by the Chairman of the Subcommittee who is empowered to apportion the time available among those selected by him to make oral statements.

(d) Information as to whether the meeting has been cancelled or rescheduled and in regard to the Chairman's ruling on requests for the opportunity to present oral statements, and the time allotted, can be obtained by a prepaid telephone call on February 18, 1975 to the Advisory Committee on Reactor Safeguards (telephone 202-634-1371) between 8:30 a.m. and 5:15 p.m., e.t.

(e) Questions may be propounded only by members of the Subcommittee and its consultants.

(f) Seating for the public will be available on a first-come, first-served basis.

(g) The use of still, motion picture, and television cameras, the physical installation and presence of which will not interfere with the conduct of the meeting, will be permitted both before and after the meeting and during any recess. The use of such equipment will not, however, be allowed while the meeting is in session.

(h) Persons desiring to attend portions of the meeting where proprietary information is to be discussed may do so by providing to the Executive Secretary, Advisory Committee on Reactor Safeguards, 1717 H Street, NW., Washington, D.C. 20555, 7 days prior to the meeting, a copy of an executed agreement with the owner of the proprietary information to safeguard this material.

(i) A copy of the transcript of the open portions of the meeting will be available for inspection on or after February 24, 1975 at the Nuclear Regulatory Commission's Public Document Room, 1717 H Street, NW., Washington, D.C. 20555. Copies of the transcript may be reproduced in the Public Document Room or may be obtained from Ace Federal Reporters, Inc., 415 Second Street, NE., Washington, D.C. 20002 (telephone 202-547-6222) upon payment of appropriate charges.

(j) On request, copies of the minutes of the meeting will be made available for inspection at the Nuclear Regulatory Commission's Public Document Room, 1717 H Street, NW., Washington, D.C. 20555 after May 20, 1975.

Copies may be obtained upon payment of appropriate charges.

JAMES R. LINDSAY,
Acting Assistant, Advisory
Committee Management Officer.

[FR Doc.75-3149 Filed 2-3-75;8:45 am]

ADVISORY COMMITTEE ON REACTOR SAFEGUARDS SUBCOMMITTEE ON COMBUSTION ENGINEERING SYSTEM Meeting

JANUARY 30, 1975.

In accordance with the purposes of sections 29 and 182 b. of the Atomic Energy Act (42 U.S.C. 2039, 2232 b.), the Advisory Committee on Reactor Safeguards' Subcommittee on Combustion Engineering System 80 will hold a meeting on March 1, 1975 in the Pineapple Room of the Sheraton Tobacco Valley Inn at 450 Bloomfield Avenue, Windsor, Connecticut. The purpose of the meeting will be to discuss the Combustion Engineering System 80 Standard Safety Analysis Report.

The following constitutes that portion of the Subcommittee's agenda for the above meeting which will be open to the public:

SATURDAY, MARCH 1, 1975—8:45 A.M. UNTIL ABOUT 2:45 P.M.

The Subcommittee will hear presentations by representatives of Combustion Engineering, Inc. and will hold discussions with this group pertinent to its review of matters related to the Combustion Engineering System 80 Standard Safety Analysis Report.

In connection with the above agenda item, the Subcommittee will hold executive sessions, not open to the public, at approximately 8:30 a.m. on March 1, 1975 and at the end of the day to consider matters related to the above review. These sessions will involve an exchange of opinions and discussions of preliminary views and recommendations of Subcommittee members and internal deliberations for the purpose of formulating recommendations to the ACRS.

In addition to the executive sessions, the Subcommittee may hold one or more closed sessions with representatives of the NRC Staff and Combustion Engineer-

ing, Inc. for the purpose of discussing privileged information relating to the matters under review, if necessary.

I have determined, in accordance with section 10(d) of Public Law 92-463, that the above-noted executive sessions will consist of an exchange of opinions and formulation of recommendations, the discussion of which, if written, would fall within exemption (5) of 5 U.S.C. 552(b) and that closed sessions may be held, if necessary, to discuss certain documents and information which are privileged and fall within exemption (4) of 5 U.S.C. 552(b). Further, any non-exempt material that will be discussed during the above closed sessions will be inextricably intertwined with exempt material, and no further separation of this material is considered practical. It is essential to close such portions of the meeting to protect the free interchange of internal views, to avoid undue interference with agency or Subcommittee operation, and to avoid public disclosure of proprietary information.

Practical considerations may dictate alterations in the above agenda or schedule.

The Chairman of the Subcommittee is empowered to conduct the meeting in a manner that in his judgment will facilitate the orderly conduct of business, including provisions to carry over an incomplete open session from one day to the next.

With respect to public participation in the open portion of the meeting, the following requirements shall apply:

(a) Persons wishing to submit written statements regarding the agenda item may do so by mailing 25 copies thereof, postmarked no later than February 21, 1975 to the Executive Secretary, Advisory Committee on Reactor Safeguards, Nuclear Regulatory Commission, Washington, D.C. 20555. Such comments shall be based upon documents on file and available for public inspection at the Nuclear Regulatory Commission's Public Document Room, 171 H Street, NW, Washington, D.C. 20555.

(b) Those persons submitting a written statement in accordance with paragraph (a) above may request an opportunity to make oral statements concerning the written statement. Such requests shall accompany the written statement and shall set forth reasons justifying the need for such oral statement and its usefulness to the Subcommittee. To the extent that the time available for the meeting permits, the Subcommittee will receive oral statements during a period of no more than 30 minutes at an appropriate time, chosen by the Chairman of the Subcommittee, between the hours of 10:30 a.m. and 11:30 a.m. on March 1, 1975.

(c) Requests for the opportunity to make oral statements shall be ruled on by the Chairman of the Subcommittee who is empowered to apportion the time available among those selected by him to make oral statements.

(d) Information as to whether the meeting has been cancelled or resched-

uled and in regard to the Chairman's ruling on requests for the opportunity to present oral statements, and the time allotted, can be obtained by a prepaid telephone call on February 28, 1975 to the Advisory Committee on Reactor Safeguards (telephone 202-634-1371) between 8:30 a.m. and 5:15 p.m., Eastern Time.

(e) Questions may be propounded only by members of the Subcommittee and its consultants.

(f) Seating for the public will be available on a first-come, first-served basis.

(g) The use of still, motion picture, and television cameras, the physical installation and presence of which will not interfere with the conduct of the meeting, will be permitted both before and after the meeting and during any recess. The use of such equipment will not, however, be allowed while the meeting is in session.

(h) Persons desiring to attend portions of the meeting where proprietary information is to be discussed may do so by providing to the Executive Secretary, Advisory Committee on Reactor Safeguards, 1717 H Street, NW, Washington, D.C. 20555, 7 days prior to the meeting, a copy of an executed agreement with the owner of the proprietary information to safeguard this material.

(i) A copy of the transcript of the open portion of the meeting will be available for inspection on or after March 3, 1975 at the Nuclear Regulatory Commission's Public Document Room, 1717 H Street, NW, Washington, D.C. 20555. Copies of the transcript may be reproduced in the Public Document Room or may be obtained from Ace Federal Reporters, Inc., 415 Second Street, NE, Washington, D.C. 20002 (telephone 202-547-6222) upon payment of appropriate charges.

(j) On request, copies of the minutes of the meeting will be made available for inspection at the Nuclear Regulatory Commission's Public Document Room, 1717 H Street, NW, Washington, D.C. 20555 after June 1, 1975. Copies may be obtained upon payment of appropriate charges.

JAMES R. LINDSAY,
Acting Assistant Advisory
Committee Management Officer.

[FR Doc.75-3148 Filed 2-3-75;8:45 am]

ADVISORY COMMITTEE ON REACTOR SAFEGUARDS, SUBCOMMITTEE ON EMERGENCY CORE COOLING SYSTEMS (ECCS)

Meeting

JANUARY 30, 1975.

In accordance with the purposes of sections 29 and 182 b. of the Atomic Energy Act (42 U.S.C. 2039, 2232 b.), the Advisory Committee on Reactor Safeguards' Subcommittee on ECCS will hold a meeting on February 22, 1975 in Room 1046, 1717 H Street, NW, Washington, D.C. The purpose of this meeting will be to discuss analytical models formulated to meet current ECCS criteria for fuel fabricated by EXXON Nuclear Company, Inc.

The following constitutes that portion of the Subcommittee's agenda for the above meeting which will be open to the public:

SATURDAY, FEBRUARY 22, 1975,
9:00 A.M.-4:00 P.M.

Discussion with the NRC Staff on models formulated to meet ECCS criteria.

In connection with the above agenda item, the Subcommittee will hold executive sessions before and after the meeting to discuss its preliminary views and to exchange opinions and formulate recommendations to the ACRS. In addition, following the public portion of the meeting, the Subcommittee may hold a closed session with the NRC Staff to discuss privileged information relating to the ECCS models.

I have determined, in accordance with subsection 10(d) of Public Law 92-463, that the executive session at the beginning and end of the meeting will consist of an exchange of opinions and formulation of recommendations, the discussions of which, if written, would fall within exemption (5) of 5 U.S.C. 552(b) and that a closed session may be held to discuss certain documents which are privileged and fall with exemption (4) of 5 U.S.C. 552(b). It is essential to close such portions of the meeting to protect such privileged information and the free interchange of internal views and to avoid undue interference with Committee operation.

Practical considerations may dictate alterations in the above agenda or schedule.

The Chairman of the Subcommittee is empowered to conduct the meeting in a manner that, in his judgment, will facilitate the orderly conduct of business.

With respect to public participation in the open portion of the meeting, the following requirements shall apply:

(a) Persons wishing to submit written statements regarding the agenda item may do so by mailing 25 copies thereof, postmarked no later than February 14, 1975 to the Executive Secretary, Advisory Committee on Reactor Safeguards, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555. Such comments shall be based upon documents on file and available for public inspection at the Nuclear Regulatory Commission's Public Document Room, 1717 H Street, NW, Washington, D.C. 20555.

(b) Those persons submitting a written statement in accordance with paragraph (a) above may request an opportunity to make oral statements concerning the written statement. Such requests shall accompany the written statement and shall set forth reasons justifying the need for such oral statement and its usefulness to the Subcommittee. To the extent that the time available for the meeting permits, the Subcommittee will receive oral statements during a period of no more than 30 minutes at an appropriate time, chosen by the Chairman of the Subcommittee, between the hours of 1:00 p.m. and 3:00 p.m. on the day of the meeting.

(c) Requests for the opportunity to make oral statements shall be ruled on

by the Chairman of the Subcommittee who is empowered to apportion the time available among those selected by him to make oral statements.

(d) Information as to whether the meeting has been cancelled or rescheduled and in regard to the Chairman's ruling on requests for the opportunity to present oral statements, and the time allotted, can be obtained by a prepaid telephone call on February 21, 1975 to M. W. Libarkin, (telephone 202-634-1371) between 8:30 a.m. and 5:15 p.m., Eastern Time.

(e) Questions may be propounded only by members of the Subcommittee and its consultants.

(f) Seating for the public will be available on a first-come, first-served basis.

(g) The use of still, motion picture, and television cameras, the physical installation and presence of which will not interfere with the conduct of the meeting, will be permitted both before and after the meeting and during any recess. The use of such equipment will not, however, be allowed while the meeting is in session.

(h) Persons desiring to attend portions of the meeting where proprietary information is to be discussed may do so by providing to the Executive Secretary, Advisory Committee on Reactor Safeguards, 1717 H Street, NW, Washington, D.C. 20555, 7 days prior to the meeting, a copy of an executed agreement with the owner of the proprietary information to safeguard this material.

(i) A copy of the transcript of the open portions of the meeting will be available for inspection during the following workday at the Nuclear Regulatory Commission's Public Document Room, 1717 H Street, NW, Washington, D.C. 20555. Copies of the transcript may be reproduced in the Public Document Room or may be obtained from Ace Federal Reporters, Inc., 415 Second Street, NE, Washington, D.C. 20002, (telephone 202-547-8222) upon payment of appropriate charges.

(j) On request, copies of the minutes of the meeting will be made available for inspection at the Nuclear Regulatory Commission's Public Document Room 1717 H Street, NW, Washington, D.C. 20555 after May 24, 1975. Copies may be obtained upon payment of appropriate charges.

JAMES R. LINDSAY,
Acting Assistant Advisory
Committee Management Officer.

[FR Doc.75-3147 Filed 2-3-75; 8:45 am]

OFFICE OF MANAGEMENT AND BUDGET

CLEARANCE OF REPORTS

List of Requests

The following is a list of requests for clearance of reports intended for use in collecting information from the public received by the Office of Management and Budget on January 29, 1975 (44 U.S.C. 3509). The purpose of publishing this list in the FEDERAL REGISTER is to inform the public.

The list includes the title of each request received; the name of the agency sponsoring the proposed collection of information; the agency form number(s), if applicable; the frequency with which the information is proposed to be collected; the name of the reviewer or reviewing division within OMB, and the indication of who will be the respondents to the proposed collection.

The symbol (x) identifies proposals which appear to raise no significant issues, and are to be approved after brief notice thru this release.

Further information about the items on this daily list may be obtained from the Clearance Office, Office of Management and Budget, Washington, D.C. 20503 (202-395-4529), or from the reviewer listed.

NEW FORMS

U.S. CIVIL SERVICE COMMISSION

Verification of Declination, E 493(T), Single-Time Applicants, Caywood, D.P. 395-3443.

NATIONAL SCIENCE FOUNDATION

Survey of Doctoral Scientists and Engineers, Annually, Doctoral Scientists and Engineers, Strasser, A. 395-3880.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Health Resources Administration:

Collections and Collection Procedures within Health Professions Schools, HP ABHRCO 102, Single-Time, Health Professions Schools and Borrowers, Human Resources Division. 395-3532.

Research in Emergency Medical Services Systems, Jacksonville, HR ABHSR1125, Single-Time, Emergency Patients, Reese, B.F. 395-5630.

Research in Emergency Medical Services Systems, Memphis, HR ABHSR1125, Single-Time, Emergency Room and Ambulance Personnel, Insurance Forms, Reese, B.F. 395-5630.

Center for Disease Control:

Public Attitudes Toward Public Health Problems (Maricopa County, Arizona), CDCBSSO114, Single-Time, Residents of Maricopa County, Arizona, Hall, George, 395-4697.

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Housing Management:

Request for Transient Accommodations, HUD 9969, on Occasion, Victims of Presidentially Declared Disasters, Community and Veterans Affairs Division, 395-3532.

Request for Adaptation of Mobile Unit, HUD 9983, on Occasion, Victims of Presidentially Declared Disaster, Community and Veterans Affairs Division, 395-3532.

Notice of Intent To Vacate, HUD-9974, on Occasion, Victims of Presidentially Declared Disasters, Community and Veterans Affairs Division, 395-3532.

Damage assessment for temporary housing assistance, HUD 9958, on occasion, victims of presidentially declared disasters, community and veterans affairs division, 395-3532.

Temporary housing insurance certification, HUD 9968, on occasion, victims of presidentially declared disasters, community and veterans affairs division, 395-3532.

Priority consideration request, HUD 9976, on occasion, victims of presidentially declared disasters, community and veterans affairs division, 395-3532.

REVISIONS
DEPARTMENT OF HOUSING AND URBAN
DEVELOPMENT

Federal Disaster Assistance Administration: pre-placement questionnaire—temporary housing assistance, HUD 9961, on occasion, victims of Presidentially declared disasters, Community and Veterans Affairs Division, 395-3532.

Policy Development and Research: housing assistance supply experiment—survey of landlords, single-time owners of real estate in two SMSAS, Community and Veterans Affairs Division, 395-3532.

Federal Disaster Assistance Administration: change of information record temporary housing assistance, HUD 9962, on occasion, victims of Presidentially declared disasters, Human Resources Division, 395-3532.

DEPARTMENT OF INTERIOR

Bureau of Mines: silver, 6-1C73-QA, quarterly, producers and consumers of refined silver, Weiner, N., 395-4890.

EXTENSIONS

DEPARTMENT OF AGRICULTURE

Food and Nutrition Service: semi-annual report of expenditures-commodity distribution program, FNS-61, semi-annually, State agencies responsible for food distribution, Lowry, R. L., 395-3772.

Agricultural Marketing Service: tobacco stocks report, TB-26, quarterly, dealers in leaf tobacco and manufacturers of tobacco, Evinger, S. K., 395-3648.

DEPARTMENT OF LABOR

Departmental and other survey of work experience, laborer—1, single-time, unemployed workers in 17 states, Strasser, A. 395-3880.

REVISIONS

DEPARTMENT OF AGRICULTURE

Food and Nutrition Service: food preference report-school lunch purchases under section 6, FNS-66, annually, school lunch directors, human resources division, 395-3532.

DEPARTMENT OF DEFENSE

Department of the Army (excl. Office of Civil Defense): application for the U.S. Army health professions scholarship program, DA3979-R(O), on occasion, potentially eligible individuals, Lowry, R.L., 395-3772.

EXTENSIONS

DEPARTMENT OF HOUSING AND
URBAN DEVELOPMENT

Federal Disaster Assistance Administration: application for temporary housing assistance, HUD 491, on occasion, victims of presidentially declared disasters, community and veterans affairs division, 395-3532.

PHILLIP D. LARSEN,
*Budget and Management
Officer.*

[FR Doc.75-3224 Filed 2-3-75; 8:45 am]

PENNSYLVANIA AVENUE
DEVELOPMENT CORPORATION
COMMUNITY ADVISORY GROUP
Meeting

Pursuant to the provisions of section 10 of Pub. L. 92-463, effective January 5, 1973, notice is hereby given that a meeting of the Community Advisory Group will be held on Thursday, February 13, 1975, at 4 p.m.

The meeting will be held in the conference room of the Pennsylvania Avenue Development Corporation, Suite 1148 of

the Pennsylvania Building, 425 13th Street Northwest, Washington, D.C.

The purposes of the meeting will be to review the budgetary elements of the Pennsylvania Avenue Plan and comprehensive update of the Corporation's activities to the present.

The meeting will be open to the public to the extent that space and facilities will permit.

For future information call Ms. Katharine Gresham, Urban Planner, Pennsylvania Avenue Development Corporation, Washington, D.C. Area code 202/343-9423.

PETER T. MESZOLY,
General Counsel.

[FR Doc.75-3122 Filed 2-3-75; 8:45 am]

OWNERS AND TENANTS ADVISORY
BOARD
Meeting

Pursuant to the provisions of section 10, Pub. L. 92-463, effective January 5, 1973, notice is hereby given that a meeting of the Owners and Tenants Advisory Board will be held on Wednesday, February 12, 1975 at 2 p.m.

The meeting will be held in the conference room of the Pennsylvania Avenue Development Corporation, Suite 1148 at the Pennsylvania Building, 425 13th Street Northwest, Washington, D.C.

The purposes of the meeting will be to review the budgetary elements of the Pennsylvania Avenue Plan and comprehensive update of the Corporation's activities to the present.

The meeting will be open to the public to the extent that space and facilities will permit.

For further information call Ms. Katharine Gresham, Urban Planner, Pennsylvania Avenue Development Corporation, Washington, D.C. Area Code 202/343-9423.

PETER T. MESZOLY,
General Counsel.

[FR Doc.75-3123 Filed 2-3-75; 8:45 am]

SECURITIES AND EXCHANGE
COMMISSION

[File No. 500-1]

BIO-MEDICAL SCIENCES, INC.

Suspension of Trading

JANUARY 27, 1975.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Bio-Medical Sciences, Inc. being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, trading in such securities otherwise than on a national securities exchange is suspended, for the period from 10 a.m. (e.s.t.) on January 27, 1975 through midnight (e.s.t.) on February 5, 1975.

By the Commission.

GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.75-3101 Filed 2-3-75; 8:45 am]

[File No. 500-1]

BIO-MEDICAL SCIENCES, INC.
Amending Notice of Suspension of
Trading

JANUARY 24, 1975.

The Commission having determined to amend its notice of January 17, 1975 summarily suspending trading in the securities of Bio-Medical Sciences, Inc. for the period January 19, 1975 through January 28, 1975.

Therefore, pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in the common stock, and all other securities of Bio-Medical Sciences, Inc. being traded otherwise than on a national securities exchange is suspended, for the period from 12:01 a.m. (e.s.t.) January 19, 1975 through midnight (e.s.t.) on January 24, 1975.

By the Commission.

GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.75-3102 Filed 2-3-75; 8:45 am]

[File No. 500-1]

BUILDERS INVESTMENT GROUP

Suspension of Trading

JANUARY 28, 1975.

The shares of beneficial interest of Builders Investment Group being traded on the New York Stock Exchange; the warrants to purchase shares of beneficial interest and units consisting of 1 share of beneficial interest and 1 warrant being traded over-the-counter pursuant to provisions of the Securities Exchange Act of 1934 and all other securities of Builders Investment Group being traded otherwise than on a national securities exchange; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such exchange and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to sections 19(a) (4) and 15(c) (5) of the Securities Exchange Act of 1934, trading in such securities on the above mentioned exchange and otherwise than on a national securities exchange is suspended, for the period from 11 a.m. (e.s.t.) on January 28, 1975 through midnight (e.s.t.) on February 6, 1975.

By the Commission.

GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.75-3103 Filed 2-3-75; 8:45 am]

[File No. 500-1]

BURMAH OIL CO. LTD.

Amending Notice of Suspension of
Trading

JANUARY 23, 1975.

The Commission having determined to amend its notice of January 22, 1975 summarily suspending trading in the securities of Burmah Oil Company Limited for the period January 23, 1975 through February 1, 1975.

Therefore, pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in the common stock, and all other securities of Burmah Oil Company Limited being traded otherwise than on a national securities exchange is suspended, for the period from 12:01 a.m. (e.s.t.) on January 23, 1975 through 10 a.m. (e.s.t.) on January 24, 1975.

By the Commission.

GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.75-3104 Filed 2-3-75;8:45 am]

[Rel. No. 8653]

LENOX FUND

Filing of Application Pursuant to Section 8(f) of the Act for an Order Declaring That Company Has Ceased To Be an Investment Company

JANUARY 28, 1975.

Notice is hereby given that The Lenox Fund (the "Applicant"), registered as a diversified, open-end management investment company under the Investment Company Act of 1940 (the "Act") filed an application pursuant to section 8(f) of the Act on May 8, 1974, for an order of the Commission declaring that Applicant has ceased to be an investment company as defined in the Act. All interested persons are referred to the application on file with the Commission for a statement of the representations set forth therein, which are summarized below.

At a special meeting of Applicant's shareholders held on April 23, 1974, a majority of shares of Applicant's outstanding common stock voted in favor of a proposed merger agreement pursuant to which Applicant was to be merged into Bayrock Growth Fund, Inc. ("Growth Fund").

Under the agreement, each outstanding share of Applicant's common stock would be converted into a number of shares of Growth Fund's common stock to be determined on the basis of the relative net asset values of the two funds as of the close of business on the last business day preceding the effective date of the merger. The merger was consummated in accordance with the terms of the agreement on April 24, 1974, and the separate corporate existence of applicant, accordingly, ceased on that date.

Section 8(f) of the Act provides, in pertinent part, that when the Commission, upon application, finds that a registered investment company has ceased to be an investment company, it shall so declare by order, and upon the effectiveness of such order the registration of such company shall cease to be in effect.

Notice is further given, that any interested person may, not later than February 24, 1975, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reasons for such request, and the issues, if any, of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be ad-

ressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon the Applicants at the address stated above. Proof of such service (by affidavit or, in the case of an attorney-at-law, by certificate) shall be filed contemporaneously with the request. As provided by rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application will be issued as of course following February 24, 1975, unless the Commission thereafter orders a hearing upon request or upon the Commission's own motion. Persons who request a hearing, or advice as to whether a hearing is ordered, will receive any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Investment Management Regulation, pursuant to delegated authority.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.75-3100 Filed 2-3-75;8:45 am]

[70-5609]

NARRAGANSETT ELECTRIC CO.

Proposed Issue and Sale of First Mortgage Bonds at Competitive Bidding

JANUARY 28, 1975.

Notice is hereby given that The Narragansett Electric Company ("Narragansett"), an electric utility subsidiary company of New England Electric System ("NEES"), a registered holding company, has filed an application with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating section 6(b) of the Act and rules 42 and 50 promulgated thereunder as applicable to the proposed transaction. All interested persons are referred to the application, which is summarized below, for a complete statement of the proposed transaction.

Narragansett proposes to issue and sell \$15,000,000 aggregate principal amount of its First Mortgage Bonds, Series L---- percent, to mature in not more than 30 years from March 1, 1975. Such bonds will be sold pursuant to the competitive bidding requirements of rule 50 and the interest rate (which shall be a multiple of $\frac{1}{8}$ of 1 percent) and the price exclusive of accrued interest (which shall be not less than 100 percent nor more than 102.75 percent of the principal amount) will be determined by competitive bidding. The bonds will be issued under the First Mortgage Indenture and Deed of Trust dated as of September 1, 1944, between Narragansett and Rhode Island Hospital Trust National Bank, Trustee, as heretofore supplemented and amended and as to be further supplemented by an eleventh Supplemental Indenture to be dated as of March 1, 1975. Narragansett shall notify prospective bidders no later than the second full business day prior to the time designated for the submission of bids of (i) the maturity date of the bonds and (ii) whether or not the

bonds shall be redeemable during the first five years of their term in connection with a refunding of the bonds at a lesser effective interest cost to Narragansett.

The proceeds from the sale of the bonds will be applied to the payment of \$7,500,000, Series H Bonds, $8\frac{1}{2}$ percent, maturing April 1, 1975 and to the payment of outstanding short term notes payable which were issued to pay for capitalizable expenditures or to reimburse the treasury therefor.

The application states that the Department of Business Regulation of Rhode Island has jurisdiction over the issue and sale of the bonds, and that no other state commission and no federal commission, other than this Commission, has jurisdiction over the proposed transaction. The fees and expenses to be paid by Narragansett are estimated at \$85,000, including service fees, at cost, of New England Power Service Company, a wholly-owned subsidiary company of NEES, of \$30,000. The fees of counsel for the underwriters, to be paid by the successful bidders, will be supplied by amendment.

Notice is further given that any interested person may, not later than February 28, 1975, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said application which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon the applicant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the application, as filed or as it may be amended, may be granted as provided in rule 23 of the general rules and regulations promulgated under the Act, or the Commission may take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulation, pursuant to delegated authority.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.75-3107 Filed 2-3-75;8:45 am]

[File No. 500-1]

TELEX CORP.

Suspension of Trading

JANUARY 24, 1975.

The common stock of Telex Corp. being traded on the New York, Midwest,

Pacific, Philadelphia - Baltimore - Washington and Boston Stock Exchanges; the warrants to purchase common stock being traded on the American and Philadelphia - Baltimore - Washington Stock Exchanges; the 9 percent subordinated debentures due November 1, 1996 being traded on the New York Stock Exchange; the 5 percent convertible subordinated debentures due October 1, 1987 and units consisting of \$1000 debenture and 1 warrant being traded over-the-counter pursuant to provisions of the Securities Exchange Act of 1934 and all other securities of Telex Corp. being traded otherwise than on a national securities exchange; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such exchanges and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to sections 19(a) (4) and 15(c) (5) of the Securities Exchange Act of 1934, trading in such securities on the above mentioned exchanges and otherwise than on a national securities exchange is suspended, for the period from 4:50 p.m. (e.s.t.) on January 24, 1975 through 10 a.m. (e.s.t.) on January 28, 1975.

By the Commission.

GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.75-3105 Filed 2-3-75; 8:45 am]

[File No. 500-1]

TELEX CORP.

Suspension of Trading

JANUARY 27, 1975.

The common stock of Telex Corp. being traded on the New York, Midwest, Pacific, Philadelphia-Baltimore-Washington and Boston Stock Exchanges; the warrants to purchase common stock being traded on the American and Philadelphia-Baltimore-Washington Stock Exchanges; the 9% subordinated debentures due November 1, 1996 being traded on the New York Stock Exchange; the five percent convertible subordinated debentures due October 1, 1987 and units consisting of \$1000 debenture and 1 warrant being traded over-the-counter pursuant to provisions of the Securities Exchange Act of 1934 and all other securities of Telex Corp. being traded otherwise than on a national securities exchange; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such exchanges and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to sections 19(a) (4) and 15(c) (5) of the Securities Exchange Act of 1934, trading in such securities on the above mentioned exchanges and otherwise than on a na-

tional securities exchange is suspended, for the period from 10:01 a.m. (e.s.t.) on January 28, 1975 through 10 a.m. (e.s.t.) on January 30, 1975.

By the Commission.

GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.75-3106 Filed 2-3-75; 8:45 am]

DEPARTMENT OF LABOR

Labor-Management Services Administration

EMPLOYEE BENEFIT PLANS

Interim Exemption From Prohibitions on Securities Transactions With Certain Broker-Dealers, Reporting Dealers and Banks

This is notice that the Department of Labor and the Internal Revenue Service have granted the following exemption under the authority of section 408 (a) of the Employee Retirement Income Security Act of 1974 and section 4975 (c) (2) of the Internal Revenue Code of 1954, respectively. The exemption applies to certain securities transactions between employee benefit plans subject to Title I and Title II of the Act and certain broker-dealers, reporting dealers and banks by exempting such transactions from the restrictions of section 406 of the Act and section 4975 of the Code.

Notices of an exemption proceeding were published on January 13, 1975, in the FEDERAL REGISTER (40 FR 2483 and 2455, respectively) and a public hearing was held on January 21, 1975, regarding a proposed exemption. The comments received in response to these notices and the oral testimony received at the public hearing constitute the record on which the determinations and findings contained herein are based.

In response to the notices of exemption proceeding, comments were submitted for the record by the Securities Industry Association, the National Association of Securities Dealers, The American Bankers Association, certain broker-dealers and other interested persons. Interested persons, including the Securities and Exchange Commission, stated that there are uncertainties in the securities industry over the application of the prohibited transaction provisions. The Commission expressed great concern about the severe disruption and dislocation in the capital markets and the probable concomitant negative impact on employee benefit plans and their beneficiaries which may occur from the immediate application of the prohibited transaction provisions without a temporary relief period in which to resolve the uncertainties and other problems created by their application.

More specifically, the written comments and testimony stated that there is great uncertainty in the securities industry over the nature and extent to which ordinary and customary transactions between broker-dealers and employee benefit plans are subject to the prohibited transaction provisions of sec-

tion 406 of the Act and section 4975 of the Code, or are covered by the transitional rule provided in sections 414(c) (4) and 2003(c) (2) (D) of the Act, and the extent to which broker-dealers fall within the definitions of fiduciary contained in section 3(21) of the Act and section 4975(e) (3) of the Code, of party in interest contained in section 3(14) of the Act, and of disqualified person contained in section 4975(e) (2) of the Code. Citing the recent effective date of January 1, 1975 of section 4975 of the Code and of Part 4, Title I of the Act, the complexity of the provisions of such section and such part, and the risks of civil liability, the comments and testimony contained suggestions and requests that a temporary exemption be granted.

The record established the following:

The securities industry is singularly important in facilitating the raising of capital and is singularly important in maintaining market liquidity, particularly for institutional investors. Further, the field of securities trading is unique, complex, and closely regulated.

Those who invest plan assets and the broker-dealers, reporting dealers and banks who deal with them have traditionally been guided by the "best execution" principle, namely, securing the best price for the plan in executing the purchase or sale of securities without regard to whether the broker-dealer or bank functions in an agency (broker) relationship or in a principal (dealer) relationship to the plan.

Major segments of the securities markets (the so-called "over-the-counter market" and "third market") are dealer markets, as is the underwriting of corporate securities, and the bulk of trading in corporate bonds and government securities is in dealer markets.

In the securities markets as presently constituted, to obtain the best execution, plans often must sell to or purchase from securities dealers. Further, most plans, as a result of their normal selling and purchasing activities, have varied and ongoing relationships incidental to their securities transactions (including but not limited to, receipt of brokerage services, investment research services, securities custodial services, and securities portfolio evaluation services) with the securities firms with which they deal. It would be difficult for most plans immediately to change such relationships. If no exemption were granted for a temporary period, there is a substantial probability that those responsible for plan assets would be suddenly and substantially prevented from engaging in securities transactions with those broker-dealers and banks which provide the markets for the securities and are most capable of handling such transactions, that the potential resulting disruption of the market for securities transactions for plans would not only increase costs to plans, but would also substantially impede, if not prevent, the execution of securities transactions which proper plan management may dictate, and that this would, in turn, result in serious

harm to the plans, their participants and beneficiaries.

The Department of Labor and the Internal Revenue Service have determined to grant the temporary exemption contained herein to prevent the harm to employee benefit plans and to the interests in plans of participants and beneficiaries which, in all likelihood, would result from the immediate and full application of all of the prohibited transactions provisions. Such temporary exemption is protective of the rights of plan participants and beneficiaries because it contains significant safeguards, is of short duration, and covers a class of transactions and a class of persons which are subject to close regulation.

In accordance with section 408(a) of the Act and section 4975(c) (2) of the Code, in view of the foregoing, and based upon the entire record, including the written comments submitted in response to the notice and the testimony at the public hearing, the Department of Labor and the Internal Revenue Service make the following findings and determinations:

(1) The exemption is administratively feasible.

(2) It is in the interests of the plan and of its participants and beneficiaries, and

(3) It is protective of the rights of participants and beneficiaries of the plan.

Accordingly, the following interim exemption is granted under the authority of section 408(a) of the Act and section 4975(c) (2) of the Code.

The restrictions of section 406 of the Act and section 4975 of the Code shall not apply to the following transactions:

(a) *Period from January 1, 1975 to February 15 1975.* With respect to a broker-dealer registered under the Securities Exchange Act of 1934, a reporting dealer who makes primary markets in Government securities and reports daily to the Federal Reserve Bank of New York its positions with respect to Government securities and borrowings thereon, or a bank supervised by the United States or a State, any purchase or sale of a security between an employee benefit plan and such a broker-dealer, reporting dealer, or bank, which purchase or sale has a final settlement date before February 15, 1975, if:

(1) Such broker-dealer, reporting dealer, or bank ordinarily and customarily engaged in similar transactions on December 31, 1974;

(2) Such transaction is at least as favorable to the plan as an arm's-length transaction with an unrelated party would be;

(3) The transaction was not, at the time of such transaction, a prohibited transaction (within the meaning of section 503(b) of the Internal Revenue Code of 1954 or the corresponding provisions of prior law); and

(4) In the case of such a bank or reporting dealer, such purchases or sales are purchases or sales of securities of the United States Government or of an

agency of the United States Government (hereinafter referred to as "Government securities").

(b) *Period ending April 30, 1975.* With respect to a broker-dealer, reporting dealer, or bank, within the meaning of paragraph (a) of this document, any purchase or sale of a security between an employee benefit plan and such a broker-dealer, reporting dealer, or bank, which has a final settlement date after February 14, 1975, but before May 1, 1975, if the requirements of paragraph (a) (1), (2), (3), and (4) of this document are met and if such broker-dealer, reporting dealer, or bank does not render investment advice to the plan and does not have any discretionary authority or discretionary control respecting management of the plan or disposition of the assets of the plan. For purposes of this paragraph, such a broker-dealer, reporting dealer, or bank shall not be deemed to be rendering investment advice or having any such discretionary authority or discretionary control solely because it does one or more of the following:

(1) It renders advice to a plan (1) which is solely incidental to the conduct of its business as a broker or dealer, limited, however, in the case of a bank, to the conduct of that part of its business consisting of dealing in Government securities, and (2) it receives no special compensation therefor (within the meaning of section 202(a) (11) (C) of the Investment Advisers Act of 1940 (15 U.S.C. 80b-2(a) (11) (C)));

(2) It provides services which enable a plan to evaluate its portfolio performance;

(3) It provides securities custodial services for a plan;

(4) It executes purchases or sales of securities on behalf of a plan in the ordinary course of its business as a broker, dealer, or bank, pursuant to instructions of an unrelated fiduciary if such instructions specify the security to be purchased or sold, a price range within which such security is to be purchased or sold, a time span during which such security may be purchased or sold (not to exceed five business days), and the minimum or maximum quantity of such security which may be purchased or sold within such price range.

(c) *Affiliates.* For purposes of paragraphs (a) and (b) of this document, an affiliate of any broker-dealer, reporting dealer, or bank shall be treated as the same entity as such broker-dealer, reporting dealer, or bank. For this purpose a corporation or partnership is an affiliate of an incorporated or unincorporated broker-dealer, reporting dealer, or bank if it is a member of a controlled group which includes such broker-dealer, reporting dealer, or bank; and a controlled group shall be defined in the same manner as the term "controlled group of corporations" is defined in section 1563 (a) of the Internal Revenue Code of 1954, except that "50 percent" shall be substituted for "80 percent" wherever the latter percentage appears in such section, and except that in the case of a

partnership, the term "corporation" shall be read as including a partnership, and the term "stock" shall be read as including the profits interest of a partnership.

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

DONALD C. ALEXANDER,
Commissioner of Internal Revenue.

[FR Doc. 75-3340 Filed 2-3-75; 9:42 am]

INTERSTATE COMMERCE COMMISSION

[Notice 688]

ASSIGNMENT OF HEARINGS

JANUARY 30, 1975.

Cases assigned for hearing, postponement, cancellation, or oral argument appear below and will be published only once. This list contains prospective assignments only and does not include cases previously assigned hearing dates. The hearings will be on the issues as presently reflected in the Official Docket of the Commission. An attempt will be made to publish notices of cancellation of hearings as promptly as possible, but interested parties should take appropriate steps to insure that they are notified of cancellation or postponements of hearings in which they are interested. No amendments will be entertained after the date of this publication.

MC 119777 Sub 271, Ligon Specialized Hauler, Inc., now assigned February 25, 1975, at Louisville, Ky., will be held in Room 829, Federal Building, 600 Federal Place.

MC-C8461, Akers Motor Lines, Inc.—Investigation and Revocation of Certificates—now assigned March 6, 1975, at Atlanta, Georgia, will be held in Room 3E-1, 3rd Floor, 1776 Peachtree Road NW.

MC 106644 Sub 185, Superior Trucking Company, Inc., now assigned March 7, 1975, at Atlanta, Georgia, will be held in Room 3E-1, 3rd Floor, 1776 Peachtree Road NW.

MC-C-7668, Georgia-Florida-Alabama Transportation Company and Bay Transportation, Inc.—Investigation and Revocation of Certificates—now assigned March 10, 1975, at Atlanta, Georgia, will be held in Room 305, 1252 W. Peachtree Street NW.

MC 111201 Sub 21, J. N. Zellner & Son Transfer Company, now assigned March 11, 1975, at Atlanta, Georgia, will be held in Room 305, 1252 W. Peachtree Street NW.

MC 139831 Sub 1, R. E. Strozler and R. H. Strozler, a partnership, doing business as S. & S. Boat Repair, now assigned March 13, 1975, at Atlanta, Georgia, will be held in Room 305, 1252 W. Peachtree Street NW.

MC 107295 Sub 707, Pre-Fab Transit Co., now assigned February 6, 1975, at Columbus, Ohio, is cancelled and the application is dismissed.

MC 117574 Sub 248, Daily Express, Inc., now being assigned March 11, 1975 (2 days), at Columbus, Ohio, in a hearing room to be designated later.

MC 107515 Sub 892, Refrigerated Transport Co., Inc., now assigned February 20, 1975, at Chicago, Illinois, is cancelled and re-assigned on February 20, 1975, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC 139743 (Sub-No. 2), Georgia Carpet Express, Inc. now being assigned March 3, 1975, at Atlanta, Georgia, in Room 3E-1, 3rd Floor, 1776 Peachtree Road NW.

MC 119777 Sub 295, Ligon Specialized Hauler, Inc. now assigned February 4, 1975, at Washington, D.C., is cancelled and application dismissed.

MC-C-8338, Hunt Truck Lines, Inc.—Investigation and Revocation of Certificate and MC 52979 Sub 3, Hunt Truck Lines, Inc., now assigned February 24, 1975, at Kansas City, Mo., has been postponed in definitely.

Finance Docket No. 27829, Southern Railway Company Discontinuance of Trains Nos. 7 and 8 Between Washington, D.C., and Lynchburg, Va., now assigned March 19, 1975, at Charlottesville, Va., will be held at U.S. Post Office & Courthouse, 2nd Floor, 2nd and Market St., and March 20, 1975, at Lynchburg, Va., will be held in Room B, Circuit Court, 9th and Court St.

MC 138952 Sub 1, Central City Express, Inc., now assigned February 25, 1975, at Frankfort, Ky., reassigned to February 25, 1975, at the Holiday Inn, Greenwood and Interstate 65 Interchange, Bowling Green, Ky.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.75-3174 Filed 2-3-75;8:45 am]

IRREGULAR-ROUTE MOTOR COMMON CARRIERS OF PROPERTY

Elimination of Gateway Letter Notices

JANUARY 30, 1975.

The following letter-notices of proposals to eliminate gateways for the purpose of reducing highway congestion, alleviating air and noise pollution, minimizing safety hazards, and conserving fuel have been filed with the Interstate Commerce Commission under the Commission's Gateway Elimination Rules (49 CFR 1065(a)), and notice thereof to all interested persons is hereby given as provided in such rules.

An original and two copies of protests against the proposed elimination of any gateway herein described may be filed with the Interstate Commerce Commission on or before February 14, 1975. A copy must also be served upon applicant or its representative. Protests against the elimination of a gateway will not operate to stay commencement of the proposed operation.

Successively filed letter-notices of the same carrier under these rules will be numbered consecutively for convenience in identification. Protests, if any, must refer to such letter-notices by number.

No. MC-2304 (Sub-No. E1), filed June 4, 1974. Applicant: THE KAPLAN TRUCKING COMPANY, 2900 Chester Ave., Cleveland, Ohio 44114. Applicant's representative: John P. McMahon, 100 East Broad St., Suite 1800, Columbus, Ohio 43215. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Iron and steel and iron and steel products*, requiring specialized handling and equipment; between Wilmington, Del., and points in New Jersey, on the one hand, and, on the other, points in that part of Kentucky within 10 miles of the confluence of the Ohio and Licking

Rivers at or near Covington, Ky. (Philadelphia, Pennsylvania, and Norwood, Ohio)*; (2) *Iron and steel and iron and steel products*; between points in Monmouth, Morris, Essex, Passaic, Union, Somerset, Middlesex, Hudson, and Bergen Counties, N.J., points in New York, Pennsylvania, West Virginia, that part of Michigan on and south of Michigan Highway 21, that part of Indiana on and north of U.S. Highway 30, and that part of Illinois on and north of Interstate Highway 80, on the one hand, and, on the other, points in Kentucky within 10 miles of the confluence of the Ohio and Licking Rivers at or near Covington, Ky. (Norwood, Ohio; New York, N.Y., Lima, Ohio, and points within 20 miles thereof, and all points in Pennsylvania on and west of U.S. Highway 219)*; (3) *Iron and steel and iron and steel articles*; between points in New York, Pennsylvania, and those in Monmouth, Morris, Essex, Passaic, Union, Somerset, Middlesex, Hudson, and Bergen Counties, N.J., on the one hand, and, on the other, points in that part of Michigan on south and west of a line beginning at the Ohio-Michigan State line and extending along U.S. Highway 127 to its junction with U.S. Highway 27, thence along U.S. Highway 27 to its junction with Michigan Highway 21, thence along Michigan Highway 21 to Lake Michigan, and points in that part of Indiana and Illinois on and north of Interstate Highway 70 (points in Ohio)*;

(4) *Iron and steel and iron and steel products* (except in bulk or requiring the use of special equipment); between points in that part of West Virginia on and north of a line beginning at the Kentucky-West Virginia State line and extending along Interstate Highway 64 to its junction with Interstate Highway 77, thence along Interstate Highway 77 to the West Virginia-Virginia State line on the one hand, and, on the other, points in that part of Indiana on and north of a line beginning at the Ohio-Indiana State line and extending along U.S. Highway 36 to its junction with Indiana Highway 3, thence along Indiana Highway 3 to its junction with Interstate Highway 70, thence along Interstate Highway 70 to the Indiana-Illinois State line, and points in that part of Illinois on and north of Interstate Highway 70 (points in Ohio)*; (5) *Iron and steel and iron steel products* (except in bulk or requiring the use of special equipment); between points in that part of Ohio on, east and north of a line beginning at Lake Erie and extending along U.S. Highway 42 to its junction with Ohio Highway 13, thence along Ohio Highway 13 to its junction with U.S. Highway 36, thence along U.S. Highway 36 to its junction U.S. Highway 22, thence along U.S. Highway 22 to the Ohio-West Virginia State line, on the one hand, and, on the other, points in Indiana (Lima, Ohio, and points within 20 miles thereof)*;

(6) *Iron and steel and iron and steel products* (except in bulk or requiring the use of special equipment); between

points in that part of Ohio on and east of a line beginning at the Michigan-Ohio State line and extending along U.S. Highway 24 to its junction with Ohio Highway 66, thence along Ohio Highway 66 to its junction with U.S. Highway 224, thence along U.S. Highway 224 to its junction with U.S. Highway 127, thence along U.S. Highway 127 to the Ohio-Kentucky State line, on the one hand, and, on the other, points in that part of Indiana on, west, and north of a line beginning at the Indiana-Illinois State line and extending along Interstate Highway 65 to its junction with U.S. Highway 30, thence along U.S. Highway 30 to the Indiana-Illinois State line (Lima, Ohio, and points within 20 miles thereof)*; (7) *Iron and steel and iron and steel products* (except in bulk or requiring the use of special equipment); between points in that part of Ohio on and east of a line beginning at Lake Erie and extending U.S. Highway 42 to its junction U.S. Highway 30, thence along U.S. Highway 30 to its junction with U.S. Highway 30S, thence along U.S. Highway 30S to its junction with U.S. Highway 23, thence along U.S. Highway 23 to the Ohio-Kentucky State line, on the one hand, and, on the other, points in that part of Indiana on and north of Indiana Highway 28 (Lima, Ohio, and points within 20 miles thereof)*;

(8) *Iron and steel and iron and steel products* (except in bulk or requiring the use of special equipment), between points in that part of Ohio on, west and north of a line beginning at Lake Erie and extending along Ohio Highway 4 to its junction with U.S. Highway 30S, thence along U.S. Highway 30S to its junction U.S. Highway 30, thence along U.S. Highway 30 to the Ohio-Indiana State line, on the one hand, and, on the other, points in that part of Indiana on and south of a line beginning at the Ohio-Indiana State line and extending along Interstate Highway 70 to its junction with Interstate Highway 74, thence along Interstate Highway 74 to the Indiana-Illinois State line (Lima, Ohio, and points within 20 miles thereof)*; (9) *Iron and steel and iron and steel products* (except in bulk or requiring the use of special equipment); between points in West Virginia and that part of Ohio on and south of a line beginning at the West Virginia-Ohio State line and extending along U.S. Highway 30 to its junction with U.S. Highway 30N, thence along U.S. Highway 30N to its junction with U.S. Highway 30, thence along U.S. Highway 30 to the Indiana-Ohio State line, on the one hand, and, on the other, points in that part of Michigan on and south of Michigan Highway 21 (Lima, Ohio, and points within 20 miles thereof)*; (10) *Iron and steel and iron and steel articles* (except in bulk or requiring the use of special equipment), between points in Monmouth, Morris, Essex, Passaic, Union, Somerset, Middlesex, Hudson, and Bergen Counties, N.J., and points in New York, on the one hand, and, on the other, points in Indiana and Illinois (points in Ohio)*;

(11) *Iron and steel and iron and steel articles* (except in bulk or requiring the use of special equipment); between points in Monmouth, Morris, Essex, Passaic, Union, Somerset, Middlesex, Hudson, and Bergen Counties, N.J., and points in that part of New York on and east of U.S. Highway 15, and points in Pennsylvania on and east of U.S. Highway 15, on the one hand, and, on the other, points in that part of Michigan on and south of Michigan Highway 21 (points in Ohio)*; (12) *Iron and steel and iron and steel articles* (except in bulk or requiring the use of special equipment); between points in that part of Pennsylvania on, south, and east of a line beginning at the West Virginia-Pennsylvania State line and extending along Interstate Highway 79 to its junction with U.S. Highway 22, thence along U.S. Highway 22 to the Pennsylvania-New Jersey State line, on the one hand, and, on the other, points in that part of Michigan on and south of Michigan Highway 21 (points in Ohio)*; (13) *Iron and steel and iron and steel products*, which because of size or weight or bulk require the use of flat-bottom equipment or equipment having sides no higher than 36 inches, in shipments weighing not less than 10,000 pounds each from one consignor; from points in that part of Ohio on, north, and east of a line beginning at the Pennsylvania-Ohio State line and extending along Interstate Highway 76 to its junction with Interstate Highway 71, thence along Interstate Highway 71 to Lake Erie, points in that part of Pennsylvania on and north of Interstate Highway 80, points in New York and points in Monmouth, Morris, Essex, Passaic, Union, Somerset, Middlesex, Hudson, and Bergen Counties, N.J., to Connersville and Evansville, Indiana, and points in the Chicago-Illinois Commercial Zone (Cuyahoga County, Ohio)*;

(14) *Iron and steel and iron and steel products*, requiring specialized handling and equipment; between Baltimore, Md., on the one hand, and, on the other, points in that part of Pennsylvania on and east of a line beginning at the Pennsylvania-New York State line and extending along Interstate Highway 81 to its junction with Pennsylvania Turnpike N.E. Extension, thence along the Pennsylvania Turnpike N.E. Extension to Philadelphia and points in that part of New York on and east of a line beginning at the New York-Pennsylvania State line and extending along Interstate Highway 81 to its junction with New York Highway 57, thence along New York Highway 57 to Lake Ontario (Philadelphia, Pa.)*; (15) *Iron and steel and iron and steel products*, requiring specialized handling and equipment; between Wilmington, Del., on the one hand, and, on the other, point in that part of Pennsylvania on, north, and west of a line beginning at the Maryland-Pennsylvania State line and extending along Interstate Highway 83 to its junction with U.S. Highway 22, thence along U.S. Highway 22 to the Pennsylvania-New Jersey State line, points in New York,

and points in that part of West Virginia on and north of Interstate Highway 70, and points in Ohio (Philadelphia, Pa.)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 16682 (Sub-No. E11), filed June 20, 1974. Applicant: MURAL TRANSPORT, INC., 2900 Review Ave., Long Island City, N.Y. 11101. Applicant's representative: Robert L. Shapiro (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *New furniture*, from points in Rhode Island to New York, N.Y. (Hoboken, N.J.)*; (2) *New furniture*, from Syracuse, Fayetteville, and Oneida, N.Y., to points in Delaware (Philadelphia, Pa.)*; (3) *New furniture*, between New York, N.Y., on the one hand, and, on the other, points in Virginia and West Virginia (Hoboken, N.J.)*; and (4) *New furniture*, from Avenel, N.J., to points in Maryland, Ohio, Pennsylvania, Virginia, and West Virginia (Hoboken, N.J.)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 16682 (Sub-No. E14), filed May 13, 1974. Applicant: MURAL TRANSPORT, INC., 2900 Review Ave., Long Island City, N.Y. 11101. Applicant's representative: Robert L. Shapiro (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New commercial and institutional furniture, fixtures and equipment*, uncrated, (1) between Chicago, Ill., on the one hand, and, on the other, points in Alabama, Connecticut, Delaware, Florida, Georgia, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia; and (2) between Chicago, Ill., on the one hand, and, on the other, points in Arizona, Arkansas, California, Colorado, Idaho, Kansas, Missouri (except St. Louis, Mo.), Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming. The purpose of this filing is to eliminate the gateway of points in Illinois (except Chicago), and Indiana.

No. MC 30280 (Sub-No. E70), filed January 19, 1975. Applicant: WATKINS CAROLINA EXPRESS, INC., P.O. Box 1636, Atlanta, Ga. 30301. Applicant's representative: Jerome F. Marks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), from Baltimore, Md., to points in that part of North Carolina on and east of a line beginning at the Tennessee-North Carolina State

line, thence along U.S. Highway 25 to the South Carolina-North Carolina State line, thence along the North Carolina-South Carolina State line to junction U.S. Highway 421, thence along U.S. Highway 421 to junction U.S. Highway 401, thence along U.S. Highway 401 to junction U.S. Highway 70, thence along U.S. Highway 70 to junction North Carolina Highway 86, thence along North Carolina Highway 86 to the North Carolina-Virginia State line, thence along the North Carolina-Virginia State line to the North Carolina-Tennessee State line, thence along the North Carolina-Tennessee State line to its junction with U.S. Highway 25. The purpose of this filing is to eliminate the gateways of (1) Danville, Va., or any point within 5 miles thereof; and (2) Reidsville, N.C.

No. MC 30845 (Sub-No. E1), filed May 15, 1974. Applicant: ELLIS MOVING & STORAGE, P.O. Box 1295, Nashville, Tenn. 37202. Applicant's representative: Stanley I. Goldman, 1700 K Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission; (1) between points in Alabama, on the one hand, and, on the other, points in New York, New Jersey, Kentucky, Ohio, Indiana, and Illinois (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.)*; (2) between points in Alabama, on the one hand, and, on the other, points in Massachusetts and Rhode Island (Lawrence, Wayne, Hardin, and Giles Counties, Tenn., and Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va.)*; (3) between points in Florida, on the one hand, and, on the other, points in Indiana and Illinois (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.)*; (4) between points in Georgia, on the one hand, and, on the other, points in Indiana, Illinois, Oklahoma, Arkansas, and Missouri (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.)*; (5) between points in Alabama and Mississippi, on the one hand, and, on the other, points in Maine, New Hampshire, and Vermont (Lawrence, Wayne, Hardin, and Giles Counties, Tenn., and Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va., and points in Pennsylvania, Ohio, West Virginia, and Maryland within 125 miles of said Counties)*; (6) between points in Mississippi, on the one hand, and, on the other, points in Massachusetts, Connecticut, Pennsylvania, Delaware, Maryland, Rhode Island, and the District of Columbia (Lawrence, Wayne, Hardin, and Giles Counties, Tenn., and Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va.)*; (7) between points in Mississippi, on the one hand, and, on the other, points in New York, New Jersey, West Virginia, Virginia, North Carolina, and Ohio (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.)*; (8) between points in Tennessee, on the one hand, and, on the other, points in Massachusetts, Connecticut, and Rhode Island

(Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va.) *

(9) Between Nashville, Tenn., and Points in Tennessee within 250 miles of Nashville and points in Kentucky within 65 miles of Nashville, Tenn., on the one hand, and, on the other, points in Maine, New Hampshire, and Vermont (Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va., and points in Pennsylvania, Ohio, West Virginia, and Maryland within 125 miles of said Counties) *; (10) between points in Kentucky within 65 miles of Nashville, Tenn., on the one hand, and, on the other, points in Massachusetts, Connecticut, Pennsylvania, Delaware, Maryland, Rhode Island, and the District of Columbia (Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va.) *; (11) between points in Esca, Santa Rosa, Okaloosa, Walton, Holmes, Washington, and Bay Counties, Fla., on the one hand, and, on the other, points in Maine, New Hampshire, and Vermont (Lawrence, Wayne, Hardin, and Giles Counties, Tenn., and Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va.) *; (12) between points in Esca, Santa Rosa, Okaloosa, Walton, Holmes, Washington, and Bay Counties, Fla., on the one hand, and, on the other, points in Connecticut, Massachusetts, and Rhode Island (Lawrence, Wayne, Hardin, and Giles Counties, Tenn., and Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va.) *; (13) between Esca, Santa Rosa, Okaloosa, Walton, Holmes, Washington, and Bay Counties, Fla., on the one hand, and, on the other, points in New York, New Jersey, West Virginia, and points in that part of Virginia on and west of Interstate Highway 81 (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (14) between points in Florida (except the counties of Esca, Santa Rosa, Okaloosa, Walton, Holmes, Washington, and Bay), on the one hand, and, on the other, Oklahoma (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (15) between points in Florida, on the one hand, and, on the other, Huntsville, Ala. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (16) between Miami, Fla., on the one hand, and, on the other, Birmingham, Ala., Jackson, Miss., and Shreveport, La. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (17) between Miami, Fla., on the one hand, and, on the other, Caribou, Me. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn., and Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va., and points in Pennsylvania, Ohio, West Virginia, and Maryland within 125 miles of said Counties) *;

(18) Between Tampa, Fla., on the one hand, and, on the other, Caribou, Me. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn., and Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va., and points in Pennsylvania, Ohio, West Virginia, and Mary-

land within 125 miles of said Counties) *; (19) between Miami and Tampa, Fla., on the one hand, and, on the other, Dayton and Cleveland, Ohio (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (20) between Miami and Tampa, Fla., on the one hand, and, on the other, Erie, Pa. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn., and Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va.) *; (21) between Miami, Fla., on the one hand, and, on the other, Pittsburgh, Pa. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (22) between Pensacola, Fla., on the one hand, and, on the other, Norfolk, Va.; Oklahoma City, Okla.; Dayton, Ohio, and Cleveland, Ohio (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (23) between Pensacola, Fla., on the one hand, and, on the other, Baltimore, Md.; Dover, Del.; Erie, Pa., and Pittsburgh, Pa. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn., and Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va.) *; (24) between points in Florida, on the one hand, and, on the other, points in that part of Kentucky on and west of a line beginning at the Kentucky-Tennessee State line and extending along U.S. Highway 127 to its junction with U.S. Highway 68, thence along U.S. Highway 68 to its junction with U.S. Highway 25, thence along U.S. Highway 25 to the Kentucky-Ohio State line (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (25) between Atlanta, Ga., on the one hand, and, on the other, Shreveport and Lake Charles, La.; Jackson, Tupelo, and Clarksdale, Miss.; Wheeling, W. Va.; and Huntsville, Ala. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (26) between Savannah, Ga., on the one hand, and, on the other, Shreveport, La., Jackson and Tupelo, Miss., and Huntsville, Ala. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *;

(27) Between points in Georgia, on the one hand, and, on the other, points in that part of Arkansas on and north of a line beginning at the Tennessee-Arkansas State line and extending along Interstate Highway 40 to its junction with Interstate Highway 30, thence along Interstate Highway 30 to the Texas-Arkansas State line, and points in that part of Kentucky on and west of U.S. Highway 65 (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (28) between Valdosta, Ga., on the one hand, and, on the other, Buffalo, N.Y., and Dayton and Cleveland, Ohio (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (29) between Valdosta, Ga., on the one hand, and, on the other, Milwaukee and Ashland, Wisc., and Caribou, Me. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (30) between Valdosta, Ga., on the one hand, and, on the other, Erie, Pa. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn., and Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va.) *; (31) between points in Ala-

abama, on the one hand, and, on the other, points in that part of West Virginia on and north of U.S. Highway 60 (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (32) between points in Alabama (except points in Fort Payne, Cherokee, Cleburne, Randolph, Chambers, Lee, Russell, Barbour, Henry, and Houston Counties), on the one hand, and, on the other, points in Connecticut (Lawrence, Wayne, Hardin, and Giles Counties, Tenn., and Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va.) *; (33) between points in Alabama (except points in Jackson, De Kalb, Cherokee, Etowah, Calhoun, Cleburne, Talladega, Clay, Randolph, Coosa, Tallapoosa, Chambers, Autauga, Elmore, Lee, Macon, Lowndes, Montgomery, Bullock, Russell, Butler, Crenshaw, Pike, Barbour, Conecuh, Escambia, Covington, Coffee, Dale, Henry, Geneva, and Houston Counties), on the one hand, and, on the other, points in Pennsylvania; Wilmington, Del., and Baltimore, Md. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn., and Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va.) *; (34) between points in Lauderdale, Limestone, Madison, Jackson, Colbert, Franklin, Marion, Winston, Lawrence, Morgan, Cullman, and Marshall Counties, Ala., on the one hand, and, on the other, points in Delaware and points in that part of the eastern shore of Virginia and Maryland on and south of U.S. Highway 40 (Lawrence, Wayne, Hardin, and Giles Counties, Tenn., and Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va.) *;

(35) Between points in Alabama, on the one hand, and, on the other, points in Missouri (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (36) between points in Alabama (except points in Cherokee, Etowah, Calhoun, Cleburne, Talladega, Clay, Randolph, Chilton, Coosa, Tallapoosa, Chambers, Autauga, Elmore, Lee, Macon, Montgomery, Russell, Lowndes, Bullock, Barbour, Butler, Crenshaw, Pike, Conecuh, Coffee, Henry, Covington, Dale, Escambia, Geneva, and Houston Counties), on the one hand, and, on the other, Norfolk, Va. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (37) between Jackson, Miss., on the one hand, and, on the other, Greenville and Charleston, S. Caro.; Chicago and Peoria, Ill.; Huntsville, Ala.; Evansville and South Bend, Ind. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (38) between Tupelo, Miss., on the one hand, and, on the other, Greenville and Charleston, S. Caro.; Chicago and Peoria, Ill.; Huntsville, Ala.; St. Louis, Mo.; South Bend, Ind., and Jacksonville, Fla. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (39) between Gulfport, Miss., on the one hand, and, on the other, Chicago and Peoria, Ill.; Milwaukee and Ashland, Wisc.; Huntsville, Ala.; St. Louis and Springfield, Mo.; South Bend and Evansville, Ind. (Lawrence, Wayne, Hardin, and Giles Counties, Tenn.) *; (40) between Clarksdale, Miss., on the one hand, and, on the other, Jacksonville, Fla., and Dothan, Ala. (Lawrence,

Wayne, Hardin, and Giles Counties, Tenn.)*; (41) between Knoxville and Kingsport, Tenn., on the one hand, and, on the other, Milwaukee and Ashland, Wisc.; Omaha, Nebr.; Denver, Colo., and Des Moines, Iowa (Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va., and points in Pennsylvania, Ohio, West Virginia, and Maryland within 125 miles of said Counties)*; (42) between Kingsport, Tenn., on the one hand, and, on the other, El Paso, Amarillo, and Lubbock, Tex. (Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va., and points in Pennsylvania, Ohio, West Virginia, and Maryland within 125 miles of said Counties)*; and (43) between Chattanooga, Tenn., on the one hand, and, on the other, Milwaukee and Ashland, Wisc., and Denver, Colo. (Belmont County, Ohio, and Marshall, Brooke, and Ohio Counties, W. Va., and points in Pennsylvania, Ohio, West Virginia, and Maryland within 125 miles of said Counties)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 31462 (Sub-No. E9), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Texas 75146. Applicant's representative: R. L. Rork (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in that part of Alabama on and east of a line beginning at the Alabama-Florida State line, thence along Alabama Highway 55 to Andalusia, Ala., thence along U.S. Highway 29 to junction U.S. Highway 331; thence along U.S. Highway 331 to junction Alabama County Highway 4, thence along Alabama County Highway 4 to junction Interstate Highway 65, thence along Interstate Highway 65 to junction Alabama Highway 145, thence along Alabama Highway 145 to junction Alabama County Highway 47, thence along Alabama County Highway 47 to junction U.S. Highway 280, thence along U.S. Highway 280 to junction Alabama County Highway 27, thence along Alabama County Highway 27 to Leeds, Ala., thence along Alabama Highway 25 to junction U.S. Highway 231, thence along U.S. Highway 231 to Huntsville, Ala., thence along Alabama Highway 53 to junction Alabama County Highway 11, thence along Alabama County Highway 11 to the Alabama-Tennessee State line, on the one hand, and, on the other, points in that part of Missouri on and north of a line beginning at the Missouri-Illinois State line, thence along U.S. Highway 60 to junction Missouri Highway 174, thence along Missouri Highway 174 to junction Interstate Highway 44, thence along Interstate Highway 44 to the Missouri-Oklahoma State line. The purpose of this filing is to eliminate the gateway of (1) any point in Missouri within 25 miles of Cairo, Ill.; (2) any point in Tennessee; and (3) any point in Georgia.

No. MC 31462 (Sub-No. E19), filed May 13, 1974. Applicant: PARAMOUNT

MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Alabama, on the one hand, and, on the other, points in Virginia. The purpose of this filing is to eliminate the gateway of any point in Georgia.

No. MC 31462 (Sub-No. E215), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Kentucky, on the one hand, and, on the other, points in Oklahoma. The purpose of this filing is to eliminate the gateway of any point in Missouri within 25 miles of Cairo, Ill.

No. MC 31462 (Sub-No. E216), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in that part of Kentucky on and south of a line beginning at the Kentucky-Indiana State line, thence along U.S. Highway 60 to the Kentucky-West Virginia State line, on the one hand, and, on the other, points in that part of Montana on and east of a line beginning at the International Boundary line between the United States and Canada, thence along U.S. Highway 91 to junction U.S. Highway 2, thence along U.S. Highway 2 to Browning, Mont., thence along U.S. Highway 89 to junction U.S. Highway 287, thence along U.S. Highway 287 to junction U.S. Highway 91, thence along U.S. Highway 91 to junction U.S. Highway 10, thence along U.S. Highway 10 to junction U.S. Highway 287, thence along U.S. Highway 287 to junction U.S. Highway 191, thence along U.S. Highway 191 to the Montana-Idaho State line. The purpose of this filing is to eliminate the gateways of (1) Cairo, Ill., or any point within 25 miles thereof; (2) Williston, N. Dak., or any point within 200 miles thereof; and (3) any point which is both within 35 miles of Aiden, Minn., and within that part of Minnesota or Iowa on and south of a line beginning at the Mississippi River, thence along U.S. Highway 16 to junction U.S. Highway 71 to junction U.S. Highway 20, thence along U.S. Highway 20 to the Mississippi River.

No. MC 31462 (Sub-No. E284), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points

in Michigan, on the one hand, and, on other, points in that part of Missouri on and north of a line beginning at the Missouri-Illinois State line, thence along U.S. Highway 66 to the Missouri-Oklahoma State line. The purpose of this filing is to eliminate the gateway of any point in Missouri within 50 miles of Burlington, Iowa.

No. MC 31462 (Sub-No. E285), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (Same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Mississippi, on the one hand, and, on the other, points in the Upper Peninsula of Michigan. The purpose of this filing is to eliminate the gateways of (1) Burlington, Iowa, or any point within 50 miles thereof; and (2) Cairo, Ill., or any point within 25 miles thereof.

No. MC 31462 (Sub-No. E286), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (Same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Oklahoma, on the one hand, and, on the other, points in Michigan. The purpose of this filing is to eliminate the gateway of any point in Missouri within 50 miles of Burlington, Iowa.

No. MC 31462 (Sub-No. E303), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (Same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, from points in the Lower Peninsula of Michigan to points in Mississippi. The purpose of this filing is to eliminate the gateways of (1) Fort Wayne, Ind., or any point in Indiana within 40 miles thereof, and (2) Cairo, Ill., or any point within 25 miles thereof.

No. MC 31462 (Sub-No. E304), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (Same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Mississippi, on the one hand, and, on the other, points in Wisconsin. The purpose of this filing is to eliminate the gateways of (1) Burlington, Iowa, or any point within 50 miles thereof; and (2) any point in Missouri within 25 miles of Cairo, Ill.

No. MC 31462 (Sub-No. E305), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (Same as above). Authority

sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, from points in Mississippi, to points in New York. The purpose of this filing is to eliminate the gateways of (1) Cairo, Ill., or any point within 25 miles thereof; and (2) Fort Wayne, Ind., or any point in Indiana within 40 miles thereof.

No. MC 31462 (Sub-No. E307), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (Same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, from points in Mississippi, to points in Vermont. The purpose of this filing is to eliminate the gateways of (1) Cairo, Ill., or any point within 25 miles thereof; (2) Fort Wayne, Indiana, or any point in Indiana within 40 miles thereof; and (3) Hoosick Falls, N.Y.

No. MC 31462 (Sub-No. E308), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (Same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, from points in Mississippi, to points in Indiana. The purpose of this filing is to eliminate the gateway of Cairo, Ill.

No. MC 31462 (Sub-No. E309), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (Same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Mississippi, on the one hand, and, on the other, points in North Dakota. The purpose of this filing is to eliminate the gateways of (1) Cairo, Ill., or any point within 25 miles thereof; (2) Burlington, Iowa, or any point within 50 miles thereof; and (3) any point which is both within 35 miles of Alden, Minn., and within that part of Minnesota or Iowa on and south of a line beginning at the Mississippi River, thence along U.S. Highway 16 to junction U.S. Highway 71, thence along U.S. Highway 71 to junction U.S. Highway 20, thence along U.S. Highway 20 to the Mississippi River.

No. MC 31462 (Sub-No. E310), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in that part of Montana on and east of a line beginning at the International Boundary line between the United States and Canada, thence along U.S. Highway 91 to junction U.S. Highway 2, thence

along U.S. Highway 2 to Browning, Mont., thence along U.S. Highway 89 to junction U.S. Highway 287, thence along U.S. Highway 287 to junction U.S. Highway 91, thence along U.S. Highway 91 to junction U.S. Highway 10, thence along U.S. Highway 10 to junction U.S. Highway 287, thence along U.S. Highway 287 to junction U.S. Highway 191, thence along U.S. Highway 191 to the Idaho-Montana State line, on the one hand, and, on the other, points in Mississippi. The purpose of this filing is to eliminate the gateways of (1) Cairo, Ill., or any point in Illinois within 25 miles thereof; (2) Williston, N. Dak., or any point in North Dakota within 200 miles thereof; and (3) any point which is both within 35 miles of Alden, Minn., and within that part of Minnesota or Iowa on and south of a line beginning at the Mississippi River, thence along U.S. Highway 16 to junction U.S. Highway 71, thence along U.S. Highway 71 to junction U.S. Highway 20, thence along U.S. Highway 20 to the Mississippi River.

No. MC 31462 (Sub-No. E311), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in that part of Missouri on and north of a line beginning at the Mississippi River, thence along U.S. Highway 60 to junction U.S. Highway 61, thence along U.S. Highway 61 to junction Missouri Highway 72, thence along Missouri Highway 72 to junction Missouri Highway 21, thence along Missouri Highway 21 to junction Missouri Highway 8, thence along Missouri Highway 8 to junction U.S. Highway 66, thence along U.S. Highway 66 to junction U.S. Highway 63, thence along U.S. Highway 63 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Kansas-Missouri State line, on the one hand, and, on the other, points in Mississippi. The purpose of this filing is to eliminate the gateway of any point in Missouri within 25 miles of Cairo, Ill.

No. MC 31462 (Sub-No. E312), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (Same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in that part of South Dakota on and north of a line beginning at the Minnesota-South Dakota State line, thence along U.S. Highway 16 to junction South Dakota Highway 45, thence along South Dakota Highway 45 to junction South Dakota Highway 44, thence along South Dakota Highway 44 to junction South Dakota Highway 47, thence along South Dakota Highway 47 to junction U.S. Highway 18, thence along U.S. Highway 18 to junction U.S. Highway

183, thence along U.S. Highway 183 to the South Dakota-Nebraska State line, on the one hand, and, on the other, points in Mississippi. The purpose of this filing is to eliminate the gateways of (1) Cairo, Ill., or any point within 25 miles thereof; and (2) any point which is both within 35 miles of Alden, Minn., and within that part of Minnesota or Iowa on and south of a line beginning at the Mississippi River, thence along U.S. Highway 16 to junction U.S. Highway 71, thence along U.S. Highway 71 to junction U.S. Highway 20, thence along U.S. Highway 20 to the Mississippi River.

No. MC 31462 (Sub-No. E313), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (Same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Mississippi, on the one hand, and, on the other, points in Nebraska. The purpose of this filing is to eliminate the gateway of Cairo, Ill., or any point within 25 miles thereof.

No. MC 31462 (Sub-No. E314), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (Same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, from points in that part of Mississippi on and north of a line beginning at the Mississippi-Alabama State line, thence along U.S. Highway 84 to the Mississippi-Louisiana State line, to points in New Jersey. The purpose of this filing is to eliminate the gateways of (1) Cairo, Ill., or any point within 25 miles thereof; and (2) Fort Wayne, Ind., or any point in Indiana within 40 miles thereof.

No. MC 31462 (Sub-No. E315), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster, Tex. 75146. Applicant's representative: R. L. Rork (Same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, from points in Mississippi, to points in that part of Ohio on and north of a line beginning at the Indiana-Ohio State line, thence along Ohio Highway 29 to junction U.S. Highway 33, thence along U.S. Highway 33 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction U.S. Highway 22, thence along U.S. Highway 22 to the Ohio-West Virginia State line. The purpose of this filing is to eliminate the gateways of (1) Cairo, Ill., or any point in Illinois within 25 miles thereof; and (2) Fort Wayne, Ind., or any point in Indiana within 40 miles thereof.

No. MC 31462 (Sub-No. E316), filed May 13, 1974. Applicant: PARAMOUNT MOVERS, INC., P.O. Box 309, Lancaster,

Tex. 75146. Applicant's representative: R. L. Rork (Same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, from points in Mississippi, to points in that part of Pennsylvania on and north of a line beginning at the Pennsylvania-West Virginia State line, thence along U.S. Highway 22 to junction Pennsylvania Highway 286, thence along Pennsylvania Highway 286 to junction U.S. Highway 119, thence along U.S. Highway 119 to junction Interstate Highway 80, thence along Interstate Highway 80 to junction Pennsylvania Highway 93, thence along Pennsylvania Highway 93 to junction Pennsylvania Highway 309, thence along Pennsylvania Highway 309 to junction Interstate Highway 80, thence along Interstate Highway 80 to the Pennsylvania-New Jersey State line. The purpose of this filing is to eliminate the gateways of (1) Cairo, Ill., or any point in Illinois within 25 miles thereof; and (2) Fort Wayne, Ind., or any point in Indiana within 40 miles thereof.

No. MC 33317 (Sub-No. E1), filed June 3, 1974. Applicant: BISON FREIGHTWAYS, INC., 700 N. Keyser Ave., Scranton, Pa. 18508. Applicant's representative: Kenneth R. Davis, 999 Union St., Taylor, Pa. 18517. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities*, with the usual exceptions, between points in Susquehanna and Wayne Counties, Pa. (except those points on and south of Pennsylvania Highway 371), points in Broome, Chenango, and Delaware Counties, N.Y., those points in Ostege County, N.Y., which are within 50 miles of Hancock, N.Y., on the one hand, and on the other, New York, N.Y., and those points in Union, Passaic, Essex, Hudson, and Bergen Counties, N.J. The purpose of this filing is to eliminate the gateway of Hancock, N.Y.

No. MC 40978 (Sub-No. E1), filed May 16, 1974. Applicant: CHAIR CITY MOTOR EXPRESS CO., P.O. Box 686, Sheboygan, Wis. 53081. Applicant's representative: R. E. Becker (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *New furniture, dental equipment, and stone fixtures*, from Chicago, Ill., and points in Illinois within 100 miles of Chicago, Ill., to points in the Upper Peninsula of Michigan (Sheboygan Falls, Wis.) *; and (2) *New furniture, dental equipment, and stone fixtures*, from Chicago, Ill., and points in Illinois within 100 miles of Chicago, Ill., to points in Minnesota (points in and on that part of Wisconsin bounded by a line beginning at the Minnesota-Wisconsin State line, and extending in a northerly direction along an unnumbered highway to Nelson, Wis., thence along Wisconsin Highway 25 to Durand, Wis., thence along Wisconsin Highway 85 to Eau Claire, Wis., thence along U.S. Highway 53 to junction U.S. Highway,

thence along U.S. Highway 8 to junction U.S. Highway 51, thence along U.S. Highway 51 to the Wisconsin-Michigan State line, thence along the Wisconsin-Michigan State line to junction Wisconsin Highway 139, thence along Wisconsin Highway 139 to junction U.S. Highway 8, thence along U.S. Highway 8 to junction U.S. Highway 51, thence along U.S. Highway 51 to the Wisconsin-Michigan State line, thence along the Wisconsin-Michigan State line to junction Wisconsin Highway 139, thence along Wisconsin Highway 139 to junction U.S. Highway 8, thence along U.S. Highway 8 to junction Wisconsin Highway 32, thence along Wisconsin Highway 32 to junction Wisconsin Highway 64, thence along Wisconsin Highway 64 to Marinette, Wis., thence along Lake Michigan to the Wisconsin-Illinois State line, thence along the Wisconsin-Illinois State line to the Wisconsin-Iowa State line, thence along the Wisconsin-Iowa State line to the point of beginning)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 40978 (Sub-No. E2), filed May 16, 1974. Applicant: CHAIR CITY MOTOR EXPRESS COMPANY, P.O. Box 686, Sheboygan, Wis. 53081. Applicant's representative: R. E. Becker (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *New furniture and furniture parts*, from Munster, Ind., to points in Minnesota on and the Upper Peninsula of Michigan; (2) *New furniture and furniture parts*, from Munster, Ind., to points in Wisconsin (except those points on and bounded by a line beginning at the Illinois-Wisconsin State line and extending in a northerly direction along U.S. Highway 51 to junction U.S. Highway 14, thence along U.S. Highway 14 to junction U.S. Highway 151, thence along U.S. Highway 151 to junction Wisconsin Highway 23, thence along Wisconsin Highway 23 to Lake Michigan). The purpose of this filing is to eliminate the gateway of those points in that part of Wisconsin bounded by a line beginning at the Illinois-Wisconsin State line extending along U.S. Highway 51, thence in a northerly direction along U.S. Highway 51 to junction U.S. Highway 14 in Wisconsin, thence along U.S. Highway 14 to junction U.S. Highway 151, thence along U.S. Highway 151 to junction Wisconsin Highway 23, thence along Wisconsin Highway 23 to Lake Michigan.

No. MC 40978 (Sub-No. E3), filed May 16, 1974. Applicant: CHAIR CITY MOTOR EXPRESS COMPANY, P.O. Box 686, Sheboygan, Wis. 53081. Applicant's representative: R. E. Becker (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *New institutional, new household and new office fixtures and equipment*, uncrated, from those points in that part of the State of Wisconsin, bounded by a line beginning at Algoma, Wis., and extending in a westerly direction along

Wisconsin Highway 54 to junction Wisconsin Highway 57, thence along Wisconsin Highway 57 to junction U.S. Highway 151, thence along U.S. Highway 151 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Wisconsin Highway 33, thence along Wisconsin Highway 33 to Lake Michigan (except Two Rivers, Wis.), to points in Iowa; (2) *New furniture*, from points in that part of Wisconsin bounded by a line beginning at Marinette, Wis., and extending in a westerly direction along Wisconsin Highway 64 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction U.S. Highway 10, thence along U.S. Highway 10 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Wisconsin Highway 33, thence along Wisconsin Highway 33 to Lake Michigan (except Two Rivers, Wis.), to points in Indiana, and (3) *New furniture*, from points in that part of Wisconsin, bounded by a line beginning at Algoma, Wis., and extending in a westerly direction along Wisconsin Highway 54 to junction Wisconsin Highway 57, thence along Wisconsin Highway 57 to junction U.S. Highway 151, thence along U.S. Highway 151 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Wisconsin Highway 33, thence along Wisconsin Highway 33 to Lake Michigan (except Two Rivers, Wis.), to points in Iowa. The purpose of this filing is to eliminate the gateway of Sheboygan Falls, Wis.

No. MC 40978 (Sub-No. E4), filed May 16, 1974. Applicant: CHAIR CITY MOTOR EXPRESS CO., P.O. Box 686, Sheboygan, Wis. 53081. Applicant's representative: R. E. Becker (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *New institutional, new household and new office fixtures and equipment*, uncrated, from points in that part of Wisconsin, bounded by a line beginning at Port Washington, Wis., and extending in a westerly direction along Wisconsin Highway 33 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction Wisconsin Highway 49, thence along Wisconsin Highway 49 to junction Wisconsin Highway 21, thence along Wisconsin Highway 21 to junction Wisconsin Highway 13, thence along Wisconsin Highway 13 to junction U.S. Highway 8, thence along U.S. Highway 8 to junction U.S. Highway 45, thence northerly along U.S. Highway 45 to the Wisconsin-Michigan State line, to points in Ohio, Kentucky, and the Lower Peninsula of Michigan (Sheboygan Falls, Wis.) *; (2) *New furniture and furniture parts*, from Burlington, Iowa, and the facilities of the Brammer Manufacturing Company at Dayenport, Iowa, to points in the Upper Peninsula of Michigan (Sheboygan Falls, Wis.) *; and (3) *New furniture and furniture parts*, from Burlington, Iowa, and the facilities of the Brammer Manufacturing Company at Davenport, Iowa, to points in Minnesota (Wisconsin) *. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 40978 (Sub-No. E5), filed May 16, 1974. Applicant: CHAIR CITY MOTOR EXPRESS CO., P.O. Box 686, Sheboygan, Wis. 53081. Applicant's representative: R. E. Becker (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *New furniture*, from Sturgis, Mich., to points in Minnesota (Wisconsin)*; (2) *New furniture*, from Sturgis, Mich., to points in the Upper Peninsula of Michigan (Wisconsin)*; and (3) *New furniture*, from Muscatine, Iowa, to points in Minnesota (Wisconsin)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 40978 (Sub-No. E6), filed May 16, 1974. Applicant: CHAIR CITY MOTOR EXPRESS CO., P.O. Box 686, Sheboygan, Wis. 53081. Applicant's representative: R. E. Becker (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, from Muscatine, Iowa, to points in the Upper Peninsula of Michigan. The purpose of this filing is to eliminate the gateway of Sheboygan Falls, Wis.

No. MC 40978 (Sub-No. E7), filed May 16, 1974. Applicant: CHAIR CITY MOTOR EXPRESS CO., P.O. Box 686, Sheboygan, Wis. 53081. Applicant's representative: R. E. Becker (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *New furniture*, from points in that part of Wisconsin, bounded by a line beginning at Port Washington, Wis., and extending in a westerly direction along Wisconsin Highway 33 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction Wisconsin Highway 49, thence along Wisconsin Highway 49 to junction Wisconsin Highway 21, thence along Wisconsin Highway 21 to junction Wisconsin Highway 13, thence along Wisconsin Highway 13 to junction U.S. Highway 8, thence along U.S. Highway 8 to junction U.S. Highway 45, thence along U.S. Highway 45 to the Wisconsin-Michigan State line, to points in Ohio, Kentucky, and the Lower Peninsula of Michigan; (2) *New institutional, new household and new office fixtures and equipment*, uncrated, from points in that part of Wisconsin bounded by a line beginning at Marinette, Wis., and extending in a westerly direction along Wisconsin Highway 64 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction U.S. Highway 10, thence along U.S. Highway 10 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Wisconsin Highway 33, thence along Wisconsin Highway 33 to Lake Michigan (except Two Rivers, Wis.), to points in Indiana; and (3) *New furniture*, from points in that part of Wisconsin bounded by a line beginning at Marinette, Wis., and extending in a westerly direction along Wisconsin Highway 64 to junction U.S. Highway 141, thence along U.S. Highway 141 to junction Wisconsin Highway 22, thence along Wisconsin Highway

22 to junction U.S. Highway 10, thence along U.S. Highway 10 to junction Wisconsin Highway 49, thence along Wisconsin Highway 49 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction Wisconsin Highway 33, thence along Wisconsin Highway 33 to Lake Michigan, to points in Missouri. The purpose of this filing is to eliminate the gateway of Sheboygan Falls, Wis.

No. MC 40978 (Sub-No. E8), filed May 16, 1974. Applicant: CHAIR CITY MOTOR EXPRESS CO., P.O. Box 686, Sheboygan, Wis. 53081. Applicant's representative: R. E. Becker (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *New institutional, new household, and new office fixtures and equipment*, uncrated, from points in that part of Wisconsin bounded by a line beginning at Marinette, Wis., and extending in a westerly direction along Wisconsin Highway 64 to junction U.S. Highway 141, thence along U.S. Highway 141 to junction Wisconsin Highway 22, thence along Wisconsin Highway 22 to junction U.S. Highway 10, thence along U.S. Highway 10 to junction Wisconsin Highway 49, thence along Wisconsin Highway 49 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction Wisconsin Highway 33, thence along Wisconsin Highway 33 to Lake Michigan, to points in Missouri; (2) *New institutional, new household, and new office fixtures and equipment*, uncrated, from points in that part of Wisconsin bounded by a line beginning at Cleveland, Wis., and extending in a westerly direction along Wisconsin Highway 149 to junction Wisconsin Highway 67, thence along Wisconsin Highway 67 to junction Wisconsin Highway 26, thence along Wisconsin Highway 26 to junction U.S. Highway 51, thence along U.S. Highway 51 to Wisconsin-Illinois State line, to points in the Upper Peninsula of Michigan; and (3) *New furniture*, from points in that part of Wisconsin bounded by a line beginning at Cleveland, Wis., and extending in a westerly direction along Wisconsin Highway 149 to junction Wisconsin Highway 67, thence along Wisconsin Highway 67 to junction Wisconsin Highway 26, thence along Wisconsin Highway 26 to junction U.S. Highway 51, thence along U.S. Highway 51 to the Wisconsin-Illinois State line, to points in the Upper Peninsula of Michigan. The purpose of this filing is to eliminate the gateway of Sheboygan Falls, Wis.

No. MC 104654 (Sub-No. E1), filed May 14, 1974. Applicant: COMMERCIAL TRANSPORT, INC., South 20th St., Belleville, Ill. 62222. Applicant's representative: Edward G. Villalon, 13th & Pennsylvania Ave. NW., Suite 1032, Pennsylvania Bldg., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gasoline, diesel fuel, kerosene, and fuel oils*, in bulk, in tank vehicles, from St. Elmo, Ill., to points in Ohio. The purpose of this

filing is to eliminate the gateways of Speedway, Ind., and Jackson County, Ind.

No. MC 104654 (Sub-No. E2), filed May 14, 1974. Applicant: COMMERCIAL TRANSPORT, INC., South 20th St., Belleville, Ill. 62222. Applicant's representative: Edward G. Villalon, 13th & Pennsylvania Ave. NW., Suite 1032, Pennsylvania Bldg., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, (except liquid chemicals), as described in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from St. Elmo, Ill., to points in Pennsylvania. The purpose of this filing is to eliminate the gateways of Jackson County, Ind., and Butler County, Ohio.

No. MC 104654 (Sub-No. E5), filed May 14, 1974. Applicant: COMMERCIAL TRANSPORT, INC., South 20th St., Belleville, Ill. 62222. Applicant's representative: Edward G. Villalon, 13th & Pennsylvania Ave., NW., Suite 1032 Pennsylvania Bldg., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, as described in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from Lawrenceville, Ill., to points in that part of Tennessee on and west of a line beginning at the Tennessee-Kentucky State line extending along U.S. Highway 45E to junction U.S. Highway 45, thence along U.S. Highway 45 to the Tennessee-Mississippi State line. The purpose of this filing is to eliminate the gateways of Hickman, Ky., and Caruthersville, Mo.

No. MC 104654 (Sub-No. E6), filed May 14, 1974. Applicant: COMMERCIAL TRANSPORT, INC., South 20th St., Belleville, Ill. 62222. Applicant's representative: Edward G. Villalon, Suite 1032 Pennsylvania Bldg., 13th & Pennsylvania Ave. NW., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, as described in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from Lawrenceville, Ill., to points in that part of Arkansas on, north, and east of a line beginning at the Arkansas-Missouri State line extending along U.S. Highway 65 to junction U.S. Highway 70, thence along U.S. Highway 70 to junction U.S. Highway 49, thence along U.S. Highway 49 to the Arkansas-Mississippi State line. The purpose of this filing is to eliminate the gateways of Hickman, Ky., and Caruthersville, Mo.

No. MC 104654 (Sub-No. E8), filed May 14, 1974. Applicant: COMMERCIAL TRANSPORT, INC., South 20th St., Belleville, Ill. 62222. Applicant's representative: Edward G. Villalon, Suite 1032 Pennsylvania Bldg., 13th & Pennsylvania

Ave. NW., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, as described in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from Evansville, Ind., to that part of Tennessee on and west of a line beginning at the Tennessee-Kentucky State line extending along U.S. Highway 45E to junction U.S. Highway 45, thence along U.S. Highway 45 to the Tennessee-Mississippi State line. The purpose of this filing is to eliminate the gateways of Hickman, Ky., and Caruthersville, Mo.

No. MC 104654 (Sub-No. E9), filed May 14, 1974. Applicant: COMMERCIAL TRANSPORT, INC., South 20th St., Belleville, Ill. 62222. Applicant's representative: Edward G. Villalon, Suite 1032 Pennsylvania Bldg., 13th & Pennsylvania Ave. NW., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, as described in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from Evansville, Ind., to that part of Arkansas on, east, and north of a line beginning at the Missouri-Arkansas State line extending along Arkansas Highway 9 to junction U.S. Highway 65, thence along U.S. Highway 65 to junction U.S. Highway 70, thence along U.S. Highway 70 to junction U.S. Highway 49, thence along U.S. Highway 49 to the Arkansas-Mississippi State line. The purpose of this filing is to eliminate the gateways of Hickman, Ky., and Caruthersville, Mo.

No. MC 104654 (Sub-No. E12), filed May 14, 1974. Applicant: COMMERCIAL TRANSPORT, INC., South 20th St., Belleville, Ill. 62222. Applicant's representative: Edward G. Villalon, Suite 1032 Pennsylvania Bldg., 13th & Pennsylvania Ave., NW., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, as described in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from Mt. Vernon, Ind., to points in that part of Arkansas on, east, and north of a line beginning at the Arkansas-Missouri State line extending along Arkansas Highway 9 to junction U.S. Highway 65, thence along U.S. Highway 65 to junction U.S. Highway 70, thence along U.S. Highway 70 to junction U.S. Highway 49, thence along U.S. Highway 49 to the Arkansas-Mississippi State line. The purpose of this filing is to eliminate the gateways of Hickman, Ky., and Caruthersville, Mo.

No. MC 104654 (Sub-No. E13), filed May 14, 1974. Applicant: COMMERCIAL TRANSPORT, INC., South 20th St., Belleville, Ill. 62222. Applicant's representative: Edward G. Villalon, Suite 1032 Pennsylvania Bldg., 13th & Pennsylvania Ave., NW., Washington, D.C. 20004. Au-

thority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, from Paducah, Ky., and points in Kentucky within 5 miles thereof, to that part of Missouri on, south, and east of a line beginning at the Missouri-Illinois State line extending along U.S. Highway 54 to junction U.S. Highway 65, thence along U.S. Highway 65 to the Missouri-Arkansas State line. The purpose of this filing is to eliminate the gateways of Gale and Cairo, Ill.

No. MC 106920 (Sub-No. E19), filed June 4, 1974. Applicant: RIGGS FOOD EXPRESS, INC., P.O. Box 26, New Bremen, Ohio 45869. Applicant's representative: E. Stephen Heisley, 805 McLachlen Bank Bldg., 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Milk, cream, and buttermilk*, in bulk, in tank vehicles, from points in Minnesota to points in Florida. The purpose of this filing is to eliminate the gateways of Darke, Mercer, and Auglaize Counties, Ohio.

No. MC 106920 (Sub-No. E20), filed June 4, 1974. Applicant: RIGGS FOOD EXPRESS, INC., P.O. Box 26, New Bremen, Ohio 45869. Applicant's representative: E. Stephen Heisley, 805 McLachlen Bank Bldg., 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Milk, cream, and buttermilk*, in bulk, in tank vehicles, from points in Minnesota north and east of a line beginning at the United States-Canada International Boundary line and extending along U.S. Highway 75 to junction Minnesota Highway 11, thence along Minnesota Highway 11 to junction Minnesota Highway 220, thence along Minnesota Highway 220 to junction U.S. Highway 2, thence along U.S. Highway 2 to junction U.S. Highway 75, thence along U.S. Highway 75 to junction Minnesota Highway 7, thence along Minnesota Highway 7 to junction Minnesota Highway 22, thence along Minnesota Highway 22, to junction Minnesota Highway 5, thence along Minnesota Highway 5 to junction Minnesota Highway 25, thence along Minnesota Highway 25 to junction U.S. Highway 169, thence along U.S. Highway 169 to junction Minnesota Highway 19, thence along Minnesota Highway 19 to junction Minnesota Highway 21, thence along Minnesota Highway 21 to junction Minnesota Highway 60, thence along Minnesota Highway 60 to junction U.S. Highway 63, thence along U.S. Highway 63 to junction Minnesota Highway 247, thence along Minnesota Highway 247 to junction Minnesota Highway 74, thence along Minnesota Highway 74 to junction Minnesota Highway 248, thence along Minnesota Highway 248 to the Wisconsin-Minnesota State line. The purpose of this filing is to eliminate the gateway of Darke, Mercer, and Auglaize Counties, Ohio.

No. MC 106920 (Sub-No. E21), filed June 4, 1974. Applicant: RIGGS FOOD EXPRESS, INC., P.O. Box 26, New Bremen, Ohio 45869. Applicant's representative: E. Stephen Heisley, 805 McLachlen Bank Bldg., 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Milk, cream, and buttermilk*, in bulk, in tank vehicles, from points in Minnesota to points in Alabama north and east of a line beginning at the Alabama-Tennessee State line and extending along Interstate Highway 65 to junction U.S. Highway 11, thence along U.S. Highway 11 to junction Alabama Highway 5, thence along Alabama Highway 5 to junction Alabama Highway 219, thence along Alabama Highway 219 to junction Alabama Highway 41, thence along Alabama Highway 41 to junction U.S. Highway 84, thence along U.S. Highway 84 to junction Alabama Highway 52, thence along Alabama Highway 52 to the Alabama-Georgia State line. The purpose of this filing is to eliminate the gateway of Darke, Mercer, and Auglaize Counties, Ohio.

No. MC 106920 (Sub-No. E22), filed June 4, 1974. Applicant: RIGGS FOOD EXPRESS, INC., P.O. Box 26, New Bremen, Ohio 45869. Applicant's representative: E. Stephen Heisley, 805 McLachlen Bank Bldg., 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Milk, cream, and buttermilk*, in bulk, in tank vehicles, from points in Kentucky east of a line beginning at the Kentucky-Tennessee State line and extending along Interstate Highway 65 to the Kentucky-Indiana State line. The purpose of this filing is to eliminate the gateway of Darke, Mercer, and Auglaize Counties, Ohio.

No. MC 106920 (Sub-No. E23), filed June 4, 1974. Applicant: RIGGS FOOD EXPRESS, INC., P.O. Box 26, New Bremen, Ohio 45869. Applicant's representative: E. Stephen Heisley, 805 McLachlen Bank Bldg., 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Milk, cream, and buttermilk* in bulk, in tank vehicles, from points in Minnesota north and west of a line beginning at the Minnesota-North Dakota State line and extending along U.S. Highway 10 to junction Minnesota Highway 34, thence along Minnesota Highway 34 to junction Minnesota Highway 200, thence along Minnesota Highway 200 to junction Minnesota Highway 6, thence along Minnesota Highway 6 to junction Minnesota Highway 38, thence along Minnesota Highway 38 to junction Minnesota Highway 6, thence along Minnesota Highway 6 to junction U.S. Highway 71, thence along U.S. Highway 71 to the United States-Canada International Boundary line to points in Kentucky east of a line beginning at the Kentucky-Tennessee State line and extending along

U.S. Highway Alternate 41 to junction U.S. Highway 41, thence along U.S. Highway 41 to the Kentucky-Indiana State line and west of a line beginning at the Kentucky-Tennessee State line and extending along U.S. Highway 31W to junction Interstate Highway 65, thence along Interstate Highway 65 to the Kentucky-Indiana State line. The purpose of this filing is to eliminate the gateway of Darke, Mercer, and Auglaize Counties, Ohio.

No. MC 106920 (Sub-No. E24), filed June 4, 1974. Applicant: RIGGS FOOD EXPRESS, INC., P.O. Box 26, New Bremen, Ohio 45869. Applicant's representative: E. Stephen Helsley, 805 McLachlen Bank Bldg., 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Milk, cream, and buttermilk*, in bulk, in tank vehicles, from points in Minnesota to points in Tennessee east of a line beginning at the Tennessee-Alabama State line and extending along Interstate Highway 65 to the Tennessee-Kentucky State line. The purpose of this filing is to eliminate the gateway of Darke, Mercer, and Auglaize Counties, Ohio.

No. MC 106920 (Sub-No. E25), filed June 4, 1974. Applicant: RIGGS FOOD EXPRESS, INC., P.O. Box 26, New Bremen, Ohio 45869. Applicant's representative: E. Stephen Helsley, 805 McLaughlen Bank Bldg., 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Milk, cream and buttermilk*, except concentrated whole milk and concentrated skim milk, in bulk, in tank vehicles, from points in Wisconsin to points in Tennessee on and east of a line beginning at the Tennessee-Kentucky State line and extending along U.S. Highway 231 to the Tennessee-Alabama State line. The purpose of this filing is to eliminate the gateway of Darke, Mercer, and Auglaize Counties, Ohio.

No. MC 108207 (Sub-No. E30), filed May 13, 1974. Applicant: FROZEN FOOD EXPRESS, INC., P.O. Box 5888, Dallas, Tex. 75222. Applicant's representative: Mike Smith (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products* as defined by the Commission (except canned or packaged meats and canned or packaged meat products, other than canned hams, packaged hams, and packaged bacon), from points in Oklahoma, Arkansas, Louisiana, and Memphis, Tenn., to points in Minnesota and Wisconsin. The purpose of this filing is to eliminate the gateways of Carthage and Hernando, Miss.

No. MC 108207 (Sub-No. E31), filed May 13, 1974. Applicant: FROZEN FOOD EXPRESS, INC., P.O. Box 5888, Dallas, Tex. 75222. Applicant's representative: Mike Smith (same as above). Authority sought to operate as a *common carrier*,

by motor vehicle, over irregular routes, transporting: *Potato products*, not frozen, in vehicles equipped with mechanical refrigeration, from points in Montcalm County, Mich., to points in New Mexico, Arizona, and California, restricted to the transportation of traffic originating at the facilities of Ore-Ida Foods, Inc., in Montcalm County, Mich. The purpose of this filing is to eliminate the gateway of points in Texas.

No. MC 108207 (Sub-No. E33), filed May 13, 1974. Applicant: FROZEN FOOD EXPRESS, INC., P.O. Box 5888, Dallas, Tex. 75222. Applicant's representative: Mike Smith (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods, and meats, meat products, and meat by-products* as defined by the Commission (except canned or packaged meats and canned or packaged meat products, other than canned hams, packaged hams, and packaged bacon), *dairy products* as defined by the Commission, *salad dressing, yeast, and uncooked bakery goods*, from Rossville, Tenn., to points in Arkansas, Louisiana, Texas, Oklahoma, Missouri, Illinois, and Michigan. The purpose of this filing is to eliminate the gateway of Memphis, Tenn.

No. MC 108449 (Sub-No. E220), filed May 16, 1974. Applicant: INDIANHEAD TRUCK LINE, INC., 1947 W. County Rd. C, St. Paul, Minn. 55113. Applicant's representative: W. A. Myllenbeck (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Lemont-Lockport, Ill., to points in Minnesota. The purpose of this filing is to eliminate the gateways of Winona, Minn., and LaCrosse and Eau Claire, Wis.

No. MC 108449 (Sub-No. E221), filed May 16, 1974. Applicant: INDIANHEAD TRUCK LINE, INC., 1947 W. County Rd. C, St. Paul, Minn. 55113. Applicant's representative: W. A. Myllenbeck (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Lemont-Lockport, Ill., to points in Minnesota. The purpose of this filing is to eliminate the gateways of LaCrosse, Wis., Spirit Lake, Iowa, and Spring Valley, Minn.

No. MC 108449 (Sub-No. E222), filed May 16, 1974. Applicant: INDIANHEAD TRUCK LINE, INC., 1947 W. County Rd. C, St. Paul, Minn. 55113. Applicant's representative: W. A. Myllenbeck (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Lemont-Lockport, Ill., to those points in Iowa on and north of a line beginning at the Wisconsin-Iowa State line and extending along U.S. Highway 52 to junction Iowa Highway 24, thence along Iowa Highway 24 to

junction U.S. Highway 18, thence along U.S. Highway 18 to junction U.S. Highway 65, thence along U.S. Highway 65 to the Iowa-Minnesota State line. The purpose of this filing is to eliminate the gateway of LaCrosse, Wis.

No. MC 108449 (Sub-No. E226), filed May 16, 1974. Applicant: INDIANHEAD TRUCK LINE, INC., 1047 West County Road C, St. Paul, Minn. 55113. Applicant's representative: W. A. Myllenbeck (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Lemont-Lockport, Ill., to points in South Dakota. The purpose of this filing is to eliminate the gateways of LaCrosse, Wis., Spring Valley, Minn., and Spirit Lake, Iowa.

No. MC 113666 (Sub-No. E1), filed June 4, 1974. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Rd., Freeport, Pa. 16529. Applicant's representative: Daniel R. Smetanick (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Urea and ammonium nitrate* (other than liquid), in bulk and in bags from the port of entry at the United States-Canada International Boundary line at Port Huron, Mich., to points in Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New Jersey, Delaware, Maryland, Pennsylvania, and New York (except those in Nassau and Suffolk Counties, N.Y.). The purpose of this filing is to eliminate the gateway of the port of entry at Detroit, Mich.

No. MC 113666 (Sub-No. E3), filed June 4, 1974. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Rd., Freeport, Pa. 16229. Applicant's representative: Daniel R. Smetanick (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Urea* (other than liquid), dry, in bulk, and in bags from the United States-Canada International Boundary line at Ports of Entry at Buffalo and Niagara Falls, N.Y., to points in Kansas and Nebraska, with no transportation for compensation on return except as otherwise authorized. Restriction: Transportation of the above commodities restricted to those originating in the Province of Ontario, Canada. The purpose of this filing is to eliminate the gateway of the port of entry at Detroit, Mich.

No. MC 113666 (Sub-No. E4), filed June 4, 1974. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Rd., Freeport, Pa. 16229. Applicant's representative: Daniel R. Smetanick (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Urea* (other than liquid), dry, in bags, from Ports of Entry at the United States-Canada International Boundary line at Ogdensburg, Alexandria Bay, and Rooseveltown, N.Y., to points in Kansas and Nebraska. Restriction: Transportation of the above

commodities restricted to traffic originating in the Province of Ontario. The purpose of this filing is to eliminate the gateways of Buffalo, N.Y., and Detroit, Mich.

No. MC 113666 (Sub-No. E5), filed June 4, 1974. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Rd., Freeport, Pa. 16229. Applicant's representative: Daniel R. Smetanick (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Material used in the production of refractory products* (except liquid commodities in bulk), with no transportation for compensation on return except as otherwise authorized, from points in Illinois, Kansas, Wisconsin, and that part of Indiana on and west of U.S. Highway 31 to the ports of entry on the United States-Canada International Boundary line in Maine, New Hampshire, and Vermont. The purpose of this filing is to eliminate the gateway of Armstrong County, Pa.

No. MC 113666 (Sub-No. E6), filed June 4, 1974. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Rd., Freeport, Pa. 16229. Applicant's representative: Daniel R. Smetanick (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Refractory products* (except in bulk), from Fords, N.J., to points in Ohio, Michigan, Indiana, Illinois, Kentucky, Kansas, Missouri, and Wisconsin. The purpose of this filing is to eliminate the gateway of Armstrong County, Pa.

No. MC 113666 (Sub-No. E7), filed June 4, 1974. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Rd., Freeport, Pa. 16229. Applicant's representative: Daniel R. Smetanick (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Materials used in the production of refractory products* (except liquid commodities in bulk), from points in Kentucky, Missouri, and the Lower Peninsula of Michigan to the Ports of Entry on the United States-Canada International Boundary line located in Maine, New Hampshire, and Vermont, with no transportation for compensation on return except as otherwise authorized. The purpose of this filing is to eliminate the gateway of Tarentum, Pa.

No. MC 113666 (Sub-No. E9), filed June 4, 1974. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Rd., Freeport, Pa. 16229. Applicant's representative: Daniel R. Smetanick (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Urea and ammonium nitrate* (other than liquid), in bags, from ports of entry on the United States-Canada International Boundary line at Ogdensburg, Alexandria Bay, and Rooseveltown, N.Y., to points in Indiana, Illinois, Michigan, and Ohio, with no transportation for compensation on return unless otherwise

authorized. The purpose of this filing is to eliminate the gateway of port of entry at Buffalo, N.Y.

No. MC 113666 (Sub-No. E10), filed June 4, 1974. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Rd., Freeport, Pa. 16229. Applicant's representative: Daniel R. Smetanick (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Refractory products* (except in bulk), from Greenville, Pa., to ports of entry on the United States-Canada International Boundary line at Ogdensburg, Alexandria Bay, and Rooseveltown, N.Y. Restriction: The transportation of the above commodities restricted to traffic destined to the Province of Ontario, Canada. The purpose of this filing is to eliminate the gateway of the Port of Entry of Buffalo, N.Y.

No. MC 113666 (Sub-No. E12), filed June 4, 1974. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Rd., Freeport, Pa. 16229. Applicant's representative: Daniel R. Smetanick (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry urea*, in bulk, in dump vehicles, and in containers (other than liquid), from Olean, N.Y., to points in Wisconsin, Missouri, Iowa, and Minnesota. The purpose of this filing is to eliminate the gateway of Port of Entry at Detroit, Mich.

No. MC 113666 (Sub-No. E13), filed June 4, 1974. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Rd., Freeport, Pa. 16229. Applicant's representative: Daniel R. Smetanick (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Refractory products* (except such commodities in bulk and those which because of their size, weight, or inherent nature, require the use of special equipment), from the plant site of A. P. Green Fire Brick Co., at or near Detroit, Mich., to points in Maryland, Delaware, New Jersey, Massachusetts, Connecticut, and Rhode Island. The purpose of this filing is to eliminate the gateway of Tarentum, Pa.

No. MC 113666 (Sub-No. E14), filed June 4, 1974. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Rd., Freeport, Pa. 16229. Applicant's representative: Daniel R. Smetanick (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry urea*, in bags, from Ports of Entry on the United States-Canada International Boundary line at Ogdensburg, Alexandria Bay, and Rooseveltown, N.Y., to points in Tennessee. The purpose of this filing is to eliminate the gateway of Olean, N.Y.

No. MC 113666 (Sub-No. E15), filed June 4, 1974. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Rd., Freeport, Pa. 16229. Applicant's representative: Daniel R. Smetanick (same as

above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Urea and ammonium nitrate* (other than liquid), in bags, from Port of Entry on the United States-Canada International Boundary line at Ogdensburg, Alexandria Bay, and Rooseveltown, N.Y., to points in West Virginia, Kentucky, Missouri, Wisconsin, Iowa, and Minnesota. The purpose of this filing is to eliminate the gateway of Port of Entry of Buffalo, N.Y.

No. MC 113666 (Sub-No. E17), filed June 4, 1974. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Rd., Freeport, Pa. 16229. Applicant's representative: Daniel R. Smetanick (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Refractory products* (except in bulk and except such commodities which, because of their size, weight, or inherent nature require the use of special equipment), from the Borough of Tarentum, Allegheny County, Pa., and Porter Township, Clarion County, Pa., to points in the Upper Peninsula of Michigan. The purpose of this filing is to eliminate the gateway of the Port of Entry at Detroit, Mich.

No. MC 113666 (Sub-No. E18), filed June 4, 1974. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Rd., Freeport, Pa. 16229. Applicant's representative: Daniel R. Smetanick (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Refractory products* (except in bulk), from Irondale, New Salisbury, Wellsville, Uhrichsville, Oak Hill, Jackson, South Webster, Columbiana, Warren, Cincinnati, Powhatan, and Center Township, Carroll County, Ohio, Taylor and Mayfield, Ky., Mexico, Fulton, and Vandalia, Mo., to the Ports of Entry on the United States-Canada International Boundary line located in Maine, New Hampshire, Vermont, and at Alexandria Bay, Ogdensburg, and Rooseveltown, N.Y. Restriction: The operations authorized herein are restricted to the transportation of shipments destined to points in the Provinces of Ontario and Quebec, Canada. The purpose of this filing is to eliminate the gateway of the Ports of Entry of Buffalo or Niagara Falls, N.Y.

No. MC 114211 (Sub-No. E476), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Self-propelled farm machinery and parts thereof*, from points in Iowa on and north and west of a line beginning at the South Dakota-Iowa State line, thence along Iowa Highway 10 to junction U.S. Highway 71, thence along U.S. Highway 71 to the Iowa-Minnesota State line, to points in that part of Michigan on and north of a line beginning at Muskegon, Mich., thence along Interstate Highway 96 to

junction U.S. Highway 27, thence along U.S. Highway 27 to the Michigan-Indiana State line, and to points in that part of Indiana on and east of a line beginning at the Michigan-Indiana State line, thence along U.S. Highway 69 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction Indiana Highway 101, thence along Indiana Highway 101 to junction U.S. Highway 224, thence along U.S. Highway 224 to junction U.S. Highway 27, thence along U.S. Highway 27 to junction Indiana Highway 18, thence along Indiana Highway 18 to junction Indiana Highway 9, thence along Indiana Highway 9 to junction Indiana Highway 37, thence along Indiana Highway 37 to junction Interstate Highway 65, thence along Interstate Highway 65 to the Indiana-Kentucky State line, and to points in that part of Kentucky on and east of a line beginning at the Indiana-Kentucky State line, thence along Interstate Highway 65 to junction Kentucky Highway 90, thence along Kentucky Highway 90 to junction U.S. Highway 127, thence along U.S. Highway 127 to the Kentucky-Tennessee State line, and to points in that part of Tennessee on and east of a line beginning at the Kentucky-Tennessee State line, thence along U.S. Highway 127 to the Tennessee-Alabama State line, and to points in that part of Alabama on and east of a line beginning at the Tennessee-Alabama State line, thence along Interstate Highway 59 to junction Alabama Highway 5, thence along Alabama Highway 5 to junction U.S. Highway 84, thence along U.S. Highway 84 to the Alabama-Mississippi State line, and to points in that part of Wisconsin on and north of a line beginning at the Minnesota-Wisconsin State line, thence along Interstate Highway 94 to junction Wisconsin Highway 29, thence along Wisconsin Highway 29 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Wisconsin Highway 73, thence along Wisconsin Highway 73 to junction Wisconsin Highway 23, thence along Wisconsin Highway 23 to junction U.S. Highway 41, thence along U.S. Highway 41 to Milwaukee, Wis., and to points in Florida, Georgia, South Carolina, North Carolina, West Virginia, Maine, Vermont, and New Hampshire, with no transportation for compensation on return except as otherwise authorized. The purpose of this filing is to eliminate the gateway of Minneapolis, Minn.

No. MC 114211 (Sub-No. E477), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Self-propelled tractors, road making machinery, and contractors' equipment and supplies*, from points in Iowa on and north and west of a line beginning at the South Dakota-Iowa State line, thence along Iowa Highway 10 to junction U.S. Highway 71, thence along U.S. Highway 71 to the Iowa-Minnesota State line to points

in that part of Michigan on and north of a line beginning at Muskegon, Mich., thence along Interstate Highway 96 to junction U.S. Highway 27, thence along U.S. Highway 27 to the Michigan-Indiana State line, and to points in that part of Indiana on and east of a line beginning at the Michigan-Indiana State line, thence along U.S. Highway 69 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction Indiana Highway 101, thence along Indiana Highway 101 to junction U.S. Highway 224, thence along U.S. Highway 224 to junction U.S. Highway 27, thence along U.S. Highway 27 to junction Indiana Highway 18, thence along Indiana Highway 18 to junction Indiana Highway 9, thence along Indiana Highway 9 to junction Indiana Highway 37, thence along Indiana Highway 37 to junction Interstate Highway 65, thence along Interstate Highway 65 to the Indiana-Kentucky State line, and to points in that part of Kentucky on and east of a line beginning at the Indiana-Kentucky State line, thence along Interstate Highway 65 to junction Kentucky Highway 90, thence along Kentucky Highway 90 to junction U.S. Highway 127, thence along U.S. Highway 127 to the Kentucky-Tennessee State line, and to points in that part of Tennessee on and east of a line beginning at the Kentucky-Tennessee State line, thence along U.S. Highway 127 to the Tennessee-Alabama State line, and to points in that part of Alabama on and east of a line beginning at the Tennessee-Alabama State line, thence along Interstate Highway 59 to junction Alabama Highway 5, thence along Alabama Highway 5 to junction U.S. Highway 84, thence along U.S. Highway 84 to the Alabama-Mississippi State line, and to points in that part of Wisconsin on and north of a line beginning at the Minnesota-Wisconsin State line, thence along Interstate Highway 94 to junction Wisconsin Highway 29, thence along Wisconsin Highway 29 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Wisconsin Highway 73, thence along Wisconsin Highway 73 to junction Wisconsin Highway 23, thence along Wisconsin Highway 23 to junction U.S. Highway 41, thence along U.S. Highway 41 to Milwaukee, Wis., and to points in Florida, Georgia, South Carolina, North Carolina, West Virginia, Maine, Vermont, and New Hampshire, with no transportation for compensation on return except as otherwise authorized. The purpose of this filing is to eliminate the gateway of Minneapolis, Minn.

No. MC 114211 (Sub-No. E515), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tractors, with or without attachments, tractors attachments, and parts of tractors and tractor attachments when moving in mixed loads between the port of entry at*

Norfolk, Va., on the one hand, and, on the other, points in Colorado, Nebraska, South Dakota, and Kansas. The purpose of this filing is to eliminate the gateway of Topeka, Kans.

No. MC 114211 (Sub-No. E516), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cast iron pressure pipe and fittings and accessories therefore* when moving with such pipe, from points in that part of Tennessee on and west of a line beginning at the Kentucky-Tennessee State line, thence along U.S. Highway 25E to junction Tennessee Highway 63, thence along Tennessee Highway 63 to junction Interstate Highway 75, thence along Interstate Highway 75 to junction Tennessee Highway 61, thence along Tennessee Highway 61 to junction Tennessee Highway 58, thence along Tennessee Highway 58 to junction Tennessee Highway 153, thence along Tennessee Highway 153 to junction Interstate Highway 75, thence along Interstate Highway 75 to the Tennessee-Georgia State line to points in Nebraska, Wyoming, Montana, North Dakota, South Dakota, and to points in that part of Kansas on and north of a line beginning at the Nebraska-Kansas State line, thence along U.S. Highway 73 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction U.S. Highway 183, thence along U.S. Highway 183 to junction Kansas Highway 9, thence along Kansas Highway 9 to junction U.S. Highway 383, thence along U.S. Highway 383 to junction U.S. Highway 24, thence along U.S. Highway 24 to the Kansas-Colorado State line, and to points in that part of Colorado on and north of a line beginning at the Kansas-Colorado State line, thence along U.S. Highway 24 to junction U.S. Highway 285, thence along U.S. Highway 285 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Colorado-Utah State line, with no transportation for compensation on return except as otherwise authorized. The purpose of this filing is to eliminate the gateway of the plant site of the Griffin Pipe Co., located at or near Council Bluffs, Iowa.

No. MC 114211 (Sub-No. E517), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cast iron pressure pipe (except pipe used in or in connection with the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products), and fittings and accessories therefore* when moving with such pipe, the transportation of which, because of size or weight, requires special equipment

from points in that part of Iowa on and west of a line beginning at the Minnesota-Iowa State line. The purpose of this filing is to eliminate the gateway of Council Bluffs, Iowa.

No. MC 114211 (Sub-No. E518), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cast iron pressure pipe and fittings and accessories therefor* when moving with such pipe from points in that part of Texas on and west of a line beginning at the Oklahoma-Texas State line, thence along U.S. Highway 75 to junction Texas Highway 14, thence along Texas Highway 14 to junction Texas Highway 6, thence along Texas Highway 6 to junction Texas Highway 21, thence along Texas Highway 21 to junction U.S. Highway 77, thence along U.S. Highway 77 to junction U.S. Highway 87, thence along U.S. Highway 87 to Victoria, Tex., and from points in that part of Oklahoma on and west of a line beginning at the Kansas-Oklahoma State line, thence along U.S. Highway 75 to the Oklahoma-Texas State line to points in that part of Michigan on and north of a line beginning at Muskegon, Mich., thence along Interstate Highway 96 to junction Michigan Highway 21, thence along Michigan Highway 21 to the Michigan-Canada International Boundary line, with no transportation for compensation on return except as otherwise authorized. The purpose of this filing is to eliminate the gateway of the plant site of the Griffin Pipe Co., located at or near Council Bluffs, Iowa.

No. MC 114211 (Sub-No. E519), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cast iron pressure pipe and fittings and accessories therefor* when moving with such pipe from points in that part of Texas on and west of a line beginning at the Oklahoma-Texas State line, thence along Texas Highway 79 to junction U.S. Highway 281, thence along U.S. Highway 281 to junction U.S. Highway 81, thence along U.S. Highway 81 to the Texas-Mexico International Boundary line and from points in that part of Oklahoma on and west of a line beginning at the Kansas-Oklahoma State line, thence along U.S. Highway 81 to junction U.S. Highway 70, thence along U.S. Highway 70 to junction Oklahoma Highway 79, thence along Oklahoma Highway 79 to the Oklahoma-Texas State line to points in that part of Illinois on and north of a line beginning at the Iowa-Illinois State line, thence along U.S. Highway 34 to junction Illinois Highway 116, thence along Illinois Highway 116 to junction U.S. Highway 24, thence along U.S. Highway 24 to

the Illinois-Indiana State line, with no transportation for compensation on return except as otherwise authorized. The purpose of this filing is to eliminate the gateway of the plant site of the Griffin Pipe Co., located at or near Council Bluffs, Iowa.

No. MC 114211 (Sub-No. E520), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Road building equipment* (except commodities, which because of size or weight, require the use of special equipment and except commodities described in *Mercer Extension-Oil Field Commodities*, 74 M.C.C. 459), from Aurora, Decatur, Joliet, Morton, Moseville, and Peoria, Ill., to points in New Mexico, Arizona, California, and to points in that part of Nevada on and south of a line beginning at the Utah-Nevada State line, thence along U.S. Highway 50 to junction Nevada Highway 42, thence along Nevada Highway 42 to junction U.S. Highway 95, thence along U.S. Highway 95 to junction Nevada Highway 48, thence along Nevada Highway 48 to junction Nevada Highway 81, thence along Nevada Highway 81 to the Nevada-California State line, with no transportation for compensation on return except as otherwise authorized restricted to the transportation of shipments originating at the above-named origins. The purpose of this filing is to eliminate the gateways of points in Kansas and Claremore, Okla.

No. MC 114211 (Sub-No. E521), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Farm tractors*, from Racine, Wis., to points in Washington, Oregon, Idaho, and to that part of Montana on and west of a line beginning at the Wyoming-Montana State line, thence along Carbon County Highway 297 to junction Carbon County Highway 308, thence along Carbon County Highway 308 to junction U.S. Highway 310, thence along U.S. Highway 310 to junction U.S. Highway 10, thence along U.S. Highway 10 to junction U.S. Highway 287, thence along U.S. Highway 287 to junction U.S. Highway 12, thence along U.S. Highway 12 to junction U.S. Highway 93, thence along U.S. Highway 93 to junction U.S. Highway 2, thence along U.S. Highway 2 to the Montana-Idaho State line and to points in that part of Wyoming on and southwest of a line beginning at the Nebraska-Wyoming State line, thence along U.S. Highway 20 to junction Interstate Highway 25, thence along Interstate Highway 25 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction Wyoming Highway 120, thence along Wyoming Highway 120 to the Wyoming-Nebraska

State line, with no transportation for compensation on return except as otherwise authorized. The purpose of this filing is to eliminate the gateways of Springfield, Ill., and Minneapolis, Minn.

No. MC 114211 (Sub-No. E522), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Farm machinery and parts thereof*, restricted against the transportation of any of the described commodities which because of size or weight, require the use of special equipment, thence along U.S. Highway 177 to junction Oklahoma Highway 51, thence along Oklahoma Highway 51 to junction Muskogee Turnpike, thence along Muskogee Turnpike to junction Oklahoma Highway 10, thence along Oklahoma Highway 10 to junction U.S. Highway 62, thence along U.S. Highway 62 to the Oklahoma-Arkansas State line to points in that part of Texas on and south of a line beginning at the New Mexico-Texas State line, thence along U.S. Highway 80 to junction U.S. Highway 285, thence along U.S. Highway 285 to junction U.S. Highway 290, thence along U.S. Highway 290 to junction Texas Highway 29, thence along Texas Highway 29 to junction Texas Highway 190, thence along Texas Highway 190 to junction Texas Highway 16, thence along Texas Highway 16 to junction U.S. Highway 84, thence along U.S. Highway 84 to junction Texas Highway 6, thence along Texas Highway 6 to the Gulf of Mexico (except Galveston and El Paso, Tex.), with no transportation for compensation on return except as otherwise authorized. The purpose of this filing is to eliminate the gateway of Tulsa, Okla.

No. MC 114211 (Sub-No. E523), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tractors*, with or without attachments, *tractor attachments* and *parts* of tractors and tractor attachments when moving in mixed loads, between points of entry on the United States-Canada International Boundary line in Washington, Idaho, Montana, and North Dakota, on the one hand, and, on the other, points in that part of Illinois on and south of a line beginning at the Missouri-Illinois State line, thence along U.S. Highway 36 to junction Illinois Highway 96, thence along Illinois Highway 96 to junction Illinois Highway 4, thence along Illinois Highway 4 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Illinois-Indiana State line and points in that part of Kansas on and south of a line beginning at the Oklahoma-Kansas State line, thence along

U.S. Highway 281 to junction U.S. Highway 56, thence along U.S. Highway 56 to junction U.S. Highway 156, thence along U.S. Highway 156 to junction Kansas Highway 14, thence along Kansas Highway 14 to junction Kansas Highway 9, thence along Kansas Highway 9 to junction U.S. Highway 73, thence along U.S. Highway 73 to junction U.S. Highway 36, thence along U.S. Highway 36 to the Kansas-Missouri State line. The purpose of this filing is to eliminate the gateway of Topeka, Kans.

No. MC 114211 (Sub-No. E524), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Grading, paving, and finishing machinery, equipment, parts, accessories, and attachments* the transportation of which, because of size or weight, requires special equipment, between points in Missouri, on the one hand, and, on the other, points in Washington, Oregon, Idaho, Montana, North Dakota, and points in that part of Nevada on and northwest of a line beginning at the California-Nevada State line, thence along U.S. Highway 50 to junction U.S. Highway 95, thence along U.S. Highway 95 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Nevada Highway 30, thence along Nevada Highway 30 to the Nevada-Utah State line and points in that part of California on and north of a line beginning at the Nevada-California State line, thence along U.S. Highway 50 to junction California Highway 89, thence along California Highway 89 to junction California Highway 88, thence along California Highway 88 to junction Interstate Highway 5, thence along Interstate Highway 5 to junction California Highway 4, thence along California Highway 4 to junction Interstate Highway 5, thence along Interstate Highway 5 to junction Interstate Highway 580, thence along Interstate Highway 580 to junction Interstate Highway 680, thence along Interstate Highway 680 to junction California Highway 17, thence along California Highway 17 to San Jose, Calif., and points in that part of Wyoming on and north of a line beginning at the South Dakota-Wyoming State line. The purpose of this filing is to eliminate the gateways of points in Iowa and Canton, S. Dak.

No. MC 114211 (Sub-No. E525), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Road building equipment*, from points in that part of Texas on and west of a line beginning at the New Mexico-Texas State line, thence along U.S. Highway 80 to junction U.S. Highway 90, thence along U.S. Highway 90 to junction U.S. Highway 83, thence along U.S. Highway 83

to the Texas-Mexico International Boundary line to points in Minnesota, South Dakota, Nebraska, Iowa, Kansas, and Illinois. The purpose of this filing is to eliminate the gateway of points in Kansas.

No. MC 114211 (Sub-No. E526), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural machinery and implements*, other than hand, and *parts thereof* when transported with such agricultural machinery and implements, as described in Sections B and C of Appendix XII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 except those requiring the use of special equipment, from Corpus Christi, Tex., to points in Nebraska restricted against the transportation of which, because of size or weight, requires the use of special equipment or special handling and further restricted against the transportation of those commodities described in *Mercer Extension-Oil Field Commodities*, 74 M.C.C. 459. The purpose of this filing is to eliminate the gateway of points in South Dakota.

No. MC 114211 (Sub-No. E527), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Road building equipment*, the transportation of which, because of size or weight, requires special equipment, from points in Texas to points in that part of Missouri on and west of a line beginning at the Kansas-Missouri State line, thence along U.S. Highway 36 to junction U.S. Highway 169, thence along U.S. Highway 169 to the Missouri-Iowa State line. The purpose of this filing is to eliminate the gateway of points in Kansas and Nebraska.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.75-3185 Filed 2-3-75;8:45 am]

[Notice 225]

MOTOR CARRIER BOARD TRANSFER PROCEEDINGS

Synopses of orders entered by Division 3 of the Commission pursuant to sections 212(b), 206(a), 211, 312(b), and 410(g) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

Each application (except as otherwise specifically noted) filed after March 27, 1972, contains a statement by applicants that there will be no significant effect on the quality of the human environment resulting from approval of the application. As provided in the Commission's General Rules of Practice any interested

person may file a petition seeking reconsideration of the following numbered proceedings on or before February 24, 1975. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-74173. By order of January 20, 1975, Division 3, acting as an Appellate Division, approved the transfer to Articare Transport, Inc., Shrewsbury, Mass., of the operating rights in Certificate No. MC 60186 (Sub-No. 50), issued June 11, 1974, to Nelson Freightways, Inc., Rockville, Conn., authorizing the transportation of foodstuffs from ports of entry on the United States-Canada Boundary line located in Maine, to points in Alabama, Florida, Georgia, Kentucky, Mississippi, New York, North Carolina, South Carolina, Tennessee, Virginia, Pennsylvania, and West Virginia, subject to certain restrictions. James E. Wilson, Pennsylvania Bldg., Pennsylvania Ave. and 13th St. NW., Washington, D.C., 20004, attorney for applicants.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.75-3182 Filed 2-3-75;8:45 am]

[Notice 226]

MOTOR CARRIER BOARD TRANSFER PROCEEDINGS

Synopses of orders entered by the Motor Carrier Board of the Commission pursuant to sections 212(b), 206(a), 211, 312(b), and 410(g) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

Each application (except as otherwise specifically noted) filed after March 27, 1972, contains a statement by applicants that there will be no significant effect on the quality of the human environment resulting from approval of the application. As provided in the Commission's Special Rules of Practice any interested person may file a petition seeking reconsideration of the following numbered proceedings on or before February 24, 1975. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-75598. By order entered January 27, 1975 the Motor Carrier Board approved the transfer to Hollis Express Service, Inc., Beverly, Mass., of the operating rights set forth in Certificate No. MC-8389, issued June 16, 1942, to Daniel H. Hollis, Jr., doing business as Hollis Express Service, Saugus, Mass., authorizing the transportation of general commodities, with the usual exceptions, between Saugus, Boston,

Somerville, Cambridge, Medford, Malden, Chelsea, Revere, Lynn, Nahant, Swampscott, Marblehead, Salem, and Peabody, Mass. Arthur Modugno, 72 Butler St., Salem, Mass. 01970, representative for transferee and Daniel H. Hollis, Jr., 34 Henery St., Saugus, Mass. 01906, representative for transferor.

No. MC-FC-75611. By order of January 17, 1975 the Motor Carrier Board approved the transfer to Floyd Duenow, Inc., Fergus Falls, Minn., of the operating rights in Certificates No. MC-127187 (Sub-No. 1), MC-127187 (Sub-No. 3), MC-127187 (Sub-No. 4), MC-127187 (Sub-No. 6), MC-127187 (Sub-No. 7), MC-127187 (Sub-No. 9) and MC-127187 (Sub-No. 10) issued March 15, 1966, April 11, 1967, April 11, 1967, January 2, 1970, March 28, 1970, August 23, 1972, April 29, 1974 respectively to Floyd Duenow, Fergus Falls, Minn., authorizing the transportation of various commodities from, to, and between specified points and areas in Nebraska, North Dakota, South Dakota, Minnesota, Iowa, Wisconsin, Montana, Wyoming, Illinois, Kansas, Missouri, Oklahoma, and Texas. James B. Hoyland, 425 Gate City Bldg., Fargo, N.D. 58102, attorney for applicants.

No. MC-FC-75614. By order of January 17, 1975 the Motor Carrier Board approved the transfer to Southern Freightlines, Inc., Pittsburgh, Pa., of the operating rights in Certificates No. MC-133268 and MC-133268 (Sub-No. 1) issued January 14, 1970 and May 19, 1972 respectively to Lee's Carrier Corp., Miami, Fla., authorizing the transportation of various commodities from and to specified points and areas in West Virginia, Texas, Florida, Louisiana, Illinois, Mississippi, Georgia, California and Pennsylvania. Samuel P. Delsi, 530 Grant Building, Pittsburgh, Pa., 15219, attorney for applicants.

No. MC-FC-75616. By order of January 17, 1975 the Motor Carrier Board approved the transfer to Donald H. Aschenbrenner, Dixon, Ill., of the operating rights in Certificate No. MC-135216 (Sub-No. 1) issued September 1, 1971 to LeRoy Deneau, Oregon, Ill., authorizing the transportation of general commodities, with exceptions, between Oregon, Ill., on the one hand, and, on the other, O'Hare International Airport, Midway Airport, and Meigs Field, at or near Chicago, Ill., restricted to traffic having a prior or subsequent movement by air. Donald S. Mullins, 4704 W. Irving Park Rd., Chicago, Ill., 60641, applicants representative.

No. MC-FC-75617. By order entered January 27, 1975 the Motor Carrier Board approved the transfer to Golden North Van Lines, Inc., Anchorage, Alaska, of that portion of the operating rights set forth in Certificate No. MC-118520 (Sub-No. 5), issued by the Commission September 23, 1964, to Alaska Truck Transport, Inc., Anchorage, Alaska, authorizing the transportation of household goods as defined by the Commission, between points in Alaska,

except points east of an imaginary line constituting a southward extension of the United States (Alaska)—Canada (Yukon Territory) Boundary line, except Haines, Alaska. J. Max Harding, Box 82028, Lincoln, Nebr. 68501, attorney for transferor, and J. G. Dail, Jr., 1111 E Street NW., Washington, D.C. 20004, attorney for transferee.

[SEAL] ROBERT L. OSWALD,
Secretary.
[FR Doc.75-3183 Filed 2-3-75;8:45 am]

[Rev. S.O. No. 994; Order No. 137, Amdt. 1]
SOUTHERN PACIFIC TRANSPORTATION
Rerouting Traffic

Upon further consideration of I.C.C. Order No. 137, and good cause appearing therefor:

It is ordered, That I.C.C. Order No. 137 be, and it is hereby, amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) *Expiration date.* This order shall expire at 11:59 p.m., February 28, 1975, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., January 31, 1975, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., January 28, 1975.

[SEAL] INTERSTATE COMMERCE
COMMISSION,
R. D. PFAELER,
Agent.
[FR Doc.75-3181 Filed 2-3-75;8:45 am]

[Notice 12]

**MOTOR CARRIER TEMPORARY
AUTHORITY APPLICATIONS**

JANUARY 28, 1975.

The following are notices of filing of application, except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application, for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67, (49 CFR Part 1131) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any,

and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 19251 (Sub-No. 10TA), filed January 21, 1975. Applicant: HERBERT M. ADAMS, doing business as ADAMS VAN & STORAGE CO., 99 South Main Street, Caribou, Maine 04736. Applicant's representative (same as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods* (as defined by the Commission), between Caribou and Brunswick, Maine, on the one hand, and, points in Maine on the other, for 180 days. Supporting shipper: Department of Defense, Regulatory Law Office, Office of the Judge Advocate General, Department of the Army, Washington, D.C. 20310. Send protests to: Donald G. Weller, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 307, 76 Pearl Street, Portland, Maine 04112.

No. MC 93840 (Sub-No. 16TA), filed January 21, 1975. Applicant: W. W. GLESS, doing business as GLESS BROS., Blue Grass, Iowa 52726. Applicant's representative: James M. Hodge, 1980 Financial Center, Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Scrap iron and scrap steel*, from Decatur, Ill., to Durant, Iowa, for 180 days. Supporting shipper: Russelloy Foundry Co., 1010 4th St., Durant, Iowa 52747. Send protests to: Herbert W. Allen, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 875 Federal Bldg., Des Moines, Iowa 50309.

No. MC 107460 (Sub-No. 51TA), filed January 22, 1975. Applicant: WILLIAM Z. GETZ, INC., 3055 Yellow Goose Road, Lancaster, Pa. 17601. Applicant's representative: Donald C. Shipley (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum doors and windows, glazed and unglazed, and aluminum extrusions*, from the plantsite of Capitol Products Corporation, located at or near Kentland, Ind., to the plantsite of Capitol Products Corporation, located at Mechanicsburg, Pa., for 180 days. Supporting shipper: Capitol Products Corporation, Route 11, Mechanicsburg, Pa. 17055. Send protests to: Robert P. Amerine, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 278 Federal Bldg., P.O. Box 869, Harrisburg, Pa. 17108.

No. MC-111485 (Sub-No. 17TA) (Amendment), filed December 19, 1974,

published in the FEDERAL REGISTER issue of January 10, 1975, and republished as corrected this issue. Applicant: **PASCHALL TRUCK LINES, INC.**, Route 4, Murray, Ky. 42071. Applicant's representative: Robert H. Kinker, 711 McClure Bldg., P.O. Box 464, Frankfort, Ky. 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Monumental stone*, from points in Elbert County, Ga., to points in Missouri, Illinois, that part of Indiana in and west of Elkhart, Mosciusko, Fulton, Miami, Cass, Carroll, Tippecanoe, Montgomery, Boone, Putnam, Morgan, Monroe, Greene, Martin, Dubois, and Spencer Counties, Indiana, and that part of Kentucky west of the Tennessee River, for 180 days.

NOTE.—Applicant states that the purpose of filing is to permit it to lawfully continue a service previously performed by tacking and subject to the rules promulgated in Gateway Elimination, 119 MCC 530 (1074), 49 CFR 1065.

Supporting shippers: There are approximately 37 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission, in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: Floyd A. Hohnson, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 435 Federal Office Bldg., 167 North Main Street, Memphis, Tenn. 38103.

No. MC 111812 (Sub-No. 512TA), filed January 21, 1975. Applicant: **MIDWEST COAST TRANSPORT, INC.**, 900 West Delaware, P.O. Box 1233, Sioux Falls, S. Dak. 57101. Applicant's representative: Ralph H. Jinks (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodity bags*, envelopes, packets, pouches, or wrappers flat, folded flat or in rolls, requiring separation into individual units, with or without compliment of bag ties, for 180 days. Supporting shipper: American Western Corporation, 1500 M Avenue, Sioux Falls, S. Dak. 57104. Send protests to: J. L. Hammond, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 369, Federal Bldg., Pierre, S. Dak. 57501.

No. MC 113300 (Sub-No. 9TA), filed January 21, 1975. Applicant: **WILLIAM T. HERRON**, Route #3, Marietta, Ohio 45750. Applicant's representative: Paul F. Beery Co., L.P.A., Ninth Floor, 8 East Broad St., Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, in bulk, from points in Preston County, West Virginia to points in Washington County, Ohio, for 180 days. Supporting shipper: Buchanan Sales, Inc., P.O. Box 788, Buchannon, W. Va. 26201. Att.: Carl Martin, President. Send protests to: H. R. White, District Supervisor, Interstate Commerce Commission, 3108 Federal Office Bldg.,

500 Quarrier St., Charleston, W. Va. 25301.

No. MC 116947 (Sub-No. 35TA), filed January 21, 1975. Applicant: **SCOTT TRANSFER CO., INC.**, 920 Ashby Street SW., Atlanta, Ga. 30310. Applicant's representative: William Addams, Suite 212, 5299 Roswell Road NE., Atlanta, Ga. 30342. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Metal containers, metal container ends, shrouds, pallets, chipboard and dunnage materials*, between Memphis, Tenn., and Winston-Salem, N.C., for 180 days. Supporting shipper: Joseph Schlitz Brewing Company, 235 West Galena Street, Milwaukee, Wis. 53201. Send protests to: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1252 West Peachtree St. NW., Room 546, Atlanta, Ga. 30309.

No. MC 116947 (Sub-No. 36TA), filed January 21, 1975. Applicant: **SCOTT TRANSFER CO., INC.**, 920 Ashby Street SW., Atlanta, Ga. 30310. Applicant's representative: William Addams, Suite 212, 5299 Roswell Road NE., Atlanta, Ga. 30342. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Metal containers, metal container ends, shrouds, pallets, chipboard, and dunnage materials*, between Tampa, Fla., and Winston-Salem, N.C., for 180 days. Supporting shipper: Joseph Schlitz Brewing Company, 235 West Galena Street, Milwaukee, Wis. 53201. Send protests to: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1252 West Peachtree St. NW., Room 546, Atlanta, Ga. 30309.

No. MC 117344 (Sub-No. 241), filed January 21, 1975. Applicant: **THE MAXWELL CO.**, 10380 Evendale Drive, Cincinnati, Ohio 45215. Applicant's representative: John C. Spencer (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sugar*, in bulk, in tank vehicles, from Cincinnati, Ohio to Detroit, Mich., and Pittsburgh, Pa., for 180 days. Supporting shipper: Southdown Sugars, Inc., P.O. Box 52, Canal-LaSalle Bldg., New Orleans, La. 70112. Send protests to: Paul J. Lowry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 5514-B FOB, 550 Main St., Cincinnati, Ohio 45202.

No. MC 118202 (Sub-No. 44TA), filed January 17, 1975. Applicant: **SCHULTZ TRANSIT, INC.**, P.O. Box 503, Winona, Minn. 55987. Applicant's representative: Stanley C. Olsen, Jr., 1000 First National Bank Bldg., Minneapolis, Minn. 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pesticides, herbicides and chemicals*, other than in bulk, from the plantsite of Monsanto Company, at or near Muscatine, Iowa to points in Alabama, Arkansas, Connecticut, Georgia, Kentucky, Maryland, Mississippi, New Jersey, New York, North

Carolina, South Carolina, Tennessee and Virginia, for 150 days. Supporting shipper: Monsanto Company, 800 North Lindbergh, St. Louis, Mo. 63166. Send protests to: A. N. Spath, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 414 Federal Bldg. & U.S. Court House, 110 S. 4th St., Minneapolis, Minn. 55401.

No. MC 119118 (Sub-No. 38TA), filed January 20, 1975. Applicant: **MCCURDY TRUCKING, INC.**, P.O. Box 388, Latrobe, Pa. 15650. Applicant's representative: Lawrence C. Maston (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, in containers, from Pabst, Ga., to Dayton, Ohio and *empty malt beverage containers* in the reverse direction, for 180 days. Supporting shipper: Heidleberg Distributing Co., 1225 Schaeffer St., Dayton, Ohio. Send protests to: James C. Donaldson, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 2111 Federal Bldg., 1000 Liberty Avenue, Pittsburgh, Pa. 15222.

No. MC 119726 (Sub-No. 49TA), filed January 21, 1975. Applicant: **N.A.B. TRUCKING CO., INC.**, 3220 Bluff Road, Indianapolis, Ind. 46217. Applicant's representative: H. Frederick Heller (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers*, from Dunkirk, Ind., to Winona, Minn., for 180 days. Supporting shipper: Kerr Glass Manufacturing Corp., Sand Springs, Okla. 74063. Send protests to: James W. Habermehl, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 802 Century Bldg., 36 S. Penn St., Indianapolis, Ind. 46204.

No. MC 124796 (Sub-No. 141TA), filed January 20, 1975. Applicant: **CONTINENTAL CONTRACT CARRIER CORP.**, 15045 E. Salt Lake Avenue, P.O. Box 1257, City of Industry, Calif. 91749. Applicant's representative: Richard A. Peterson, 521 South 14th St., P.O. Box 81849, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Furnaces, and parts and accessories therefor*, for the account of Carrier Corporation, from Fort Smith, Ark., to points in Oklahoma, Texas, New Mexico, Arizona and California, for 180 days. Supporting shipper: Carrier Corporation, P.O. Box 1234, City of Industry, Calif. 91747. Send protests to: Walter W. Strakosch, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 7708 Federal Bldg., 300 North Los Angeles Street, Los Angeles, Calif. 90012.

No. MC 126642 (Sub-No. 3TA), filed January 22, 1975. Applicant: **BLACK HILLS MOVERS, INC.**, 610 E. Omaha Street, Rapid City, S. Dak. 57701. Applicant's representative: Robert L. Varilek, P.O. Box 1452, 405 East Omaha

Street, Rapid City, S. Dak. 57701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods* as defined by the Commission, between Pennington, Custer, Butte, Meade, Lawrence, Fall River Counties, South Dakota, on the one hand, and, on the other, Colorado, Iowa, Minnesota, Montana, North Dakota, South Dakota and Wyoming, for 180 days. Supporting shippers: Mount Rushmore Insurance Co., P.O. Box 726, Rapid City, S. Dak. 57701. Roger W. Faber, Vice President, United National Bank, 14 St. Joseph St., Rapid City, S. Dak. 57701. Larry Pisacka, Asst., Vice President. Send protests to: J. L. Hammond, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 369, Federal Bldg., Pierre, S. Dak. 57501.

No. MC 133095 (Sub-No. 71TA), filed January 22, 1975. Applicant: TEXAS CONTINENTAL EXPRESS, INC., P.O. Box 434, Euless, Tex. 76039. Applicant's representative: Rocky Moore (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Alcoholic beverages* (except in bulk), in mechanically refrigerated equipment, from Hartford, Conn., to Miami, Jacksonville, Pensacola, Tampa and Orlando, Fla., for 180 days. Supporting shipper: Heublein Beverage Group, Smirnoff Beverage and Import Company, 330 Park Ave., Hartford, Conn. 06101. Send protests to: H. C. Morrison, Sr., Room 9A27 Fed. Bldg., 819 Taylor St., Fort Worth, Tex. 76102.

No. MC 133708 (Sub-No. 16TA), filed January 21, 1975. Applicant: FIKSE BROS., INC., 12647 East South St., Artesia, Calif. 90701. Applicant's representative: Carl H. Fritze, 1545 Wilshire Blvd., Los Angeles, Calif. 90017. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fluorspar*, in bulk, from the mine and plant sites of J. Irving Browell, Fr. & Sons, at or near Beatty, Nev., and the plant and mine sites of Fluoride Mines Co. (Monolith Fluorspar Mine), approximately 12 miles south and east of Beatty, Nev., to the plant site of Monolith Portland Cement Company at Monolith, Calif., for 180 days. Supporting shipper: Monolith Portland Cement Co., 3326 San Fernando Rd., Los Angeles, Calif. 90065. Send protests to: Walter W. Strakosch, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 7708 Federal Bldg., 300 North Los Angeles St., Los Angeles, Calif. 90012.

No. MC 138899 (Sub-No. 1TA), filed January 22, 1975. Applicant: GREEN RIVER TRANSPORTATION CO., INC., General Delivery, Central City, Ky. 42330. Applicant's representative: Ray S. Stone, (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *New empty containers, knocked down or set-up, made of any kind of material, and lum-*

ber, rough or dressed, between points in Muhlenberg County, Ky., on the one hand, and, on the other, Joliet, Paris, Charleston, and Chicago, Ill., and points in the commercial zone of Chicago, Ill., as defined by the Interstate Commerce Commission, and points in Indiana, for 180 days. Supporting shipper: Charles R. Arnold, President, Expendable Pallet Mfg., Co., Inc., Box 363, Central City, Ky. 42330. Send protests to: R. W. Schneider, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 426 Post Office Bldg., Louisville, Ky. 40202.

No. MC 139495 (Sub-No. 30TA), filed January 22, 1975. Applicant: NATIONAL CARRIERS, INC., P.O. Box 1358, Liberal, Kans. 67901. Applicant's representative: Herbert Alan Dubin, 1819 H Street, NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aquariums and aquariums supplies*, from Canton, Calif., to points in Montana, Wyoming, Colorado, New Mexico, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Mississippi, Michigan, and Wisconsin, for 180 days. Supporting shipper: Triton Industries, Inc., 1930 South 23rd St., P.O. Box 1426, Saginaw, Mich. 48601. Send protests to: M. E. Taylor, District Supervisor, Interstate Commerce Commission, 501 Petroleum Bldg., Wichita, Kans. 67202.

No. MC 139685 (Sub-No. 3TA), filed January 20, 1975. Applicant: SPEEDWAY CARRIERS, INC., 1040 Price Street, P.O. Box 2218, Pomona, Calif. 91767. Applicant's representative: Arlyn L. Westergren, Suite 530 Univac Bldg., Omaha, Nebr. 68106. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pesticides, herbicides, and chemicals* (except in bulk), from the plant-site of Monsanto Chemical Company at or near Muscatine, Iowa, to points in Arkansas, S. Carolina, N. Carolina, Virginia, Tennessee, Mississippi, Alabama, Maryland, Kentucky, Georgia, New Jersey, New York and Connecticut, for 180 days. Supporting shipper: Monsanto Company, Agricultural Transportation Supervisor, 800 North Lindbergh, St. Louis, Mo. 63116. Send protests to: Philip Yallowitz, District Supervisor, Interstate Commerce Commission, 300 North Los Angeles St., Room 7708, Los Angeles, Calif. 90012.

No. MC 140243 (Sub-No. 3TA), filed January 20, 1975. Applicant: APPLE HOUSE, INC., 3726 Birney Avenue, Scranton, Pa. 18505. Applicant's representative: Kenneth R. Davis, 999 Union Street, Taylor, Pa. 18517. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pizza crust*, in vehicles equipped with mechanical refrigeration, from Carbondale, Pa., to Charlotte, N.C., Atlanta, Ga., Tampa and Orlando, Fla., for 150 days. Supporting shipper: Pizza Crust Co., of Penna., Inc., Corner 7th

Ave., and Clidco Drive, Carbondale, Pa. 18407. Send protests to: Paul J. Kenworthy, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 314 U.S. Post Office Building, Scranton, Pa. 18503.

No. MC 140468 (Sub-No. 1TA), filed January 22, 1975. Applicant: DONALD R. BAJEMA and GERALD O. BAJEMA, a Partnership, doing business as RIVERVIEW DAIRY FARMS, 2777 Hillside Drive, Grand Rapids, Mich. 49504. Applicant's representative: Donald R. Bajema (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products and related items other than in bulk*, in vehicles equipped with mechanical refrigeration and the return of empty containers, from Sealtest Foods, Division Kraftco Corporation, plant site at 2224 W. Willow, Lansing, Mich., to South Bend, Ind., for 180 days. Supporting shipper: Sealtest Foods, Division Kraftco Corporation, 2224 W. Willow, Lansing, Mich. 48917. Send protests to: C. R. Flemming, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 225 Federal Bldg., Lansing, Mich. 48933.

No. MC 140496 (Sub-No. 1TA), filed January 22, 1975. Applicant: ABLE MOVING & STORAGE CO., INC., P.O. Box 1931, Baton Rouge, La. 70821. Applicant's representative: Clayton J. Constant, 9927½ Jefferson Highway, Baton Rouge, La. 70809. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods*, as defined by the Commission (with Kingpak type restrictions) restricted to the transportation of traffic having a prior or subsequent movement beyond said points, in containers, and further restricted to the performance of pickup and delivery service in connection with packing, crating, and containerization or unpacking, uncrating and decontainerization of such traffic, between points in East Baton Rouge, West Baton Rouge, and Livingston Parishes, La., for 180 days. Supporting shippers: Mollerup Freight Forwarding Company, 1110 N. 175th Street, Seattle, Wash., 98113, Robert H. Johnson, General Manager. Karevan, Inc., P.O. Box 15526, Santa Ana, Calif. 92705, Dean Forgey, Vice President, Department of Defense, Regulatory Law Office, Office of the Judge Advocate General, Department of the Army, Washington, D.C. 20310, James E. Armstrong. Send protests to: Ray C. Armstrong, Jr., District Supervisor, Interstate Commerce Commission, T-9038 U.S. Post Service Bldg., 701 Loyola Avenue, New Orleans, La. 70113.

No. MC 140568 TA, filed January 21, 1975. Applicant: ROGERS TRUCKING, INC., P.O. Box 271 (Ky. Hwy. 61), Columbia, Ky. 42728. Applicant's representative: Ben K. Wilmot, Lancaster St., Stanford, Ky. 40484. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood, spent, ground or unground, loose*, in truckload shipments, from

NOTICES

5219-5239

points and places in Allen, Green, Jefferson, Pulaski, and Wayne Counties, Ky., to Seymour, Ind., Evanston, Ind., and commercial zones of each destination point, for 180 days. Supporting shippers: Herman W. Edlin, Traffic Mgr., Gamble Brothers, Inc., Traffic Manager, 4601 Allmon Ave., Louisville, Ky. 40221. Rexford D. Kelley, Off., & Traffic Mgr., Greensburg Mfg. Company, Greensburg, Ky. 42743. Send protests to: R. W. Schmeiter, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 426 Post Office Bldg., Louisville, Ky. 40202.

APPLICATION OF PASSENGERS

No. MC 139035 (Sub-No. 2TA), filed January 21, 1975. Applicant: NATIONAL BUS LEASING, INC., 11408 Old Balti-

more Pike, Beltsville, Md. 20705. Applicant's representative: Clarice Rowe (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle as passengers, in charter operations, beginning and ending in Washington, D.C., Prince George and Montgomery Counties, Md., and extending to points in Florida, Georgia, South Carolina, North Carolina, Virginia, Ohio, Indiana, Illinois, Michigan, Pennsylvania, New York, Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, Delaware, and Maryland, West Virginia, New Jersey, for 180 days. Supporting shippers: Nightlites, 8069 Monteelliar Drive, Laurel, Md. Harriet L. Hill Travel Agent,

2431 Newton St. NW., Washington, D.C. 20018. Admiral Travel Service, of Silver Spring, Inc., 8517 Fenton St., Silver Spring, Md. 20910. Social Club of Wash., James A. Mead, Washington, D.C. The Travelers, Box 511 Berwyn Station, College Park, Md. Donald D. Missinise, General Manager Fair Lanes, Prince Georges, 3321 E. W. Highway, Hyattsville, Md. Send protests to: W. C. Hersman, District Supervisor, Interstate Commerce Commission, 12 & Constitution Avenue NW., Washington, D.C. 20423.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.75-3184 Filed 2-3-75; 8:45 am]