

federal register

January 2, 1975—Pages 1-747

THURSDAY, JANUARY 2, 1975

WASHINGTON, D.C.

Volume 40 ■ Number 1

Pages 1-747



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.

AUTO STANDARDS—

- EPA announces public hearing commencing 1-21-75 for car manufacturers requesting suspension of 1977 emission standards..... 21
- DOT/NHTSA proposes to modify bumper damageability standards by reducing impact speeds; comments by 2-12-75 10

- MORTGAGE RATES**—HUD changes loan-to-value ratio used in computing maximum amount; effective 1-2-75.. 3

- VETERANS**—Labor/Manpower issues unemployment compensation schedules for ex-servicemen..... 3

- EXEMPLARY PROJECTS IN VOCATIONAL EDUCATION**—HEW/OE proposes FY 1975 priorities and criteria; comments by 2-3-75..... 8
- HEW/OE announces acceptance of and deadline dates for applications; closing date 3-7-75..... 20

- FREEDOM OF INFORMATION**—Occupational Safety and Health Review Commission proposes regulations for public disclosure of records; comments by 2-1-75..... 12

- NEW ANIMAL DRUGS**—HEW/FDA withdraws approval of NADA for Sterane Injectable; effective 1-2-75..... 20

- COTTON TEXTILES**—CITA announces import levels for certain products from Republic of China; effective 1-1-75 21

MEETINGS—

- Commerce: Travel Advisory Board, 1-14-75..... 17
- DIBA: Semiconductor Technical Advisory Committee, 2-4-75 17
- NOAA: Marine Fisheries Advisory Committee and Subcommittees, 2-4 thru 2-6-75..... 19
- State: Shipping Coordinating Committee, 1-24-75..... 15
- U.S. Water Resources Council: Standing State Advisory Committee, 1-22-75 27

PART II:

- FEDERAL AIRWAYS**—DOT/FAA compilation of amendments to regulations on airways, airspace, and jet routes; effective 12-5-74..... 299

reminders

NOTE: The following appeared inadvertently in the issue of December 31, 1974. They are correct as they appear below.

Rules Going into Effect Today

- DOT/FAA—Standard Instrument Approach Procedures 43390; 12-13-74
- DOT/FAA—Airworthiness Directives. 43389; 12-13-74
- DOT/FAA—Alteration of Cherokee, Wyo., transition area..... 37970; 10-25-74
- DOT/FAA—Designation of Federal airways, area low routes, controlled airspace, and reporting points; alteration of control zone..... 39717; 11-11-74
- DOT/FAA—Designation of Federal Airways, area low routes, controlled airspace, and reporting points; jet routes and area high routes; North Slope Airways and Jet routes..... 36111; 10-8-74
- DOT/FAA—Establishment of jet routes and area high routes; extension of jet route 56..... 36857; 10-15-74
- DOT/FAA—Transition areas (2 documents)..... 35785; 10-4-74
- DOT/FAA—Establishment of jet routes and area high points; alteration of jet routes. 37056; 10-17-74
- DOT/FAA—Designation of Federal Airway area low routes, controlled airspace, and reporting points; alteration of low frequency airway..... 37055; 10-17-74
- DOT—Shipping containers specifications; cargo tanks matter incorporated by reference..... 41744; 12-2-74
- EPA—Standards for water quality in the Commonwealth of Kentucky..... 41709; 12-2-74
- FRS—Credit by brokers and dealers; credit in connection with investment.... 20960; 7-17-74
- HEW/FDA—Standards of identification and quality for frozen peas..... 33663; 9-19-74

ATTENTION: Questions, corrections, or requests for information regarding the contents of this issue only may be made by dialing 202-523-5286. 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.

contents

| | | |
|--|---|---|
| <p>ADMINISTRATIVE COMMITTEE OF THE FEDERAL REGISTER</p> <p>Rules</p> <p>CFR checklist..... 1</p> <p>AGRICULTURAL MARKETING SERVICE</p> <p>Proposed Rules</p> <p>Milk marketing orders: North Texas et al..... 7</p> <p>AGRICULTURE DEPARTMENT</p> <p><i>See Agricultural Marketing Service; Farmers Home Administration; Forest Service; Soil Conservation Service.</i></p> <p>COMMERCE DEPARTMENT</p> <p><i>See also Domestic and International Business Administration; National Oceanic and Atmospheric Administration.</i></p> <p>Notices</p> <p>Meetings: Travel Advisory Board..... 17</p> <p>COMMITTEE FOR THE IMPLEMENTATION OF TEXTILE AGREEMENTS</p> <p>Notices</p> <p>Cotton textiles: China, Republic of..... 21</p> <p>COUNCIL ON ENVIRONMENTAL QUALITY</p> <p>Notices</p> <p>Environmental impact statements; list of statements received; correction 21</p> <p>CUSTOMS SERVICE</p> <p>Proposed Rules</p> <p>Field organization; change in Region IX, Cincinnati, Ohio..... 5</p> <p>DOMESTIC AND INTERNATIONAL BUSINESS ADMINISTRATION</p> <p>Notices</p> <p>Meetings: Computer Systems Technical Advisory Committee; correction 17 Semiconductor Technical Advisory Committee..... 18</p> <p>EDUCATION OFFICE</p> <p>Proposed Rules</p> <p>Vocational education, exemplary projects; additional criteria for selection of applicants for FY 75 75</p> <p>Notices</p> <p>Applications closing dates: Vocational education, exemplary projects 20</p> <p>ENVIRONMENTAL PROTECTION AGENCY</p> <p>Notices</p> <p>Motor vehicle pollution control suspension request, hearing..... 21 Pesticide registration; applications 22</p> | <p>FARMERS HOME ADMINISTRATION</p> <p>Notices</p> <p>Disaster areas: Mississippi (2 documents).... 15, 16 Missouri 16 North Carolina..... 15 North Dakota..... 16 Pennsylvania 16 South Dakota..... 16 Wisconsin 15</p> <p>FEDERAL AVIATION ADMINISTRATION</p> <p>Rules</p> <p>Airspace regulations; annual compilation 299</p> <p>Airworthiness directives: Beech 1 Piper 2 Rockwell International..... 2</p> <p>FEDERAL ENERGY ADMINISTRATION</p> <p>Notices</p> <p>Trans-Alaska Pipeline; priorities assistance for construction; cross reference..... 24</p> <p>FEDERAL POWER COMMISSION</p> <p>Notices</p> <p><i>Hearings, etc.:</i> Equitable Gas Co..... 24</p> <p>FEDERAL RESERVE SYSTEM</p> <p>Notices</p> <p>Applications, etc.: Mellon National Corp..... 25 Southern Bancorporation, Inc. 26</p> <p>FISH AND WILDLIFE SERVICE</p> <p>Proposed Rules</p> <p>Grizzly bear; "threatened" status in continuous 48 states..... 5</p> <p>Notices</p> <p>Endangered species permits: Applications (2 documents).... 28, 29</p> <p>FOOD AND DRUG ADMINISTRATION</p> <p>Proposed Rules</p> <p>Food service sanitation; uniform requirements for State and local regulatory agencies; extension of comment date... 8</p> <p>Land and air conveyances and vessels; food service sanitation 8</p> <p>Notices</p> <p>Animal drugs: Sterane injectable; withdrawal of approval..... 20</p> <p>Food additives, filing of petition: Ciba-Geigy Corp..... 20</p> <p>FOREST SERVICE</p> <p>Notices</p> <p>Environmental statements: Gunnison National Forest.... 17</p> <p>GENERAL SERVICES ADMINISTRATION</p> <p>Notices</p> <p>Trans-Alaska Pipeline; priorities assistance for construction... 26</p> | <p>HEALTH, EDUCATION, AND WELFARE DEPARTMENT</p> <p><i>See Education Office; Food and Drug Administration.</i></p> <p>HOUSING AND URBAN DEVELOPMENT DEPARTMENT</p> <p>Rules</p> <p>Mortgage insurance for land development; eligibility requirements 3</p> <p>INTERIM COMPLIANCE PANEL (COAL MINE HEALTH AND SAFETY)</p> <p>Notices</p> <p>Applications, etc.: Consolidation Coal Co..... 27</p> <p>INTERIOR DEPARTMENT</p> <p><i>See Fish and Wildlife Service; Land Management Bureau.</i></p> <p>INTERSTATE COMMERCE COMMISSION</p> <p>Notices</p> <p>Motor carriers: Gateway letter notice elimination 29 Irregular-route motor common carriers at property..... 34 Complaint and Petition for Declaratory Order; Richard W. Sabin 45</p> <p>LABOR DEPARTMENT</p> <p><i>See Manpower Administration; Wage and Hour Division.</i></p> <p>LAND MANAGEMENT BUREAU</p> <p>Notices</p> <p>Outer Continental Shelf oil and gas leasing; rescheduling of public hearings regarding proposed increase in OCS leasing; correction 28</p> <p>MANAGEMENT AND BUDGET OFFICE</p> <p>Notices</p> <p>Clearance of reports; list of requests 27</p> <p>MANPOWER ADMINISTRATION</p> <p>Rules</p> <p>Unemployment compensation for exservicemen; schedule of remuneration 3</p> <p>NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION</p> <p>Rules</p> <p>Motor vehicle safety standards: Retreaded pneumatic tires; correction 4 Warning devices; correction... 4</p> <p>Proposed Rules</p> <p>Motor vehicle safety and damage standards; bumper requirements 10</p> <p>NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION</p> <p>Notices</p> <p>Meetings: Marine Fisheries Advisory Committee and certain subcommittees 19</p> |
|--|---|---|

CONTENTS

| | | |
|---|--|--|
| OCCUPATIONAL SAFETY AND HEALTH REVIEW COMMISSION | TRANSPORTATION DEPARTMENT | UNITED STATES WATER RESOURCES COUNCIL |
| Proposed Rules | See Federal Aviation Administration; National Highway Traffic Safety Administration. | Notices |
| Freedom of Information Act; Implementation | TREASURY DEPARTMENT | Meetings: |
| 12 | See Customs Service. | Standing State Advisory Committee |
| SOIL CONSERVATION SERVICE | STATE DEPARTMENT | 27 |
| Notices | Notices | WAGE AND HOUR DIVISION |
| Environmental statements: | Meetings: | Rules |
| Plaquemine Brule Watershed Project, La | Shipping Coordinating Committee | Review committees for Puerto Rico and the Virgin Islands; rescission of part |
| 17 | 15 | 4 |

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.

| | | |
|------------------------|-----------------|--------------------------|
| 7 CFR | 20 CFR | 42 CFR |
| PROPOSED RULES: | 614 | 3 PROPOSED RULES: |
| 1121 | 21 CFR | 72 |
| 1126 | PROPOSED RULES: | 8 |
| 1127 | 940 | 45 CFR |
| 1128 | 24 CFR | PROPOSED RULES: |
| 1129 | 205 | 103 |
| 1130 | 29 CFR | 3 |
| 14 CFR | 512 | 49 CFR |
| 39 (3 documents) | PROPOSED RULES: | 571 (2 documents) |
| 71 | 2300 | 4 |
| 73 | | 4 PROPOSED RULES: |
| 75 | | 571 |
| | | 581 |
| 19 CFR | | 12 |
| PROPOSED RULES: | | 50 CFR |
| 1 | | PROPOSED RULES: |
| 5 | | 17 |
| | | 5 |

FEDERAL REGISTER PAGES AND DATES—JANUARY

| <i>Pages</i> | <i>Date</i> |
|--------------|-------------|
| 1-747 | Jan. 2 |

FEDERAL REGISTER

Table of Effective Dates and Time Periods—January 1975

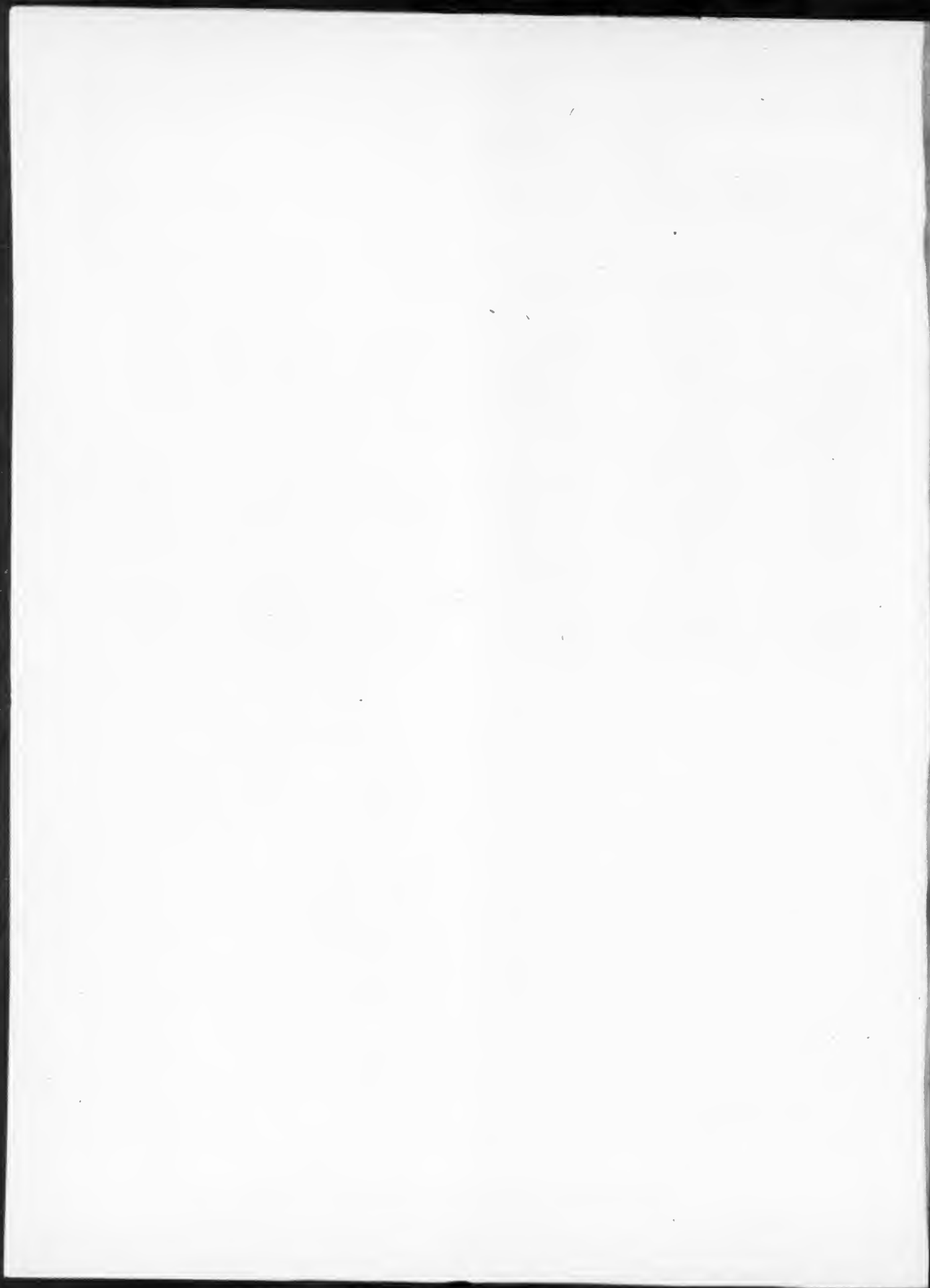
This table is for use in computing dates certain in connection with documents which are published in the FEDERAL REGISTER subject to advance notice requirements or which impose time limits on public response.

Federal Agencies using this table in calculating time requirements for submissions must allow sufficient extra time for FEDERAL REGISTER scheduling procedures.

In computing dates certain, the day after publication counts as one. All succeeding days are counted except that when a date certain falls on a weekend or holiday, it is moved forward to the next Federal business day. (See 1 CFR 18.17)

A new table will be published monthly in the first issue of each month.

| Dates of F.R. publication | 15 days after publication | 30 days after publication | 45 days after publication | 60 days after publication | 90 days after publication |
|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| January 2 | January 17 | February 3 | February 18 | March 3 | April 2 |
| January 3 | January 20 | February 3 | February 18 | March 4 | April 3 |
| January 6 | January 21 | February 5 | February 20 | March 7 | April 7 |
| January 7 | January 22 | February 6 | February 21 | March 10 | April 7 |
| January 8 | January 23 | February 7 | February 24 | March 10 | April 8 |
| January 9 | January 24 | February 10 | February 24 | March 10 | April 9 |
| January 10 | January 27 | February 10 | February 24 | March 11 | April 10 |
| January 13 | January 28 | February 12 | February 27 | March 14 | April 14 |
| January 14 | January 29 | February 13 | February 28 | March 17 | April 14 |
| January 15 | January 30 | February 14 | March 3 | March 17 | April 15 |
| January 16 | January 31 | February 18 | March 3 | March 17 | April 16 |
| January 17 | February 3 | February 18 | March 3 | March 18 | April 17 |
| January 20 | February 4 | February 19 | March 6 | March 21 | April 21 |
| January 21 | February 5 | February 20 | March 7 | March 24 | April 21 |
| January 22 | February 5 | February 21 | March 10 | March 24 | April 22 |
| January 23 | February 7 | February 24 | March 10 | March 24 | April 23 |
| January 24 | February 10 | February 24 | March 10 | March 25 | April 24 |
| January 27 | February 11 | February 26 | March 13 | March 28 | April 28 |
| January 28 | February 12 | February 27 | March 14 | March 31 | April 28 |
| January 29 | February 13 | February 28 | March 17 | March 31 | April 29 |
| January 30 | February 14 | March 3 | March 17 | March 31 | April 30 |
| January 31 | February 18 | March 3 | March 17 | April 1 | May 1 |



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 1—General Provisions

CHAPTER I—ADMINISTRATIVE COMMITTEE OF THE FEDERAL REGISTER

CFR CHECKLIST

1974 Issuances

This checklist, prepared by the Office of the Federal Register, is published in the first issue of each month. It is arranged in the order of CFR titles, and shows the revision date and price of the volumes of the Code of Federal Regulations issued for 1974. New units issued during the month are announced on the back cover of the daily FEDERAL REGISTER as they become available.

Order from Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

CFR Unit (Rev. as of Jan. 1, 1974):

| Title | Price |
|--------------------------------------|--------|
| 1 | \$1.10 |
| 2 [Reserved] | |
| 3 | 3.15 |
| 3A 1973 Compilation | 2.40 |
| 4 | 1.75 |
| 5 | 3.55 |
| 6 (Rev. Feb. 1, 1974) | 4.45 |
| 7 Parts: | |
| 0-45 | 4.65 |
| 46-51 | 3.45 |
| 52 | 4.80 |
| 53-209 | 5.10 |
| 210-699 | 4.10 |
| 700-749 | 3.55 |
| 750-899 | 2.35 |
| 900-944 | 3.60 |
| 945-980 | 1.80 |
| 981-999 | 2.00 |
| 1000-1059 | 3.55 |
| 1060-1119 | 3.65 |
| 1120-1199 | 2.80 |
| 1200-1499 | 3.80 |
| 1500-end | 5.00 |
| 8 | 2.05 |
| 9 | 4.75 |
| 10 Parts 0-199 | 3.90 |
| 11 | 1.10 |
| 12 Parts: | |
| 1-299 | 5.10 |
| 300-end | 4.95 |
| 13 | 2.50 |
| 14 Parts: | |
| 1-59 | 4.80 |
| 60-199 | 4.95 |
| 200-end | 5.90 |
| 15 | 3.90 |
| 16 Parts: | |
| 0-149 | 5.05 |
| 150-end | 4.45 |
| CFR Unit (Rev. as of April 1, 1974): | |
| 17 | \$5.10 |
| 13 Parts: | |
| 1-149 | 3.80 |
| 150-end | 3.70 |

| | |
|-------------------------------------|--------|
| 19 | 4.50 |
| 20 Parts: | |
| 01-399 | 1.95 |
| 400-end | 6.30 |
| 21 Parts: | |
| 1-9 | 1.95 |
| 10-129 | 5.10 |
| 130-140 | 2.40 |
| 141-599 (Rev. June 1, 1974) | 6.70 |
| 600-1299 | 1.75 |
| 1300-end | 1.55 |
| 22 | 3.90 |
| 23 | 1.80 |
| 24 | 6.10 |
| 25 | 3.60 |
| 26 Parts: | |
| 1 (§§ 1.0-1-1.169) | 4.85 |
| 1 (§§ 1.170-1.300) | 3.05 |
| 1 (§§ 1.301-1.400) | 2.35 |
| 1 (§§ 1.401-1.500) | 2.90 |
| 1 (§§ 1.501-1.640) | 3.35 |
| 1 (§§ 1.641-1.850) | 3.65 |
| 1 (§§ 1.851-1.1200) | 4.40 |
| 1 (§ 1.1201-end) | 5.70 |
| 2-29 | 2.70 |
| 30-39 | 2.85 |
| 40-169 | 4.40 |
| 170-299 | 5.90 |
| 300-499 | 2.95 |
| 500-599 | 3.15 |
| 600-end | 1.40 |
| 27 | 1.30 |
| CFR Unit (Rev. as of July 1, 1974): | |
| 28 | \$2.20 |
| 29 Parts: | |
| 0-499 | 4.50 |
| 500-1899 | 5.50 |
| 1900-end | 9.90 |
| 30 | 5.65 |
| 31 | 4.35 |
| 32 Parts: | |
| 1-8 | 5.95 |
| 9-39 | 4.05 |
| 40-399 | 4.85 |
| 400-589 | 4.10 |
| 590-699 | 1.95 |
| 700-799 | 5.65 |
| 800-999 | 4.40 |
| 1000-1399 | 1.70 |
| 1400-1599 | 3.05 |
| 1600-end | 1.65 |
| 32A | 3.35 |
| 33 Parts: | |
| 1-199 | 4.85 |
| 200-end | 3.65 |
| 34 | 1.10 |
| 35 | 3.25 |
| 36 | 2.70 |
| 37 | 1.75 |
| 38 | 5.90 |
| 39 (Rev. Aug. 1, 1974) | 4.45 |
| 40 Parts: | |
| 0-49 | 2.20 |
| 50-99 | 7.80 |
| 100-end | 5.25 |

| | |
|-------------------------------------|--------|
| 41 Chapters: | |
| 1-2 | 5.20 |
| 3-5C | 5.50 |
| 6-9 | 5.15 |
| 10-17 | 3.10 |
| 18 | 7.60 |
| 19-100 | 2.60 |
| 101-end | 5.00 |
| General Index | 3.05 |
| CFR Unit (Rev. as of Oct. 1, 1974): | |
| 42 | \$4.45 |
| 43 Parts: | |
| 1000-end | 5.65 |
| 44 [Reserved] | |
| 45 Parts: | |
| 1-99 | 3.00 |
| 100-199 (Rev. April 1, 1974) | 3.95 |
| 500-end | 3.65 |
| 46 Parts: | |
| 1-29 | 2.05 |
| 30-40 | 2.05 |
| 41-69 | 3.85 |
| 70-89 | 2.05 |
| 90-109 | 1.90 |
| 110-139 | 1.90 |
| 166-199 | 2.55 |
| 200-end | 6.20 |
| 47 Parts: | |
| 20-69 | 5.20 |
| 49 Parts: | |
| 1-99 | 1.90 |
| 1000-1199 | 3.40 |
| 1300-end | 2.75 |

Title 14—Aeronautics and Space

CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 74-CE-23-AD; Amdit. 39-2062]

PART 39—AIRWORTHINESS DIRECTIVES

Beech Models 19, 23 and 24 Airplanes

There have been incidents of fuel system mismanagement and improper operation of the fuel selector valve on Beech Models 19, 23 and 24 airplanes. These incidents have been in part attributable to fuel leakage through the fuel selector valve when in the "off" position. This condition may result in accidents or forced landings. The airplane manufacturer has issued service instructions outlining inspection and/or modification of the affected airplanes to preclude or reduce the possibility of improper operation of the fuel selector valve and fuel selector valve "leak through." In addition, the manufacturer has also made available a new fuel selector valve guard to further improve the protection of the fuel selector valve handle against improper positioning and unintentional

RULES AND REGULATIONS

movement of the fuel selector valve handle. Since the conditions described herein are likely to exist or develop in other airplanes of the same type design, an Airworthiness Directive (AD) is being issued requiring compliance with the aforementioned service instructions.

Since a situation exists which requires expeditious adoption of the amendment, notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than thirty (30) days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator 14 CFR 11.89 (31 FR 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new AD.

BEECH. Applies to Models A23-19, 19A, M19A and B19 (Serial Numbers MB-1 through MB-520); Model B19 Sport 150 (Serial Numbers MB-521 through MB-616); Models 23, A23, A23A, B23 and C23 (Serial Numbers M-1 through M-1361); Model C23 Sundowner 180 (Serial Numbers M-1362 through M-1485); Models A23-24 and A24 (Serial Numbers MA-1 through MA-368); Model A24R (Serial Numbers MC-2 through MC-95); and Models A24R and B24R Sierra 200 (Serial Numbers MC-96 through MC-180) airplanes.

Compliance: Required as indicated, unless already accomplished.

(A) To reduce the possibility of improper or unintentional movement of the fuel selector valve, within 50 hours' time in service after the effective date of this AD, replace the existing fuel selector valve guard with a P/N 169-920001-43 or P/N 169-920000-165 as applicable to the airplane.

(B) To prevent binding and assure complete shutoff of the P/N 169-920000-61-127 or -131 selector valve in the "Off" position, within 50 hours' time in service after the effective date of this AD, and thereafter at each annual, progressive or 100-hour inspection interval as required by Federal Aviation Regulation 91.169, check this valve for binding and shutoff characteristics in accordance with Beechcraft Service Instruction No. 0364-289, Rev. III, or later FAA-approved revision. If the valve does not meet the criteria contained in this Service Instruction, prior to further flight, replace it with an improved selector valve, P/N 169-380086-1, in accordance with Beechcraft Service Instruction No. 0622-289 or later FAA-approved revision.

The above inspections are not applicable to the P/N 169-380086-1 selector valve and may be discontinued when it is installed.

(C) Equivalent methods of compliance with this AD must be approved by the Chief, Engineering and Manufacturing Branch, FAA, Central Region, Kansas City, Missouri.

This amendment becomes effective January 7, 1975.

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

Issued in Kansas City, Missouri, on December 24, 1974.

A. L. COULTER,
Director, Central Region.

[FR Doc.74-30490 Filed 12-31-74;8:45 am]

[Docket No. 74-SO-119, Amdt. 39-2058]

PART 39—AIRWORTHINESS DIRECTIVES
Piper PA-36-285 Airplanes

There have been instances of improperly formed horizontal stabilizer skins on Piper PA-36-285 airplanes that could result in unusual elevator control forces with certain flap positions. Since this condition could exist in other airplanes of the same type design, an airworthiness directive is being issued to require modification of the flap system to restrict flap travel to 20 degrees.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator 31 FR 13697, § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

PIPER. Applies to Piper PA-36-285 airplanes serial numbers 36-7360001 through 36-7460026 and 36-7460034 certificated in all categories.

Compliance required within the next 50 hours' time in service after the effective date of this AD, unless already accomplished.

To prevent possible undesirable elevator control forces accomplish the following:

Install Piper Flap Travel Modification Kit No. 760-903V in accordance with Piper Service Bulletin No. 439 or an equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region.

This amendment becomes effective January 6, 1975.

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

Issued in East Point, Georgia, on December 20, 1974.

PHILLIP M. SWATEK,
Director,
Southern Region.

[FR Doc.74-30489 Filed 12-31-74;8:45 am]

[Airworthiness Docket No. 74-WE-53-AD;
Amdt. 39-2061]

PART 39—AIRWORTHINESS DIRECTIVES
Rockwell International NA-265 Series Airplanes

The NA-265 series airplanes are certificated under Civil Air Regulations, Part 4b, dated December 31, 1953. The landing gear warning system on certain models of these airplanes is in non-compliance with the requirements of 4b.334 (e)(2) which states:

• • • landplanes shall be provided with an aural warning device which will function continuously when all throttles are closed if the gear is not fully extended and locked.

Possible conditions under which the landing gear warning system will not warn of a landing gear-up condition include:

(1) If the airplane is approaching an airport above 9500±500 feet pressure altitude and the flaps are not extended more than 80 percent.

(2) If the airspeed is greater than 130±5 KIAS and the flaps are not extended more than 80 percent.

Since certain models of these airplanes are approved for takeoff and landing at airports up to 10,000 feet pressure altitude, and since the no-flap approach speed at maximum landing weight is greater than 125 KIAS, the landing gear warning system will not protect from a gear-up landing under the above conditions.

Although the FAA has not received reports of service experience failures related to this subject, an airworthiness directive is being issued to impose an operating limitation and to require installation of a placard limiting the airplanes' maximum approved takeoff and landing to 8,000 feet pressure altitude, and to advise the crew of the possible lack of gear warning above 125 KIAS. Further, it is required that the altitude and airspeed switch, in the landing gear warning system, be replaced with a switch adjusted to suitably increased values of altitude and airspeed. The operating limitation and placard requirements will be canceled upon suitable replacement of the switch as specified in the airworthiness directive.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 FR 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

ROCKWELL INTERNATIONAL. Applies to all NA-265, NA-265-20, -30, -40, -60, -70 and -80 model airplanes, certificated in all categories.

Compliance required as indicated.

To provide temporary operating limitations on airplanes affected, pending modification of the landing gear warning system to ensure continuous functioning of the aural warning device under the conditions of CAR 4b, accomplish the following:

(1) The following operating limitation is hereby adopted effective ten days after the effective date of this AD, applicable to NA-265-60, -70 and -80 model airplanes:

"MAXIMUM TAKEOFF AND LANDING PRESSURE ALTITUDE—8,000 FEET."

(2) For NA-265-60, -70 and -80 model airplanes, within ten days after the effective date of this AD, unless already accomplished, install a placard:

"MAXIMUM TAKEOFF AND LANDING PRESSURE ALTITUDE—8,000 FEET. GEAR WARNING HORN MAY NOT SOUND ABOVE 125 KIAS WITH FLAPS LESS THAN 80 PERCENT."

(3) For NA-265, NA-265-20, -30 and -40 model airplanes, within ten days after the

effective date of this AD, unless already accomplished, install a placard:

"GEAR WARNING HORN MAY NOT SOUND ABOVE 125 KIAS WITH FLAPS LESS THAN 80 PERCENT."

(4) Within 9 months after the effective date of this AD, unless already accomplished, remove and replace the altitude and airspeed switch, in accordance with Rockwell International Sabreliner Service Bulletin 74-32, dated December 18, 1974, or later FAA-approved revisions.

(5) Equivalent installations may be approved by the Chief, Aircraft Engineering Division, FAA Western Region, upon submission of adequate substantiating data.

(6) After accomplishing the work required by paragraph 4, above, or FAA-approved equivalent per paragraph 5, the operating limitation imposed by paragraph 1, above, will no longer apply and the placards specified in paragraphs 2 and 3, above, must be removed.

(7) Airplanes may be flown to a base for accomplishment of the installation required by paragraph 4, above, per FAR's 21.197 and 21.199.

This amendment becomes effective January 6, 1975.

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

Issued in Los Angeles, California on December 20, 1974.

LYNN L. HINK,
Acting Director,
FAA Western Region.

[FR Doc.74-30488 Filed 12-31-74;8:45 am]

Title 20—Employees' Benefits
CHAPTER V—MANPOWER ADMINISTRATION, DEPARTMENT OF LABOR
PART 614—UNEMPLOYMENT COMPENSATION FOR EX-SERVICEMEN

Schedule of Remuneration

Section 8521(a)(2), title 5, United States Code, provides that the "Secretary of Labor shall issue, from time to time, after consultation with the Secretary of Defense, schedules specifying the pay and allowances for each pay grade of servicemen covered by" the Unemployment Compensation Program for Ex-Servicemen (UCX program), which reflect representative amounts for appropriate elements of the pay and allowances whether in cash or in kind. The schedules of remuneration issued from time to time are published in the FEDERAL REGISTER and appear at 20 CFR 614.19.

In the UCX program the unemployment compensation rights of a former serviceman or servicewoman are calculated on the basis of the individual's pay grade at the time of separation from service and the wages for that pay grade as specified in the schedule of remuneration in effect at the time the individual files a first claim for unemployment compensation under the program.

Effective as of October 1, 1974, monthly rates of basic pay for members of the

uniformed services were adjusted upward by Executive Order No. 11812 (39 FR 36307). In the light of that pay adjustment a new schedule of remuneration was developed in consultation with the Secretary of Defense and is issued in this document.

The amendment herein shall become effective and apply to first claims under the UCX program filed on and after the first day of the week immediately following the day that the amendment is published in the FEDERAL REGISTER.

As this amendment relates to public benefits it is excepted from the application of the notice and comments provisions of the Administrative Procedure Act, 5 U.S.C. 553(a)(2). The policy of the Department of Labor, as stated in 29 CFR 2.7, is not to use this exception as a basis for not giving opportunity for notice and comment. In this instance, in order to effectuate as promptly as possible the new pay rates of servicemen and servicewomen, it is contrary to the public interest to delay the issuance of this amendment to the extent necessary for the preparation, receipt, and evaluation of comments. Accordingly, it is not issued for comments prior to publication in its final form. For the same reason this amendment is not published for the 30-day period specified in 5 U.S.C. 553(d), and shall become effective as set out above.

Nevertheless, although this amendment is being published in final form and is made effective as stated above, it is the policy of the Department of Labor to solicit and consider comments on its regulations. Therefore, comments will be received just as though this amendment were a proposal until January 31, 1975, after which the comments received will be evaluated and, if warranted, the amendment will be appropriately revised. Meanwhile, in the interest of making the new schedule of remuneration effective as soon as possible, this amendment shall remain in force until further amended.

Interested persons are invited to submit comments, data, or arguments to: U.S. Department of Labor, Manpower Administration, Room 7000, Patrick Henry Building, 601 "D" Street NW., Washington, D.C. 20213, on or before January 31, 1975. All material received in response to this invitation will be available for public inspection during normal business hours at that address.

Part 614 of Title 20, Code of Federal Regulations, is amended by revising § 614.19 to read as follows:

§ 614.19 Schedule of remuneration.

(a) The following schedule of remuneration is issued pursuant to 5 U.S.C. 8521(a)(2), and shall be effective and apply to first claims under the UCX program filed on or after the first day of the week immediately following the day that the schedule is published in the FEDERAL REGISTER.

| Pay grade: | Monthly rate |
|---------------------------|--------------|
| (1) Commissioned officer: | |
| O-10 ----- | \$3,620 |
| O-9 ----- | 3,620 |
| O-8 ----- | 3,620 |
| O-7 ----- | 3,215 |
| O-6 ----- | 2,710 |
| O-5 ----- | 2,216 |
| O-4 ----- | 1,823 |
| O-3 ----- | 1,527 |
| O-2 ----- | 1,220 |
| O-1 ----- | 899 |
| (2) Warrant officer: | |
| W-4 ----- | 1,741 |
| W-3 ----- | 1,469 |
| W-2 ----- | 1,198 |
| W-1 ----- | 1,027 |
| (3) Enlisted personnel: | |
| E-9 ----- | 1,510 |
| E-8 ----- | 1,287 |
| E-7 ----- | 1,110 |
| E-6 ----- | 955 |
| E-5 ----- | 801 |
| E-4 ----- | 673 |
| E-3 ----- | 609 |
| E-2 ----- | 570 |
| E-1 ----- | 523 |

(b) The deletion from paragraph (a) of this section of the schedule of remuneration published at 38 FR 38401, which was applicable prior to the effective date of the new schedule of remuneration set forth in paragraph (a), does not revoke the prior schedule or any preceding schedule or change the periods of time they were in effect.

(5 U.S.C. 8508, 8521(a)(2))

Signed at Washington, D.C., this 18th day of December 1974.

PETER J. BRENNAN,
Secretary of Labor.

[FR Doc.74-30461 Filed 12-31-74;8:45 am]

Title 24—Housing and Urban Development
CHAPTER II—OFFICE OF ASSISTANT SECRETARY FOR HOUSING PRODUCTION AND MORTGAGE CREDIT—FEDERAL HOUSING COMMISSIONER (FEDERAL HOUSING ADMINISTRATION), DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

SUBCHAPTER B—MORTGAGE AND LOAN INSURANCE PROGRAMS UNDER NATIONAL HOUSING ACT

[Docket No. R-74-312]

PART 205—MORTGAGE INSURANCE FOR LAND DEVELOPMENT (TITLE X)

Subpart A—Eligibility Requirements

REDUCTION IN MORTGAGE AMOUNT

Section 205.132 is being amended to change the number "50" to "80." This is a technical amendment made necessary by the change to § 205.55 which was published in the FEDERAL REGISTER on September 6, 1974 at FR 32435. The amendment to § 205.55 changed the loan-to-value ratio used in computing the maximum mortgage amount from 50 percent of the estimated value of the land before development plus 90 percent

RULES AND REGULATIONS

of the estimated cost of such development to 80 percent of the estimated value of the land before development plus 90 percent of the estimated cost. This amendment to Section 205.55 implemented the Housing and Community Development Act of 1974.

The same ratio appears in § 205.132 and, therefore, a corresponding amendment should be made to § 205.132.

Since this amendment is of a technical nature, advance notice and public procedure are not necessary and good cause exists for making this amendment effective on the date of publication.

Accordingly, § 205.132 is amended to read as follows:

§ 205.132 Reduction in mortgage amount.

The principal obligation of the mortgage shall be reduced at final endorsement for insurance or at such earlier times as may be required by the Commissioner, to an amount not exceeding (with respect to that portion of the land remaining under the mortgage) 80 percent of the Commissioner's estimated value of such portion of the land prior to development plus 90 percent of the actual cost of the land development allocated by the Commissioner to such portion.

(Sec. 7(d) Department of Housing and Urban Development Act (42 U.S.C. 3535(d))

Effective date. This amendment will be effective on January 2, 1975.

DAVID M. DEWILDE, -
*Acting Assistant Secretary for
Housing Production and Mortgage
Credit—Federal Housing
Commissioner.*

[FR Doc.74-30504 Filed 12-31-74;8:45 am]

Title 29—Labor

CHAPTER V—WAGE AND HOUR DIVISION, DEPARTMENT OF LABOR

PART 512—REVIEW COMMITTEES FOR PUERTO RICO AND THE VIRGIN ISLANDS

Rescission of Part

The Secretary of Labor has determined that the regulations contained in this part are obsolete and should be deleted. Under the Fair Labor Standards Amendments of 1966 all applications for the review committees procedure referred to in the regulations had to be filed no later than February 1, 1968. The Secretary of Labor has further determined that notice and public procedure for the rescission of this part are unnecessary and are not in the public interest. Accordingly the rescission shall be effective on January 2, 1975.

Part 512 of Chapter V of Title 29 of the Code of Federal Regulations is hereby rescinded and reserved.

(Sec. 6, 52 Stat. 1062 as amended; (29 U.S.C. 206))

Signed at Washington, D.C. this 23d day of December 1974.

PETER J. BRENNAN,
Secretary of Labor.

[FR Doc.74-30462 Filed 12-31-74;8:45 am]

Title 49—Transportation

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

[Docket No. 1-8; Notice 17]

PART 571—FEDERAL MOTOP VEHICLE SAFETY STANDARDS

Retreaded Pneumatic Tires; Permanent Labeling Requirements; Correction

In FR Doc. 74-28347, appearing on page 42367 in the issue of December 5, 1974, the corrected words of issuance should read:

1. In § 571.117, paragraph S5.2.3 is amended, S5.2.4 is deleted, and S6.3.2 is amended as follows:

(Secs. 103, 112, 113, 114, 119, 201; Pub. L. 89-563; 80 Stat. 718 (15 U.S.C. 1392, 1401, 1402, 1403, 1407, 1421); delegation of authority at 49 CFR 1.51)

Issued on: December 27, 1974.

JAMES B. GREGORY,
Administrator.

[FR Doc.74-30512 Filed 12-31-74;8:45 am]

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

[Docket No. 4-2; Notice 11]

WARNING DEVICES

Interim Response; Correction

This notice amends Motor Vehicle Safety Standard No. 125 (49 CFR 571.125) to correct an error in the designation of the sections in the standard and reports on the status of a notice proposing to permit warning devices to be labeled with the name of either the manufacturer or the distributor.

On August 27, 1973, NHTSA issued a notice of proposed rulemaking (38 FR 22904) which would permit the labeling of warning devices with the name of either the manufacturer or the distributor. The notice was issued in response to a petition from Miro-Flex Company, Inc. Comments in response to the notice were received from Chrysler Corporation and Ford Motor Company.

Both commenters supported the amendment, but Chrysler further proposed that the firm whose name is imprinted on the device should assume the

responsibilities imposed by the National Traffic and Motor Vehicle Safety Act. Inasmuch as section 108(a)(1) of the Act imposes a duty on both the manufacturer and distributor of regulated motor vehicle equipment, Chrysler's proposal must be rejected. Further, enforcement experience with this and other standards has led this agency to conclude that there must be a method of determining who the manufacturer is for all warning devices.

Interested parties should note, however, that there is nothing in the requirements of Federal Motor Vehicle Safety Standard No. 125 which precludes the appearance of the distributor's name on the warning device in any size or format so long as the manufacturer's name appears thereon and the other requirements of the standard are met. The NHTSA is aware that some distributors may desire to have their name appear exclusively on a warning device. For this reason, the NHTSA is considering amending the standard to allow a manufacturer's designation to appear in place of his name if he so desires. To insure consistency among standards, however, action on this proposal will be taken in concert with the proposed revision of Part 566, Manufacturer Identification, and a final response to the Petition of Miro-Flex is planned at the time that standard is amended.

On August 9, 1974, NHTSA published an amendment to Standard No. 125 (39 FR 28636). Two errors were made in designating the subparagraphs. "S4.5" should read "S5.4" and "S5.6" should read "S6".

In light of the foregoing, 49 CFR 571.125, Standard No. 125, Warning Devices, is amended to read as follows:

§ 571.125 Standard No. 125, Warning devices.

.

S5. Requirements.

.

S5.4 Reflectivity.

.

S6. Test Procedures.

Effective date: Since this amendment is corrective in nature and imposes no additional burden on any person, it is found that good cause exists for making it effective on January 2, 1975.

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

Issued on: December 27, 1974.

JAMES B. GREGORY,
Administrator.

[FR Doc.74-30513 Filed 12-31-74;8:45 am]

proposed rules

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

DEPARTMENT OF THE TREASURY

Customs Service

[19 CFR Part 1]

CUSTOMS FIELD ORGANIZATION

Proposed Changes in Customs Region IX

The present limits of the port of Cincinnati, Ohio, in the Cleveland, Ohio Customs district (Region IX), are confined to the city's corporate limits. Because of increased Customs activities at the Greater Cincinnati Airport, the relocation of trucking company terminals from within the city limits, and the general expansion of Customs business outside the present port limits, it is proposed to extend the port limits of Cincinnati, Ohio, to include adjacent areas where Customs activity has increased.

Accordingly, by virtue of the authority vested in the President by section 1 of the Act of August 1, 1914, 38 Stat. 623, as amended (19 U.S.C. 2), and delegated to the Secretary of the Treasury by Executive Order No. 10289, September 17, 1951 (3 CFR Ch. II), and pursuant to authority provided by Treasury Department Order No. 190, Rev. 9 (38 FR 17517), it is proposed to extend the port limits of Cincinnati, Ohio, in the Cleveland, Ohio, Customs district (Region IX) to include all that territory beginning at the junction of the Ohio River and the Great Miami River, then proceeding in a northeasterly direction along the eastern bank of the Great Miami River to the northern boundary of Hamilton County, then proceeding in an easterly direction along the northern boundary of Hamilton County to Ohio State Highway No. 747, then proceeding in a northerly direction in Butler County along Ohio State Highway No. 747 to Rialto Road, then proceeding in a generally northeasterly direction along Rialto Road to Allen Road, then proceeding in a southerly, then easterly, direction on Allen Road to Reading Road, then proceeding in a southerly direction on Reading Road to the northern boundary of Hamilton County, then proceeding in an easterly direction along the northern boundary of Hamilton County to the eastern boundary of Hamilton County, then proceeding in a southerly direction along the eastern boundary of Hamilton County to the north bank of the Ohio River, then proceeding in a westerly direction along the northern bank of the Ohio River to the bridge at Interstate Highway No. 275, then proceeding in a westerly direction along Interstate Highway No. 275 to its intersection with Interstate Highway No. 75, then proceeding in a southerly direction along Interstate Highway No. 75 to its in-

tersection with Kentucky State Highway No. 18, then proceeding in a northwesterly direction along Kentucky State Highway No. 18 to its intersection with Kentucky State Highway No. 237, then proceeding in a generally northerly direction along Kentucky State Highway No. 237 to its intersection with Interstate Highway No. 275, then proceeding in a westerly direction along Interstate Highway No. 275 to its intersection with the Ohio River, then proceeding in a northeasterly direction along the northern bank of the Ohio River to its junction with the Great Miami River.

Prior to the adoption of the foregoing proposal, consideration will be given to any relevant data, views, or arguments which are submitted to the Commissioner of Customs, Attention: Regulations Division, Washington, D.C. 20229, and received not later than February 3, 1975.

Written material or suggestions submitted will be available for public inspection in accordance with § 103.8(b) of the Customs Regulations (19 CFR 103.8(b)), at the Regulations Division, Headquarters, United States Customs Service, Washington, D.C., during regular business hours.

Dated: December 24, 1974.

[SEAL] PETER O. SUCHMAN,
Acting Assistant Secretary,
of the Treasury.

[FR Doc.74-30514 Filed 12-31-74;8:45 am]

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[50 CFR Part 17]

GRIZZLY BEAR

Proposed "Threatened" Status in the Conterminous 48 States

The Director, United States Fish and Wildlife Service, hereby issues a notice of proposed rulemaking which would list the grizzly bear (*Ursus arctos horribilis*) in the 48 conterminous States of the United States as a threatened species in 50 CFR 17.32 and establish appropriate regulations to provide for the conservation of such species.

BACKGROUND

On February 14, 1974, the Fund for Animals, Inc., petitioned the Department of the Interior to list the grizzly bear (*Ursus arctos horribilis*) in the conterminous 48 States of the United States as an "endangered" species. This petition, and accompanying supportive data, were examined by Fish and Wildlife Service biologists who determined that the Fund for Animals, Inc., had presented sub-

stantial evidence to warrant a review of the status of the grizzly bear in the conterminous 48 States; a notice to that effect was placed in the FEDERAL REGISTER on March 29, 1974 (39 FR 11611). Simultaneously, the Governors of States in which grizzly bears are resident were notified of the review and were requested to supply data relative to the status of the species in their respective States.

As a result of this review, the Director finds that there are sufficient data to warrant a proposed rulemaking that the grizzly bear is a "threatened" species in the 48 conterminous States of the United States. This position is taken recognizing that reliable population status information is unavailable except for the Yellowstone Ecosystem; and even here there are conflicting estimates of the population. Currently, studies are underway in the States south of Canada which, in time, will provide better information. Consequently, the Director will reevaluate his position as new information becomes available and take appropriate action, if needed, at that time.

The Endangered Species Act of 1973 [16 U.S.C. 1533(a)(1)] includes the following statement:

The Secretary shall by regulation determine whether any species is an endangered species or a threatened species because of any of the following factors:

- (1) The present or threatened destruction, modification, or curtailment of its habitat or range;
- (2) Overutilization for commercial, sporting, scientific, or educational purposes;
- (3) Disease or predation;
- (4) The inadequacy of existing regulatory mechanisms; or
- (5) Other natural or manmade factors affecting its continued existence.

Specifically, with regard to the grizzly bear in the conterminous 48 States, present evidence suggests that conditions (1), (2), and (5) are pertinent. One or more of these conditions are affecting each of the remaining grizzly bear populations in each of the named ecosystems as well as in the remainder of the conterminous 48 States. Major factors include, but are not limited to, the following:

(1) *Present or threatened destruction, modification, or curtailment of habitat or range.* (a) The range of the grizzly bear, which at one time was much of the western United States, is now confined to isolated regions in Montana, Idaho and Wyoming.

(b) *Land use practices, including livestock grazing, timbering and trail construction in areas where these bears still occur have resulted in the building of numerous access roads and trails into*

PROPOSED RULES

STATE OF MONTANA
DEPARTMENT OF FISH AND GAME

NOVEMBER 25, 1974.

Mr. LYNN A. GREENWALT,
Director, Fish and Wildlife Service
Washington, D.C.

areas which were formerly inaccessible. This has resulted in making the bears more accessible to legal hunters, illegal poachers, human-bear conflicts, and livestock-bear conflicts.

(2) *Overutilization for commercial, sporting, scientific or educational purposes.* Many persons consider these bears as dangerous vermin; such an attitude results in a continual loss of animals through indiscriminate illegal killing. Other bears are taken regularly in control operations, because they are considered a threat to human safety, and still others are lost because of livestock depredations on public and private lands. In addition, legal sport hunting is continuing in two of the three States where grizzlies still occur. The resulting total mortality is considered excessive both by the Montana Cooperative Wildlife Research Unit and the National Academy of Sciences.

(3) *Other natural and manmade factors affecting its continued survival.*

(a) In two of the three areas where grizzly bears still occur, they are isolated from other populations so that they cannot be reinforced, either genetically or by movement of individual bears.

(b) Increasing human use of Yellowstone and Glacier National Parks, as well as livestock use of surrounding national forests, will exert increasing detrimental pressures on grizzly bears.

(c) Rapid closing of the garbage dumps in Yellowstone National Park in 1970 and 1971 may have resulted in a dispersal of the bears out of the Park and into adjacent States where they were and are subject to legal and illegal killing.

PROPOSAL

Grizzly bears in the coterminous 48 States occur almost entirely in three grizzly bear "ecosystems." These are: Selway-Bitterroot Ecosystem (Clearwater National Forest, the Selway-Bitterroot Wilderness Area, and the Salmon River Breaks Primitive Area); Bob Marshall Ecosystem (Flathead National Forest, Bob Marshall Wilderness Area, Mission Mountains Primitive Area, and Glacier National Park); and Yellowstone Ecosystem (Yellowstone National Park, Grand Teton National Park, Teton National Forest, that part of Shoeshone National Forest north of Wind River, that part of Targhee National Forest east of U.S. Highway 20, that part of Gallatin National Forest south of Interstate Highway 90, and the Beartooth Primitive Area).

No new Federal regulations are now thought necessary for the Bob Marshall Ecosystem because in 1975 Montana will implement a strictly controlled annual quota on the number of grizzly bears that may be taken therein, and because of other considerations. The following letter from the Montana Department of Fish and Game reflects these considerations.

DEAR LYNN: In the interest of maintaining an effective and harmonious program of grizzly bear management and in order for the U.S. Department of Interior to find inadvisable and unnecessary the placing of any restrictive federal regulations on grizzly bear in the Bob Marshall ecosystem, the Montana Fish and Game Commission has developed the following program:

(1) That the maximum number of grizzly bear to be removed annually from the Bob Marshall ecosystem will not exceed 25. Our records show that the average annual take from this population since 1967 has been 29 and at this time it is felt that a conservative take from this population would be advisable. In order to control the removal of bears from the population there will be an annual quota not to exceed the established number of 25. This number will include bears lost from any other cause and the annual legal harvest will be so adjusted. Hunters holding bear permits will be required to report a kill to the Department of Fish and Game within 48 hours and within a ten-day period shall be required to submit the hide and skull to the department for scientific analysis and purchase a trophy permit. The hunting season will be closed upon 48 hours notice when the removal figure begins to approach 25.

(2) Removal of nuisance bears will be held to a minimum through live-trapping and transplanting into inaccessible areas and by other means available to the department. The bear in question would be killed only when all else fails. All bears taken will be, if possible, transported to the department's wildlife laboratory in Bozeman where complete scientific data will be recorded and analyzed. All such records will, of course, be available to all cooperating agencies and the public.

(3) No change in the above policies will be made without giving 90 days notice in writing to the Director of the Fish and Wildlife Service.

Sincerely,

WESLEY R. WOODGERD,
State Fish and Game Director.

However, it is proposed herein that regulations be applied to the other two ecosystems and to the grizzly bears which may occur in other areas of the conterminous 48 States. Such regulations involve a comprehensive system to provide for the conservation of the grizzly bear in those two ecosystems. The proposal would also cover grizzly bears outside such areas through a "look-alike" provision. Under this provision, bears from other geographic areas would also be treated as "threatened" unless there was evidence provided establishing that such bears originated outside the portion of their range where they are considered threatened.

On December 30, 1974, the Fish and Wildlife Service published a proposed amendment to the Endangered Wildlife regulations (39 FR 44990) dealing with kangaroos. That amendment retitled Part 17 "Endangered and Threatened Wildlife," and established a new subpart D for threatened wildlife. Pending a complete revision of Part 17, which is presently in preparation, this proposal would further amend Part 17 by establishing a new subpart E for similarity-of-appearance ("look-alike") cases.

PUBLIC COMMENTS SOLICITED

The Director intends that finally adopted rules be as responsive as possible to the conservation of the grizzly bear; he therefore desires to obtain the comments and suggestions of the public, other concerned governmental agencies and private interests on these proposed rules.

Final promulgation of grizzly bear regulations will take into consideration the comments received by the Director. Such comments and any additional information received, may lead the Director to adopt final regulations that differ from this proposal. The Fish and Wildlife Service has under preparation an environmental assessment concerning this matter.

SUBMITTAL OF WRITTEN COMMENTS

Interested persons may participate in this rulemaking by submitting written comments, preferably in triplicate, to the Director (FWS/LE), U.S. Fish and Wildlife Service, P.O. Box 19183, Washington, D.C. 20036. All relevant comments received no later than March 3, 1975, will be considered. The Service will attempt to acknowledge receipt of comments, but substantive responses to individual comments may not be provided. Comments received will be available for public inspection during normal business hours at the Service's office in Suite 600, 1612 K Street, N.W., Washington, D.C.

This notice of proposed rulemaking is issued under the authority of the Endangered Species Act of 1973 (16 U.S.C. 1531-1543).

Dated: December 26, 1974.

M. A. MARSTON,
Acting Director,
Fish and Wildlife Service.

PROPOSED REGULATIONS

Accordingly, it is hereby proposed to amend Part 17, Subchapter B of Chapter II, Title 50 of the Code of Federal Regulations, as follows:

1. Amend proposed § 17.32(a) by adding the following:

§ 17.32 Threatened wildlife list.

| Common name | Scientific name | Range | Portion of range where threatened |
|-----------------------|--------------------------------------|--|--|
| (a) Mammals: | | | |
| (1) | | | |
| (2) | | | |
| (3) | | | |
| (4) Grizzly bear..... | <i>Ursus arctos horribilis</i> | North America west of the Mississippi River. | Conterminous 48 States of the United States. |

(i) *Prohibitions.* These prohibitions apply to the *Ursus arctos horribilis* listed above.

(A) *Bob Marshall Ecosystem.* The following prohibitions apply only to such wildlife found in the Flathead National Forest, the Bob Marshall Wilderness Area, the Mission Mountain Primitive Area, and Glacier National Park, which together comprise the Bob Marshall Ecosystem in the State of Montana:

(I) Except as permitted by the laws and regulations of the State of Montana, no person shall take any such wildlife found in the Bob Marshall Ecosystem.

(B) *Selway-Bitterroot Ecosystem.* The following prohibitions apply only to such wildlife found in the Clearwater National Forest, the Selway-Bitterroot Wilderness Area, and the Salmon River Breaks Primitive Area, which together comprise the Selway-Bitterroot Ecosystem in the States of Idaho and Montana.

(I) Except as necessary in self-defense, no person shall take any such wildlife found in the Selway-Bitterroot Ecosystem: *Provided*, That any such taking in self-defense shall be lawful only if fully reported to the Director, and to appropriate State authorities, as soon as practicable after such taking, and in any event, within 30 days of such taking.

(C) *Other Areas of the 48 Conterminous States.* The following prohibitions apply to all such wildlife found in all areas of the 48 conterminous States not mentioned in prohibitions (A) and (B) above.

(I) Except as necessary in self-defense, or to prevent other serious threats to human safety, or to prevent significant depredations to lawfully present livestock, no person shall take any such wildlife found in any area of the 48 conterminous States and not mentioned in prohibitions (A) and (B) above. Any such taking in self-defense shall be lawful only if fully reported to the Director, and to appropriate State authorities, as soon as practicable after such taking, and in any event, within 30 days of such taking. Any such taking to prevent other serious threats to human safety, or to prevent significant depredations to lawfully present livestock, shall be lawful only if (1) it was not reasonably possible to eliminate such threat or depredation by live-capturing and releasing unharmed in a remote area the wildlife involved; and (2) such taking is fully reported to the Director as soon as practicable after occurrence, and in any event, within 30 days of occurrence.

(D) No person shall import any such wildlife into the United States.

(E) No person shall export any such wildlife from the United States.

(F) No person shall possess, sell, deliver, carry, transport, or ship any such wildlife taken unlawfully.

(G) No person shall, in the course of a commercial activity, deliver, receive, carry, transport, or ship in interstate or foreign commerce any such wildlife.

(H) No person shall sell or offer for sale in interstate or foreign commerce any such wildlife.

(I) No person shall attempt to commit, cause to be committed, or solicit another to commit, any act covered in prohibitions (A) through (H) above.

2. Add a new Subpart E, and §§ 17.41 and 17.42, to read:

Subpart E—Similarity of Appearance

§ 17.41 General.

(a) *Wildlife resembling endangered wildlife—treatment as endangered.* Having found applicable the factors listed in section 4(e) of the Endangered Species Act of 1973 [16 U.S.C. 1533(e)], the Director deems it advisable, for enforcement purposes, because of the resemblance to endangered species of the species listed below to treat the species below as endangered, and as subject to all prohibitions applicable to the endangered species which such wildlife resembles, unless documentation or other evidence is presented which clearly establishes that any such wildlife in question is not endangered.

(b) *Wildlife resembling endangered wildlife—list.*

| Common name | Scientific name | Range | Endangered species to which similar |
|----------------|-----------------|--------------|-------------------------------------|
| [Reserved].... | [Reserved].. | [Reserved].. | [Reserved]. |

(c) *Wildlife resembling threatened wildlife—treatment as threatened.* Having found applicable the factors listed in section 1533(e) of the Endangered Species Act of 1973 [16 U.S.C. 1533(e)], the Director deems it advisable, for enforcement purposes, because of the resemblance to threatened species of the species listed below to treat the species listed below as threatened, and as subject to all prohibitions applicable to the threatened species which such wildlife resembles, unless documentation or other evidence is presented which clearly establishes that any such wildlife in question is not threatened.

(d) *Wildlife resembling threatened wildlife—list.*

| Common name | Scientific name | Range | Threatened species to which similar |
|----------------|-----------------|--------------|-------------------------------------|
| [Reserved].... | [Reserved].. | [Reserved].. | [Reserved]. |

§ 17.42 Similarity of appearance due to limited geographic application of endangered or threatened species.

(a) *Wildlife listed as endangered in only a portion of its range—Treatment of all such wildlife as endangered.* Whenever wildlife is listed as endangered in only a portion of its range, the Director deems it advisable, based on the factors listed in section 1533(e) of the Endangered Species Act of 1973 [16 U.S.C. 1533(e)], to treat all such wildlife, regardless of geographic origin, as endangered, unless documentation or other evidence is presented which clearly establishes that any such wildlife in ques-

tion did not originate from the portion of its range where it is listed as endangered.

(b) *Wildlife listed as threatened in only a portion of its range—treatment of all such wildlife as threatened.* Whenever wildlife is listed as threatened in only a portion of its range, the Director deems it advisable, based on the factors listed in section 1533(e) of the Endangered Species Act of 1973 [16 U.S.C. 1533(e)], to treat all such wildlife, regardless of geographic origin, as threatened, unless documentation or other evidence is presented which clearly establishes that any such wildlife in question did not originate from the portion of its range where it is listed as threatened.

Example: The "XYZ" is listed as endangered, and its range is Mexico, Central America and South America. However, the portion of the range where it is endangered includes only countries A, B and C. A "XYZ" from country X will also be considered endangered, unless it is accompanied by documentation or other evidence to show that it came from country X.

[FR Doc.74-30500 Filed 12-31-74;8:45 am]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Parts 1126, 1121, 1127, 1128, 1129, 1130]

[Docket Nos. AO-231-A41, etc.]

MILK IN THE NORTH TEXAS AND CERTAIN OTHER MARKETING AREAS

Notice of Extension of Time For Filing Exceptions to the Recommended Decision on Proposed Amendments to Tentative Marketing Agreements and to Orders

| 7 CFR Part | Marketing area | Docket No. |
|------------|--------------------------|-------------|
| 1126 | North Texas..... | AO-231-A41 |
| 1121 | South Texas..... | AO-364-A8 |
| 1127 | San Antonio, Tex..... | AO-232-A-27 |
| 1128 | Central West Texas..... | AO-233-A-30 |
| 1129 | Austin-Waco, Tex..... | AO-256-A-33 |
| 1130 | Corpus Christi, Tex..... | AO-259-A-27 |

Notice is hereby given that the time for filing exceptions to the recommended decision with respect to the proposed amendments to the tentative marketing agreements and to the orders regulating the handling of milk in the aforesaid marketing areas, which was issued November 27, 1974 (39 FR 43000), is hereby extended to February 8, 1975.

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

Signed at Washington, D.C., on December 27, 1974.

JOHN C. BLUM,
Associate Administrator.

[FR Doc.74-30522 Filed 12-31-74;8:45 am]

PROPOSED RULES

DEPARTMENT OF HEALTH,
EDUCATION, AND WELFARE

Food and Drug Administration

[42 CFR Part 72]

LAND AND AIR CONVEYANCES, AND
VESSELS; FOODFood Service Sanitation; Extension of
Comment Date

In the FEDERAL REGISTER of October 1, 1974 (39 FR 35437), the Commissioner of Food and Drugs proposed that a food service sanitation proposal under 21 CFR Part 940, published on the same page in that issue of the FEDERAL REGISTER, supersede Subpart H of Part 72 of Title 42 (42 CFR 72.161 through 72.174).

The history and objectives of this proposal are set forth in the preamble to the Part 940 proposal; interstate conveyances are specifically dealt with in § 940.94 of that proposal. In the public interest the Commissioner invited submission of comment on or before December 30, 1974.

Elsewhere in this issue of the FEDERAL REGISTER, the Commissioner is providing a 30-day extension of time for comment on the 21 CFR Part 940 proposal. Therefore, an extension of 30 days is being granted for the comment period on the related 42 CFR Part 72 proposal.

Time for comment is extended to January 29, 1975. Interested persons may, on or before that date, file with the Hearing Clerk, Food and Drug Administration, Rm. 4-65, 5600 Fishers Lane, Rockville, MD 20852, written comments regarding this proposal. Received comments may be seen in the above office during working hours, Monday through Friday.

Dated: December 24, 1974.

WILLIAM F. RANDOLPH,
*Acting Associate Commissioner
for Compliance.*

[FR Doc.74-30477 Filed 12-31-74; 8:45 am]

[21 CFR Part 940]

FOOD SERVICE SANITATION

Proposed Uniform Requirements for State
and Local Regulatory Agencies; Extension
of Time for Comment

In the FEDERAL REGISTER of October 1, 1974 (39 FR 35437), the Commissioner of Food and Drugs issued a proposal to add a new Part 940, Subchapter I—Federal-State Cooperative Programs, to Title 21 of the Code of Federal Regulations, in order to establish food service sanitation regulations, which with an updated model ordinance could provide food service establishments with standards, and State and local governments with a comprehensive model law for the more uniform regulation of food service sanitation.

The Commissioner has received a request from the National Association of Food Chains for a 90-day extension of time to comment on this proposal. The Commissioner concludes that justification for an additional 90 days has not been presented. However, since the Association's request indicates that they

are working on a response and are faced with the pressures of the holiday season, the Commissioner is providing a 30-day extension of the comment period.

Time for filing comments on the proposal is extended to January 29, 1975. No further extensions will be granted. Interested persons may, on or before that date, file with the Hearing Clerk, Food and Drug Administration, Rm. 4-65, 5600 Fishers Lane, Rockville, MD 20852, written comments regarding this proposal. Received comments may be seen in the above office during working hours, Monday through Friday.

Public Health Service Act (secs. 301, 311, 361, 58 Stat. 691, 693, 703, as amended (42 U.S.C. 241, 243, 264)), Federal Food, Drug, and Cosmetic Act (secs. 402, 701, 52 Stat. 1046-1047, 1055-1956, as amended (21 U.S.C. 342, 371)).

Dated: December 24, 1974.

WILLIAM F. RANDOLPH,
*Acting Associate Commissioner
for Compliance.*

[FR Doc.74-30476 Filed 12-31-74; 8:45 am]

Office of Education

[45 CFR Part 103]

EXEMPLARY PROJECTS IN VOCATIONAL
EDUCATIONAdditional Criteria for Selection of
Applicants or Fiscal Year 1975

Pursuant to the authority contained in section 142(c) of Part D of the Vocational Education Act of 1963, as amended (20 U.S.C. 1302(c)), notice is hereby given that the Commissioner of Education with the approval of the Secretary of Health, Education, and Welfare, proposes to amend Part 103 of Title 45 of the Code of Federal Regulations by revising Appendix A to read as set forth below. The proposed revised Appendix A would contain additional criteria for selection of applications under the program of support for Exemplary Projects in Vocational Education for fiscal year 1975.

A. *Program purpose.* (1) Section 142 (c) of Part D of the Vocational Education Act of 1963, as amended (20 U.S.C. 1302(c)), provides for federally administered grants and contracts for Exemplary Projects in Vocational Education. The purposes of these exemplary projects are to: (a) create bridges between school and earning a living for young people who are still in school, who have left school either by graduation or by dropping out, or who are in post-secondary programs of vocational preparation; (b) promote cooperation between public education and manpower agencies; and (c) broaden occupational aspirations and opportunities for youths, with special emphasis given to youths who have academic, socio-economic, or other handicaps; (d) provide for the participation in the program of students enrolled in private nonprofit schools.

2. *Other program information.* (a) These projects are conducted under grants or contracts awarded by the Commissioner of Education, in accordance

with the provisions of Part D of the Act and with the applicable Federal regulations (45 CFR Part 103); (b) Eligible applicants may include local educational agencies, State Boards of Vocational Education, and public and private agencies, institutions, or organizations; (c) These exemplary projects represent bridging efforts between research and development and actual operations in school settings.

B. *Regulations and criteria.* Regulations relating to the administration of the exemplary projects program under Part D of the Vocational Education Act of 1963 are contained in 45 CFR Part 103. (See particularly 45 CFR 103.21-26.) Specific criteria for the review of applications submitted to the Commissioner of Education under the program are contained in 45 CFR 103.25. General regulations relating to general fiscal and administrative provisions for all Office of Education programs are contained in 45 CFR Part 100 and 100a. These general regulations contain general criteria for the review of applications under Office of Education project type programs (45 CFR 100a.26), and are also applicable to the program under Part D of the Act.

C. *Additional criteria.* In addition to the criteria for review of applications already published in the FEDERAL REGISTER, as described above, it is proposed that the additional criteria set forth in the proposed revised Appendix A to the regulations in 45 CFR Part 103 will be applicable in connection with the review of applications for new projects to be awarded in fiscal year 1975 under Part D.

D. *Written comments.* Interested persons are invited to submit written comments, suggestions, or objections regarding the proposed additional criteria to: Division of Research and Demonstration, U.S. Office of Education, 7th and D Streets SW., Room 5002-ROB-3, Washington, D.C. 20202. Comments received in response to this notice will be available for public inspection at the above address on Mondays through Fridays between 8:30 a.m. and 4 p.m. All relevant material received not later than February 3, 1975 will be considered.

(Catalog of Federal Domestic Assistance Program Number 13.502 Vocational Education—Innovation) (Exemplary Projects in Vocational Education)

Dated: September 6, 1974.

T. H. BELL,
U.S. Commissioner of Education.

Approved: December 24, 1974.

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

APPENDIX A

EXEMPLARY PROJECTS IN VOCATIONAL EDUCATION—ADDITIONAL CRITERIA FOR FISCAL YEAR 1975

A. *Priority of Awards.* In the granting of awards from funds available for the program (in addition to consideration of the criteria in 45 CFR 103.25 and 45 CFR 100a.26), the Commissioner has authority to give priority to applications which rank high on the basis

of such criteria and which propose projects that involve, in one operational setting at the senior high school level, all of the following features:

1. A strong emphasis on guidance, counseling, placement, and continuing follow-up services.

2. A coordinated demonstration of the cluster concept for occupational preparation, utilizing at least five different occupational cluster programs which have been developed through previous local, State, and/or Federal research and development efforts. (The selected cluster programs should range from those dealing with public service and human service occupations through those dealing with manufacturing and construction occupations. The selected cluster programs should be implemented and demonstrated in such a way as to include a high level of involvement of educational, business, industrial, labor and professional organizations and institutions both in the classroom and in the provision of work experience and/or cooperative education opportunities.)

3. Articulation with occupational awareness and exploration programs in feeder schools at the elementary and junior high school levels and with occupational preparation programs at both the secondary and the post-secondary levels.

In addition to the three program requirements stated above, applicants may choose to include strategies designed to familiarize secondary school students with the broad range of occupations for which special skills are required and the requisites for careers in such occupations.

(20 U.S.C. 1301, 1302(c), 1303)

B. Financial Sources for Projects. Since comprehensive exemplary projects will require substantial financial resources, consideration should be given in the project design to the possible coordination with relevant programs supported from other sources.

(20 U.S.C. 1301, 1303(a))

C. Application Review Criteria. Criteria will be utilized by the Federal and non-Federal reviewers in reviewing formally transmitted applications in fiscal year 1975. These criteria are consistent with 45 CFR 100a.26 and 103.25. Segments of a segment of the application must address each criterion area. Each criterion area is weighted and includes the maximum score that can be given to a segment of an application in relation to the criteria. The criteria and maximum weights for each criterion area are as follows:

Maximum score

Criteria

28 (1) **Program or Project Purpose**—The application will be evaluated on the extent to which it relates the proposed program or project to the following broad purposes of the Part D portion of the Vocational Education Amendments of 1968, P.L. 90-576.

(a) The proposed program or project's potential for reducing the level of youth unemployment.

(b) Its potential contribution to creating bridges between school and earning a living for young people, to promoting cooperation between public education and manpower agencies, and to broadening occupational aspirations and opportunities for young people,

(c) Its emphasis on services for youths who have academic, socio-economic, or other handicaps.

(d) Its relevance to priority areas in vocational education as reflected in the Vocational Education Amendments of 1968, P.L. 90-576, and

(e) Its utilization of new approaches or tested innovations which have emerged from recent research.

(20 U.S.C. 1301, 1302(c), 1303)

72 (2) **Priority Area**—The application will be evaluated on the extent to which it provides for the following three components:

(a) **Guidance Services**—Including testing, counseling, placement and continuing follow-up services as these relate to the occupational development, preparation, and placement needs of the young people to be served.

(b) **Occupational preparation through coordinated cluster programs**—The proposed program or project should utilize at least five different occupational cluster programs that have been developed through previous local, State, and/or Federal research and development efforts. (The cluster programs selected should range from those dealing with public service and human service occupations through those dealing with manufacturing and construction occupations. The selected cluster programs should also be implemented and demonstrated in such a way as to include a high level of involvement of educational, business, industrial, labor, and professional organizations and institutions both in the classroom and in the provision of work experience and/or cooperative education opportunities.)

(c) **Articulation**—The application should provide for articulation of the cluster programs with existing or ongoing occupational awareness and exploration programs, in feeder schools at the elementary and junior high school levels, which have already permitted the young person to reach a tentative occupational choice. In addition, articulation should be provided with existing secondary and post-secondary occupational preparation programs so that the unnecessary duplication of preparation activities is avoided and the progress of a young person, through a preparation sequence leading to job placement and/or further education, is facilitated.

When the application includes strategies designed to familiarize secondary school students with occupations and the special skills required for them, it will be evaluated:

(a) On the extent to which a comprehensive array of occupations is included,

(b) On the extent to which the coverage of training options includes those options at the secondary, post-secondary, and higher education levels in both the public and private sectors, and

(c) On the extent to which a broad range of educational, business, industrial, labor, and professional people are involved in the development and delivery of such information to young people.

(20 U.S.C. 1301, 1302(c), 1303)

32 (3) **Need**—The application should describe how the need for the project was determined, such as what types of surveys and analyses were performed and what interactions took place with students, parents, community, business, industrial, labor, and professional groups.

(20 U.S.C. 1301, 1302(c), 1303)

28 (4) **Plan of Operation**—The application will be evaluated on the extent to which it provides a clear description of the strategies which will be used to meet the identified needs, including:

(a) A clear description of realistically attainable, measurable objectives,

(b) Procedures for achieving the identified objectives which are appropriate, technically sound, detailed, and which appear practical for wide use in vocational education,

(c) A plan for a third-party evaluation which will measure the overall effectiveness of the program or project and will determine the extent to which each of the individual objectives is achieved, and

28 (4) (d) **An adequate management plan**, including a PERT chart or some other chart showing critical completion dates, man hours by project staff, and the other resources to be devoted to each of the project objectives.

(20 U.S.C. 1301, 1302(c), 1303)

12 (5) **Results**—The application will be evaluated on the extent to which it:

(a) Identifies proposed results or end products anticipated, and how they will be disseminated,

(b) Specifies the procedures that will be used for making materials, techniques, and other outputs resulting from the project available to all those concerned with the improvement of vocational and technical education, and

- (c) Lists specific steps that will be taken by the applicant organization to ensure that successful aspects of the program or project will be incorporated into vocational education programs supported with other funds.
(20 U.S.C. 1301, 1302(c), 1303)
- 16 (6) **Personnel**—The application will be evaluated on the extent to which the qualifications and experience of the personnel are appropriate for the proposed project.
(20 U.S.C. 1301, 1302(c), 1303)
- 08 (7) **Facilities and Equipment**—The application will be evaluated on the extent to which the applicant organization has committed itself to the provision of adequate facilities and equipment necessary for the success of the project.
(20 U.S.C. 1301, 1302(c), 1303)
- 12 (8) **Cost Effectiveness**—The application will be evaluated on the extent to which:
(a) The estimated cost appears reasonable in the light of anticipated results,
(b) The applicant organization has secured documented assurance of support from other cooperating agencies or institutions when this appears necessary to the success of the project, and
(c) The proposed program or project is of sufficient scope to make a significant contribution to the improvement of vocational education.
(20 U.S.C. 1301, 1302(c), 1303)
- (9) In addition to the above selection criteria, no project may be funded under Section 142(c), Part D, of P.L. 90-576 unless the following conditions are met:
(a) The application includes suitable procedures to assure that Federal funds made available for the project will not be commingled with State or local funds.
(20 U.S.C. 1303(b)(1)(C))
- (b) Provisions are made for the genuine and meaningful participation of students enrolled in nonprofit private schools in the area to be served, when their educational needs are of the type the project is designed to meet.
(c) The application includes realistic procedures for coordinating the activities of the proposed project with other programs and projects having the same or similar purposes and with the State Plan for Vocational Education.
(d) If the application is being submitted by any type of applicant organizational other than a State Board for Vocational Education or a local education

agency, a convincing case is made that the project would represent an especially significant contribution to achieving the objectives of Part D of the Vocational Education Amendments of 1968, P.L. 90-576.

(20 U.S.C. 1301, 1302(c), 1303)

- (e) Copies of the application have been submitted to the appropriate State Board of Vocational Education for its review. (The Commissioner will not approve any application for a proposed program or project if the State board has notified the Commissioner of its disapproval of such program or project within 60 days of its submission to the State board by the applicant.)

(20 U.S.C. 1303 (b) (3))

[FR Doc. 74-30496 Filed 12-31-74; 8:45 am]

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety
Administration

[49 CFR Parts 571, 581]

[Docket No. 74-11, Notice 6; Docket No. 73-19; Notice 4]

MOTOR VEHICLE SAFETY AND DAMAGE STANDARDS

Proposed Amendment to Bumper Requirements

The purpose of this notice is to propose an amendment to 49 CFR Part 581, the proposed front and rear end damageability ("bumper") standard (July 9, 1974, 39 FR 25237) which would reduce the impact speeds specified for the pendulum and barrier tests and modify the damage criteria. This notice would also integrate the proposed requirements of Part 581 and the requirements of current Motor Vehicle Safety Standard No. 215, *Exterior Protection*, into one bumper standard.

Recent developments in the nation's economic picture, and the characteristics of systems currently being used to comply with the bumper standard have signalled a need to reexamine the basic factors upon which this agency relied in the promulgation of the bumper standard. The continuing pattern of inflation and increasing shortages of some materials and the weight and cost of current bumper designs have altered some of the assumptions underlying the decision to implement the standard as it now exists. In particular, the large increase in the price of gasoline, and the national program to conserve fuel, have made reduction of vehicle weight more important, and have changed the lifetime cost of car operation. Thus, the conclusions reached previously as to the relation between costs and benefits of the bumper standard and proposed Part 581 have been reexamined. Taking into consideration the initial costs of current production bumper systems and the costs

of fuel consumption occasioned by the weight of the systems, it has been tentatively determined that the current requirements are not cost-beneficial. This conclusion is based on a study recently conducted by the NHTSA which analyzed all current relevant factors, including the cost of gasoline.

Of primary concern at this time is the high cost of vehicle production, the high cost of vehicles on the consumer market, and the consumption of gasoline. The manufacturers of most vehicles have chosen to meet the current requirements contained in the bumper standard (and proposed in Part 581) through use of heavy and complex steel bumper systems. Not only are these systems costly to the consumer, their weight affects the gasoline consumption of vehicles at a time when the price of fuel is climbing and its supply is uncertain. Fuel conservation is an important national goal, and a prime factor to be considered in the development of motor vehicle standards.

The answer to the problem of providing satisfactory front and rear protection lies in the development of lightweight, low cost systems, such as the soft face bumper designs which appear to offer relatively high levels of protection against damage at relatively low weight and cost. Current information indicates that such systems, when placed in mass production, can provide good protection with substantial weight savings on the average vehicle, at a somewhat lower initial cost, and with substantial savings in fuel consumption and cost over the life of the car. The obstacle to their present use is evidently that further refinements are needed in mass production techniques for these materials, preceding the procurement of tooling.

The NHTSA considers the development of these lightweight bumper systems to be of high importance, for reasons of cost, conservation of energy, and the vehicle protection they can provide. The amendments previously proposed would allow these lightweight systems. This agency is currently working to develop provisions that will encourage or require them to be used, with an expected lead-time of 3 to 4 years.

For the interim period, the NHTSA has tentatively determined that a reduction in the severity of the current requirements would be advantageous to the consumer. This agency has found that bumper systems conforming to a lower level of impact requirements will reduce lifetime costs of ownership far more than the reduction in benefits. Their lighter weight would also benefit the economy as a whole by reducing the cost and weight of passenger cars, and consumption of fuel. The intent is to allow manufacturers to remove from current bumper designs such major components as the energy absorbing units and the bumper support bar. A reduction in front and rear impact speeds to 2½ mph, and in corner impact speeds to 1½ mph, is proposed. The longitudinal test sequence would consist of three pendulum impacts (instead of the current

six) at front and rear, followed by front and rear barrier impacts. The corner test sequence would consist of an impact at a height of 20 inches at each corner, but a particular vehicle would be required to meet only one of these sequences. Before September 1, 1975, the current Standard 215 (49 CFR 571.215) damage criteria would remain in force.

Vehicles manufactured on or after September 1, 1975, would be required to satisfy additional damage criteria, as proposed pursuant to Title I of the Motor Vehicle Information and Cost Savings Act. Exterior surfaces would be prohibited from having any separations of surface material, polymeric coatings, or other covering materials from the surface to which they are bonded, or permanent deviations from their original contours, except where the damage is to a component of the bumper system that contacts the impact ridge of the pendulum test device (the bumper face bar) or fastens that component to the chassis frame. No breakage or release of fasteners or joints would be permitted except where such components participate in the direct attachment of the bumper face bar to the chassis frame.

On and after September 1, 1978, it is expected that vehicles with an unloaded weight of 3,800 pounds or more would be required to meet upgraded performance requirements. A year later, on September 1, 1979, the requirements would be extended to all vehicles. These vehicles would be subjected to three 4-mph longitudinal pendulum impacts to the front and to the rear of the vehicle at a height of 20 inches, and three 4-mph pendulum impacts to the front and rear of the vehicle at any height between 16 and 20 inches. In addition, a front and a rear corner would be impacted at a height of 20 inches, while the other front and rear corners would be impacted at any height between 16 and 20 inches. All of the pendulum impacts would then be followed by 4-mph front and rear barrier crashes. As a damage criterion in place of the bumper face bar exception, damage would be allowed only to a depth of 0.010 inch, and only on surface areas where contact is made with the barrier face or the impact ridge of the pendulum or within 1/2 inch of those areas.

The NHTSA is interested in gathering information concerning the degree to which the proposed interim requirements would reduce the price and weight of vehicles, including such factors as lifetime repair and parts costs. In addition, comments are solicited on the optimum cost-beneficial test speeds and sequences for any type of bumper system. Insurance companies are requested to provide an indication as to what effect the interim requirements will have on insurance costs. Comments are particularly invited on the most effective method of requiring vehicles to have lightweight front and rear protection systems.

In consideration of the foregoing, it is proposed that the proposed new Part 581, Bumper Standard (Docket No. 73-19, Notice 3, 39 FR 25237), July 9, 1974, be

amended to read as set forth below. It is further proposed that the present Standard No. 215 (49 CFR 571.215) be merged with that new Part 581 with § 571.215 deleted and reserved.

PART 581—BUMPER STANDARD

S1. Scope. This standard establishes requirements for the impact resistance of vehicles in low speed front and rear collisions.

S2. Purpose. The purpose of this standard is to reduce physical damage to the front and rear ends of a passenger motor vehicle from low speed collisions.

S3. Application. This standard applies to passenger motor vehicles other than multipurpose passenger vehicles.

S4. Definitions. All terms defined in the Motor Vehicle Information and Cost Savings Act, P.L. 92-513, 15 U.S. 1901-1991, are used as defined therein.

"Bumper face bar" means any component of the bumper system that contacts the impact ridge of the pendulum test device.

S5. Requirements.

S5.1 Vehicles manufactured on or after -----

Except as provided in S5.1.1 each vehicle manufactured on or after the date of issuance of this standard shall meet the damage criteria of S5.5.1 through S5.5.7 when impacted by a pendulum-type test device in accordance with S7.2.1 under the conditions of S6, at an impact speed of 1 1/2 mph, and when impacted by a pendulum-type test device in accordance with the procedures of S7.1 at 2 1/2 mph, followed by impacts into a fixed collision barrier that is perpendicular to the line of travel of the vehicle, while traveling longitudinally forward, then longitudinally rearward, under the conditions of S6, at 2 1/2 mph. A particular vehicle need not meet further requirements after having been subjected to either the longitudinal pendulum impacts followed by the barrier impacts, or the corner pendulum impacts.

S5.1.1 The longitudinal pendulum impact procedure of S7.1.1 shall not apply to any vehicle manufactured from the date of issuance of this standard, to August 31, 1978.

S5.2 Vehicles manufactured on or after September 1, 1975. Each vehicle manufactured on or after September 1, 1975, shall meet the damage criteria of S5.5.1 through S5.5.9 when tested in accordance with the requirements of S5.1.

S5.3 Vehicles manufactured on or after September 1, 1978. Each vehicle with an unloaded vehicle weight exceeding 3,800 pounds manufactured on or after September 1, 1978, shall meet the damage criteria of S5.5.1 through S5.5.7 and S5.5.9 through S5.5.10 when impacted by a pendulum-type test device in accordance with the procedures of S7.1 and S7.2.2 followed by impacts into a fixed collision barrier that is perpendicular to the line of travel of the vehicle, while traveling longitudinally forward, then longitudinally rearward, under the conditions of S6, at the following impact speeds:

Longitudinal pendulum and barrier tests: 4 mph.

Corner pendulum tests: 2 1/2 mph.

S5.4 Vehicles manufactured on or after September 1, 1979. Each vehicle manufactured on or after September 1, 1979, shall meet the damage criteria specified in S5.3 when tested in accordance with the requirements contained therein.

S5.5 Protective criteria.

S5.5.1 Each lamp or reflective device except license plate lamps shall be free of cracks and shall comply with the applicable visibility requirements of S4.3.1.1 of Standard No. 108 (§ 571.108 of this part). The aim of each headlamp shall be adjustable to within the beam aim inspection limits specified in Table 2 of SAE Recommended Practice J599b, July 1970, measured with a mechanical aimer conforming to the requirements of SAE Standard J602a, July 1970.

S5.5.2 The vehicle's hood, trunk, and doors shall operate in the normal manner.

S5.5.3 The vehicle's fuel and cooling systems shall have no leaks or constricted fluid passages and all sealing devices and caps shall operate in the normal manner.

S5.5.4 The vehicle's exhaust system shall have no leaks or constrictions.

S5.5.5 The vehicle's propulsion, suspension, steering, and braking systems shall remain in adjustment and shall operate in the normal manner.

S5.5.6 A pressure vessel used to absorb impact energy in an exterior protection system by the accumulation of gas pressure or hydraulic pressure shall not suffer loss of gas or fluid accompanied by separation of fragments from the vessel.

S5.5.7 The vehicle shall not touch the test device, except on the impact ridge shown in figures 1 and 2, with a force that exceeds the following:

a. 200 pounds when measured over any one square inch of the area of the surfaces of planes A and B of the test device.

b. 2,000 pounds total force on the combined surfaces of planes A and B of the test device.

S5.5.8 For vehicles manufactured from September 1, 1975, to August 31, 1978, the exterior surfaces shall have no separations of surface materials, paint, polymeric coatings, or other covering materials from the surface to which they are bonded, and no permanent deviations from their original contours 30 minutes after completion of each pendulum and barrier impact, except where such damage occurs to the bumper face bar and the components and associated fasteners that directly attach the bumper face bar to the chassis frame.

S5.5.9 Except as provided in S5.5.8, there shall be no breakage or release of fasteners or joints.

S5.5.10 For vehicles with an unloaded vehicle weight exceeding 3,800 pounds manufactured on or after September 1, 1978, and all vehicles manufactured on or after September 1, 1979, the exterior

surfaces shall have no separations of surface material, paint, polymeric coatings, or other materials from the surface to which they are bonded, and no permanent deviations from their original contours 30 minutes after completion of each pendulum and barrier impact, except to a depth of 0.010 inches on areas where contact is made with the barrier face or the impact ridge of the pendulum test device and within one-half inch of those areas.

S6. *Conditions.* The vehicle shall meet the requirements of S5 under the following conditions.

S6.1 *General.*

S6.1.1 The vehicle is at unloaded vehicle weight.

S6.1.2 The front wheels are in the straight ahead position.

S6.1.3 Tires are inflated to the vehicle manufacturer's recommended pressure for the specified loading condition.

S6.1.4 Brakes are disengaged and the transmission is in neutral.

S6.1.5 Trailer hitches are removed from the vehicle.

S6.2 *Pendulum test conditions.* The following conditions apply to the pendulum test procedures of S7.1 and S7.2.

S6.2.1 The test device consists of a block with one side contoured as specified in Figure 1 and Figure 2 with the impact ridge made of A1S1 4130 steel hardened to 34 Rockwell "C" and with a surface roughness of 32 as specified by SAE Recommended Practice J449A, June 1963. The surfaces of the device in planes A and B are instrumented to measure force and pressure as shown in Figure 3. From the point of release of the device until the onset of rebound, the pendulum suspension system holds plane A vertical, with the arc described by any point on the impact line lying in a vertical longitudinal plane and having a constant radius of not less than 11 feet.

S6.2.2 With plane A vertical, the impact line shown in Figures 1 and 2 is horizontal at the same height as the test device's center of percussion.

S6.2.3 The effective impacting mass of the test device is equal to the mass of the tested vehicle.

S6.2.4 When impacted by the test device, the vehicle is at rest on a level rigid concrete surface.

S6.3 *Barrier Test Condition.* At the onset of a barrier impact, the vehicle's engine is operating at idling speed in accordance with the manufacturer's specification. Vehicle systems that are not necessary to the movement of the vehicle are not operating during impact.

S7. *Test Procedures.*

S7.1 *Longitudinal Impact Test Procedures.*

S7.1.1 Impact the vehicle's front surface and its rear surface three times each with the impact line at a height of 20 inches in accordance with S7.1.3 through S7.1.8.

S7.1.2 Impact the vehicle's front surface and its rear surface three times each with the impact line at any height between 16 inches and 20 inches in accordance with S7.1.3 through S7.1.8.

S7.1.3 For impacts at a height of 20 inches, place the test device shown in Figure 1 so that plane A is vertical and the impact line is horizontal at the specified height.

S7.1.4 For impacts at a height between 20 inches and 16 inches, place the test device shown in Figure 2 so that plane A is vertical and the impact line is horizontal at a height within the range.

S7.1.5 For each impact, position the test device so that the impact line is at least 2 inches apart in vertical direction from its position in any prior impact, unless the midpoint of the impact line with respect to the vehicle is to be at least 12 inches apart laterally from its position in any prior impact.

S7.1.6 For each impact, align the vehicle so that it touches but does not move the test device, with the vehicle's longitudinal centerline perpendicular to the plane that includes plane A of the test device and with the test device at any position inboard of the most outboard vehicle corner test position specified in S7.2. However, for vehicles whose corner test positions are less than 48 inches apart, place the device so that the midpoint of the impact line is at any position within 12 inches of the vehicle centerline (not necessarily entirely inboard of the vehicle corner test positions).

S7.1.7 Move the test device away from the vehicle, then release it to impact the vehicle.

S7.1.8 Perform the impacts at intervals of not less than 30 minutes.

S7.2 *Corner Impact Test Procedure.*

S7.2.1 Vehicles manufactured on or after impact each front corner and each rear corner of the vehicle once each at a height of 20 inches in accordance with the procedures of S7.2.3, S7.2.5, and S7.2.6.

S7.2.2 Vehicles with an unloaded vehicle weight of 3,800 pounds manufactured on or after September 1, 1978, and all vehicles manufactured on or after September 1, 1979, impact a front corner and a rear corner of the vehicle once each with the impact line at a height of 20 inches and impact the other front corner and the other rear corner once each with the impact line at any height between 20 inches and 16 inches in accordance with the procedures of S7.2.3 through S7.2.6.

S7.2.3 For an impact at a height of 20 inches, place the test device shown in Figure 1 so that plane A is vertical and the impact line is horizontal at the specified height.

S7.2.4 For an impact at a height between 20 inches and 16 inches, place the test device shown in Figure 2 so that plane A is vertical and the impact line is horizontal at a height within the range.

S7.2.5 Align the vehicle so that a vehicle corner touches, but does not move, the lateral center of the test device with plane A of the test device forming an angle of 60 degrees with a vertical longitudinal plane.

S7.2.6 Move the test device away from the vehicle, then release it so that

plane A remains vertical from release until the onset of rebound, and the arc described by any point on the impact line is constant, with a radius of not less than 11 feet, and lies in a vertical plane at an angle of 30 degrees to the vertical plane through the vehicle's longitudinal centerline.

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

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

Comment closing date: February 12, 1975.

Proposed effective date: Date of issuance of final rule.

(Secs. 103, 119, Pub. L. 89-563, 80 Stat. 718 (15 U.S.C. 1392, 1407); sec. 102, Pub. L. 92-513, 86 Stat. 947 (15 U.S.C. 1912); delegations of authority at 49 CFR 1.51 and 501.8)

Issued on December 27, 1974.

ANDREW G. DETRICK,
Acting Associate Administrator,
Motor Vehicle Programs.

[FR Doc.74-30509 Filed 12-27-74; 3:25 pm]

OCCUPATIONAL SAFETY AND HEALTH REVIEW COMMISSION

[29 CFR Part 2300]

FREEDOM OF INFORMATION ACT Proposed Regulations

Proposed regulations of the Occupational Safety and Health Review Commission implementing the Freedom of Information Act are published herewith for comment.

Interested persons may comment in writing upon these proposed regulations by submitting written data, views and arguments, to the Director of Information and Publications, OSAHRC, 1825 K Street NW., Washington, D.C. 20006 not later than February 1, 1975.

The proposed regulations are set forth below.

(Sec. 12(g), Pub. L. 91-596, 84 Stat. 1604 (29 USC § 661(f)); 5 USC § 552 as amended November 21, 1974 (Pub. L. 93-502))

Dated: December 27, 1974.

ROBERT D. MORAN,
Chairman.

§ 2300.1 Purpose and scope.

The purpose of the provisions of this Part is to provide procedures to implement the Freedom of Information Act, 5 U.S.C. section 552, as amended November 21, 1974 (Pub. L. 93-502). The following provisions are applicable only to such items of information as relate to the agency or are items within its custody. They are not applicable to the rights of parties appearing in adversary proceedings before the Commission to obtain discovery from an adverse party. Such matters are governed by the Commission's Rules of Procedure which are published at 29 CFR 2200.1 et seq.

§ 2300.2 Description of agency.

(a) The Occupational Safety and Health Review Commission (OSAHRC) adjudicates contested enforcement actions under the Occupational Safety and Health Act of 1970 (84 Stat. 1590, 29 U.S.C. §§ 651-677). Decisions of the Commission on such actions are issued only after the parties to the case are afforded an opportunity for a hearing in accordance with section 554 of Title 5, United States Code. All such hearings are conducted by an OSAHRC Administrative Law Judge at a place convenient to the parties and are open to the public.

(b) Except insofar as its decisions or its Rules of Procedure may be so construed, the Review Commission does not issue substantive rules of general applicability, statements of general policy or interpretations of general applicability. The Rules of Procedure appear in 29 CFR Part 2200. The decisions are published by the U.S. Government Printing Office. See §§ 2300.4(c) and 2300.5(a).

§ 2300.3 Delegation of authority.

The Director of Information and Publications is delegated the exclusive authority to act upon all requests for information, documents and records which are received from any person or organization.

§ 2300.4 Information policy.

(a) Except for matters specifically excluded by § 552(b) of Title 5, United States Code or other applicable statute, all documents and records maintained by this agency or within the custody thereof shall be available to the public upon request filed in accordance with these regulations.

(b) Any person may examine and copy any such document or record of this agency (or within the custody thereof) under conditions prescribed by the Director of Information and Publications at any time during normal operating hours so long as it does not interfere with the trial or disposition of a pending case.

(c) All final OSAHRC decisions, of general applicability (including concurring and dissenting opinions) are published by the Superintendent of Documents, U.S. Government Printing Office, in a series of bound volumes known as *OSAHRC Reports*. The Director of Information and Publications will be re-

sponsible for supervising the continued publication of this series on a current basis.

(d) Indexes to such decisions will be published by the said Superintendent of Documents under the supervision of the Director of Information and Publications and shall be updated at least quarterly.

(e) It shall be the responsibility of the Director of Information and Publications to insure that the full text of all decisions of general applicability and comprehensive and accurate indexes thereto are published as expeditiously as possible and in accordance with this regulation.

§ 2300.5 Copies of records.

(a) Copies of documents or records of this agency, or within the custody thereof, or information respecting the time and place of hearings will be furnished to any person or organization requesting the same in accordance with these regulations, except for copies of decisions or indexes thereto which are contained in *OSAHRC Reports*. These publications are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

(b) The Director of Information and Publications may charge a fee for searching for and copying such documents or records.

(1) The fee for copies shall be \$.10 per copy per page.

(2) The search charge shall be \$5.00 per hour.

(c) All charges may be waived or reduced whenever it is in the public interest to do so.

(d) Copies of documents (including the hearing transcript) which have been filed in an OSAHRC case which, at the time of the request therefor, is pending in any United States Court should be requested from such Court.

(e) Requests by parties for copies of transcripts of hearings, which are made by or on behalf of any party to such hearings, shall be made to the official hearing reporter. If such a party is given the opportunity to purchase the transcript from the official reporter but does not do so, the Director of Information and Publications will respond affirmatively to a request for a copy or copies of the same submitted by such party or representative but may charge for this service at a rate equal to that which would have been charged by the official reporter at the time such party was given the opportunity to purchase such transcript.

§ 2300.6 Procedure for obtaining information.

(a) All persons or organizations requesting any information from OSAHRC or any record or document of this agency (or in the custody thereof) shall submit such request in writing to the Director of Information and Publications, OSAHRC, 1825 K Street, NW, Washington, D.C. 20006.

(b) All such requests should be clearly and prominently identified as a request for information under the Freedom of

Information Act, and if submitted by mail or otherwise submitted in an envelope or other cover, should be clearly and prominently identified as such on the envelope or other cover.

(c) If a request does not comply with the provisions of the preceding paragraph, it shall not be deemed received by OSAHRC until the time it is actually received by the Director of Information and Publications.

§ 2300.7 Processing requests.

(a) The Director of Information and Publications shall respond promptly to all requests for information or for copies of records or documents which are submitted in accordance with this regulation but in no event shall such response be furnished later than ten (10) working days following receipt of such request.

(b) A request that is expected to involve assessed fees in excess of \$50.00 will not be deemed to have been received until the requester is advised of the anticipated cost and agrees to bear it.

(c) In the event any request for information or for a copy of any document or record is denied, the Director of Information and Publications shall, within 10 working days of the receipt of the request, notify the requester of the denial. Such denial shall specify the reason therefor and also advise that the denial may be appealed to the head of the agency as specified hereinafter.

(d) Whenever any request for information, or for a copy of any document or record is denied by the Director of Information and Publications, an appeal may be filed with the Chairman of the Occupational Safety and Health Review Commission within 10 working days after the requester receives notification that the request has been denied. The appeal shall be in writing and the Chairman shall respond to the same in accordance with Section 552(a)(6) of Title 5, United States Code, and within the time period set forth therein.

(e) Any person in the employ of this agency who receives a request for any information, document or record of this agency or within the custody thereof shall advise the requester to address such request to the Director of Information and Publications. If the request so received is in writing it shall be immediately referred for action to the Director of Information and Publications.

§ 2300.8 Maintenance of statistics.

(a) The Director of Information and Publications shall maintain records of

(1) The total amount of fees collected by this agency pursuant to this part;

(2) The number of denials of requests for records made pursuant to this part and the reason for each;

(3) The number of appeals from such denials and the result of each appeal, together with the reason(s) for the action upon each appeal that results in a denial of information;

(4) The name(s) and title(s) or position(s) of each person responsible for each denial of records requested and the

PROPOSED RULES

number of instances of participation for each;

(5) The results of each proceeding conducted pursuant to section 552(a)(4) (F) of Title 5, United States Code, including a report of the disciplinary action against the official or employee who was primarily responsible for improperly withholding records or an explanation of why disciplinary action was not taken;

(6) A copy of every rule made by this

agency affecting or in implementation of section 552 of Title 5, United States Code;

(7) A copy of the fee schedule for copies of records and documents requested pursuant to this regulation; and

(8) All other information which indicates efforts to administer fully the letter and spirit of section 552 of Title 5, United States Code.

(b) The Director of Information and Publications shall annually, within 60

days following the close of each calendar year, prepare a report covering each of the categories of records to be maintained in accordance with the foregoing for such calendar year and shall forthwith submit the same to the Speaker of the House of Representatives and the President of the Senate for referral to the appropriate committees of the Congress.

[FR Doc.74-30494 Filed 12-31-74;8:45 am]

notices

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

DEPARTMENT OF STATE

[CM-5/4]

SHIPPING COORDINATING COMMITTEE; SUBCOMMITTEE ON MARITIME LAW

Meeting on International Multimodal Transportation

A meeting of the Subcommittee on Maritime Law of the Shipping Coordinating Committee will be held at 10 a.m. on Friday, January 24, 1975, in Room 1105, Department of State, New State Office Building, Washington, D.C. The meeting is open to the public.

The purpose of the meeting is to review the results of the Second session of the Intergovernmental Preparatory Group on International Intermodal Transport, which met under the auspices of the United Nations Conference on Trade and Development (UNCTAD) at Geneva, November 11-29, 1974.

In order to facilitate entry to the New State Office Building, members of the public planning to attend the meeting are requested to inform Mrs. Etta Wilson, (202) 632-0705.

Any questions concerning this meeting should be directed to Mr. John Steinmetz, Room 2830, Department of State, Washington, D.C. (202-632-0703).

JOHN S. MEADOWS,
Acting Deputy Assistant Secretary of State for Transportation and Telecommunications.

DECEMBER 23, 1974.

[FR Doc.74-30464 Filed 12-31-74;8:45 am]

DEPARTMENT OF AGRICULTURE

Farmers Home Administration

[Notice of Designation Number A111]

MISSISSIPPI

Designation of Emergency Areas

The Secretary of Agriculture has found that a general need for agricultural credit exists in the following counties in Mississippi:

| | |
|-----------|--------|
| Benton | Tate |
| Chickasaw | Tippah |
| Itawamba | |

The Secretary has found that this need exists as a result of a natural disaster consisting of the following:

Benton—Excessive rainfall May 1 through September 30, 1974.

Chickasaw—Excessive rainfall January 1 through June 30, 1974.

Itawamba—Excessive rainfall March 20 through June 20, 1974.

Tate—Excessive rainfall April 15 through June 15, 1974, and Drought July 1 through 31, 1974.

Tippah—Excessive rainfall April 10 through June 10, 1974, and Frost October 3, 1974.

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 Public Law 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 February 10, 1975, for physical losses and September 15, 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 17th day of December 1974.

FRANK B. ELLIOTT,
Administrator,
Farmers Home Administration.

[FR Doc.74-30493 Filed 12-31-74;8:45 am]

[Notice of Designation Number A118]

NORTH CAROLINA

Designation of Emergency Area

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

Brunswick

The Secretary has found that this need exists as a result of a natural disaster consisting of excessive rainfall from April 10 to August 20, 1974, and a hailstorm June 8, 1974.

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

Applications for Emergency loans must be received by this Department no later than February 18, 1975, for physical losses and September 22, 1975, for production losses, except that qualified borrowers who receive initial loans pursuant to this designation may be eligible for subsequent loans. The urgency of the

need for loans in the designated area makes it impracticable and contrary to the public interest to give advance notice of proposed rule making and invite public participation.

Done at Washington, D.C., this 24th day of December, 1974.

FRANK B. ELLIOTT,
Administrator,
Farmers Home Administration.

[FR Doc.74-30492 Filed 12-31-74;8:45 am]

[Designation Number A101, Amdt. 1]

WISCONSIN

Amendment to Notice of Designation of Emergency Area

The Secretary of Agriculture has found that an additional general need for agricultural credit exists in the following county in Wisconsin:

Eau Claire

The Secretary has found that this additional need exists as a result of a natural disaster consisting of a killing frost from August 30 through September 2, 1974. This county was previously designated by the Secretary on November 21, 1974, because of drought June 1 through August 15, 1974, and hailstorms June 29 and August 5, 1974.

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

Applications for Emergency loans must be received by this Department no later than February 18, 1975, for physical losses and August 20, 1975, for production losses, except that qualified borrowers who receive initial loans pursuant to this designation may be eligible for subsequent loans. The urgency of the need for loans in the designated area makes it impracticable and contrary to the public interest to give advance notice of proposed rule making and invite public participation.

Done at Washington, D.C., this 24th day of December 1974.

FRANK B. ELLIOTT,
Administrator,
Farmers Home Administration.

[FR Doc.74-30491 Filed 12-31-74;8:45 am]

[Notice of Designation Number A114]

MISSISSIPPI

Designation of Emergency Areas

The Secretary of Agriculture has found that a general need for agricultural credit exists in the following counties in Mississippi:

- Monroe
- Prentiss
- Tishomingo
- Tunica

The Secretary has found that this need exists as a result of a natural disaster consisting of:

- Monroe County—Excessive rainfall January 1 to June 30, 1974. Frost October 3, 1974.
- Prentiss County—Excessive rainfall April 2 to June 20, 1974. Frost October 3, 1974.
- Tishomingo County—Excessive rainfall April 15 to June 30, 1974. Frost October 3, 1974.
- Tunica County—Excessive rainfall May 14 to June 22, 1974. Drought June 23 to July 17, 1974.

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 Public Law 93-237, and the provisions of 7 CFR 1832.2(b) including the recommendation of Governor William L. Waller that such designation be made.

MISSOURI 1974

| County | Drought | Excessive rainfall and flooding | Freeze |
|-----------|--------------------|---------------------------------|-------------------|
| Andrew | June 15 to Aug. 15 | | |
| Atchison | July 1 to Sept. 1 | Apr. 1 to May 15 | |
| Buchanan | June 9 to Aug. 7 | | |
| Clay | June 15 to Aug. 13 | | |
| Cole | May 10 to Aug. 11 | Mar. 1 to May 9 | |
| Gasconade | June 1 to Aug. 8 | May 1 to May 31 | Mar. 23 |
| Gentry | June 13 to Aug. 7 | May 7 to June 12 | |
| Holt | June 15 to Aug. 15 | | |
| Lafayette | July 3 to Aug. 4 | | |
| Marion | June 1 to Aug. 8 | | Mar. 23 |
| Nodaway | June 15 to Aug. 15 | | |
| Oregon | June 1 to Aug. 26 | Mar. 9 to May 30 (cold weather) | Mar. 24 to Mar 30 |
| Platte | June 9 to Aug. 7 | | |
| Worth | June 15 to Aug. 7 | May 7 to June 14 | |

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 Public Law 93-237, and the provisions of 7 CFR 1832.3(b) including the recommendation of Governor Christopher S. Bond that such designation be made.

Applications for Emergency loans must be received by this Department no later than February 18, 1975, for physical losses and September 19, 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 26th day of December, 1974.

FRANK B. ELLIOTT,
Administrator,
Farmers Home Administration.

[FR Doc.74-30518 Filed 12-31-74;8:45 am]

Applications for Emergency loans must be received by this Department no later than February 18, 1975, for physical losses and September 19, 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 26th day of December, 1974.

FRANK B. ELLIOTT,
Administrator,
Farmers Home Administration.

[FR Doc.74-30517 Filed 12-31-74;8:45 am]

[Notice of Designation Number A112]

MISSOURI

Designation of Emergency Areas

The Secretary of Agriculture has found that a general need for agricultural credit exists in 14 counties in Missouri as a result of damages and losses caused by natural disasters. The following chart lists the counties, the natural disaster and the dates during which the natural disasters occurred:

14 counties

[Notice of Designation Number A113]

NORTH DAKOTA

Designation of Emergency Areas

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

- McHenry
- Morton
- Sioux
- Stutsman

The Secretary has found that this need exists as a result of a natural disaster consisting of drought June 1 through August 15, 1974.

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 Public Law 93-237, and the provisions of 7 CFR 1832.3(b) including the recommendation of Governor Arthur A. Link that such designation be made.

Applications for Emergency loans must be received by this Department no later than February 18, 1975, for physical

losses and September 19, 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 26th day of December, 1974.

FRANK B. ELLIOTT,
Administrator,
Farmers Home Administration.

[FR Doc.74-30519 Filed 12-31-74;8:45 am]

[Notice of Designation Number A119]

PENNSYLVANIA

Designation of Emergency Areas

The Secretary of Agriculture has found that a general need for agricultural credit exists in the following counties in Pennsylvania:

- Crawford
- Erie
- Venango

The Secretary has found that this need exists as a result of a natural disaster consisting of severe rain, wind, and hall-storms June 30 and July 2, 1974.

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 Public Law 93-237, and the provisions of 7 CFR 1832.3(b) including the recommendation of Governor Milton J. Shapp that such designation be made.

Applications for Emergency loans must be received by this Department no later than February 18, 1975, for physical losses and September 22, 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 26th day of December, 1974.

FRANK B. ELLIOTT,
Administrator,
Farmers Home Administration.

[FR Doc. 74-30520 Filed 12-31-74;8:45 am]

[Notice of Designation Number A115]

SOUTH DAKOTA

Designation of Emergency Areas

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

- Corson
- Lyman
- Mellette
- Sully

The Secretary has found that this need exists as a result of a natural disaster consisting of prolonged drought from March 1 to November 1, 1974.

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 Public Law 93-237, and the provisions of 7 CFR 1832.3(b) including the recommendation of Governor Richard F. Kneip that such designation be made.

Applications for Emergency loans must be received by this Department no later than February 18, 1975, for physical losses and September 19, 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 26th day of December, 1974.

FRANK B. ELLIOTT,
Administrator,
Farmers Home Administration.

[FR Doc. 74-30521 Filed 12-31-74; 8:45 am]

Forest Service

GUNNISON NATIONAL FOREST; TIMBER MANAGEMENT PLAN REVISIONS

Availability of Draft Environmental Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, the Forest Service, Department of Agriculture, has prepared a draft environmental statement for the Timber Management Plan Revisions for the Gunnison National Forest. The Forest Service report number is USDA-FS-R2-DES (Adm) FY-75-05.

The environmental statement concerns a proposal to revise the 1961 (Rev.) Timber Management Plan for the Gunnison National Forest in west central Colorado. Such plans are required to regulate the flow of timber products from National Forest lands.

This draft environmental statement was transmitted to CEQ on December 23, 1974.

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

USDA, Forest Service, So. Agriculture Bldg., Room 3230, 12th St. & Independence Ave. SW., Washington, D.C. 20250.

USDA, Forest Service, 11177 West 8th Avenue, P.O. Box 25127, Denver, Colorado 80225.

USDA, Forest Service, Gunnison National Forest, 11th and Main Streets, P.O. Box 138, Delta, Colorado 81416.

A limited number of single copies are available upon request to W. J. Lucas, Regional Forester, USDA Forest Service, 11177 West 8th Avenue, P.O. Box 25127, Denver, Colorado 80225.

Copies of the environmental statement have been sent to various Federal, State, and local agencies as outlined in the CEQ Guidelines.

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

Comments concerning the proposed action and requests for additional information should be addressed to W. J. Lucas, Regional Forester, USDA Forest Service, 11177 West 8th Avenue, P.O. Box 25127, Denver, Colorado 80225. Comments must be received by February 21, 1975, in order to be considered in the preparation of the final environmental statement.

CLAYTON B. PIERCE,
Director, Multiple Use and Environmental Quality Coordination.

DECEMBER 23, 1974.

[FR Doc. 74-30506 Filed 12-30-74; 8:45 am]

Soil Conservation Service

BAYOU PLAQUEMINE BRULE WATERSHED PROJECT, LOUISIANA

Availability of Draft Environmental Impact Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969; Part 1500 of the Council on Environmental Quality Guidelines (38 FR 20550, August 1, 1973); and Part 650 of the Soil Conservation Service Guidelines (39 FR 19650, June 3, 1974); the Soil Conservation Service, U.S. Department of Agriculture, has prepared a draft environmental impact statement (EIS) for the Bayou Plaquemine Brule Watershed Project, Acadia and St. Landry Parishes, Louisiana, USDA-SCS-EIS-WS-(ADM)-75-3-(D)-LA.

The EIS concerns a plan for watershed protection, flood prevention, and drainage. The planned works of improvement include conservation land treatment supplemented by channel work. The channel work will include clearing and debris removal on 26 miles of existing channels and 203 miles of enlargement by excavation to provide improved water management in a flatland watershed that is 80 percent agricultural cropland and grassland. Of the 229 miles of work proposed on existing streams or channels, 218 miles will involve those with only ephemeral flow, and 5 miles with intermittent flow. The balance involves existing ponded or flowing water or completely new channels where none existed before.

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

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

Copies of the draft EIS have been sent for comment to various federal, state, and local agencies as outlined in the

Council on Environmental Quality Guidelines. Comments are also invited from others having knowledge of or special expertise on environmental impacts.

Comments concerning the proposed action or requests for additional information should be addressed to Alton Mangum, State Conservationist, Soil Conservation Service, Post Office Box 1630, Alexandria, Louisiana 71301.

Comments must be received on or before February 24, 1975, in order to be considered in the preparation of the final environmental impact statement.

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

Dated: December 24, 1974.

WILLIAM B. DAVEY,
Deputy Administrator for Water Resources, Soil Conservation Service.

[FR Doc. 74-30507 Filed 12-31-74; 8:45 am]

DEPARTMENT OF COMMERCE

Office of the Secretary

TRAVEL ADVISORY BOARD

Notice of Meeting

Agenda: January 14, 1975; 9:30 a.m., Room 4830.

1. Opening by Assistant Secretary of Commerce for Tourism, C. Langhorne Washburn.
2. Remarks by Under Secretary of Commerce, Mr. John Tabor.
3. Federal role in tourism:
 - a. Discussion of Senate Resolution 347.
 - b. Future direction of the Federal Tourism program.
 - c. Domestic tourism development.
4. Discussion of secondary marketing program.
5. Report on status of U.S.S.R. tourism visit.
6. Summary of 1974 visitor arrival figures.
7. Adjournment.

C LANGHORNE WASHBURN,
Assistant Secretary of Commerce for Tourism.

[FR Doc. 74-30510 Filed 12-31-74; 8:45 am]

Domestic and International Business Administration

COMPUTER SYSTEMS TECHNICAL ADVISORY COMMITTEE

Partially Closed Meeting

Correction

In FR Doc. 74-30081 appearing on page 44671 in the issue of Thursday, December 26, 1974, a Notice of Determination was filed as a part of the original document. It should instead have been printed in full, to read as set forth below:

NOTICE OF DETERMINATION

In response to written requests of representatives of a substantial segment of the computer industry, the Computer Systems Technical Advisory Committee was established by the Secretary of Commerce pursuant to section 5(c)(1) of the Export Administration Act of 1969, 50 U.S.C. App. Section 2404(c)(1) (Supp. III, 1974), as amended,

Public Law No. 93-500, section 5(b) (October 29, 1974), to advise the Department of Commerce with respect to questions involving technical matters, worldwide availability, and actual utilization of production and technology, and licensing procedures which may affect the level of export controls applicable to computer systems, including technical data related thereto, and including those whose export is subject to multilateral (COCOM) controls.

The Committee, which currently has nineteen members representing industry and twelve members representing government agencies, will terminate no later than January 3, 1977, unless extended by the Secretary of Commerce. All members of the Committee have the appropriate security clearance.

The Committee's activities are conducted in accordance with the provisions of section 5(c) (1) of the Export Administration Act of 1969, as amended, the provisions of the Federal Advisory Committee Act, 5 U.S.C. App. I (Supp. II, 1972), and Office of Management and Budget Circular A-63 (Revised), Advisory Committee Management, effective May 1, 1974. Section 10 of the Federal Advisory Committee Act provides, among other things, that the meetings of advisory committees are to be open to the public, and to public participation, unless the head of the agency (or his delegate) to which the committee reports determines in writing that all, or some portion, of the agenda of the meeting of the committee is concerned with matters listed in section 552(b) of title 5 of the United States Code.

Section 552(b) (1) of title 5, United States Code, provides that information may be withheld from the public if it concerns matters specifically required by Executive order to be kept secret in the interest of the national defense or foreign policy.

Notices of Determination authorizing the closing of meetings, or portions thereof, of the Computer Systems Technical Advisory Committee and its formal subcommittees, dealing with security classified matters, were approved on March 6, 1973 for the meeting of May 29, 1973; on June 18, 1973 for the meeting of June 28, 1973; on July 17, 1973 for a series of meetings for the period July 17, 1973 through December 31, 1973; on December 26, 1973 for a series of meetings for the period January 1, 1974 through April 30, 1974; and on May 16, 1974, covering a series of meetings from May 1, 1974 through January 3, 1975.

In order to provide advice to the Department under the terms of its charter, the Committee and formal subcommittees thereof will continue to hold a series of meetings dealing with the matters set forth in the first paragraph of this Determination. These meetings will include discussions of the COCOM control list as it relates to the commodities and technical data under its purview, and with the foreign availability of these commodities and technical data. In addition, the Committee and its formal subcommittees will be preparing recommendations for the Department's consideration relating to the U.S. Government's negotiating position on COCOM-related matters. Much of the information relating to the COCOM control list, as well as proposed changes, is now or will be security classified for national security, or foreign policy reasons, pursuant to Executive Order No. 11652, 3 CFR 339 (1974). In order for the Committee and its formal subcommittees to provide required advice to the U.S. Government, it will be necessary to provide the Committee and its formal subcommittees with such classified material. Therefore, the portions of the series of meetings of the Committee and of

subcommittees thereof that will involve discussions of matters specifically authorized under criteria established by an executive order to be kept secret in the interest of national defense or foreign policy and are in fact properly classified pursuant to such executive order, must be closed to the public. The remaining portions of the series of meetings will be open to the public.

Accordingly, I hereby determine, pursuant to section 10(d) of the Federal Advisory Committee Act that those portions of the series of meetings of the Committee and of any subcommittees thereof dealing with the aforementioned classified materials shall be exempt, for the period January 4, 1975, to January 3, 1976, from the provisions of section 10(a)(1) and (a)(3), relating to open meetings and public participation therein, because the Committee and subcommittee discussions will be concerned with matters listed in section 552(b) (1) of Title 5, United States Code. The remaining portions of the meetings will be open to the public.

DECEMBER 12, 1974.

GUY W. CHAMBERLIN, Jr.,
Assistant Secretary for Administration.

DECEMBER 16, 1974.

ALFRED MEISNER,
Acting General Counsel.

SEMICONDUCTOR TECHNICAL ADVISORY COMMITTEE Partially Closed Meeting

Pursuant to the provisions of the Federal Advisory Committee Act, 5 U.S.C. App. I (Supp. II, 1972), notice is hereby given that a meeting of the Semiconductor Technical Advisory Committee will be held Tuesday, February 4, 1975, at 9:30 a.m., in Room 5230, Main Commerce Building, 14th and Constitution Avenue NW., Washington, D.C.

The Committee was established to advise the Office of Export Administration, Bureau of East-West Trade, with respect to questions involving technical matters, world-wide availability and actual utilization of production and technology, and licensing procedures which may affect the level of export controls applicable to semiconductor products, including technical data related thereto, and including those whose export is subject to multilateral (COCOM) controls.

The Committee meeting agenda has five parts:

GENERAL SESSION

- (1) Opening remarks by the Chairman.
- (2) Presentation of papers or comments by the public.
- (3) Review of prior work.
- (4) Discussion of integrated circuits.

EXECUTIVE SESSION

- (5) a. Discussion of matters properly classified under Executive Order 11652 dealing with the U.S. and COCOM control program and strategic criteria related thereto.

The public will be permitted to attend the General Session, at which a limited number of seats will be available to the public. To the extent time permits members of the public may present oral statements to the Committee. Written statements may be submitted at any time before or after the meeting.

On December 16, 1974, the Assistant Secretary of Commerce for Administration, with the concurrence of the delegate of the General Counsel, formally determined, pursuant to section 10(d) of the Federal Advisory Committee Act, that those portions of the series of meetings of the Committee and of any subcommittees thereof that will involve discussions of matters specifically authorized under criteria established by an executive order to be kept secret in the interest of national defense or foreign policy and are in fact properly classified pursuant to such executive order, shall be exempt, for the period January 4, 1975, to January 3, 1976, from the provisions of section 10(a)(1) and (a)(3) of the Act, relating to open meetings and public participation therein.

Agenda item (5) will be devoted to the discussion of matters properly classified under Executive Order 11652 dealing with the U.S. and COCOM control program and strategic criteria related thereto. Accordingly, pursuant to the aforementioned determination this portion of the meeting will be closed to the public. All Committee members have appropriate security clearances.

Minutes of the open portion of the meeting will be available upon written request addressed to the Central Reference and Records Inspection Facility, Room 7043, U.S. Department of Commerce, Washington, D.C. 20230.

For further information, contact Mr. Charles C. Swanson, Director, Operations Division, Office of Export Administration, Room 1620, U.S. Department of Commerce, Washington, D.C. 20230, telephone: A/C 202/967-4196.

In accordance with paragraph (4) of the Order of the United States District Court for the District of Columbia in *Aviation Consumer Action Project, et al., v. C. Langhorne Washburn, et al.*, September 10, 1974, as amended, September 23, 1974 (Civil Action No. 1838-73), the Complete Notice of Determination to close portions of the meetings of the Semiconductor Technical Advisory Committee is hereby published.

Dated: December 27, 1974.

LAWRENCE J. BRADY,
Acting Director, Office of Export
Administration, Bureau of
East-West Trade, U.S. Department of Commerce.

NOTICE OF DETERMINATION

In response to written requests of representatives of a substantial segment of the semiconductor industry, the Semiconductor Technical Advisory Committee was established by the Secretary of Commerce pursuant to section 5(c) (1) of the Export Administration Act of 1969, 50 U.S.C. App. section 2404(c) (1) (Supp. III, 1974), as amended, Public Law No. 93-500, section 5(b) (October 29, 1974), to advise the Department of Commerce with respect to questions involving technical matters, worldwide

availability, and actual utilization of production and technology, and licensing procedures which may affect the level of export controls applicable to semi-conductors, including technical data related thereto, and including those whose export is subject to multilateral (COCOM) controls.

The Committee, which currently has nine members representing industry and six members representing government agencies, will terminate no later than January 3, 1977, unless extended by the Secretary of Commerce. All members of the Committee have the appropriate security clearance.

The Committee's activities are conducted in accordance with the provisions of section 5(c) (1) of the Export Administration Act of 1969, as amended, the provisions of the Federal Advisory Committee Act, 5 U.S.C. App. I (Supp. II, 1972), and Office of Management and Budget Circular A-63 (Revised), Advisory Committee Management, effective May 1, 1974. Section 10 of the Federal Advisory Committee Act provides, among other things, that the meetings of advisory committees are to be open to the public, and to public participation, unless the head of the agency (or his delegate) to which the committee reports determines in writing that all, or some portion, of the agenda of the meeting of the committee is concerned with matters listed in section 552(b) of Title 5 of the United States Code.

Section 552(b) (1) of Title 5, United States Code, provides that information may be withheld from the public if it concerns matters specifically required by Executive Order to be kept secret in the interest of the national defense or foreign policy.

Notices of Determination authorizing the closing of meetings, or portions thereof, of the Semiconductor Technical Advisory Committee and its formal subcommittees, dealing with security classified matters, were approved on March 6, 1973 for the meeting of March 26, 1973; on June 18, 1973 for the meeting of June 29, 1973; on August 21, 1973 covering a series of meetings from August 21, 1973 up to December 31, 1973; on December 26, 1973 for a series of meetings for the period January 1, 1974 through April 30, 1974; and May 16, 1974, covering a series of meetings from May 1, 1974 through January 3, 1975.

In order to provide advice to the Department under the terms of its charter, the Committee and formal subcommittees thereof will continue to hold a series of meetings dealing with the matters set forth in the first paragraph of this Determination. These meetings will include discussions of the COCOM control list as it relates to the commodities and technical data under its purview, and with the foreign availability of these commodities and technical data. In addition, the Committee and its formal subcommittees will be preparing recommendations for the Department's consideration relating to the U.S. Government's nego-

tiating position on COCOM-related matters. Much of the information relating to the COCOM control list, as well as proposed changes, is now or will be security classified for national security or foreign policy reasons, pursuant to Executive Order No. 11652, 3 CFR 339 (1974). In order for the Committee and its formal subcommittees to provide required advice to the U.S. Government, it will be necessary to provide the Committee and its formal subcommittees with such classified material. Therefore, the portions of the series of meetings of the Committee and of subcommittees thereof that will involve discussions of matters specifically authorized under criteria established by an executive order to be kept secret in the interest of national defense or foreign policy and are in fact properly classified pursuant to such executive order, must be closed to the public. The remaining portions of the series of meetings will be open to the public.

Accordingly, I hereby determine, pursuant to section 10(d) of the Federal Advisory Committee Act that those portions of the series of meetings of the Committee and of any subcommittees thereof, dealing with the aforementioned classified materials shall be exempt, for the period January 4, 1975, to January 3, 1976, from the provisions of section 10 (a) (1) and (a) (3), relating to open meetings and public participation therein, because the Committee and subcommittee discussions will be concerned with matters listed in section 552(b) (1) of Title 5, United States Code. The remaining portions of the meetings will be open to the public.

Dated: December 16, 1974.

GUY W. CHAMBERLIN, Jr.,
Assistant Secretary
for Administration.

ALFRED MEISNER,
Acting General Counsel.

DECEMBER 12, 1974.

[FR Doc. 74-30511 Filed 12-31-74; 8:45 am]

**National Oceanic and Atmospheric
Administration**

MARINE FISHERIES ADVISORY COMMITTEE AND MARINE FISHERIES ADVISORY COMMITTEE SUBCOMMITTEES

Notice of Public Meetings

Pursuant to section 10(a) (2) of the Federal Advisory Committee Act, 5 U.S.C., Appendix I (Supp. II, 1972), notice is hereby given of meetings of the Marine Fisheries Advisory Committee, of the Marine Fisheries Advisory Committee subcommittee on the National Fisheries Plan and of the Marine Fisheries Advisory Committee subcommittee on Marine Recreational Fisheries.

Committee meeting sessions will be held on Tuesday, Wednesday and Thursday, February 4, 5 and 6, 1975, in Conference Room A in the Chancellor's Complex, 111A Mathews Campus, University

of California at San Diego, La Jolla, California. The meeting will commence at 1 p.m. on Tuesday, February 4. The morning sessions on Wednesday, February 5 and Thursday, February 6 will commence at 8 a.m.

Subcommittee meetings will be held in the Auditorium of the National Marine Fisheries Service (NMFS) Southwest Fisheries Center, 8604 La Jolla Shores Drive, La Jolla, California. The National Fisheries Plan subcommittee will meet from 9 a.m. to approximately 11:30 a.m. on Tuesday, February 4, 1975, in the Center's auditorium. The Marine Recreational Fisheries subcommittee will meet from 5 p.m. to approximately 6:30 p.m. on Tuesday, February 4, 1975, at the same location.

The items proposed for discussion at the committee meeting will include the following:

February 4, 1975

- 1 p.m.—Convene eleventh meeting of the Marine Fisheries Advisory Committee. Introduction and Announcements.
- 1:30 p.m.—National Fisheries Plan (NFP).
- 2:30 p.m.—Results of NFP subcommittee meeting.
- 3 p.m.—The Expanded NMFS Marketing Program.
- 4 p.m.—LOS, Preparations for Geneva.
- 4:30 p.m.—Adjourn for the day.

February 5, 1975

- 8 a.m.—Short session on International Trends and Developments. Extended Fisheries Jurisdiction. The Japanese Bilateral and the Brazil Shrimp Agreements. Results of the ICCAT, IATTC, and INPFC meetings.
- 11 a.m.—Legislative Report.
- 12 noon—Lunch Break.
- 1:30 p.m.—Walking tour, Southwest Fisheries Center.
- 5 p.m.—Conclude tour and adjourn for the day.

February 6, 1975

- 8 a.m.—NOAA's role in Environmental Assessment.
- 9 a.m.—Program and Policy Outlook for Fiscal Year 1976.
- 10 a.m.—Items to be discussed by the Committee. The Status of Great Lakes Commercial Fisheries, Federal agencies' conflicting actions impacting fisheries and report of Marine Recreational Fisheries subcommittee.
- 11:30 a.m.—Contingency Items. a. Selling the Market News. b. Tuna-Porpoise Update. c. PIDC Report.
- 12:30 p.m.—Adjourn meeting.

The items proposed for discussion at the subcommittee meetings are:

February 4, 1975

- 9-11:30 a.m.—Subcommittee on the National Fisheries Plan, field reviews and the selection and review process.
- 5-6:30 p.m.—Subcommittee on Marine Recreational Fisheries, general consideration of NMFS marine recreational fisheries program.

The above meetings will be open to the public throughout. Members of the public having an interest in specific agenda items are advised that agenda changes are frequently made prior to the meeting

date as the result of recent fisheries developments. Such members of the public should contact:

Executive Secretary, Marine Fisheries Advisory Committee, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, U.S. Department of Commerce, Washington, D.C. 20235. Telephone: Area Code 202-634-7270.

on or about January 27, 1975, in order to receive notice of changes, if any, made to the agenda published herein.

Dated: December 18, 1974.

ROBERT M. WHITE,
Administrator, National Oceanic
and Atmospheric Administration.

[FR Doc.74-30505 Filed 12-31-74;8:45 am]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration
[FAP 5B3053]

CIBA-GEIGY CORP.

Notice of Filing of Petition For Food Additive

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 5B3053) has been filed by Ciba-Geigy Corp., Ardsley, N.Y. 10502, proposing that §121.2520 Adhesives (21 CFR 121.2520), be amended to provide for safe use of 2,2'-(2,5-thiophenediyl) bis [5-tert-butylbenzoxazole] as a component of food-packaging adhesives.

The environmental impact analysis report and other relevant material have been reviewed, and it has been determined that the proposed use of the additive will not have a significant environmental impact. Copies of the environmental impact analysis report may be seen in the office of the Assistant Commissioner for Public Affairs, Rm. 15B-42 or the office of the Hearing Clerk, Food and Drug Administration, Rm. 4-65, 5600 Fishers Lane, Rockville, Md. 20852, during working hours Monday through Friday.

Dated: December 19, 1974.

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

[FR Doc.74-30478 Filed 12-31-74;8:45 am]

[NADA No. 10-448V]

PFIZER, INC

Sterane Injectable; Notice of Withdrawal of Approval of New Animal Drug Application

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 512, 82 Stat. 343-351; 21 U.S.C. 366b) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120), the following notice is issued:

New animal drug application (NADA) No. 10-448V, held by Pfizer, Inc., 235

East 42d St., New York NY 10017, provides for Sterane Injectable, which contains 10 milligrams of prednisolone per cubic centimeter for injectable use in cattle, horses, dogs and cats.

The applicant was advised that the drug is not shown to be safe for use in food-producing animals. The applicant subsequently advised the Food and Drug Administration that the product is not currently marketed and requested that approval of the application be withdrawn. The firm further stated it does not wish to avail itself of an opportunity for a hearing regarding withdrawal of approval of the subject application. Therefore, notice is given that approval of NADA No. 10-448V, including all amendments and supplements thereto, is hereby withdrawn effective January 2, 1975.

Dated: December 24, 1974.

WILLIAM F. RANDOLPH,
Acting Associate Commissioner
for Compliance.

[FR Doc.74-30479 Filed 12-31-74;8:45 am]

Office of Education

EXEMPLARY PROJECTS IN VOCATIONAL EDUCATION

Closing Date for Receipt of Applications for the Fiscal Year 1975

Notice is hereby given that pursuant to the authority contained in section 142(c) of Part D of the Vocational Education Act of 1963, as amended, 20 U.S.C. 1302(c), applications are being accepted from applicants in the States of California, Massachusetts, Michigan, New Hampshire, New Jersey, New York, the Virgin Islands, and the Trust Territory of the Pacific Islands for grants for exemplary projects in vocational education.

Applications must be received by the DHEW Regional Office of the U.S. Office of Education on or before March 7, 1975.

A. *Applications sent by mail.* Applicants from Massachusetts and New Hampshire should address their applications to Director of Occupational and Adult Education, U.S. Office of Education, DHEW Regional Office, J. F. Kennedy Federal Building, Boston, Massachusetts 02203. Applicants from New York, New Jersey, and the Virgin Islands should address their applications to Director of Occupational and Adult Education, U.S. Office of Education, DHEW Regional Office, Federal Building, 26 Federal Plaza, New York, New York 10007. Applicants from Michigan should address their applications to Director of Occupational and Adult Education, U.S. Office of Education, DHEW Regional Office, 300 South Wacker Drive, 32nd Floor, Chicago, Illinois 60606. Applicants from California and from the Trust Territory of the Pacific Islands should address their applications to Director of Occupational and Adult Education, U.S. Office of Education, DHEW Regional Office, 50 Fulton Street, San Francisco, California 94102. All applications should be marked: Attention: 13.502. An application sent by

mail will be considered to be received on time by the DHEW Regional Office if:

(1) The application was sent by registered or certified mail not later than the fifth calendar day prior to the closing date (or if such fifth calendar day is a Saturday, Sunday, or Federal holiday, not later than the next following business day), as evidenced by the U.S. Postal Service postmark on the wrapper or envelope, or on the original receipt from the U.S. Postal Service; or

(2) The application is received on or before the closing date by the mail room of the appropriate DHEW Regional Office. (In establishing the date of receipt, the Commissioner of Education will rely on the time-date stamp of the mail room or other documentary evidence of receipt maintained by the DHEW Regional Offices.)

B. *Hand delivered applications.* An application to be hand delivered must be delivered to the appropriate DHEW Regional Office at the address indicated in paragraph (a) above. Hand delivered applications will not be accepted by the DHEW Regional Offices after 4:00 p.m. local time on the closing date.

C. *Program information and forms.* Applications must be prepared and submitted in accordance with instructions and forms which may be obtained from the appropriate DHEW Regional Office at the address indicated in paragraph (A) above.

(20 U.S.C. 1302(c))

Simultaneously with the submission of an application to the appropriate U.S. Office of Education, DHEW Regional Office, the applicant must submit a copy of the application to the applicable State board for vocational education. The State board for vocational education will review each application and may, within a period of sixty days, disapprove any application. All applications not disapproved by the State boards will be eligible for review.

Direct grants or contracts are awarded in each State up to the limit of funding available for the U.S. Commissioner of Education to use in that State as allotted under section 142(c) of Part D of the Act. The approximate allocations anticipated for initiating new grants during fiscal year 1975 are: \$355,464 for California, \$171,595 for Massachusetts, \$100,000 for Michigan, \$109,221 for New Hampshire, \$187,053 for New Jersey, \$315,734 for New York, \$7,563 for the Trust Territory of the Pacific Islands, and \$8,000 for the Virgin Islands. In all other States and territories, the fiscal year 1975 funds are being used to meet the continuation costs of ongoing three-year projects.

D. *Applicable regulations.* The regulations applicable to this program include the Office of Education General Provisions Regulations (45 FCR Part 100a), published in the FEDERAL REGISTER on November 6, 1973 at 38 FR 30654 and the Vocational Education Regulations, Parts C.D. and I (45 CFR Part 103), published in the FEDERAL REGISTER on August 15, 1974 at 39 FR 29361.

(20 U.S.C. 1302(c))

(Catalog of Federal Domestic Assistance Program Number 13.502; Exemplary Projects in Vocational Education)

Dated: September 26, 1974.

T. H. BELL,
U.S. Commissioner of Education.

[FR Doc.74-30495 Filed 12-31-74;8:45 am]

**COMMITTEE FOR THE IMPLEMENTATION OF TEXTILE AGREEMENTS
CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS PRODUCED OR MANUFACTURED IN THE REPUBLIC OF CHINA**

Entry or Withdrawal from Warehouse for Consumption

DECEMBER 27, 1974.

On December 30, 1971, the United States Government concluded a comprehensive Bilateral Cotton Textile Agreement with the Government of the Republic of China concerning exports of cotton textiles and cotton textile products from the Republic of China to the United States. The agreement was amended on March 22, 1973 to establish additional specific export limitations on Categories 48 and 49. Among the provisions of the agreement, as amended, are those establishing specific export limitations, in addition to Categories 48 and 49, on Categories 5/6, 9/10, 15/16, 18/19, 20/21, 22/23, 24/25, 26/27, 28/29, 30, 32, 34/35, 41/42, 43 and part of 62 (other knit shirts and blouses), 44, 45, 46/47, 50, 51, 52, 53, 54, 57, 59, 60, part of 62 (other knit wearing apparel), 63, and 64 for the agreement year beginning January 1, 1975.

Accordingly, there is published below a letter of December 20, 1974 from the Chairman of the Committee for the Implementation of Textile Agreements to the Commissioner of Customs, directing that the amounts of cotton textiles and cotton textile products in the above categories, produced or manufactured in the Republic of China, which may be entered or withdrawn from warehouse for consumption in the United States for the twelve-month period beginning January 1, 1975 and extending through December 31, 1975, be limited to the designated levels. The letter published below and the actions pursuant thereto are not designed to implement all of the provisions of the bilateral agreement, but are designed to assist only in the implementation of certain of its provisions.

ALAN POLANSKY,
Acting Chairman, Committee for the Implementation of Textile Agreements, and Acting Deputy Assistant Secretary for Resources and Trade Assistance, U.S. Department of Commerce.

COMMITTEE FOR THE IMPLEMENTATION OF TEXTILE AGREEMENTS

COMMISSIONER OF CUSTOMS,
Department of the Treasury,
Washington, D.C. 20229

DECEMBER 20, 1974.

DEAR MR. COMMISSIONER: Pursuant to the Bilateral Cotton Textile Agreement of Decem-

ber 30, 1971, as amended, between the Governments of the United States and the Republic of China, and in accordance with the provisions of Executive Order 11651 of March 3, 1972, you are directed to prohibit, effective January 1, 1975 and for the twelve-month period extending through December 31, 1975, entry into the United States for consumption and withdrawal from warehouse for consumption of cotton textiles and cotton textile products in Categories 5/6, 9/10, 15/16, 18/19, 20/21, 22/23, 24/25, 26/27, 28/29, 30, 32, 34/35, 41/42, 43 and part of 62, 44, 45, 46/47, 48, 49, 50, 51, 52, 53, 54, 57, 59, 60, part of 62, 63, and 64, produced or manufactured in the Republic of China, in excess of the following levels of restraint:

| Category | 12-month level of restraint |
|------------|--|
| 5/6----- | 2,923,696 square yards. |
| 9/10----- | 34,383,202 square yards. |
| 15/16----- | 1,643,666 square yards. |
| 18/19----- | 1,860,203 square yards. |
| 20/21----- | 1,212,200 square yards. |
| 22/23----- | 3,689,469 square yards. |
| 24/25----- | 3,599,483 square yards. |
| 26/27----- | 6,723,266 square yards (of which not more than 3,599,483 square yards may be in duck fabric). ¹ |
| 28/29----- | 2,287,651 pieces. |

¹ The T.S.U.S.A. Nos. for duck fabric are:

- 320.—01 through 04, 06, 08
- 321.—01 through 04, 06, 08
- 322.—01 through 04, 06, 08
- 326.—01 through 04, 06, 08
- 327.—01 through 04, 06, 08
- 328.—01 through 04, 06, 08

| Category | 12-month level of restraint |
|---|------------------------------|
| 30 ----- | pieces... 2, 976, 324 |
| 32 ----- | dozen... 443, 633 |
| 34/35 ----- | pieces... 334, 997 |
| 41/42 ----- | dozen... 154, 173 |
| 43 and part of 62 (only T.S.U.S.A. Nos. 382.0002, 382.0605, and 382.0610)----- | dozen... 113, 428 |
| 44 ----- | do... 29, 764 |
| 45 ----- | do... 17, 859 |
| 46/47 ----- | square yards... 12, 019, 286 |
| 48 ----- | dozen... 21, 995 |
| 49 ----- | do... 33, 839 |
| 50 ----- | do... 242, 074 |
| 51 ----- | do... 388, 905 |
| 52 ----- | do... 248, 027 |
| 53 ----- | do... 19, 841 |
| 54 ----- | do... 41, 670 |
| 57 ----- | do... 198, 422 |
| 59 ----- | do... 49, 604 |
| 60 ----- | do... 37, 502 |
| Part of 62 (all T.S.U.S.A. Nos. except those included in part of 62 combined with 43) ----- | pounds... 46, 615 |
| 63 ----- | do... 353, 027 |
| 64 ----- | do... 839, 688 |

In carrying out this directive, entries of cotton textiles and cotton textile products in the above categories, produced or manufactured in the Republic of China, which have been exported to the United States from the Republic of China prior to January 1, 1975, shall, to the extent of any unfilled balances, be charged against the levels of restraint established for such goods for the twelve-month period beginning January 1, 1974 and extending through December 31, 1974. In the event that the levels of restraint established for the twelve-month period ending December 31, 1974, have been exhausted by previous entries, such goods shall be subject to the levels set forth in this letter.

The levels of restraint set forth above are subject to adjustment pursuant to the provisions of the bilateral agreement of December 30, 1971, as amended, between the Governments of the United States and the Republic of China, which provide, in part, that within the aggregate and applicable

group limits, limits on specific categories may be exceeded by not more than five percent; for the limited carryover of shortfalls in certain categories to the next agreement year; and for administrative arrangements. Any appropriate adjustments pursuant to the provisions of the bilateral agreement referred to above, will be made to you by letter.

A detailed description of the categories in terms of T.S.U.S.A. numbers was published in the FEDERAL REGISTER on January 25, 1974 (39 FR 3430).

In carrying out the above directions, entry into the United States for consumption shall be construed to include entry for consumption into the Commonwealth of Puerto Rico.

The actions taken with respect to the Government of the Republic of China and with respect to imports of cotton textiles and cotton textile products from the Republic of China have been determined by the Committee for the Implementation of Textile Agreements to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the rule-making provisions of 5 U.S.C. 553. This letter will be published in the FEDERAL REGISTER.

Sincerely,

ALAN POLANSKY,
Acting Chairman, Committee for the Implementation of Textile Agreements, and Acting Deputy Assistant Secretary for Resources and Trade Assistance.

[FR Doc.74-30516 Filed 12-31-74;8:45 am]

COUNCIL ON ENVIRONMENTAL QUALITY

ENVIRONMENTAL IMPACT STATEMENTS

List of Statements Received

Correction

In FR Doc. 74-28197 appearing at page 41897 of the issue for Tuesday, December 3, 1974, the last full paragraph of the third column on page 41897, referring to "Holland Harbor, Michigan," is corrected by deleting the third line, reading "struction effects (Kansas City District)." and inserting in its place "struction of two diked disposal facilities at".

ENVIRONMENTAL PROTECTION AGENCY

[FRL 314-2]

MOTOR VEHICLE POLLUTION CONTROL SUSPENSION REQUEST

Notice and Procedures for Public Hearing

On December 3, 1974, guidelines were published in the FEDERAL REGISTER (39 FR 41899) for applications for suspension of the statutory 1977 hydrocarbons and carbon monoxide emission standards applicable to light duty vehicles. Section 202(b)(5)(A) of the Clean Air Act (hereinafter the "Act") as amended by the Energy Supply and Coordination Act of 1974, P.L. 93-319, 88 Stat. 246 provides that any time after January 1, 1975, any motor vehicle manufacturer may file such an application with the Administrator of the Environmental Protection Agency. Section 202(b)(5)(C) of the Act specifies that within sixty (60) days after

receipt of an application, and after public hearing, the Administrator shall issue a decision granting or refusing such suspension. It is anticipated that at least one application will be filed, and thus, EPA is announcing at this time that a public hearing will be held at the Thomas Jefferson Memorial Auditorium, U.S. Department of Agriculture, South Building, 14th Street and Independence Avenue, Washington, D.C., commencing at 10 a.m. on January 21, 1975. The hearing is intended to consider arguments and information which any person may present relevant to the findings required by section 202(b)(5) of the Act.

Section 202(b)(5)(A) provides that if the Administrator determines that a suspension should be granted, he shall simultaneously prescribe by regulation interim emission standards which shall apply to emissions of carbon monoxide or hydrocarbons (or both) from light duty vehicles manufactured during model year 1977. Section 202(b)(5)(B) of the Act provides that such interim standards shall reflect the greatest degree of emission control which the Administrator determines is available, giving appropriate consideration to the cost of applying the required technology within the period of time available to the manufacturer.

Section 202(b)(5)(C) of the Act provides that the Administrator shall issue a decision granting suspension only if he determines that (1) such suspension is essential to the public interest or the public health and welfare of the United States, (2) all good faith efforts have been made to meet the established standards, (3) the applicant has established that effective control technology, processes, operating methods or other alternatives are not available or have not been available for a sufficient period of time to achieve compliance prior to the effective date of such standards, and (4) the study and investigation of the National Academy of Sciences and other information available to him have not indicated that technology, processes, or other alternatives are available to meet such standards.

The Administrator has determined that the impact of emission standards on fuel economy shall be an issue relevant to the suspension proceedings, both as an element of the public interest criteria, and as one factor bearing on the question whether the technology to meet the statutory emission standards in 1977 is in fact available. Therefore, applicants may include in their discussion of the technical feasibility of achieving either the statutory or any proposed interim emission standards all relevant data and other information bearing on the issue of the interrelationships between emission control and fuel economy.

The Administrator has indicated that the hearing shall also be held pursuant to authority of section 202(b)(4) of the Act. Section 202(b)(4) requires the Administrator to report annually to the Congress on issues that arise in connection with the motor vehicle control provisions of the Act. It provides that, fol-

lowing appropriate hearings, such reports shall include any recommendations for additional congressional action necessary to achieve the purposes of the Act. The same authority to issue subpoenas and administer oaths that is available in suspension proceedings is also provided in section 202(b)(4). Under this authority, production of information relevant to potential legislative changes may be required even though it might not be relevant to the decision on the suspension applications.

The public hearing is intended to provide and opportunity for interested persons to state their views or arguments or to provide pertinent information concerning both the decision on suspension and any topics which the Administrator may raise relating to his responsibility under section 202(b)(4). Any person desiring to make an oral statement at the hearing should file a notice of such intention and, if practicable, five copies of the proposed statement with the Director, Mobile Source Enforcement Division (EG-340), Environmental Protection Agency, 401 M Street, SW., Washington, D.C. 20460 not later than January 14, 1975.

Persons failing to submit timely written requests to give oral presentations at the public hearing shall not be entitled to appear at the hearing either to give direct presentations or to directly question other witnesses, except at the discretion of the hearing panel. Such persons are not precluded, however, from submitting written statements for the record and written questions to be propounded by the hearing panel. Direct oral statements by participants other than applicants shall be limited to 10 minutes, followed by such questioning as the Hearing Panel deems appropriate.

Written statements and information not to be presented orally at the hearing may be submitted to the above address for inclusion in the record of the hearing at any time prior to completion of the hearing. Any person who provides written or oral information for consideration in this hearing shall be required, upon 48 hours notice, to appear at the hearing to respond to questioning by the Hearing Panel or by such other interested persons as the Panel deems appropriate at any time prior to conclusion of the hearing.

The applications and all supporting documentation and information will be available for public inspection in the Freedom of Information Center, Environmental Protection Agency, 401 M Street, SW., Washington, D.C. 20460, except to the extent a request for confidential treatment has been granted in accordance with the December 3 guidelines.

Procedures. Since the public hearing is designed to give all interested persons an opportunity to participate in this proceeding, participants may present data, views, arguments, or other pertinent information concerning the action requested of the Administrator and may submit written questions to be propounded to a witness by the Hearing

Panel. Participants in the proceeding may, in addition, submit written requests to question directly specified witnesses. Such written requests may be submitted at any time and shall be allowed at the discretion of the Hearing Panel. Requests to question witnesses directly shall contain a showing that the issues to be addressed are critical to the issues in the proceeding and that interrogation of the witness by the Panel and through written questions submitted by such participant is inadequate to protect fully such participant's interests. Such request shall specify the particular issues to be pursued by such participant on direct examination of a witness.

Appropriate representatives of the applicants and other members of the automotive and related industries will be required to attend the hearing and respond under oath to questions propounded by the Hearing Panel and other such persons as the Hearing Officer may appoint. The Panel may limit the length of oral presentations and questions, may exclude irrelevant or redundant material or questions, and may direct that corroborative material be submitted in writing rather than presented orally.

A verbatim transcript of the proceeding will be made and copies will be available from the reporter at the expense of any person requesting them.

Questions on the hearing procedures or on the supplemental guidelines published today may be addressed to the Director of the Mobile Source Enforcement Division at the address set forth above, or at telephone number 202-755-0297.

Dated: December 24, 1974.

ALAN G. KIRK II,
Assistant Administrator for Enforcement and General Counsel (EG-340).

[FR Doc.74-30427 Filed 12-30-74; 8:45 am]

[FRL 312-8; OPP-32000/164]

NOTICE OF RECEIPT OF APPLICATIONS FOR PESTICIDE REGISTRATION

Data To Be Considered in Support of Applications

On November 19, 1973, the Environmental Protection Agency (EPA) published in the FEDERAL REGISTER (38 FR 31862) its interim policy with respect to the administration of Section 3(c)(1) (D) of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA), as amended. This policy provides that EPA will, upon receipt of every application for registration, published in the FEDERAL REGISTER a notice containing the information shown below. The labeling furnished by the applicant will be available for examination at the Environmental Protection Agency, Room EB-31, East Tower, 401 M Street, SW., Washington, D.C. 20460.

On or before March 3, 1975, any person who (a) is or has been an applicant, (b) believes that data he developed and submitted to EPA on or after October 21,

1972, is being used to support an application described in this notice, (c) desires to assert a claim for compensation under Section 3(c)(1)(D) for such use of his data, and (d) wishes to preserve his right to have the Administrator determine the amount of reasonable compensation to which he is entitled for such use of the data, must notify the Administrator and the applicant named in the notice in the FEDERAL REGISTER of his claim by certified mail. Notification to the Administrator should be addressed to the Information Coordination Section, Technical Services Division (WH-569), Office of Pesticide Programs, 401 M Street, SW., Washington, D.C. 20460. Every such claimant must include, at a minimum, the information listed in the interim policy of November 19, 1973.

Applications submitted under 2(a) or 2(b) of the interim policy will be processed to completion in accordance with existing procedures. Applications submitted under 2(c) of the interim policy cannot be made final until the 60 day period has expired. If no claims are received within the 60 day period, the 2(c) application will be processed according to normal procedure. However, if claims are received within the 60 day period, the applicants against whom the claims are asserted will be advised of the alternatives available under the Act. No claims will be accepted for possible EPA adjudication which are received after March 3, 1975.

APPLICATIONS RECEIVED

- EPA File Symbol 4169-T. Aborn Chemical Industries, Inc., 168 "A" St., South Boston MA 02210. ARK SANIDET. Active Ingredients: n-Alkyl (60% C14, 30% C16, 5% C12, 5% C18) dimethyl benzyl ammonium chlorides 1.6%; n-Alkyl (68% C12, 32% C14) dimethyl ethylbenzyl ammonium chlorides 1.6%; Sodium Carbonate 3.0%. Method of Support: Application proceeds under 2(b) of interim policy.
- EPA File Symbol 8127-EA. Aggie Chemical Industries, PO Box 8335, San Antonio TX 78208. AGGIE HOUSEHOLD SPRAY. Active Ingredients: (5-Benzyl-3-furyl) methyl 2,2-dimethyl-3-(2-methylpropenyl) cyclopropanecarboxylate 0.250%; Related compounds 0.034%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 8127-EI. Aggie Chemical Industries. ANT AND ROACH RESIDUAL AND CONTACT SPRAY. Active Ingredients: (5-Benzyl-3-furyl) methyl 2,2-dimethyl-3-(2-methylpropenyl) cyclopropanecarboxylate 0.100%; Related compounds 0.014%; O,O-diethyl - O - (2-isopropyl-4-methyl-6-pyrimidinyl) phosphorothioate 0.500%; Aromatic petroleum hydrocarbons 0.132%; Petroleum distillate 98.750%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 8127-ET. Aggie Chemical Industries. AGGIE POWER HOUSE. Active Ingredients: (5-Benzyl-3-furyl) methyl 2,2-dimethyl-3-(2-methylpropenyl) cyclopropanecarboxylate 2.000%; Related compounds 0.274%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 3941-EA. Athena Corp., 4838 Woodall, Dallas TX 75247. ECHOLS MOUSE PELLETS. Active Ingredients: Warfarin (3-Alpha-Acetylbenzyl)-4-Hydroxycoumarin) 0.025%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 3941-ET. Athena Corp., 4838 Woodall, Dallas TX 75247. ECHOLS RAT AND MOUSE BAIT. Active Ingredients: Warfarin (3-Alpha-Acetylbenzyl)-4-Hydroxycoumarin) 0.025%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 8186-R. Carboline Marine Corp., 350 Hanley Industrial Ct., St. Louis MO 63144. POLYCLAD TROPICAL ANTI-FOULING RED 1240-3. Active Ingredients: Free Copper (Pure) 1.1%; Cuprous Oxide (Pure) 52.5%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 2382-AO. Carson Chemicals, Inc., PO Box 466, New Castle IN 47362. FLT SPRAY FOR USE ON DOGS OR CATS. Active Ingredients: Carbaryl (1-Naphthyl N-Methylcarbamate) 1.00%; 2,2'-Methylenbis (4-chlorophenol) 0.10%; Pyrethrins 0.06%; Piperonyl Butoxide, Technical 0.60%; Butoxypropylene glycol 5.00%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 5719-AG. Chacon Chemical Corp., 5245 Chakemco St., South Gate CA 90280. CHACON DIAZINON SPRAY. Active Ingredients: O,O-diethyl O - (2-isopropyl-6-methyl-4-pyrimidinyl) phosphorothioate 25.00%; Petroleum Derivative Solvent 64.98%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 5719-AU. Chacon Chemical Corp., 5245 Chakemco St., South Gate CA 90280. CHACON VEGETABLE & TOMATO INSECT SPRAY. Active Ingredients: Pyrethrins 0.056%; Rotenone 0.125%; Other cube' resins 0.250%; Petroleum distillate 0.225%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 7173-RAN. Chempar Chemical Co., Inc., 260 Madison Ave., New York, N.Y. 10016. ROZOL HOUSE MOUSE KILLING PELLETS. Active Ingredients: 2-[(p-chlorophenyl) phenylacetyl]-1,3-indandione 0.005%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 7173-RAR. Chempar Chemical Co., Inc. ROZOL RAT & MOUSE PELLETS. Active Ingredients: 2-[(p-chlorophenyl) phenylacetyl] - 1,3 - indandione 0.005%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 7173-RLO. Chempar Chemical Co., Inc. ROZOL RAT AND MOUSE ACTIVATED KILLER. Active Ingredients: 2-[(p-chlorophenyl) phenylacetyl] - 1,3-indandione 0.005%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 4715-GUG. Colorado International Corp., 5321 Dahlia St., Commerce City CO 80022. SWACK BROAD-SPECTRUM SPRAY. Active Ingredients: (5-Benzyl-3-furyl)methyl 2,2-dimethyl-3-(2-methylpropenyl) cyclopropanecarboxylate 24.30%; Related compounds 3.30%; Aromatic Petroleum Hydrocarbons 66.40%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 7273-RUA. Crown Chemicals, 4995 North Main St., Rockford IL 61101. CROWN DOG & CAT INSECTICIDE. Active Ingredients: Pyrethrins 0.05%; Piperonyl Butoxide, Technical 0.50%; Carbaryl (1-naphthyl N-methylcarbamate) 0.50%; Butoxypropylene Glycol 5.00%; Petroleum Distillate 0.21%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 2169-ELG. Patterson Chemical Co., Div. Curry-Cartwright, Inc., 1400 Union Ave., Kansas City MO 64101. GREEN-UP GRANULAR TURF FUNGICIDE CONTAINS DYRENE FUNGICIDE. Active Ingredients: 2,4-Dichloro-6-(o-chloroanilino)-s-triazine 3%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 5927-RE. Dacus, Inc., Highway 6 West, Tupelo MS 38801. FORMULA 202-10% SEVIN DUST. Active Ingredients: Carbaryl (1-Naphthyl Methylcarbamate) 10%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 11741-I. D. W. Davies & Co., Inc., 3200 Phillips Ave., Racine WI 53403. ULTRA-SAN-100. Active Ingredients: n-Alkyl (60% C14, 30% C16, 5% C12, 5% C18) dimethyl benzyl ammonium chlorides 2.25%; n-Alkyl (68% C12, 32% C14) dimethyl ethylbenzyl ammonium chlorides 2.25%; Sodium Carbonate 3.00%. Method of Support: Application proceeds under 2(b) of interim policy.
- EPA File Symbol 35667-R. DyChem International, Inc., 503 North 400 West, Salt Lake City UT 84103. DYCHEM LION-X SANITIZER AND DISINFECTANT. Active Ingredients: n-Alkyl (60% C14, 30% C16, 5% C12, 5% C18) dimethyl benzyl ammonium chlorides 5%; n-Alkyl (68% C12, 32% C14) dimethyl ethylbenzyl ammonium chlorides 5%. Method of Support: Application proceeds under 2(b) of interim policy.
- EPA File Symbol 3770-GEE. Economy Products Co., Inc., PO Box 427, Shenandoah IA 51601. SPRAY CONCENTRATE INSECTICIDE-REPELLENT FOR HORSES. Active Ingredients: Butoxypropylene glycol 50.0%; Technical Methoxychlor 5.0%; Technical Piperonyl Butoxide 1.6%; Pyrethrins 0.2% Petroleum Distillates 33.2%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 34886-L. Field Industries, Inc., PO Box 23216, Harahan LA 70183. LEMON FRESH DISINFECTANT-CLEANER. Active Ingredients: Didecyl dimethyl ammonium chloride 2.5%; Tetrasodium ethylenediamine tetraacetate 2.0%; Sodium carbonate 1.5%. Method of Support: Application proceeds under 2(b) of interim policy.
- EPA File Symbol 257-EOG. Fuld-Stalfort, Inc., 1354 Old Post Rd., Havre de Grace MD 21078. ENVIRO-SEP AEROSOL SPRAY SURFACE DISINFECTANT-AIR SANITIZER-AIR DEODORANT. Active Ingredients: Methyl dodecyl benzyl trimethyl ammonium chloride 0.400%; 3,4',5-tribromosalicylanilide 0.160%; Methyl dodecyl xylene bis (Trimethyl ammonium chloride) 0.100%; 5,4'-dibromosalicylanilide 0.040%; Trisopropanolamine 2.750%; Essential Oils 0.100%; Ethyl Alcohol 55.530%. Method of Support: Application proceeds under 2(c) of interim policy.
- EPA File Symbol 7368-GG. Georgia-Pacific Corp., 2425 Malt Ave., Los Angeles CA 90040. GEORGIA-PACIFIC CALCIUM HYPOCHLORITE. Active Ingredients: Calcium Hypochlorite 65%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 635-ATL. E-Z Flo Chemical Co., Div. of Kirtco Co, PO Box 808, Lansing, MI 48903. E-Z FLO DIAZINON W-40. Active Ingredients: O,O-diethyl O-(2-isopropyl-6-methyl 4-pyrimidinyl) phosphorothioate 40%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 34731-E. Medico Industries, Inc., PO Box 338, Elwood KS 66024. MYCO-MED PET SHAMPOO. Active Ingredients: Lindane (Gamma Isomer Benzene Hexachloride, Technical) 0.3%; 2,2'-Methylenebis (3,4,6-Trichloro-phenol) (Hexachlorophene, USP) 2.0%; Sodium Lauryl Sulfate 12.0%; Polyethylene Glycol "600" Distearate 1.0%; Polyoxyethylene Lanoline 2.0%; Lauric Diethanolamide 5.0%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 34731-G. Medico Industries, Inc., PO Box 338, Elwood KS 66024. LIN-O-MED PET SHAMPOO. Active Ingredients: Lindane (Gamma Isomer Benzene Hexachloride, Technical) 0.3%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 18035-RG. Private Label Chemicals, Inc., 2280 Terminal Rd., St. Paul MN 55113. BIO-CLEAN 3. Active Ingredients: Octyl Decyl Dimethyl Ammonium Chloride 0.950%; Dioctyl Dimethyl Ammonium Chloride 0.475%; Didecyl Dimethyl Ammonium Chloride 0.475%; Tetrasodium Ethylenediamine Tetraacetate 1.000%; Trisodium Phosphate 2.000%. Method of Support: Application proceeds under 2(b) of interim policy.

EPA File Symbol 18035-RL. Private Label Chemicals, Inc., BIO-CLEAN F-2. Active Ingredients: N-ALKYL (60% C14, 30% C16, 5% C12, 5% C18) dimethyl benzyl ammonium chloride 2.25%; N-ALKYL (68% C12, 32% C14) dimethyl ethylbenzyl ammonium chloride 2.25%; Sodium Carbonate 3.0%. Method of Support: Application proceeds under 2(b) of interim policy.

EPA File Symbol 18035-RU. Private Label Chemicals, Inc. BOWL BRIGHT DISINFECTANT TOILET BOWL CLEANER. Active Ingredients: Octyl decyl dimethyl ammonium chloride 1.250%; Dioctyl dimethyl ammonium chloride 0.625%; Didecyl dimethyl ammonium chloride 0.625%; Alkyl amino betaine 1.000%; Hydrogen chloride 8.000%. Method of Support: Application proceeds under 2(b) of interim policy.

EPA File Symbol 602-ELI. Ralston Purina Co., Checkerboard Square, St. Louis MO 63188. PURINA FLY BAIT GRIT. Active Ingredients: Dimethyl 3-hydroxyglutamate dimethyl phosphate 1.0%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 602-ELT. Ralston Purina Co., Checkerboard Square, St. Louis MO 63188. PURINA FLY SUGAR BAIT. Active Ingredients: Dimethyl 3-hydroxyglutamate dimethyl phosphate 1.0%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 9852-UE. Rite-Off Corp., 163 Dupont St., Plainview NY 11803. RITE-OFF DAIRY AND INDUSTRIAL AEROSOL. Active Ingredients: Pyrethrins 0.5%; Piperonyl Butoxide, Technical 4.0%; Petroleum Distillate 15.5%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 9852-UG. Rite-Off Corp., 163 Dupont St., Plainview, NY 11803. RITE-OFF DRIONE INSECTICIDE. Active Ingredients: Pyrethrins 1.00%; Piperonyl Butoxide, Technical 10.00%; Amorphous Silica Gel 40.00%; Petroleum Hydrocarbons 49.00%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 523-IL. Roberts Laboratories, 4995 North Main St., Rockford IL 61101. ROBERTS DOG & CAT INSECTICIDE. Active Ingredients: Pyrethrins, 0.05%; Piperonyl Butoxide, Technical 0.50%; Carbaryl (1-naphthyl N-methylcarbamate) 0.50%; Butoxypolypropylene Glycol 5.00%; Petroleum Distillate 0.21%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 33849-E. Spray-Dyne Corp., PO Box 7535, Harrison OH 45030. SD-801 INDOOR/OUTDOOR FOGGING SPRAY. Active Ingredients: Pyrethrins 0.031%; Piperonyl Butoxide, Technical 0.252%; Petroleum Distillate 99.717%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 33849-G. Spray-Dyne Corp. SD-802 INDOOR/OUTDOOR FOGGING SPRAY. Active Ingredients: Pyrethrins 0.1%; Piperonyl Butoxide, Technical 0.8%; Petroleum Distillate 99.1%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 33849-R. Spray-Dyne Corp. SD-803 INDOOR/OUTDOOR FOGGING SPRAY. Active Ingredients: Pyrethrins 0.3%; Piperonyl Butoxide, Technical 2.4%; Petroleum Distillate 97.3%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 1769-EAR. National Chemsearch, Div. of USACHEM Inc., 2727 Chemsearch Blvd., Irving TX 75062. NATIONAL CHEMSEARCH FLY AND ROACH BAIT. Active Ingredients: 2-(1-methylethoxy) phenol methylcarbamate 0.2%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 1769-EAN. National Chemsearch, Div. of USACHEM Inc., 2727 Chemsearch Blvd., Irving TX 75062. NATIONAL CHEMSEARCH PQM-5. Active Ingredients: Poly [oxyethylene(dimethyliminio) ethylene(dimethyliminio)ethylene dichloride] 5.0%. Method of Support: Application proceeds under 2(c) of interim policy.

EPA File Symbol 876-EUG. Velsicol Chemical Corp., 341 E. Ohio St., Chicago IL 60611. BANVEL DIMETHYLAMINE SALT OF DICAMBA FOR FORMULATION OF HERBICIDES ONLY. Active Ingredients: Dimethylamine Salt of dicamba (3,6-dichloro-o-anisic acid) 49.0%; Dimethylamine Salt of related acids 7.9%. Method of Support: Application proceeds under 2(b) of interim policy.

Dated: December 19, 1974.

JOHN B. RITCH, JR.,
Director,
Registration Division.

[FR Doc.74-30137 Filed 12-30-74;8:45 am]

FEDERAL ENERGY ADMINISTRATION

TRANS-ALASKA PIPELINE

Priorities Assistance for Construction

CROSS REFERENCE: For a document issued jointly by the General Services Administration and the Federal Energy Administration relating to priorities assistance for construction of the Trans-Alaska Pipeline, see FR Doc. 74-30530, *infra*.

FEDERAL POWER COMMISSION

[Docket No. CP75-173]

EQUITABLE GAS CO.

Application

DECEMBER 23, 1974.

Take notice that on December 13, 1974, Equitable Gas Company (Applicant), 420 Boulevard of the Allies, Pittsburgh, Pennsylvania 15219, filed in Docket No. CP75-173 an application pursuant to section 7 of the Natural Gas Act for permission and approval to abandon certain gas transmission facilities and for authorization to replace certain other facilities, all located in Monongalia County, West Virginia, and Greene and Washington Counties, Pennsylvania, all as more fully set forth in the application, which is on file with the Commission and open to public inspection.

Applicant states that it believes it would be advantageous to make certain proposed renewals and abandonments of pipeline in order to provide more efficient transmission of the existing gas supply, reduce maintenance costs by eliminating older mechanically joined pipeline and replacing some of it with modern welded pipe, maintain the same delivery capacity as is now available, and improve the reliability and safety of Applicant's transmission system.

Applicant plans to renew approximately 35.1 miles of 16-inch pipeline and appurtenant facilities in Greene and Washington Counties, and replace said pipeline with 20-inch pipe as follows:

| Line | Mileage |
|---------------------|---------|
| H-111 (1975) ----- | 4.7 |
| H-111 (1976) ----- | 11.6 |
| HM-107 (1977) ----- | 5.7 |
| HM-115 (1977) ----- | 5.0 |
| H-102 (1978) ----- | 3.1 |
| H-106 (1978) ----- | .4 |
| H-117 (1978) ----- | 4.6 |

Applicant estimates the total cost of these facilities at \$8,599,000, to be financed from general funds available to Applicant.

Applicant further proposes to abandon 36.5 miles of transmission line Nos. H-103, H-104, H-105, HM-115, H-113, HM-132, H-142 and H-521. Applicant states that transmission line No. 521 is located in Monongalia County, while the remaining pipelines are located in Greene and Washington Counties.

Applicant further states that the 20-inch lines will generally follow the same direction as the existing 16-inch lines and that as a result approximately 80 percent of the renewed pipelines will be laid in the existing rights-of-way, that Applicant's total gas supply will not be affected by the proposed construction, operation and abandonment, and that no new markets will be served or sales made as a result of the operation of the facilities proposed herein.

Applicant represents that approximately 60 customers will be involved in the abandonment of the lines described above and that approximately 115 customers will be affected by the renewal

of the lines described above. Applicant further represents that all of the consumers involved receive gas under the rules and regulations of the Pennsylvania Public Utility Commission, that any changes in the service be transferred to other utilities or by other means, shall be made in cooperation with, and in accordance with the rules and regulations of "this Commission," and that every effort will be exerted to make service available to these customers through reconnection, transfer to other utilities' lines and assistance in obtaining alternate forms of energy.

Any person desiring to be heard or to make any protest with reference to said application should on or before January 13, 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) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate and permission and approval for the proposed abandonment are required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for applicant to appear or be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 74-30469 Filed 12-31-74; 8:45 am]

FEDERAL RESERVE SYSTEM MELLON NATIONAL CORP.

Order Approving Retention of Allomon Corporation and its Subsidiaries

Mellon National Corporation, Pittsburgh, Pennsylvania, a bank holding company within the meaning of the Bank Holding Company Act, has applied for the Board's approval, under section 4(c)(8) of the Act and § 225.4(b)(2) of the Board's Regulation Y, to retain the assets of Allomon Corporation, McKees Rocks,

Pennsylvania ("Allomon") and its 50 per cent-owned subsidiary, National Realty Enterprises, Inc., McKees Rocks, Pennsylvania ("National Realty"), which owns 100 per cent of the shares of stock of Haymeadow National Corporation, McKees Rocks, Pennsylvania ("Haymeadow"); and Allomon's wholly-owned subsidiary, Mellon National Mortgage Company of Ohio (formerly Jay F. Zook, Inc.) Cleveland, Ohio ("Mellon-Ohio"), and its five wholly-owned subsidiaries located in Cleveland, Ohio; Allied Mortgage, Inc.; Lake States Investment, Inc.; Zook Management & Realty Company; 3826 Euclid Avenue Corporation; and Lake States Insurance Agency, Inc.; and Mellon-Ohio's 51 per cent-owned subsidiary, Clark Development Co., Cleveland, Ohio.¹ Allomon and its subsidiaries are engaged in activities involving loans and extensions of credit such as would be made by a commercial finance company, and in activities involving mortgage banking including the servicing of mortgage loans for institutional investors and offering mortgage redemption insurance underwritten by an independent insurance company. Such activities have been determined by the Board to be closely related to banking (12 CFR 225.4(a)(1), (3), and (9)). Allomon also makes equity investments in its subsidiaries and other equity investments in corporations to the extent permitted under § 4(c)(6) of the Act. Mellon-Ohio also retains an equity interest in certain real estate through two of its subsidiaries, 3826 Euclid Avenue Corporation and Clark Development Company. Ownership of real estate, other than for purposes of full pay-out leasing or occupancy has not been determined to be closely related to banking, and applicant proposes to divest itself of such real estate holdings as soon as reasonable terms can be arranged.

Notice of the application, affording opportunity for interested persons to submit comments and views on the public interest factors, has been duly published (39 FR 35209). The time for filing comments and views has expired, and the Board has considered all comments received in the light of the public interest factors set forth in § 4(c)(8) of the Act (12 U.S.C. 1843(c)(8)).

Applicant, a one-bank holding company, controls Mellon Bank, N.A., Pittsburgh, Pennsylvania ("Bank"), the largest bank in Pennsylvania, with domestic deposits of approximately \$4.4 billion, representing 11.2 percent of total deposits in commercial banks in the State.² Bank, as of June 30, 1974, operated 100

banking offices through the Pittsburgh metropolitan area. Applicant engages through its nonbanking subsidiaries other than Allomon and its subsidiaries in the activities of mortgage banking and full pay-out equipment leasing.

Allomon, with total assets of \$158 million, is engaged in making loans and investments for its own account, and operates on a nationwide basis from its sole office in McKees Rocks, Pennsylvania. Its lending activities are limited to large real estate loans and commercial and industrial loans. Its investment activities consist of both equity investment in subsidiaries and equity investment in 5 per cent or less of the voting shares of other companies.

National Realty, which is 50 per cent owned by Allomon, has total assets of approximately \$1 million and, from its sole office in McKees Rocks, Pennsylvania, operates nationwide as a servicing and financing organization for real estate development, primarily in government-related subsidy programs. National Realty has one subsidiary, Haymeadow, which was established to finance a single project that provides housing for low and moderate income families.

Mellon-Ohio, with total assets of approximately \$137 million, is engaged primarily in mortgage banking and at the time it was acquired by Bank in 1969 there was no significant overlapping competition among Mellon-Ohio's four offices, all of which were located in Ohio, and Bank. At the end of the first year after Mellon-Ohio was acquired by Applicant it ranked as the thirty-ninth largest mortgage servicing firm in the nation with a total mortgage servicing portfolio of approximately \$488 million. As of December 31, 1973, Mellon-Ohio originated approximately \$95 million in commercial real estate loans and \$39 million in residential loans, and serviced a portfolio of \$536.2 million. Mellon-Ohio also offers mortgage redemption insurance to its residential mortgage customers, which it then places directly with an insurance underwriting company. This type of insurance differs slightly from credit life insurance because of the length of the policy, total valuation, and particularity of its nature but it is directly related to an extension of credit.

Several of Mellon-Ohio's subsidiaries are engaged in separate activities.³ Allied Mortgages, Inc. ("Allied") has entered into a contract with an Ohio utility firm to purchase temporarily for re-sale through an independent broker the homes of transferred employees at their appraised value. This activity does not appear to be property management, because Allied is required to sell the property at a price it does not set under the

¹ All banking data are as of December 31, 1973, unless otherwise indicated.

² Zook Management and Realty Company and Lake States Insurance Agency, Inc. are both inactive subsidiaries. Lake States Investments, Inc. but for certain intercompany transactions, is also inactive. Under the Act, these three subsidiaries may not be activated without prior Board approval.

terms of the contract; arranges for third parties to provide insurance and maintenance; and any gain or loss upon resale inures to the utility company. Thus, Allied is not exposed to any of the risks or obligations normally associated with the ownership of real estate. It appears that this is incidental to mortgage banking since Allied thereby makes it possible for residential loans to be generated by its parent company by providing this interim financing service for the utility company and its employees. Allied's service area for this activity is the State of Ohio. There are many mortgage banking firms operating throughout the State, and therefore, retention of this activity will have no adverse competitive effects. In addition to its mortgage banking activity, Allied is registered to engage in the making of second mortgage loans in the State of Ohio, a type of consumer finance activity under Ohio law. This is an activity in which bank holding companies are permitted to engage, and retention thereof would have no significantly adverse competitive effect because of the large number of consumer finance firms operating throughout the Cleveland market in which Allied engages in this activity.

Allied's subsidiary, 3826 Euclid Avenue Corporation owns property formerly occupied by Mellon-Ohio. Clark Development Company, a subsidiary of Mellon-Ohio, was organized to own a parcel of land held for future development or sale. Only a small portion of the original tract remains to be sold. Applicant proposes to divest itself of both such real estate holdings as soon as reasonable negotiations can be arranged.

Allomon and National Realty are relatively new enterprises, having been formed de novo within the past four years. They compete in national markets for large real estate and commercial loans. Loans by these corporations do not constitute a significant share of the respective national markets. During its fiscal year ending April, 1969, its last fiscal year prior to its acquisition by Bank; Mellon-Ohio, then Jay F. Zook, Inc., originated \$30.1 million in residential mortgages and \$29.9 million in commercial mortgages, all from the Cleveland, Cincinnati, Columbus, and Dayton, Ohio SMSAs. Those areas did not and do not overlap the area in which Bank originates residential mortgages. In 1969 Bank had \$1.2 million in commercial mortgage loans outstanding in Ohio. Accordingly, Bank's acquisition of Mellon-Ohio in 1969 eliminated little actual competition. It does not appear that Bank was a probable entrant into the areas in which Mellon-Ohio originated residential mortgages in 1969 or that its further penetration of Ohio commercial mortgage markets in 1969 would have had a significant competitive effect. Thus, any potential competition eliminated by the acquisition was slight. Applicant's present nonbanking mortgage subsidiaries limit their operations to Louisiana and Colorado and thus do not compete with Mellon-Ohio. Furthermore, Mellon-Ohio

does not dominate any of the local mortgage markets in which it currently operates, and due to the large number of competitors in each market, it appears that Mellon-Ohio would not be able to dominate any of these markets following approval of the proposed retention. It appears that Applicant's proposed retention of Allomon and its subsidiaries would not have any adverse effects on existing or potential competition.

The record contains no evidence suggesting that Applicant's retention of Allomon and its subsidiaries may result in undue concentration of resources, conflicts of interests, unsound banking practices, or other adverse effects.

Applicant has provided Mellon-Ohio with needed equity capital and has given it access to funds raised through the sale of commercial paper by a subsidiary of Applicant. Applicant states that Mellon-Ohio would probably have been forced to withdraw from the residential mortgage market in the absence of this assistance. In contrast to the period preceding Mellon-Ohio's acquisition by Applicant when two offices were closed, Mellon-Ohio opened an office in Pittsburgh in 1972 and an office in Indianapolis, Indiana in 1974. Allomon and its subsidiary, National Realty, provide additional sources of funds for a variety of real estate, commercial, and industrial loans in the markets in which they operate. On the basis of the facts of record, the Board concludes that the benefits to the public resulting from Applicant's retention of Allomon and its subsidiaries are consistent with approval of the application.

Applicant has committed itself to dispose of the property formerly occupied by Mellon-Ohio, now held by Allied's subsidiary, 3826 Euclid Avenue Corp. and the remaining parcel of land owned by its subsidiary, Clark Development Company.

Based upon the foregoing and other considerations reflected in the record, the Board has determined, in accordance with the provisions of section 4(c)(8), that retention of Allomon and its subsidiaries by Applicant can reasonably be expected to produce benefits to the public that outweigh possible adverse effects. Accordingly, the application is hereby approved. This determination is subject to the condition that Applicant dispose of the above-mentioned real estate at the earliest practicable time, and in no event later than November 28, 1975, and that Applicant shall keep the Board advised of progress with respect thereto. This determination is subject further to the conditions set forth in § 225.4(c) of Regulation Y and to the Board's authority to require such modification or termination of the activities of a holding company or any of its subsidiaries as the Board finds it necessary to assure compliance with the provisions and purposes of the Act and the Board's regulations and orders issued thereunder, or to prevent evasion thereof.

By order of the Board of Governors,⁴ effective December 20, 1974.

[SEAL] GRIFFITH L. GARWOOD,
Acting Secretary of the Board.

[FR Doc. 74-30459 Filed 12-30-74; 8:45 am]

SOUTHERN BANCORPORATION, INC.
Acquisition of Bank

Southern Bancorporation, Inc., Greenville, South Carolina, has applied for the Board's approval under section 3(a)(3) of the Bank Holding Company Act (12 U.S.C. 1842(a)(3)) to acquire an additional 14.9 percent of the voting shares of Bank of North Charleston, North Charleston, South Carolina. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the office of the Board of Governors or at the Federal Reserve Bank of Richmond. Any person wishing to comment on the application should submit views in writing to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, to be received not later than January 22, 1975.

Board of Governors of the Federal Reserve System, December 23, 1974.

[SEAL] GRIFFITH L. GARWOOD,
Assistant Secretary of the Board.

[FR Doc. 74-30459 Filed 12-30-74; 8:45 am]

**GENERAL SERVICES
ADMINISTRATION**

TRANS-ALASKA PIPELINE

Priorities Assistance for Construction

This Notice modifies and supplements the General Services Administration and Federal Energy Administration Notice of September 23, 1974, authorizing priorities assistance under the Defense Production Act of 1950, as amended, for construction of the Trans-Alaska Pipeline (39 FR 34608).

1. Notwithstanding the provisions of section 4 of the Notice of September 23, 1974, relative to exclusion of facilities used in connection with the production of oil or gathering systems, it has been determined that field facilities for the production of North Slope oil resources are directly related to pipeline startup and eventual throughput. Further, it has been determined that materials problems together with complicated logistics problems associated with construction in the remote environment of Northern Alaska pose additional threats to timely delivery of oil to the lower 48 States.

2. Therefore, it is deemed necessary and appropriate to promote the national defense, and essential to the Nation's security interests in achieving a measure of independence in domestic energy resources to authorize additional priorities assistance and allocation support, pursuant to section 101(a) of the Act, to the operating companies, their contractors,

⁴ Voting for this action: Vice Chairman Mitchell and Governors Sheehan, Bucher, Holland, Wallich, and Coldwell. Absent and not voting: Chairman Burns.

subcontractors, and suppliers engaged in the construction of production facilities on the Alaska North Slope.

3. Wherefore, the parties designated in paragraph 2 above are authorized priority assistance and allocation support in procuring those items, equipment and materials which have been shown to be necessary and critical to the development of Alaskan North Slope oil resources and will be utilized in the fabrication of modules.

4. This authorization is limited to the purpose of ensuring that such modules are available for shipment in time for the annual Arctic Ocean barge seasons. This authorization shall expire no later than October 1, 1976.

5. Except as provided above, the administrative arrangements and limitations in the Notice of September 23, 1974, shall apply.

This Notice is issued pursuant to the Defense Production Act of 1950, as amended.

Dated: December 30, 1974.

FRANK G. ZARB,
Administrator,
Federal Energy Administration.

LESLIE W. BRAY, Jr.,
Director, Office of Preparedness,
General Services Administration.

INTERIM COMPLIANCE PANEL (COAL MINE HEALTH AND SAFETY) CONSOLIDATION COAL CO.

Opportunity for Public Hearing Regarding Applications for Renewal Permits; Electric Face Equipment Standard

Applications for Renewal Permits for Noncompliance with the Electric Face Equipment Standard prescribed by the Federal Coal Mine Health and Safety Act of 1969 have been received for items of equipment in underground coal mines as follows:

- ICP Docket No. 4352-000, Consolidation Coal Company, Franklin No. 25 Mine, Mine ID No. 33 00963 0 New Athens, Ohio,
ICP Permit No. 4352-022-R-2 (National Mine Service 48-48 Shuttle Car, Ser. No. 1389),
ICP Permit No. 4352-025-R-2 (National Mine Service 48-45 Shuttle Car, Ser. No. 1101),
ICP Permit No. 4352-026-R-2 (National Mine Service 48-45 Shuttle Car, Ser. No. 1100).

In accordance with the provisions of § 504.7(b) of Title 30, Code of Federal Regulations, notice is hereby given that requests for public hearing as to an application for a renewal permit may be filed on or before January 17, 1974. Requests for public hearing must be filed in accordance with 30 CFR Part 505 (35 FR 11296, July 15, 1970), as amended, copies of which may be obtained from the Panel upon request.

A copy of each application is available for inspection and requests for public hearing may be filed in the office of the Correspondence Control Officer, Interim

Compliance Panel, Room 800, 1730 K Street, NW., Washington, D.C. 20006.

GEORGE A. HORNBECK,
Chairman,
Interim Compliance Panel.

DECEMBER 26, 1974.

[FR Doc.74-39497 Filed 12-31-74;8:45 am]

OFFICE OF MANAGEMENT AND BUDGET

CLEARANCE OF REPORTS

List of Requests

The following is a list of requests for clearance of reports intended for use in collecting information from the public received by the Office of Management and Budget on 12/27/74 (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 an indication of who will be the respondents to the proposed collection.

The symbol (X) identifies proposals which appear to raise no significant issues, and are to be approved after brief notice 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

GENERAL SERVICES ADMINISTRATION

Microfilm questionnaire, single-time, libraries, Lowry, R.L., 395-3772.

DEPARTMENT OF COMMERCE

- National Bureau of Standards:
Survey of Users of WWV, WWVH Services, (NBS) BL-97, single-time, users of broadcasts, Caywood, D.P., 395-3443.
Impacts and Needs in Molecular Polymer Characterization, single-time, plastics producers and users, Lowry, R.L., 395-3772.
Impacts and Needs for Calibration of Non-Linear Mechanical Properties of Polymers, single-time, R&D Laboratories at Plastics Producers, Lowry, R.L., 395-3772.

BUREAU OF DOMESTIC COMMERCE

Steel mill products shipments 1974, DIB-981, single-time, steel producers, Weiner, N., 395-4890.

U.S. TARIFF COMMISSION

Probable economic effects of tariff concessions on U.S. firms producing textile machinery, single-time, producers of textile machinery, Weiner, N., 395-4890.

REVISIONS

DEPARTMENT OF COMMERCE

Bureau of the Census:
Annual Survey of Manufactures, MA-IOC, annually, manufacturing establishments, Weiner, N., 395-4890.

Manufacturers' Shipments, Inventories, and Orders: M3, M3-1, M3-2, monthly, manufacturing companies, Weiner, N., 395-4890.

EXTENSIONS

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Center for Disease Control, gonorrhea screening project reports, HSM 9.124, quarterly, project grantees, Evinger, S. K., 395-3648.

PHILLIP D. LARSEN,
Budget and Management
Officer.

[FR Doc.74-30531 Filed 12-31-74;8:45 am]

UNITED STATES WATER RESOURCES COUNCIL

STANDING STATE ADVISORY COMMITTEE

Notice of Meeting

In accordance with section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463), announcement is made of the following committee meeting:

Name: Standing State Advisory Committee (SSAC).

Date: January 22, 1975.

Place: Lower Level Conference Room, Lower Level, Geiman Building, 2120 L Street NW., Washington, D.C. 20037.

Time: 9:30 a.m. until 12:00 noon.

Proposed agenda:

1. Organization, activities, and operating procedures regarding SSAC.
2. Advice and comments regarding the proposal prepared by the Department of Justice concerning inventorying and quantification of reserved, appropriative, and other water rights.

Purpose of Meeting:

The committee will consider the organization, activities and operating procedures of the SSAC to review and further define the functions of the committee.

At the request of the Water Resources Council, the Department of Justice prepared a proposal concerning inventorying and quantification of reserved, appropriative, and other water rights. The SSAC membership consists of the Executive Committee of the Interstate Conference on Water Problems (ICWP). The ICWP has been the coordinating body for the State comments on the proposal prepared by the Justice Department. Therefore, this agenda item will afford the opportunity for the SSAC to advise and comment upon the information it has received from the States.

The meeting of the Standing State Advisory Committee (SSAC) is open to the public. Public attendance depending on available space, may be limited to those persons who have notified the SSAC Committee Management Officer in writing, at least 5 days prior to the meeting, of their intention to attend the January 22 meeting.

Any member of the public may file a written statement with the Committee before, during or after the meeting. To the extent that time permits the Committee Chairman may allow public presentation of oral statements at the meeting.

NOVEMBER 27, 1974.

All communications regarding the SSAC should be addressed to Gary D. Cobb, Deputy Director, Water Resources Council, SSAC Committee Management Officer, 2120 L Street NW., Washington, D.C. 20037.

WARREN D. FAIRCHILD,
Director.

[FR Doc.74-30508 Filed 12-31-74;8:45 am]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

OUTER CONTINENTAL SHELF OIL AND GAS LEASING

Rescheduling of Public Hearings Regarding Proposed Increase in OCS Leasing

Correction

In FR Doc. 74-30145 appearing at page 44670 in the issue for Thursday, Decem-

ber 26, 1974, in the signatures following the text, Curt Burklund's title now reading, "Assistant Director, Bureau of Land Management," should read, "Director, Bureau of Land Management," and Royston C. Hughes' title now reading, "Secretary of the Interior," should read, "Assistant Secretary of the Interior."

**Fish and Wildlife Service
LOS ANGELES ZOO**

Receipt of Application for Endangered Species Permit

Notice is hereby given that the following application for a permit is deemed to have been received under section 10 of the Endangered Species Act of 1973 (P.L. 93-205).

Applicant: Los Angeles Zoo, 5333 Zoo Drive, Los Angeles, California 90027, Dr. Warren D. Thomas, Director.

DIRECTOR (FWS/LE),
U.S. Fish and Wildlife Service,
U.S. Department of the Interior,
Washington, D.C.

DEAR SIR: 1. Monkey-eating Eagle, *Pitheco-phaga jefferyi*, One male, estimated age 17+ years.

2. Agreement arrived at through correspondence includes the following points:

1. Los Angeles to take full responsibility for care and propagation.

2. Los Angeles to pay all miscellaneous fees involved.

3. Ownership of offspring to be shared on an equal basis with Frankfurt receiving the first young.

4. Frankfurt to have option on first pair of offspring if a proper breeding project is established.

5. Primary concern is captive breeding project.

3. The justification for this project is based upon the decline of Monkey-eating Eagles in the wild and the importance of captive breeding for continued survival. The project is aimed at the propagation of an endangered species. Public display, scientific research and educational use of the exhibit are secondary factors and will be allowed only if they do not interfere with our primary goal. Should for any reason the Los Angeles Zoo be unable to continue the program, the eagles would be transferred to another breeding project.

4. The Los Angeles Zoo is owned and operated by the City of Los Angeles. Permanence, continuity and excellence are guaranteed as much as within relevant feasibility.

5. The bird to be imported has been in the Frankfurt Zoo, West Germany, since 1958. It is a wild caught bird that is presently missing the tip of one wing and therefore unsuitable for release.


6. Inappropriate.

7. 1. Enclosed is a diagram of the proposed exhibit and a photograph of a similar exhibit presently housing a pair of Harpy Eagles, the closest living relative of the Monkey-eating Eagles. A pair of Harpy Eagles have laid over 20 eggs and hatched three young in an exhibit of this size demonstrating the potential success in an exhibit under our present procedures.

ii. Dr. Warren D. Thomas, Director of the Los Angeles Zoo, formerly the Director of the Gladys Porter Zoo, graduated from Ohio State University, Columbus, Ohio, with a Degree of Bachelor of Science and also a Doctor's Degree in Veterinary Medicine. He received a Faculty Appointment as Assistant Professor of Internal Medicine in Omaha, Nebraska; and as Assistant Professor of Research Medicine at the University of Nebraska. He was a keeper at the Columbus Municipal Zoo, Consultant for the Jardin Zoologico de Barranco in Lima, Peru, Director of the Oklahoma City Zoo, and Director of the Henry Doorly Zoo in Omaha, Nebraska.

Richard S. Rundel, Curator of Birds at the Los Angeles Zoo, graduated from Occidental College, Los Angeles, California, with a Bachelor's Degree in Biology and did graduate work in animal behavior for two years at San Diego State College, while working at the San Diego Zoo. For one and one-half years, he was a full-time consultant on birds at the San Francisco Zoo and in charge of a Bird of Prey Rehabilitation Program. During this period he was personally responsible for hand-rearing various species of raptors including Golden Eagles and supervised the release of 85 raptors including 13 Golden Eagles.

iii. The Los Angeles Zoo's primary objective is to breed this rare and endangered

| | | | |
|--|--|---|--|
|  <p>DEPARTMENT OF THE INTERIOR U.S. FISH AND WILDLIFE SERVICE</p> <p>FEDERAL FISH AND WILDLIFE LICENSE/PERMIT APPLICATION</p> | | <p>1. APPLICATION FOR (Indicate only one)</p> <p><input checked="" type="checkbox"/> IMPORT OR EXPORT LICENSE <input type="checkbox"/> PERMIT</p> | |
| <p>3. APPLICANT: (Name, complete address and phone number of individual, business, agency, or institution for which permit is requested)</p> <p>Los Angeles Zoo 5333 Zoo Drive Los Angeles, California 90027 (213) 666-4650</p> | | <p>2. BRIEF DESCRIPTION OF ACTIVITY FOR WHICH REQUESTED LICENSE OR PERMIT IS NEEDED.</p> <p>Pair up single female Monkey-eating Eagle (endangered species) with single male presently in the Frankfurt Zoo, West Germany, for propagation.</p> | |
| <p>4. IF "APPLICANT" IS AN INDIVIDUAL, COMPLETE THE FOLLOWING:</p> <p><input type="checkbox"/> MR. <input type="checkbox"/> MRS. <input type="checkbox"/> MISS <input type="checkbox"/> MS.</p> <p>DATE OF BIRTH: _____ HEIGHT: _____ WEIGHT: _____</p> <p>COLOR HAIR: _____ COLOR EYES: _____</p> <p>PHONE NUMBER WHERE EMPLOYED: _____ SOCIAL SECURITY NUMBER: _____</p> <p>OCCUPATION: _____</p> <p>ANY BUSINESS, AGENCY, OR INSTITUTIONAL AFFILIATION HAVING TO DO WITH THE WILDLIFE TO BE COVERED BY THIS LICENSE/PERMIT: _____</p> | | <p>5. IF "APPLICANT" IS A BUSINESS, CORPORATION, PUBLIC AGENCY, OR INSTITUTION, COMPLETE THE FOLLOWING:</p> <p>EXPLAIN TYPE OR KIND OF BUSINESS, AGENCY, OR INSTITUTION</p> <p>Public Zoo - conservation and research programs in addition to recreation and educational activities.</p> <p>NAME, TITLE, AND PHONE NUMBER OF PRESIDENT, PRINCIPAL OFFICER, DIRECTOR, ETC.</p> <p>Dr. Warren Dean Thomas (same)</p> <p>IF "APPLICANT" IS A CORPORATION, INDICATE STATE IN WHICH INCORPORATED _____</p> | |
| <p>6. LOCATION WHERE PROPOSED ACTIVITY IS TO BE CONDUCTED</p> <p>Import from Frankfurt to Los Angeles direct</p> | | <p>7. DO YOU HOLD ANY CURRENTLY VALID FEDERAL FISH AND WILDLIFE LICENSE OR PERMIT? <input type="checkbox"/> YES <input type="checkbox"/> NO (If yes, list license or permit numbers)</p> <p>8. IF REQUIRED BY ANY STATE OR FOREIGN GOVERNMENT, DO YOU HAVE THEIR APPROVAL TO CONDUCT THE ACTIVITY YOU PROPOSE? <input type="checkbox"/> YES <input type="checkbox"/> NO (If yes, list jurisdiction and type of document)</p> <p>Not required</p> | |
| <p>9. CERTIFIED CHECK OR MONEY ORDER (if applicable) PAYABLE TO THE U.S. FISH AND WILDLIFE SERVICE ENCLOSED IN AMOUNT OF</p> <p>\$ 50.00</p> | | <p>10. DESIRED EFFECTIVE DATE</p> <p>ASAP</p> | |
| <p>11. DURATION NEEDED</p> <p>6 months</p> | | <p>12. ATTACHMENTS. THE SPECIFIC INFORMATION REQUIRED FOR THE TYPE OF LICENSE/PERMIT REQUESTED (50 CFR 17.12(b)) MUST BE ATTACHED, IT CONSTITUTES AN INTEGRAL PART OF THIS APPLICATION. LIST SECTIONS OF 50 CFR UNDER WHICH ATTACHMENTS ARE PROVIDED.</p> | |
| <p>CERTIFICATION</p> | | | |
| <p>I HEREBY CERTIFY THAT I HAVE READ AND AM FAMILIAR WITH THE REGULATIONS CONTAINED IN TITLE 50, PART 17, OF THE CODE OF FEDERAL REGULATIONS AND THE OTHER APPLICABLE PARTS IN SUBCHAPTER B OF CHAPTER I OF TITLE 50, AND I FURTHER CERTIFY THAT THE INFORMATION SUBMITTED IN THIS APPLICATION FOR A LICENSE/PERMIT IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF. I UNDERSTAND THAT ANY FALSE STATEMENT HEREIN MAY SUBJECT ME TO THE CRIMINAL PENALTIES OF 18 U.S.C. 1001.</p> | | | |
| <p>SIGNATURE (Type and Print)</p> <p>Warren D. Thomas</p> | | <p>DATE</p> | |

species. Toward this end we will be happy to cooperate in any means possible. Data for any reasonable purpose will be freely offered.

iv. The container for shipment shall be of sufficient size to allow the bird to perch in a normal position while restraining it from excessive movement. The container would be approximately 40 inches high, 36 inches long and 24 inches wide. Food and water would be provided through a small door in the front of the container to allow for in transit care without endangering the animal. It shall be constructed out of plywood using a 2x4 frame. One perch will be placed 16 inches off the floor of the container. To minimize transit problems, the bird will be shipped directly to Los Angeles.

Sincerely yours,

WARREN D. THOMAS, D.V.M.,
Director, Los Angeles Zoo.

WDT/bj
Enclosures

Documents and other information submitted in connection with this application are available for public inspection during normal business hours at the Service's office in Suite 600, 1612 K Street, N.W., Washington, D.C.

Interested persons may comment on this application by submitting written data, views, or arguments, preferably in triplicate, to the Director (FWS/LE), Fish and Wildlife Service, Post Office Box 19183, Washington, D.C. 20036. All relevant comments received on or before February 3, 1975, will be considered.

Dated: December 26, 1974.

RICHARD M. PARSONS,
Acting Chief, Division of Law
Enforcement, U.S. Fish and
Wildlife Service.

[FR Doc.74-30501 Filed 12-31-74;8:45 am]

WESLEY R. JONES

Receipt of Application for Endangered Species Permit

Notice is hereby given that the following application for a permit is deemed to have been received under section 10 of the Endangered Species Act of 1973 (P.L. 93-205).

Applicant: Mr. Wesley R. Jones, Chief, Branch of Population Management, Division of Planning and Assistance, Fish and Wildlife Service, Regional Office, Twin Cities, Minnesota 55111.

Date: September 4, 1974.

From: Wesley R. Jones, Chief, Branch of Population Management, Twin Cities, MN.
Subject: Application for Permit to Conduct Wildlife Management Activities Relating to the Kirtland's warbler (Denroica Kirtlandii) as Required by the Endangered Species Act of 1973.

Following is the information you should require under the format established by 50 CFR 13.12.

1. Wesley R. Jones, Chief, Branch of Population Management, Division of Planning and Assistance, Fish and Wildlife Service, Regional Office, Twin Cities, Minnesota. Phone (612) 725-3596.

2. Not applicable.

3. Director, U.S. Fish and Wildlife Service, Lynn A. Greenwalt.

4. All areas in Region 3 containing breeding populations of Kirtland's warblers.

5. Type: Scientific Permit Involving Endangered Wildlife. A permit is requested to continue activities leading to the recovery of the endangered population of Kirtland's warblers. Ongoing activities include the collection of information on population size and distribution through observations of singing males on territory; nest observations to determine incidence of cowbird parasitism and collection of data on egg production and fledging. In order to ensure against public harassment of this species on its breeding grounds the permittee will supervise the conduct of guided public tours. The permittee will be engaged in an intensive cowbird control program to minimize cowbird parasitism on Kirtland's warblers. In the course of the above activities the permittee may encounter nonviable eggs, warblers that have suffered natural mortality, or are injured. The permit requested should include incidental salvage. This permit is necessary to carry out the Kirtland's warbler management practices recommended by the Kirtland's warbler Advisory Committee and by specified representatives of the U.S. Forest Service, Michigan Department of Natural Resources, and the U.S. Fish and Wildlife Service; and will be required to pursue the objectives of the Kirtland's Warbler Recovery Plan. It is assumed that under the provisions of Section 13.25(b) persons supervised by the permittee will also be covered by the permit.

6. Not applicable. No importation or exportation is contemplated.

7. Certification.

I hereby certify that I have read and am familiar with the regulations contained in Title 50, Part 13, of the Code of Federal Regulations and the other applicable parts in Subchapter B of Chapter I of Title 50, and I further certify that the information submitted in this application for a permit is complete and accurate to the best of my knowledge and belief. I understand that any false statement herein may subject me to the criminal penalties of 18 U.S.C. 1001.

8. Proposed effective date: Upon submission.

9. Present date: September 4, 1974.

10.

WESLEY R. JONES,
Chief,
Branch of Population Management.

11. Concurrence.

CHARLES A. HUGHLETT,
Acting Regional Director, U.S. Fish
and Wildlife Service, Region III.

Documents and other information submitted in connection with this application are available for public inspection during normal business hours at the Service's office in Suite 600, 1612 K Street, N.W., Washington, D.C.

Interested persons may comment on this application by submitting written data, views, or arguments, preferably in triplicate, to the Director (FWS/LE), Fish and Wildlife Service, Post Office Box 19183, Washington, D.C. 20036. All relevant comments received on or before February 3, 1975, will be considered.

Dated: December 26, 1974.

C. R. BAVIN,
Chief, Division of Law Enforcement,
U.S. Fish and Wildlife
Service.

[FR Doc.74-30502 Filed 12-31-74;8:45 am]

INTERSTATE COMMERCE COMMISSION

IRREGULAR-ROUTE MOTOR COMMON CARRIERS OF PROPERTY—ELIMINATION OF GATEWAY LETTER NOTICES

DECEMBER 27, 1974.

The following letter-notices of proposals to eliminate gateways for the purpose of reducing highway congestion, alleviating air and noise pollution, minimizing safety hazards, and conserving fuel have been filed with the Interstate Commerce Commission under the Commission's Gateway Elimination Rules (49 CFR 1065(a)), and notice thereof to all interested persons is hereby given as provided in such rules.

An original and two copies of protests against the proposed elimination of any gateway herein described may be filed with the Interstate Commerce Commission on or before January 13, 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 82063 (Sub-No. E3), filed June 4, 1974. Applicant: KLIPSCH HAULING CO., 119 East Laughborough, St. Louis, Mo. 63111. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street NW., Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Liquid sulfur trioxide*, in bulk, in tank vehicles, from points in Alabama, Colorado, Illinois, Indiana, Kansas, Michigan, Mississippi, Missouri, Ohio, South Carolina, and Wisconsin. (2) to points in Oklahoma, Texas (except points in Harris County, Tex.), and points in Arkansas on and west of a line beginning at the Missouri-Arkansas State line, and extending along U.S. Highway 65 to its junction with Arkansas Highway 81, thence along Arkansas Highway 81 to the Arkansas-Louisiana State line (Fairmont City, Ill., and Springfield and Verona, Mo.), (3) to points in Louisiana on and west of a line beginning at the Mississippi-Louisiana State line, and extending along Interstate Highway 55 to its junction with U.S. Highway 51, thence along U.S. Highway 51 to its junction with Interstate Highway 10, thence along Interstate Highway 10 to its junction with Louisiana Highway 23, thence along Louisiana Highway 23 to the Gulf of Mexico (Fairmont City, Ill., and Verona and Pine Bluff, Ark.).* The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 82063 (Sub-No. E4), filed June 4, 1974. Applicant: KLIPSCH HAULING CO., 119 East Laughborough, St. Louis, Mo. 63111. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street

NW., Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Part I (Pine Bluff, Ark.) * *Liquid chemicals*, in bulk, in tank vehicles, from Springfield and Verona, Mo., to points in Alabama, Louisiana, and those points in Mississippi on and south of a line beginning at the Tennessee-Mississippi State line, and extending along Interstate Highway 55 to Mississippi Highway 6, thence along Mississippi Highway 6 to Mississippi Highway 41, thence along Mississippi Highway 41 to U.S. Highway 278, thence along U.S. Highway 278 to the Mississippi-Alabama State line. Part II (Dupo, Ill.) * *liquid chemicals*, in bulk, in tank vehicles, from Springfield and Verona, Mo., to points in Indiana, and those points in Illinois on and east of a line beginning at the Iowa-Illinois State line, and extending along Illinois Highway 96 to its junction with U.S. Highway 54, thence along U.S. Highway 54 to the Illinois-Missouri State line to points in Illinois on and north of a line beginning at the Missouri-Illinois State line, and extending along Illinois Highway 3 to Illinois Highway 146, thence along Illinois Highway 146 to its junction with the Illinois-Kentucky State line, to points in Iowa on and east of a line beginning at the Missouri-Iowa State line, and extending along U.S. Highway 218 to Iowa Highway 101, thence along Iowa Highway 101 to Iowa Highway 150, thence along Iowa Highway 150 to its junction with Iowa Highway 3, thence along Iowa Highway 3 to its junction with Iowa Highway 139, thence along Iowa Highway 139 to the Iowa-Minnesota State line, to points in Kentucky on and east of a line beginning at the Illinois-Kentucky State line, and extending along U.S. Highway 68 to its junction with U.S. Highway 641, and extending along U.S. Highway 641 to the Kentucky-Tennessee State line, to those points in Tennessee on and east of a line beginning at the Kentucky-Tennessee State line, and extending along U.S. Highway 641 to Tennessee Highway 69, thence along Tennessee Highway 69 to its junction with Tennessee Highway 22, thence along Tennessee Highway 22 to the Tennessee-Mississippi State line. Part III (Dupo, Ill., and Mt. Carmel, Ill.) * *liquid chemicals*, in bulk, in tank vehicles, from Springfield and Verona, Mo., to points in Ohio. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 82063 (Sub-No. E5), filed June 4, 1974. Applicant: KLIPSCH HAULING CO., 119 East Laughborough, St. Louis, Mo. 63111. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street NW, Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Part I *Calcined clay residue, dry, in bulk*, from Owensville, Mo., to the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone (Venice, Ill.) *. The purpose of this filing is to eliminate the gateway indicated by asterisk above.

No. MC 82063 (Sub-No. E6), filed June 4, 1974. Applicant: KLIPSCH

HAULING CO., 119 East Laughborough, St. Louis, Mo. 63111. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street NW, Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Part I *Liquid sulfur trioxide*, in bulk, in tank vehicles, from Fairmont City, Ill., to points in Arkansas, Oklahoma and Texas (except Harris County, Tex.) (Springfield, and Verona, Mo.). Part II *Liquid sulfur trioxide*, in bulk, in tank vehicles, from Fairmont City, Ill., to points in Louisiana (Verona, Mo., and Pine Bluff, Ark.) *. The purpose of this filing is to eliminate the gateway indicated by asterisk above.

No. MC 82063 (Sub-No. E7), filed June 4, 1974. Applicant: KLIPSCH HAULING CO., 119 East Laughborough, St. Louis, Mo. 63111. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street NW., Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Part I *Liquid chemicals*, in bulk, in tank vehicles, from Whitehall, Ill., to points in Arkansas, Kansas, Oklahoma, and Texas (except Harris County, Tex.) (Springfield, Mo.) *. Part II *liquid chemicals*, in bulk, in tank vehicles, from Whitehall, Ill., to points in Louisiana (Springfield and Verona, Mo., and Pine Bluff, Ark.) *. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 82063 (Sub-No. E8), filed June 4, 1974. Applicant: KLIPSCH HAULING CO., 119 East Laughborough, St. Louis, Mo. 63111. Applicant's representative: E. Stephen Heisley, 666 Eleventh Street NW., Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Part I *Liquid chemicals*, in bulk, in tank vehicles, from Pine Bluff, Ark., to points in Indiana (except the facilities of Commercial Solvent Corp., at Terre Haute), and Ohio (Mt. Carmel, Ill.) *. Part II *liquid chemicals*, in bulk, in tank vehicles, from Pine Bluff, Ark., to points in Iowa (Dupo, Ill.) *. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 83835 (Sub-No. E27), filed May 14, 1974. Applicant: WALES TRANSPORTATION, INC., P.O. Box 6186, Dallas, Tex. 75222. Applicant's representative: William A. Cunningham (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Contractors' machinery and equipment*, (1) which are self-propelled articles, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, (2) which are 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, (3) which are used in or in connection with, the construction, operation, repair, serv-

icing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof, (4) which are earth drilling machinery and equipment, and machinery, equipment, materials, supplies, and pipe incidental to, used in, or in connection with (a) the transportation, installation, removal, operation, repair, servicing, maintenance, and dismantling of drilling machinery and equipment, (b) the completion of holes or wells drilled, (c) the production, storage, and transmission of commodities resulting from drilling operations at well or hole sites and (d) the injection or removal of commodities into or from holes or wells, (5) which are commodities which, because of their size or weight, require the use of special equipment, and related parts when their transportation is incidental to the transportation of commodities, which by reason of size or weight, require the use of special equipment (except machinery, equipment, materials, and supplies used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products, and materials, equipment, and supplies used in, or in connection with the construction, operation, repair, servicing, main-stringing and picking up thereof, and (6) which are used in or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, other than pipelines used for the transmission of natural gas, petroleum, their products, and by-products, water, or sewerage, restricted to the transportation of shipments moving to or from pipeline rights-of-way, between points in New Mexico, on the one hand, and, on the other, points in Ohio and Pennsylvania. The purpose of this filing is to eliminate the gateways of Oklahoma.

No. MC 95540 (Sub-No. E829), filed December 9, 1974. Applicant: WATKINS MOTOR LINES, 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: *Meats, meat products, and meat by-products*, as described in section A of Appendix I to report in *Descriptions in Motor Carrier Certificates*, 61, M.C.C. 209 and 766, from St. Charles, Ill., to those points in New Mexico on and south of a line beginning at the New Mexico-Texas State line and extending along U.S. Highway 60 to its junction with U.S. Highway 84, thence along U.S. Highway 84 to its junction with U.S. Highway 85, thence along U.S. Highway 85 to its junction with U.S. Highway 66, thence along U.S. Highway 66 to the New Mexico-Arizona State line, to those points in Arizona on and south of a line beginning at the Arizona-New Mexico State line and extending along U.S. Highway 66 to its junction with U.S. Highway 93, thence along U.S. Highway 93 to the Arizona-New Mexico State line, to those points in California on and south of a line beginning at the

California-Nevada State line and extending along Interstate Highway 15 to its junction with California Highway 58, thence along California Highway 58 to its junction with California Highway 140, thence along California Highway 140 to its junction with Interstate Highway 15, thence along Interstate Highway 15 to its junction with California Highway 152, thence along California Highway 152 to its junction with California Highway 1, thence along California Highway 1 to the Pacific Ocean.

No. MC 95540 (Sub-No. E830), filed December 9, 1974. Applicant: WATKINS MOTOR LINES, 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: *Frozen edible meats*, from St. Charles, Ill., to those points in Virginia on and south of a line beginning at the Virginia-North Carolina State line and extending along U.S. Highway 1 to its junction with Virginia Highway 36, thence along Virginia Highway 36 to its junction with Virginia Highway 10, thence along Virginia Highway 10 to its junction with Virginia Highway 31, thence along Virginia Highway 31 to its junction with Colonial National Historic Parkway, thence along Colonial National Historic Parkway to its junction with U.S. Highway 17, thence along U.S. Highway 17 to the York River. The purpose of this filing is to eliminate the gateway of Rocky Mount, N.C.

No. MC 95540 (Sub-No. E831), filed December 9, 1974. Applicant: WATKINS MOTOR LINES, 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: *Frozen potatoes and potato products, and frozen vegetables*, from Hart, Holland, and Lake Odessa, Mich., to points in Maine, New Hampshire, Vermont, Rhode Island, and New Jersey. The purpose of this filing is to eliminate the gateway of Newburgh, N.Y.

No. MC 95540 (Sub-No. E832), filed December 9, 1974. Applicant: WATKINS MOTOR LINES, 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: *Foodstuffs*, from Houlton and Bridgewater, Maine, to points in California, Arizona, New Mexico, Texas, Oklahoma, and Arkansas. The purpose of this filing is to eliminate the gateway of Washington, Pa.

No. MC 95540 (Sub-No. E833), filed December 9, 1974. Applicant: WATKINS MOTOR LINES, 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: *Meats, meat products, meat by-products, and articles distributed by meat packinghouses*, as described in Sections A and C of Ap-

pendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles, and hides), from Smithfield, Va., to points in Maine, Vermont, and New Hampshire. The purpose of this filing is to eliminate gateway of Newburgh, N.Y.

No. MC 95540 (Sub-No. E834), filed December 9, 1974. Applicant: WATKINS MOTOR LINES, 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: *Fresh meat*, in vehicles equipped with mechanical refrigeration, from Tifton, Ga., to points in Maine, Vermont, and New Hampshire. The purpose of this filing is to eliminate the gateway of Smithfield, Va.

No. MC 95540 (Sub-No. E835), filed December 9, 1974. Applicant: WATKINS MOTOR LINES, 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: *Edible meats*, from Smithfield, Va., to points in California, Arizona, New Mexico, Oklahoma, Arkansas, and those points in Texas on and west of a line beginning at the Texas-Arkansas State line and extending along U.S. Highway 59, to its junction with Texas Highway 94, thence along Texas Highway 94 to its junction with Texas Highway 19, thence along Texas Highway 19 to its junction with Texas Highway 30, thence along Texas Highway 30 to its junction with Texas Highway 90, thence along Texas Highway 90 to its junction with U.S. Highway 290, thence along U.S. Highway 290 to its junction with U.S. Highway 77, thence along U.S. Highway 77 to its junction with Interstate Highway 37, thence along Interstate Highway 37 to the Gulf of Mexico. The purpose of this filing is to eliminate the gateway of Washington, Pa.

No. MC 95540 (Sub-No. E836), filed December 12, 1974. Applicant: WATKINS MOTOR LINES, 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: *Frozen foods*, from Houlton and Bridgewater, Maine, to points in Texas. The purpose of this filing is to eliminate the gateway of Tifton, Ga.

No. MC 95540 (Sub-No. E837), filed December 12, 1974. Applicant: WATKINS MOTOR LINES, 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: *Frozen foods*, from Houlton and Bridgewater, Maine, to points in Washington, Oregon, Nevada, Idaho, Utah, Wyoming, Colorado, and those points in Montana on and west of a line beginning at the Montana-Wyoming State line and extending along U.S. Highway 87 to its junction

with Interstate Highway 15, thence along Interstate Highway 15 to the U.S.-Canada International Boundary line. The purpose of this filing is to eliminate the gateway of Dyersburg, Tenn.

No. MC 95540 (Sub-No. E842), filed December 12, 1974. Applicant: WATKINS MOTOR LINES, 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: *Frozen Gordan County, Tenn., and points in Loudon County, Tenn., restricted to the transportation of shipments destined to points in the named destination counties. The purpose of this filing is to eliminate the gateway of Blytheville, Ark.*

No. MC 95540 (Sub-No. E843), filed December 12, 1974. Applicant: WATKINS MOTOR LINES, 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: *Meats, meat products, and meat by-products*, as defined by the Commission, from Dubuque, Iowa, to Miami, Fla., and those points along U.S. Highway 1 from Miami to Key West. The purpose of this filing is to eliminate the gateway of Kansas City, Mo.

No. MC 95540 (Sub-No. E844), filed December 12, 1974. Applicant: WATKINS MOTOR LINES, 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: *Frozen edible meats*, from Dubuque, Iowa, to points in Georgia. The purpose of this filing is to eliminate the gateway of Moberly, Mo.

No. MC 95540 (Sub-No. E845), filed December 12, 1974. Applicant: WATKINS MOTOR LINES, 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: *Frozen edible meats*, from Dubuque, Iowa, to those points in South Carolina on and south of a line beginning at the South Carolina-Georgia State line and extending along Interstate Highway 85 to its junction with South Carolina Highway 28, thence along South Carolina Highway 28 to its junction with U.S. Highway 76, thence along U.S. Highway 76 to its junction with U.S. Highway 501, thence along U.S. Highway 501 to the Atlantic Ocean. The purpose of this filing is to eliminate the gateway of Moberly, Mo., and Gainesville, Ga.

No. MC 95540 (Sub-No. E846), filed December 12, 1974. Applicant: WATKINS MOTOR LINES, 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: *Confessionary products*, from Newburgh, N.Y.,

to points in Washington, Oregon, Nevada, Idaho, Montana, Utah, and Colorado. The purpose of this filing is to eliminate the gateway of Reading, Pa.

No. MC 95540 (Sub-No. E847), filed December 12, 1974. Applicant: WATKINS MOTOR LINES, 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: *Candy*, from Freehold, N.J., to points in California, Arizona, New Mexico, Texas, Oklahoma, and Louisiana. The purpose of this filing is to eliminate the gateway of Chattanooga, Tenn.

No. MC 95540 (Sub-No. E848), filed December 12, 1974. Applicant: WATKINS MOTOR LINES, 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: *Frozen edible meats*, from Alma, Ga., to points in Washington, Oregon, California, Idaho, Nevada, Montana, Utah, Wyoming, Arizona, Colorado, New Mexico, North Dakota, South Dakota, and Minnesota. The purpose of this filing is to eliminate the gateway of Dyersburg, Tenn.

No. MC 95540 (Sub-No. E849), filed December 9, 1974. Applicant: WATKINS MOTOR LINES, 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: *Frozen potato products*, from Caribou, Maine, to points in California, Arizona, and New Mexico, restricted to the transportation of traffic destined to points in Arkansas, Arizona, California, Louisiana, New Mexico, Oklahoma, and Texas. The purpose of this filing is to eliminate the gateway of Washington, Pa.

No. MC 95540 (Sub-No. E851), filed December 17, 1974. Applicant: WATKINS MOTOR LINES, 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: *Canned citrus products*, in mixed loads with citrus products, frozen, and/or citrus products, not canned and not frozen, from points in Florida to points in Massachusetts, Vermont, Rhode Island, Connecticut, New Hampshire, and Maine. The purpose of this filing is to eliminate the gateway of Newburg, N.Y.

No. MC 95540 (Sub-No. E852), filed December 17, 1974. Applicant: WATKINS MOTOR LINES, 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: *Canned goods*, from Houlton, and Bridgeton, Maine, to those points in Kansas on and south of a line beginning at the Kansas-Missouri State line, and ex-

tending along U.S. Highway 160 to its junction with U.S. Highway 69, thence along U.S. Highway 69 to its junction with Kansas Highway 57, thence along Kansas Highway 57 to its junction with U.S. Highway 59, thence along U.S. Highway 59 to its junction with Kansas Highway 39, thence along Kansas Highway 39 to its junction with U.S. Highway 75, thence along U.S. Highway 75 to its junction with U.S. Highway 54, thence along U.S. Highway 54 to its junction with Kansas Highway 196, thence along Kansas Highway 196 to its junction with Interstate Highway 35, thence along Interstate Highway 35 to its junction with U.S. Highway 56, thence along U.S. Highway 56 to its junction with Kansas Highway 96, thence along Kansas Highway 96 to the Kansas-Colorado State line, to those points in Colorado on and south of a line beginning at the Colorado-Kansas State line and extending along U.S. Highway 50 to the Colorado-Utah State line, to those points in Missouri on and south of a line beginning at the Missouri-Illinois State line and extending along U.S. Highway 60 to its junction with U.S. Highway 66, thence along U.S. Highway 66 to the Missouri-Kansas State line, and to points in Arkansas, Louisiana, Oklahoma, and Texas. The purpose of this filing is to eliminate the gateway of Griffin, Ga.

No. MC 95540 (Sub-No. E853), filed December 17, 1974. Applicant: WATKINS MOTOR LINES, 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: *Bananas, and agricultural commodities* exempt from economic regulation under section 203(b)(6) of the Interstate Commerce Act, when transported in mixed loads with bananas, not frozen, in vehicles equipped with mechanical refrigeration, from Charleston, S.C., to points in Arkansas, Oklahoma, and Texas. The purpose of this filing is to eliminate the gateway of Doraville, Ga.

No. MC 114211 (Sub-No. E309), 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* (except those with vehicle beds, bed frames, and fifth wheels), *road-making machinery, and contractors' equipment and supplies*, between those ports of entry on the United States east coast, on the one hand, and, on the other, points in that part of South Dakota on and west of a line beginning at the Minnesota-South Dakota State line, thence along U.S. Highway 212 to junction South Dakota Highway 20, thence along South Dakota Highway 20 to junction U.S. Highway 281, thence along U.S. Highway 281 to the North Dakota-South Dakota State line, that part of Nebraska on and north of a line beginning at the Iowa-Nebraska State line, thence along Interstate Highway 80 to junction U.S. Highway 81, thence along U.S. Highway

81 to the Nebraska-Kansas State line, that part of Kansas on, north, and west of a line beginning at the Nebraska-Kansas State line, thence along U.S. Highway 81 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction U.S. Highway 156, thence along U.S. Highway 156 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Kansas-Colorado State line, and that part of Colorado on, north, and west of a line beginning at the Kansas-Colorado State line, thence along U.S. Highway 50 to junction U.S. Highway 350, thence along U.S. Highway 350 to junction Interstate Highway 25, thence along Interstate Highway 25 to the Colorado-New Mexico State line, restricted to the transportation of traffic moving in foreign commerce only. The purpose of this filing is to eliminate the gateway of Grand Island, Nebr.

No. MC 114211 (Sub-No. E310), 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* (except those with vehicle beds, bed frames, and fifth wheels), *equipment* designed for use in conjunction with tractors, and *attachments* for the commodities described above, between the ports of entry on the International Boundary line between the United States and Mexico located in Texas, on the one hand, and, on the other, points in that part of South Dakota on and east of a line beginning at the North Dakota-South Dakota State line, thence along South Dakota Highway 73 to junction U.S. Highway 18, thence along U.S. Highway 18 to junction U.S. Highway 83, thence along U.S. Highway 83 to the South Dakota-Nebraska State line, and that part of Nebraska on and east of a line beginning at the South Dakota-Nebraska State line, thence along U.S. Highway 83 to junction Nebraska Highway 23, thence along Nebraska Highway 23 to junction U.S. Highway 183, thence along U.S. Highway 183 to the Nebraska-South Dakota State line, restricted to the transportation of traffic moving in foreign commerce only. The purpose of this filing is to eliminate the gateway of Grand Island, Nebr.

No. MC 114211 (Sub-No. E315), 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* (except tractors with vehicle beds, bed frames, or fifth wheels), *agricultural machinery and implements, industrial and construction machinery and equipment, trailers* designed for the transportation of commodities described above (other than those designed to be drawn by passenger automobiles), *attachments* for the commodities described above (except trailers), *internal combustion engines, and parts* of the

commodities described above, when moving in mixed loads with such commodities, from those ports of entry on the gulf coast of the United States located between Houston, Tex., and Mobile, Ala., including Houston and Mobile to points in South Dakota, that part of Nebraska on and north of a line beginning at the Iowa-Nebraska State line, thence along Interstate Highway 80 to junction U.S. Highway 81, thence along U.S. Highway 81 to junction U.S. Highway 6, thence along U.S. Highway 6 to junction U.S. Highway 34, thence along U.S. Highway 34 to junction Nebraska Highway 61, thence along Nebraska Highway 61 to the Nebraska-Kansas State line, and that part of Wyoming on and north of a line beginning at the Colorado-Wyoming State line, thence along U.S. Highway 85 to junction Interstate Highway 80, thence along Interstate Highway 80 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Wyoming Highway 89, thence along Wyoming Highway 89 to the Wyoming-Utah State line, restricted to the transportation of traffic moving in foreign commerce only. The purpose of this filing is to eliminate the gateway of Grand Island, Nebr.

No. MC 114211 (Sub-No. E330), 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*, from Racine, Wis., to points in Colorado, that part of Oklahoma on, north, and west of a line beginning at the Kansas-Oklahoma State line, thence along U.S. Highway 77 to junction U.S. Highway 60, thence along U.S. Highway 60 to junction U.S. Highway 60/64, thence along U.S. Highway 60/64 to junction U.S. Highway 81, thence along U.S. Highway 81 to junction Oklahoma Highway 152, thence along Oklahoma Highway 152 to junction U.S. Highway 281, thence along U.S. Highway 281 to junction Oklahoma Highway 9, thence along Oklahoma Highway 9 to junction U.S. Highway 183, thence along U.S. Highway 183 to junction Oklahoma Highway 44, thence along Oklahoma Highway 44 to junction U.S. Highway 283, thence along U.S. Highway 283 to junction U.S. Highway 62, thence along U.S. Highway 62 to the Oklahoma-Texas State line, and that part of Kansas on and west of a line beginning at the Nebraska-Kansas State line, thence along U.S. Highway 81 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Interstate Highway 35, thence along Interstate Highway 35 to junction Kansas Highway 15, thence along Kansas Highway 15 to junction U.S. Highway 77, thence along U.S. Highway 77 to the Oklahoma-Kansas State line. The purpose of this filing is to eliminate the gateways of (1) points in DeWitt, Logan, Macon, or Sangamon Counties, Ill., (2) points in Iowa, (3) points in Nebraska, and (4) Beatrice, Nebr.

No. MC 114211 (Sub-No. E331), 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*, from Racine, Wis., to points in that part of Texas on and west of a line beginning at the Oklahoma-Texas State line, thence along U.S. Highway 281 to junction U.S. Highway 183, thence along U.S. Highway 183 to junction U.S. Highway 81, thence along U.S. Highway 81 to junction Texas Highway 123, thence along Texas Highway 123 to junction U.S. Highway 181, thence along U.S. Highway 181 to junction U.S. Highway 77, thence along U.S. Highway 77 to the International Boundary line between the United States and Mexico. The purpose of this filing is to eliminate the gateways of (1) points in DeWitt, Logan, Macon, or Sangamon Counties, Ill., (2) points in Iowa, (3) points in Nebraska, and (4) Beatrice, Nebr.

No. MC 114211 (Sub-No. E358), 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*, from points in Nebraska to points in Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, New York, Connecticut, New Jersey, Pennsylvania, Delaware, Maryland, West Virginia, Virginia, and the District of Columbia, restricted to the transportation of traffic originating at or distant to the plant site, warehouse sites or experimental farms of Deer and Company. The purpose of this filing is to eliminate the gateways of Council Bluffs, Iowa, points in Iowa, and the plants, Warehouse sites, or experimental farms of Deer and Company located in Blackhawk or Dubuque Counties, Iowa.

No. MC 119988 (Sub-No. E32), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements* otherwise exempt from economic regulation under section 203(b)(7) of the Act when transported in mixed loads with printed advertising matter, from the facilities of the Oklahoma Publishing Co., Web Offset Division, at or near Oklahoma City, Okla., to points in Connecticut. The purpose of this filing is to eliminate the gateway of Independence, Kansas.

No. MC 119988 (Sub-No. E33), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier,

by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements* otherwise exempt from economic regulation under section 203(b)(7) of the Act when transported in mixed loads with printed advertising matter, from the facilities of the Oklahoma Publishing Co., Web Offset Division, at or near Oklahoma City, Okla., to points in Illinois. The purpose of this filing is to eliminate the gateway of Independence, Kans.

No. MC 119988 (Sub-No. E34), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements* otherwise exempt from economic regulation under section 203(b)(7) of the Act when transported in mixed loads with printed advertising matter, from the facilities of the Oklahoma Publishing Co., Web Offset Division, at or near Oklahoma City, Okla., to points in Iowa. The purpose of this filing is to eliminate the gateway of Independence, Kans.

No. MC 119988 (Sub-No. E35), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements* otherwise exempt from economic regulation under section 203(b)(7) of the Act when transported in mixed loads with printed advertising matter, from the facilities of the Oklahoma Publishing Co., Web Offset Division, at or near Oklahoma City, Okla., to points in Maryland. The purpose of this filing is to eliminate the gateway of Independence, Kans.

No. MC 119988 (Sub-No. E36), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements* otherwise exempt from economic regulation under section 203(b)(7) of the Interstate Commerce Act when transported in mixed loads with printed advertising matter, from the facilities of the Oklahoma Publishing Co., Web Offset Division, at or near Oklahoma City, Okla., to points in Massachusetts. The purpose of this filing is to eliminate the gateway of Independence, Kans.

No. MC 119988 (Sub-No. E37), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier,

by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*, and (2) *newspaper supplements* otherwise exempt from economic regulation under section 203(b)(7) of the Interstate Commerce Act when transported in mixed loads with printed advertising matter, from the facilities of the Oklahoma Publishing Co., Web Offset Division, at or near Oklahoma City, Okla., to points in Michigan. The purpose of this filing is to eliminate the gateway of Independence, Kans.

No. MC 119774 (Sub-No. E301), filed November 11, 1974. Applicant: EAGLE TRUCKING COMPANY, P.O. Box 471, Kilgore, Tex. 75662. Applicant's representative: Nolan Killingsworth, Jr. (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Machinery, equipment, materials, and supplies*, used in, or in connection with the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products, and *machinery, equipment, materials, and supplies*, used in, or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof; and (2) *Earth drilling machinery and equipment*, and *machinery, materials, equipment, supplies, and pipe* incidental to, used in, or in connection with (a) the transportation, installation, removal, operation, repair, servicing, maintenance, and dismantling of drilling machinery and equipment, (b) the completion of holes or wells drilled, (c) the production, storage, and transmission of commodities resulting from drilling operations at well or hole sites and (d) the injection or removal of commodities into or from holes or wells, between points in Alabama, on the one hand, and, on the other, points in Nevada. The purpose of this filing is to eliminate the gateways of points in New Mexico and Louisiana.

No. MC 119774 (Sub-No. E302), filed November 11, 1974. Applicant: EAGLE TRUCKING COMPANY, P.O. Box 471, Kilgore, Tex. 75662. Applicant's representative: Nolan Killingsworth, Jr. (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Machinery, equipment, materials, and supplies*, used in, or in connection with the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products, and *machinery, equipment, materials, and supplies* used in, or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof; and (2) *Earth drilling machinery and equipment*, and *machinery, equipment, materials, supplies, and pipe* incidental to, used in, or in connection with (a) the transportation, installation, removal, operation, repair, servicing, maintenance, and dismantling of drilling machinery and equipment,

(b) the completion of holes or wells drilled, (c) the production, storage, and transmission of commodities resulting from drilling operations at well or hole sites and (d) the injection or removal of commodities into or from holes or wells, between points in Wyoming, on the one hand, and, on the other, points in Kentucky. The purpose of this filing is to eliminate the gateways of points in Oklahoma and Arkansas.

No. MC 123685 (Sub-No. E16) (Correction), filed May 15, 1974, published in the FEDERAL REGISTER November 20, 1974. Applicant: PEOPLES CARTAGE, INC., 8045 Navarre Road SW., Massillon, Ohio 44646. Applicant's representative: James W. Muldoon (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand*, in bulk from points in Franklin County, Ohio, to points in New York and those points in Michigan on and north of Michigan Highway 21. The purpose of this filing is to eliminate the gateway of Dundee, Ohio. The purpose of this correction is to indicate complete destination territory.

No. MC 123685 (Sub-No. E27) (Correction), filed May 15, 1974, published in the FEDERAL REGISTER November 20, 1974. Applicant: PEOPLES CARTAGE, INC., 8045 Navarre Rd. SW., Massillon, Ohio 44646. Applicant's representative: James W. Muldoon (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pulpboard, pulpboard products, and paper wrappers*, from points in West Virginia on and west of U.S. Highway 21 to points in Michigan, points in New York on and east of Interstate Highway 81, and points in Pennsylvania on and north and east of a line beginning at the Ohio-Pennsylvania State line at Interstate Highway 80, thence along Interstate Highway 80 to the junction of U.S. Highway 219, thence along U.S. Highway 219 to the Pennsylvania-New York State line. The purpose of this filing is to eliminate the gateway of Parkersburg, W. Va., and Washington County, Ohio, and the plant site of Greif Board Corporation in Stark County, Ohio. The purpose of this correction is to correct the gateways.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc. 74-30527 Filed 12-31-74; 8:45]

IRREGULAR-ROUTE MOTOR COMMON CARRIERS OF PROPERTY—ELIMINATION OF GATEWAY LETTER NOTICES

DECEMBER 26, 1974.

The following letter-notices of proposals to eliminate gateways for the purpose of reducing highway congestion, alleviating air and noise pollution, minimizing safety hazards, and conserving fuel have been filed with the Interstate Commerce Commission under the Commission's Gateway Elimination Rules (49 CFR 1065(a)), and notice thereof to all interested persons is hereby given as provided in such rules.

An original and two copies of protests against the proposed elimination of any gateway herein described may be filed with the Interstate Commerce Commission within 10 days from the date of this publication. 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 76177 (Sub-No. E112), filed May 6, 1974. Applicant: BAGGETT TRANSPORTATION CO., 2 South 32nd Street, Birmingham, Ala. 35233. Applicant's representative: T. C. Sinclair (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Classes A and B explosives*, and *blasting supplies*, between points in New Jersey, on the one hand, and, on the other, points in West Virginia. The purpose of this filing is to eliminate the gateway of any point which is both within 15 miles of Allentown, Pa., and within 15 miles of Reynolds, Pa.

No. MC 76177 (Sub-No. E113), filed May 6, 1974. Applicant: BAGGETT TRANSPORTATION CO., 2 South 32nd Street, Birmingham, Ala. 35233. Applicant's representative: T. C. Sinclair (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Classes A and B explosives*, and *blasting supplies*, from points in North Carolina, South Carolina, and Georgia to points in Arkansas and Oklahoma. The purpose of this filing is to eliminate the gateway of (1) McAdory, Ala., or (2) any point within 15 miles thereof.

No. MC 76177 (Sub-No. E114), filed May 6, 1974. Applicant: BAGGETT TRANSPORTATION CO., 2 South 32nd Street, Birmingham, Ala. 35233. Applicant's representative: T. C. Sinclair (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Classes A and B explosives* and *blasting supplies*, from points in Arizona, Arkansas, Oklahoma, and New Mexico to points in New York and Pennsylvania. The purpose of this filing is to eliminate the gateways of (1) the storage magazines of the Trojan-U.S. Powder, Division of Commercial Solvents Corp., located at the junction of West Virginia Highway 62 and White Church Road near Point Pleasant (Mason County), W. Va., and (2) Wolf Lake, Ill., or any point within 15 miles thereof.

No. MC 76177 (Sub-No. E115), filed May 6, 1974. Applicant: BAGGETT TRANSPORTATION CO., 2 South 32nd Street, Birmingham, Ala. 35233. Applicant's representative: T. C. Sinclair (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Classes A and B explosives*, and *blasting supplies*, from points in West

Virginia to points in Montana. The purpose of this filing is to eliminate the gateways of (1) Jasonville, Ind., or any point within 15 miles thereof; (2) Grafton, Ill., or any point within 2 miles thereof; and (3) Seneca, Ill., or any point within 15 miles thereof.

No. MC 76177 (Sub-No. E116), filed May 6, 1974. Applicant: BAGGETT TRANSPORTATION CO., 2 South 32nd Street, Birmingham, Ala. 35233. Applicant's representative: T. C. Sinclair (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Classes A and B explosives* and *blasting supplies*, from points in Minnesota, Montana, North Dakota, and South Dakota to points in Tennessee. The purpose of this filing is to eliminate the gateway of Wolf Lake, Ill., or any point within 15 miles thereof.

No. MC 76177 (Sub-No. E117), filed May 16, 1974. Applicant: BAGGETT TRANSPORTATION CO., 2 South 32nd Street, Birmingham, Ala. 35233. Applicant's representative: T. C. Sinclair (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Classes A and B explosives* and *blasting supplies*, from points in New Mexico, Arkansas, and Kansas to points in Maryland. The purpose of this filing is to eliminate the gateways of (1) the storage magazines of the Trojan-U.S. Powder, Division of Commercial Solvents Corp., located at the junction of West Virginia Highway 62 and White Church Road near Point Pleasant (Mason County), W. Va., and (2) Wolf Lake, Ill., or any point within 15 miles thereof.

No. MC 76177 (Sub-No. E118), filed April 15, 1974. Applicant: BAGGETT TRANSPORTATION CO., 2 South 32nd Street, Birmingham, Ala. 35233. Applicant's representative: T. C. Sinclair (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Classes A and B explosives*, and *blasting supplies*, between points in that part of Ohio east and south of a line beginning at Lake Erie, thence along Interstate Highway 71 to junction Interstate Highway 70, thence along Interstate Highway 70 to the Ohio-Indiana State line, on the one hand, and, on the other, points in Colorado and that part of Wyoming west and south of a line beginning at the Wyoming-Nebraska State line, thence along U.S. Highway 26 to junction Interstate Highway 25, thence along Interstate Highway 25 to Casper, thence along U.S. Highway 80 to junction Wyoming Highway 120, thence along Wyoming Highway 120 to the Wyoming-Montana State line. The purpose of this filing is to eliminate the gateway of Carthage, Mo., or any point within 6 miles thereof.

No. MC 76177 (Sub-No. E119), filed April 15, 1974. Applicant: BAGGETT TRANSPORTATION CO., 2 South 32nd Street, Birmingham, Ala. 35233. Applicant's representative: T. C. Sinclair (same as above). Authority sought to operate as a *common carrier*, by motor

vehicle, over irregular routes, transporting: *Classes A and B explosives*, and *blasting supplies*, between points in Ohio, on the one hand, and, on the other, points in Utah. The purpose of this filing is to eliminate the gateway of Carthage, Mo., and points within 6 miles thereof.

No. MC 76177 (Sub-No. E120), filed May 24, 1974. Applicant: BAGGETT TRANSPORTATION COMPANY, 2 South 32nd Street, Birmingham, Ala. 35233. Applicant's representative: T. C. Sinclair (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Classes A and B explosives*, and *blasting supplies*, between points in Mississippi, on the one hand, and, on the other, points in that part of Utah north of and including Uintah, Carbon, Sanpete, and Millard Counties. The purpose of this filing is to eliminate the gateway of any point which is both within 15 miles of Energy, Ill., and within 15 miles of Wolf Lake, Ill.

No. MC 76177 (Sub-No. E121), filed June 3, 1974. Applicant: BAGGETT TRANSPORTATION CO., 2 South 32nd St., Birmingham, Ala. 35233. Applicant's representative: T. C. Sinclair (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Classes A and B explosives*, and *blasting supplies*, from points in Virginia and West Virginia to points in New Mexico, restricted against the transportation of shipments originating at Nemours, W. Va. The purpose of this filing is to eliminate the gateways of (1) Grafton, Ill., or any point within 2 miles thereof, and (2) Wolf Lake Ill., or any point within 15 miles thereof.

No. MC 83835 (Sub-No. E20), filed May 14, 1974. Applicant: WALES TRANSPORTATION, INC., P.O. Box 6186, Dallas, Tex. 75222. Applicant's representative: William A. Cunningham (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Contractors' machinery and equipment* and *supplies* moving in connection therewith (except commodities in bulk), between points in Kentucky, on the one hand, and, on the other points in that part of Michigan on and west of a line beginning at Lake Michigan, thence along U.S. Highway 45 to junction Michigan Highway 35, thence along Michigan Highway 35 to junction U.S. Highway 41, thence along U.S. Highway 41 to Lake Superior, and points in that part of Wisconsin on and west of a line beginning at the Wisconsin-Illinois State line, thence along Wisconsin Highway 69 to junction U.S. Highway 12, thence along U.S. Highway 12 to junction Wisconsin Highway 13, thence along Wisconsin Highway 13 to junction Wisconsin Highway 54, thence along Wisconsin Highway 54 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Wisconsin Highway 52, thence along Wisconsin Highway 52 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Wisconsin Highway 64, thence along Wisconsin Highway 64 to junction U.S. Highway 141, thence along U.S.

Highway 141 to the Wisconsin-Michigan State line, restricted against the transportation of iron and steel and iron and steel articles, but not contractors' machinery and equipment, originating at points in Indiana which are within the Chicago, Ill., commercial zone, as defined by the Commission. The purpose of this filing is to eliminate the gateways of points in Fulton County, Ill.

No. MC 95540 (Sub-No. E850), filed December 12, 1974. Applicant: WATKINS MOTOR LINES, 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: *Frozen meats*, from Carrollton, Ga., to points in Nebraska, Kansas, Oklahoma, Minnesota, Iowa, Missouri, Arkansas, Wisconsin, Illinois, Indiana, Michigan, and to those points in Pennsylvania on and northwest of a line beginning at the Pennsylvania-New York State line and extending along U.S. Highway 15 to its junction with U.S. Highway 220, thence along U.S. Highway 220 to its junction with U.S. Highway 22, thence along U.S. Highway 22 to its junction with U.S. Highway 219, thence along U.S. Highway 219 to the Pennsylvania-Maryland State line, and to those points in New York on and northwest of a line beginning at the New York-Massachusetts State line and extending along U.S. Highway 20 to its junction with New York Highway 7, thence along New York Highway 7 to its junction with U.S. Highway 11, thence along U.S. Highway 11 to the New York-Pennsylvania State line. The purpose of this filing is to eliminate the gateway of Florence, Ala.

No. MC 107515 (Sub-No. E175), filed May 29, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: R. M. Tittlebaum, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fresh and cured meats*, in vehicles equipped with mechanical refrigeration, (1) from points in that part of Florida on and south of a line beginning at the Atlantic Ocean, thence along Highway 192 to junction Interstate Highway 4, thence along Interstate Highway 4 to Tampa, thence along Florida Highway 60 to the Gulf of Mexico to points in that part of Ohio on, north, and west of a line beginning at the Lake Erie, thence along Interstate Highway 90 to junction Interstate Highway 71, thence along Interstate Highway 71 to the Kentucky-Ohio State line, and (2) from points in that part of Florida on and east of U.S. Highway 319, to points in that part of Ohio on and west of a line beginning at the Ohio-Indiana State line, thence along Ohio Highway 502 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Ohio Highway 4, thence along Ohio Highway 4 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction Ohio Highway 13, thence along Ohio Highway 13 to Lake Erie.

The purpose of this filing is to eliminate the gateways of (1) any point that is both within 5 miles of Macon, Ga., and within the Macon commercial zone as defined by the Commission, (except Macon), (2) Bristol, and (3) the plant site of Food Specialties of Kentucky, in Jefferson County, Ky.

No. MC 107515 (Sub-No. E499), filed October 3, 1974. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 33050. Applicant's representative: R. M. Tettlebaum, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Edible meats and meat products*, (except commodities in bulk, hides, and skins), in vehicles equipped with mechanical refrigeration, (a) from the plant site of Swift Fresh Meat Co., at Guymon, Okla., to points in Ohio, the Lower Peninsula of Michigan, in that part of Indiana on and east of a line beginning at the Indiana-Kentucky State line, thence along U.S. Highway 41 to junction Indiana Highway 57, thence along Indiana Highway 57 to junction U.S. Highway 231, thence along U.S. Highway 231 to junction Indiana Highway 42, thence along Indiana Highway 42 to junction U.S. Highway 421, thence along U.S. Highway 421 to Lake Michigan, and (b) from the plant site of Swift Fresh Meat Co., at Clovis, N. Mex., to Chicago, Ill., and to points in Ohio, Indiana, and the Lower Peninsula of Michigan, (2) *Frozen edible meats and frozen edible meat products* (except commodities in bulk), from the plant site of Swift Fresh Meat Co., at Guymon, Okla., to New Orleans, and Schalmette, La. The purpose of this filing is to eliminate the gateway of any point in Tennessee (except Memphis, Nashville, and McMinnville). (3) *Unfrozen meats and meat products* (except commodities in bulk), from the plant site of Swift Fresh Meat Co., at Clovis, N. Mex., and Guymon, Okla., to points in Maine, New Hampshire, and Vermont. The purpose of this filing is to eliminate the gateway of Gatesville, N.C.

No. MC 113843 (Sub-No. E760), (Correction), filed May 21, 1974, published in the FEDERAL REGISTER, September 23, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer St., Boston, Mass. 02210. Applicant's representative: Lawrence T. Shells (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, between points in that part of Pennsylvania on and west of a line beginning at the Pennsylvania-Maryland State line and extending along U.S. Highway 220 to Lock Haven, thence along Pennsylvania Highway 664 to junction Pennsylvania Highway 44, thence along Pennsylvania Highway 44 to junction Pennsylvania Highway 414, thence along Pennsylvania Highway 414 to junction Pennsylvania Highway 287, thence along Pennsylvania Highway 287 to junction U.S. Highway 15, thence along U.S. High-

way 15 to the Pennsylvania-New York State line, on the one hand, and, on the other, points in Massachusetts and Rhode Island, and points in that part of Connecticut on, east, and north of a line beginning at New Haven at Long Island Sound and extending along U.S. Highway 5 to junction Interstate Highway 91, thence along Interstate Highway 91 to junction U.S. Highway 44, thence along U.S. Highway 44 to Cannan, thence along U.S. Highway 7 to the Connecticut-Massachusetts State line. The purpose of this filing is to eliminate the gateway of Elmira, N.Y. The purpose of this correction is to correct the origin territory.

No. MC 114211 (Sub-No. E298), 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, road making machinery, contractors' equipment, and supplies*, the transportation of which because of size or weight requires special equipment, between 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 Interstate Highway 55, thence along Interstate Highway 55 to junction Interstate Highway 244, thence along Interstate Highway 244 to junction Interstate Highway 70, thence along Interstate Highway 70 to junction U.S. Highway 63, thence along U.S. Highway 63 to junction U.S. Highway 36, thence along U.S. Highway 36 to the Kansas-Missouri State line, on the one hand, and, on the other, points in that part of Kansas on and north of a line beginning at the Oklahoma-Kansas State line, thence along U.S. Highway 83 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 Interstate Highway 70, thence along Interstate Highway 70 to junction Kansas Highway 15, thence along Kansas Highway 15 to junction Kansas Highway 82, thence along Kansas Highway 82 to junction U.S. Highway 77, thence along U.S. Highway 77 to junction Kansas Highway 9, thence along Kansas Highway 9 to junction Kansas Highway 63, thence along Kansas Highway 63 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction U.S. Highway 75, thence along U.S. Highway 75 to the Kansas-South Dakota State line. The purpose of this filing is to eliminate the gateway of points in Nebraska.

No. MC 114211 (Sub-No. E301), 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 vehicles* (except motor vehicles as defined in Section 203(a)(13) of the Interstate Commerce Act and commodities moving in drive-away service), *Farm equipment*

designed for use in conjunction with self-propelled farm vehicles, and parts thereof, from points in that part of Minnesota on and west of a line beginning at the Wisconsin-Minnesota State line, thence along Interstate Highway 94 to junction Minnesota Highway 3, thence along Minnesota Highway 3 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction U.S. Highway 63, thence along U.S. Highway 63 to junction Interstate Highway 90, thence along Interstate Highway 90 to junction U.S. Highway 218, thence along U.S. Highway 218 to the Minnesota-Iowa State line, and on and east of a line beginning at the Minnesota-Wisconsin State line, thence along U.S. Highway 12 to junction Interstate Highway 694, thence along Interstate Highway 694 to junction Interstate Highway 494, thence along Interstate Highway 494 to junction U.S. Highway 169, thence along U.S. Highway 169 to junction Minnesota Highway 22, thence along Minnesota Highway 22 to junction U.S. Highway 16, thence along U.S. Highway 16 to junction U.S. Highway 69, thence along U.S. Highway 69 to the Iowa-Minnesota State line, to points in New York, and that part of Ohio on and east of a line beginning at the Ohio-Kentucky State line, thence along Interstate Highway 71 to junction Ohio Highway 13, thence along Ohio Highway 13 to junction U.S. Highway 250, thence along U.S. Highway 250 to Sandusky. The purpose of this filing is to eliminate the gateway of the plant site of the Stinar Corporation at Minneapolis, Minnesota.

No. MC 114211 (Sub-No. E304), 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*, from Tulsa, Okla., to points in that part of Wisconsin on and north of a line beginning at the Illinois-Wisconsin State line, thence along U.S. Highway 51 to junction Wisconsin Highway 15, thence along Wisconsin Highway 15 to junction Wisconsin Highway 11, thence along Wisconsin Highway 11 to junction Wisconsin Highway 36, thence along Wisconsin Highway 36 to Milwaukee, that part of Michigan on, north, and east of a line beginning at Port Austin, thence along Michigan Highway 53 to junction Michigan Highway 142, thence along Michigan Highway 142 to junction Michigan Highway 25, thence along Michigan Highway 25 to junction Michigan Highway 13, thence along Michigan Highway 13 to junction Michigan Highway 58, thence along Michigan Highway 58 to junction Michigan Highway 47, thence along Michigan Highway 47 to junction U.S. Highway 10, thence along U.S. Highway 10 to junction Michigan Highway 18, thence along Michigan Highway 18 to junction Michigan Highway 55, thence along

Michigan Highway 55 to junction Michigan Highway 66, thence along Michigan Highway 66 to junction Michigan Highway 42, thence along Michigan Highway 42 to junction U.S. Highway 131, thence along U.S. Highway 131 to junction Michigan Highway 113, thence along Michigan Highway 113 to junction Michigan Highway 37, thence along Michigan Highway 37 to junction Michigan Highway 72, thence along Michigan Highway 72 to Empire, and that part of Illinois on, north and west of a line beginning at the Wisconsin-Illinois State line, thence along U.S. Highway 51 to junction Illinois Highway 2, thence along Illinois Highway 2 to junction U.S. Highway 30, thence along U.S. Highway 30 to the Illinois-Iowa State line, restricted against the transportation of traffic to oilfield locations. The purpose of this filing is to eliminate the gateway of Beatrice, Nebr.

No. MC 114211 (Sub-No. E305), 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 agricultural machinery and implements, tractors, industrial, construction, excavating, and material handling equipment, and cabs* (except motor vehicles as defined in Section 203 (a) (13) of the Interstate Commerce Act and commodities moving in drive away service), *Equipment* designed for use in conjunction with self-propelled vehicles (except tank semitrailers), and *parts* for the commodities described above, from the plant site and storage facilities of J. I. Case Co., at or near Bettendorf and Burlington, Iowa, to points in Washington, Oregon, that part of Idaho on, north, and west of a line beginning at the Wyoming-Idaho State line, thence along U.S. Highway 20 to junction Interstate Highway 15, thence along Interstate Highway 15 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Idaho Highway 51, thence along Idaho Highway 51 to the Idaho-Nevada State line, that part of Nevada on and west of a line beginning at the Idaho-Nevada State line, thence along Nevada Highway 51 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Nevada Highway 8A, thence along Nevada Highway 8A to junction U.S. Highway 95, thence along U.S. Highway 95 to junction Interstate Highway 15, thence along Interstate Highway 15 to the Nevada-California State line, and that part of California on, north, and west of a line beginning at the Nevada-California State line, thence along Interstate Highway 15 to junction U.S. Highway 395, thence along U.S. Highway 395 to San Diego. The purpose of this filing is to eliminate the gateway of Minneapolis, Minnesota.

No. MC 114211 (Sub-No. E306), filed June 4, 1974. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's repre-

sentative: Kenneth R. Nelson (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tractors, road making machinery, and contractors' equipment and supplies*, from Newton, Iowa, to points in Washington, Montana, Oregon, that part of Idaho on and north of a line beginning at the Idaho-Nevada State line, thence along Idaho Highway 51 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Idaho Highway 50, thence along Idaho Highway 50 to junction Interstate Highway 80N, thence along Interstate Highway 80N to junction Interstate Highway 15W, thence along Interstate Highway 15W to junction U.S. Highway 191, thence along U.S. Highway 191 to the Idaho-Wyoming State line, that part of Nevada on, north, and west of a line beginning at the California-Nevada State line, thence along U.S. Highway 91 to junction U.S. Highway 93, thence along U.S. Highway 93 to junction Nevada Highway 38, thence along Nevada Highway 38 to junction U.S. Highway 6, thence along U.S. Highway 6 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Nevada Highway 46, thence along Nevada Highway 46 to junction Nevada Highway 51, thence along Nevada Highway 51 to the Nevada-Idaho State line, that part of California on, north and west of a line beginning at the California-Nevada State line, thence along Interstate Highway 15 to junction California Highway 91, thence along California Highway 91 to junction California Highway 55, thence along California Highway 55 to Santa Anna, and that part of Maine on, north and east of a line beginning at the International Boundary line between the United States and Canada, thence along Maine Highway 11 to junction Interstate Highway 95, thence along Interstate Highway 95 to junction U.S. Highway 1, thence along U.S. Highway 1 to the Atlantic Ocean, restricted to the transportation of self-propelled vehicles (except motor vehicles as defined in Section 203(a) (13) of the Interstate Commerce Act and commodities moving in drive-away service), equipment designed for use in conjunction with self-propelled vehicles (except tank semitrailers), and parts and attachments for self-propelled vehicles, and equipment designed for use in conjunction therewith. The purpose of this filing is to eliminate the gateway of Minneapolis, Minnesota.

No. MC 114211 (Sub-No. E308), 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 road building vehicles and road building equipment*, designed for use in conjunction with self-propelled vehicles, from those ports of entry on the International Boundary line between the United States and Mexico located in Texas, to points in that part of Michigan

on and north of a line beginning at Empire, thence along Michigan Highway 72 to junction Michigan Highway 33, thence along Michigan Highway 33 to junction Michigan Highway 55, thence along Michigan Highway 55 to Traverse City, that part of Wisconsin on and north of Wisconsin Highway 11, and that part of North Dakota on and east of a line beginning at the North Dakota-Minnesota State line, thence along North Dakota Highway 11 to junction North Dakota Highway 32, thence along North Dakota Highway 32 to junction North Dakota Highway 46, thence along North Dakota Highway 46 to junction U.S. Highway 281, thence along U.S. Highway 281 to junction North Dakota Highway 200, thence along North Dakota Highway 200 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction North Dakota Highway 3, thence along North Dakota Highway 3 to junction U.S. Highway 281, thence along U.S. Highway 281 to the International Boundary line between the United States and Canada. The purpose of this filing is to eliminate the gateway of points in Kansas, and Minneapolis, Minnesota.

No. MC 114211 (Sub-No. E316), 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, farm machinery* designed for use in conjunction with self-propelled vehicles, and parts thereof, from points in that part of Iowa on, north, and west of a line beginning at the South Dakota-Iowa State line, thence along U.S. Highway 20 to junction U.S. Highway 169, thence along U.S. Highway 169 to the Iowa-Minnesota State line, to points in that part of New York on and east of Interstate Highway 81, that part of Florida on and south of Florida Highway 40, and 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 Green Bay. The purpose of this filing is to eliminate the gateway of Minneapolis, Minnesota.

No. MC 114211 (Sub-No. E317) 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 Iowa to points in California, Nevada, Arizona, Utah, Colorado, New Mexico, that part of Texas on, south and north of a line beginning at the Oklahoma-Texas State line, thence along U.S. Highway 281 to junction Texas Highway 16, thence along Texas Highway 16 to junction Texas Highway 36,

thence along Texas Highway 36 to junction U.S. Highway 79, thence along U.S. Highway 79 to junction Texas Highway 6, thence along Texas Highway 6 to junction U.S. Highway 290, thence along U.S. Highway 290 to junction Interstate Highway 45, thence along Interstate Highway 45 to Galveston, and that part of Oklahoma on and west of a line beginning at the Kansas-Oklahoma State line, thence along Oklahoma Highway 34 to junction U.S. Highway 183/270, thence along U.S. Highway 183/270 to junction U.S. Highway 270/281, thence along U.S. Highway 270/281 to junction U.S. Highway 281, thence along U.S. Highway 281 to the Oklahoma-Texas State line, restricted to the transportation of commodities which because of size or weight, require the use of special equipment. The purpose of this filing is to eliminate the gateway of Council Bluffs, Iowa.

No. MC 114211 (Sub-No. E318), 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 Iowa on and west of a line beginning at the Minnesota-Iowa State line, thence along U.S. Highway 169 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction U.S. Highway 71, thence along U.S. Highway 71 to junction Iowa Highway 175, thence along Iowa Highway 175 to junction Iowa Highway 39, thence along Iowa Highway 39 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Interstate Highway 29, thence along Interstate Highway 29 to the Nebraska-Iowa State line, to points in Kansas, restricted to the transportation of commodities which, because of size or weight, require the use of special equipment. The purpose of this filing is to eliminate the gateway of Council Bluffs, Iowa.

No. MC 114211 (Sub-No. E319), 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 Iowa to points in that part of Montana on and north of a line beginning at the International Boundary line between the United States and Canada, thence along Interstate Highway 51 to junction U.S. Highway 2, thence along U.S. Highway 2 to junction Montana Highway 35, thence along Montana Highway 35 to junction U.S. Highway 93, thence along U.S. Highway 93 to junction Montana Highway 200, thence along Montana Highway 200 to junction U.S. Highway 12, thence along U.S. Highway 12 to the Montana-Idaho State line, restricted to the transporta-

tion of commodities which, because of size or weight require the use of special equipment. The purpose of this filing is to eliminate the gateway of Council Bluffs, Iowa.

No. MC 114211 (Sub-No. E320), 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 Iowa on and west of a line beginning at the Iowa-Minnesota State line, thence along U.S. Highway 71 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction U.S. Highway 59, thence along U.S. Highway 59 to junction U.S. Highway 6, thence along U.S. Highway 6 to the Iowa-Nebraska State line, to points in that part of Missouri on and south of Interstate Highway 70, restricted to the transportation of commodities which, because of size or weight require the use of special equipment. The purpose of this filing is to eliminate the gateway of Council Bluffs, Iowa.

No. MC 114211 (Sub-No. E321), 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 Iowa on and west of a line beginning at the Nebraska-Iowa State line, thence along U.S. Highway 59 to junction Interstate Highway 80, thence along Interstate Highway 80 to the Minnesota-Iowa State line, to points in Missouri, restricted to the transportation of commodities which, because of size or weight require the use of special equipment. The purpose of this filing is to eliminate the gateway of Council Bluffs, Iowa.

No. MC 114211 (Sub-No. E322), 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 Iowa on and west of a line beginning at the Nebraska-Iowa State line, thence along U.S. Highway 6 to junction U.S. Highway 59, thence along U.S. Highway 59 to the Iowa-Minnesota State line, to points in that part of Illinois on and south of a line beginning at the Iowa-Illinois State line, thence along U.S. Highway 34 to junction Interstate Highway 74, thence along Interstate Highway 74 to junction U.S. Highway 24, thence along U.S. Highway 24 to the Illinois-Indiana State line,

restricted to the transportation of commodities which, because of size or weight require the use of special equipment. The purpose of this filing is to eliminate the gateway of Council Bluffs, Iowa.

No. MC 114211 (Sub-No. E323), 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 Iowa on and west of a line beginning at the Nebraska-Iowa State line, thence along Iowa Highway 175 to junction Iowa Highway 37, thence along Iowa Highway 37 to junction Iowa Highway 183, thence along Iowa Highway 183 to junction Iowa Highway 141, thence along Iowa Highway 141 to junction U.S. Highway 59, thence along U.S. Highway 59 to junction U.S. Highway 6, thence along U.S. Highway 6 to junction Iowa Highway 48, thence along Iowa Highway 48 to junction Iowa Highway 2, thence along Iowa Highway 2 to the Iowa-Nebraska State line, to points in Indiana, restricted to the transportation of commodities which, because of size or weight require the use of special equipment. The purpose of this filing is to eliminate the gateway of Council Bluffs, Iowa.

No. MC 114211 (Sub-No. E324), 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 Iowa on and west of a line beginning at the Iowa-Nebraska State line, thence along U.S. Highway 6 to junction Iowa Highway 48, thence along Iowa Highway 48 to junction U.S. Highway 34, thence along U.S. Highway 34 to the Iowa-Nebraska State line, to points in Wisconsin, restricted to the transportation of commodities which because of size or weight, require the use of special equipment. The purpose of this filing is to eliminate the gateway of Council Bluffs, Iowa.

No. MC 114211 (Sub-No. E327), 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 Oklahoma. The purpose of this filing is to eliminate the gateways of (1) points in De Witt, Logan, Macon, or Sangamon Counties, Ill. and (2) points in Kansas.

No. MC 114211 (Sub-No. E329) 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*, from points in that part of Iowa on and east of a line beginning at the Illinois-Iowa State line, thence along U.S. Highway 6, to junction U.S. Highway 218, thence along U.S. Highway 218 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Iowa Highway 13, thence along Iowa Highway 13 to junction Iowa Highway 56, thence along Iowa Highway 56 to junction Iowa Highway 150, thence along Iowa Highway 150 to the Iowa-Minnesota State line, to points in that part of Missouri on and south of a line beginning at the Illinois-Missouri State line, thence along Interstate Highway 44 to junction U.S. Highway 66, thence along U.S. Highway 66 to the Missouri-Kansas State line, and that part of Kansas on and south of a line beginning at the Kansas-Missouri State line, thence along Missouri Highway 166 to junction U.S. Highway 77, thence along U.S. Highway 77 to junction Kansas Highway 196, thence along Kansas Highway 196 to junction Interstate Highway 35W, thence along Interstate Highway 35W to junction Interstate Highway 70, thence along Interstate Highway 70 to the Kansas-Colorado State line, restricted to the transportation of traffic in foreign commerce only. The purpose of this filing is to eliminate the gateway of Rock Island or East Moline, Ill.

No. MC 114211 (Sub-No. E332) 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, farm machinery*, designed for use in conjunction with self-propelled vehicles, and *parts thereof*, from points in that part of Minnesota on and south of a line beginning at the Minnesota-South Dakota State line, thence along Minnesota Highway 19 to junction U.S. Highway 71, thence along U.S. Highway 71 to the Minnesota-Iowa State line, to points in that part of California on and west of a line beginning at the Oregon-California State line, thence along U.S. Highway 97 to junction Interstate Highway 5, thence along Interstate Highway 5 to junction California Highway 99, thence along California Highway 99 to junction California Highway 58, thence along California Highway 58 to junction California Highway 14, thence along California Highway 14 to junction Interstate Highway 5, thence along Interstate Highway 5 to junction California Highway 170 thence along California Highway 170 to junction U.S. Highway 101, thence along U.S. Highway 101 to junction Interstate Highway 10, thence along Interstate Highway 10 to the California-Arizona State line, that part of Oregon on and west of a line begin-

ning at the Washington-Oregon State line, thence along U.S. Highway 395 to junction Oregon Highway 74, thence along Oregon Highway 74 to junction Oregon Highway 206, thence along Oregon Highway 206 to junction Oregon Highway 218, thence along Oregon Highway 218 to junction U.S. Highway 97, thence along U.S. Highway 97 to Oregon-California State line, and that part of Washington on and west of a line beginning at the Idaho-Washington State line, thence along Interstate Highway 90 to junction U.S. Highway 395, thence along U.S. Highway 395 to the Washington-Oregon State line. The purpose of this filing is to eliminate the gateway of Minneapolis, Minnesota.

No. MC 114211 (Sub-No. E333) 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 shredders, agricultural sprayers, scalpors, row shields, corn cribs, knocked down, and attachments and parts* for said shredders, sprayers, scalpors, and corn cribs, when moving incidental to and in the same vehicle with said commodities, from points in that part of Wyoming on, west and south of a line beginning at the South Dakota-Wyoming State line, thence along U.S. Highway 18 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction Wyoming Highway 120, thence along Wyoming Highway 120 to junction U.S. Highway 20, thence along U.S. Highway 20 the Wyoming-Idaho State line, that part of South Dakota on and south of a line beginning at the Nebraska-South Dakota State line thence along South Dakota Highway 87 to junction U.S. Highway 18, thence along U.S. Highway 18 to the South Dakota-Wyoming State line, and that part of Nebraska on and south of a line beginning at the South Dakota-Nebraska State line, thence along Nebraska Highway 87 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction U.S. Highway 281, thence along U.S. Highway 281 to junction Nebraska Highway 91, thence along Nebraska Highway 91 to the Nebraska-Iowa State line, (except points in that part of Nebraska on South and east of a line beginning at the Iowa-Nebraska State line, thence along Nebraska Highway 370 to junction Interstate Highway 80, thence along Interstate Highway 80 to junction U.S. Highway 77, thence along U.S. Highway 77 to the Nebraska-Kansas State line), to points in the Lower Peninsula of Michigan and that part of Wisconsin on and south of a line beginning at the Iowa-Wisconsin State line, thence along Wisconsin Highway 82 to junction Wisconsin Highway 35, thence along Wisconsin Highway 35 to junction U.S. Highway 18, thence along U.S. Highway 18 to junction Wisconsin Highway 60, thence along Wisconsin Highway 60 to junction U.S. Highway 151, thence along U.S. Highway 151 to junction U.S. High-

way 41, thence along U.S. Highway 41 to Green Bay, restricted to the transportation of commodities which, because of size or weight, require the use of special equipment, and those described in *Mercer Extension-Oilfield Commodities*, 74 M.C.C. 459. The purpose of this filing is to eliminate the gateway of Omaha, Nebraska and Oelwein, Iowa.

No. MC 114211 (Sub-No. E334) 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 shredders, agricultural sprayers, scalpors, row shields, corn cribs, knocked down, and attachments and parts* for said shredders, sprayers, scalpors, and corn cribs, when moving incidental to and in the same vehicle with said commodities, from points in Wyoming, that part of Nebraska on, north and west of a line beginning at the Iowa-Nebraska State line, thence along Nebraska Highway 370 to junction Interstate Highway 80, thence along Interstate Highway 80 to junction U.S. Highway 34, thence along U.S. Highway 34 to junction U.S. Highway 83, thence along U.S. Highway 83 to the Nebraska-Kansas State line, (except points in that part of Nebraska north and east of a line beginning at the Iowa-Nebraska State line, thence along U.S. Highway 30 to junction U.S. Highway 275, thence along U.S. Highway 275 to junction U.S. Highway 81, thence along U.S. Highway 81 to the South Dakota-Nebraska State line), and that part of South Dakota on, west and south of a line beginning at the North Dakota-South Dakota line, thence along U.S. Highway 12 to junction South Dakota Highway 73.

Thence along South Dakota Highway 73 to junction U.S. Highway 212, thence along U.S. Highway 212 to junction U.S. Highway 83, thence along U.S. Highway 83 to junction U.S. Highway 14, thence along U.S. Highway 14 to junction South Dakota Highway 47, thence along South Dakota Highway 47 to junction South Dakota Highway 34, thence along South Dakota Highway 34 to junction U.S. Highway 281, thence along U.S. Highway 281 to junction South Dakota Highway 50, thence along South Dakota Highway 50 to junction U.S. Highway 81, thence along U.S. Highway 81 to the Nebraska-South Dakota State line, to points in Ohio, Pennsylvania, New York (except points in Kings, Queens, Nassau, Suffolk Counties), 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 61, thence along Kentucky Highway 61 to junction Kentucky Highway 55, thence along Kentucky 55 to junction U.S. Highway 127, thence along U.S. Highway 127 to the Kentucky-Tennessee State line, and that part of Indiana on and east of a line beginning at the Illinois-Indiana State line, thence along U.S. Highway 12 to junction Interstate

Highway 65, thence along Interstate Highway 65 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction U.S. Highway 31, thence along U.S. Highway 31 to the Indiana-Kentucky State line, restricted against the transportation of commodities which, because of size or weight, require the use of special equipment, and those described in *Mercer Extension-Oilfield Commodities*, 74 M.C.C. 459. The purpose of this filing is to eliminate the gateways of Omaha, Nebraska, and Oelwein, Iowa.

No. MC 114211 (Sub-No. E335), 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 Pennsylvania and New Jersey to points in Montana, North Dakota, South Dakota, Wyoming, Nebraska, Colorado, New Mexico, that part of Kansas on and west of; a line beginning at the Nebraska-Kansas State line, thence along U.S. Highway 75 to junction Interstate Highway 35, thence along Interstate Highway 35 to junction U.S. Highway 77, thence along U.S. Highway 77 to the Kansas-Oklahoma State line, that part of Oklahoma on and west of a line beginning at the Kansas-Oklahoma State line, thence along U.S. Highway 77 to junction U.S. Highway 60, thence along U.S. Highway 60 to junction U.S. Highway 183, thence along U.S. Highway 183 to junction Oklahoma Highway 9, thence along Oklahoma Highway 9 to junction Oklahoma Highway 44, thence along Oklahoma Highway 44 to junction U.S. Highway 283, thence along U.S. Highway 283 to the Oklahoma-Texas State line, and that part of Texas on and west of a line beginning at the Oklahoma Texas State line, thence along U.S. Highway 283 to junction U.S. Highway 277, thence along U.S. Highway 277 to junction U.S. Highway 84, thence along U.S. Highway 84 to junction U.S. Highway 283, thence along U.S. Highway 283 to junction U.S. Highway 87, thence along U.S. Highway 87 to junction U.S. Highway 377, thence along U.S. Highway 377 to junction U.S. Highway 83, thence along U.S. Highway 83 to junction U.S. Highway 57, thence along U.S. Highway 57 to junction U.S. Highway 277, thence along U.S. Highway 277 to Eagle Pass. 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. E336), 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*, between Kansas City, Kans., on the one hand, and,

on the other, points in that part of Iowa on and west of a line beginning at the Minnesota-Iowa State line, thence along U.S. Highway 75 to junction U.S. Highway 37/175, thence along U.S. Highway 37/175 to the Iowa-Nebraska State line, and in that part of Nebraska on, west, and north of a line beginning at the Kansas-Nebraska State line, thence along U.S. Highway 77 to junction Nebraska Highway 4, thence along Nebraska Highway 4 to junction Nebraska Highway 103, thence along Nebraska Highway 103 to junction Nebraska Highway 41, thence along Nebraska Highway 41 to junction Nebraska Highway 15, thence along Nebraska Highway 15 to junction Nebraska Highway 92, thence along Nebraska Highway 92 to junction U.S. Highway 81, thence along U.S. Highway 81 to junction Nebraska Highway 51, thence along Nebraska Highway 51 to the Nebraska-Iowa State line, restricted to the transportation of commodities which, because of size or weight, requires the use of special equipment. The purpose of this filing is to eliminate gateway of Beatrice, Nebr.

No. MC 114211 (Sub-No. E338), 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 the use of special equipment, from points in that part of Texas on and west of a line beginning at the New Mexico-Texas State line, thence along Interstate Highway 40 to junction U.S. Highway 287, thence along U.S. Highway 287 to junction U.S. Highway 83, thence along U.S. Highway 83 to junction Interstate Highway 10, thence along Interstate Highway 10 to junction Texas Highway 86, thence along Texas Highway 86 to junction Texas Highway 35, thence along Texas Highway 35 to junction Texas Highway 6, thence along Texas Highway 6 to Galveston, to points in that part of Missouri on and north of a line beginning at the Kansas-Missouri State line, thence along U.S. Highway 24 to junction U.S. Highway 36, thence along U.S. Highway 36 to the Illinois-Missouri State line. The purpose of this filing is to eliminate the gateways of points in Nebraska and points in Kansas.

No. MC 114211 (Sub-No. E339), 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*, between points in Illinois, on the one hand, and on the other, points in Washington, Oregon, Idaho, Montana, that part of North Dakota on and west of North Dakota Highway 1, and that

part of Wyoming on, north, and west of a line beginning at the Nebraska-Wyoming State line, thence along U.S. Highway 16 to junction U.S. Highway 18/85, thence along U.S. Highway 18/85 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction Wyoming Highway 220, thence along Wyoming Highway 220 to junction U.S. Highway 287, thence along U.S. Highway 287 to junction Wyoming Highway 28, thence along Wyoming Highway 28 to junction U.S. Highway 187, thence along U.S. Highway 187 to junction Interstate Highway 80, thence along Interstate Highway 80 to the Utah-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. E340), 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 pipe and fittings therefore*, the transportation of which, because of size or weight, requires the use of special equipment, from points in Ohio, New York, Pennsylvania, Kentucky, West Virginia, Tennessee, North Carolina, that part of Indiana on, south, and east of a line beginning at the Michigan-Indiana State line, thence along Indiana Highway 19 to junction U.S. Highway 24, thence along U.S. Highway 24 to the Indiana-Illinois State line, and that part of Michigan on, south, and east of a line beginning at Tawas City, thence along Michigan Highway 55 to junction U.S. Highway 31, thence along U.S. Highway 31 to junction Michigan Highway 40, thence along Michigan Highway 40 to junction U.S. Highway 12, thence along U.S. Highway 12 to junction Michigan Highway 205, thence along Michigan Highway 205 to the Michigan-Indiana State line, to points in that part of Iowa on and west of a line beginning at the Nebraska-Iowa State line, thence along U.S. Highway 34 to junction Iowa Highway 48, thence along Iowa Highway 48 to junction U.S. Highway 6, thence along U.S. Highway 6 to junction Iowa Highway 83, thence along Iowa Highway 83 to junction U.S. Highway 59, thence along U.S. Highway 59 to Cherokee, thence along Iowa Highway 3 to the Iowa-Nebraska State line. 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. E341), 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*, between points in that part of Illinois on and south of a line beginning at the Illinois-Iowa State line,

thence along Illinois Highway 64 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction Illinois Highway 88, thence along Illinois Highway 88 to junction Interstate Highway 74, thence along Interstate Highway 74 to the Indiana-Illinois State line, on the one hand, and, on the other, points in Washington, Oregon, Idaho, Montana, North Dakota, that part of Wyoming on and north of a line beginning at the Nebraska-Wyoming State line, thence along U.S. Highway 26 to junction Wyoming Highway 220, thence along Wyoming Highway 220 to junction U.S. Highway 287, thence along U.S. Highway 287 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction U.S. Highway 30N, thence along U.S. Highway 30N to the Wyoming-Idaho State line, that part of Utah on and west of a line beginning at the Idaho-Utah State line, thence along U.S. Highway 191 to junction Interstate Highway 15, thence along Interstate Highway 15 to junction U.S. Highway 91, thence along U.S. Highway 91 to junction Utah Highway 56, thence along Utah Highway 56 to the Utah-Nevada State line, that part of Nevada on and north of a line beginning at the Utah-Nevada State line, thence along Nevada Highway 25 to junction U.S. Highway 93, thence along U.S. Highway 93 to junction Nevada Highway 25, thence along Nevada Highway 25 to junction U.S. Highway 6, thence along U.S. Highway 6 to junction U.S. Highway 95, thence along U.S. Highway 95 to junction Nevada Highway 72, thence along Nevada Highway 72 to the Nevada-California State line, and that part of California on and north of a line beginning at the Nevada-California State line, thence along California Highway 190 to junction U.S. Highway 395, thence along U.S. Highway 395 to junction California Highway 178, thence along California Highway 178 to junction California Highway 58, thence along California Highway 58 to junction California Highway 119, thence along California Highway 119 to junction California Highway 166, thence along California Highway 166 to the Pacific Ocean. The purpose of this filing is to eliminate the gateways of points in Iowa, and Canton, S. Dak.

No. MC 114211 (Sub-No. E342), 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 road building equipment*, designed for use in conjunction with self-propelled road building equipment, and *parts and attachments* for self-propelled vehicles and equipment designed for use therewith, from points in Texas to points in that part of Wisconsin on and north of a line beginning at the Minnesota-Wisconsin State line, thence along Interstate Highway 90 to junction Interstate Highway 94, thence along Interstate Highway 94 to junction Wisconsin High-

way 173, thence along Wisconsin Highway 173 to junction Wisconsin Highway 54, thence along Wisconsin Highway 54 to Green Bay, and that part of North Dakota on and east of a line beginning at the International Boundary line between the United States and Canada, thence along North Dakota Highway 18 to junction North Dakota Highway 15, thence along North Dakota Highway 15 to junction North Dakota Highway 32, thence along North Dakota Highway 32 to junction Interstate Highway 94, thence along Interstate Highway 94 to the North Dakota-Minnesota State line. The purpose of this filing is to eliminate the gateways of points in Kansas, and Minneapolis, Minn.

No. MC 114211 (Sub-No. E343), 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: *Buildings, storage bins, grain driers, and corn cribs*, knocked down or in sections, and when shipped with such commodities, *component parts, materials, supplies, fixtures, and accessories* used in their construction and erection, *ventilators, and irrigation well casings*, from points in that part of Nebraska on and south of a line beginning at the Kansas-Nebraska State line, thence along U.S. Highway 281 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Nebraska Highway 15, thence along Nebraska Highway 15 to junction Nebraska Highway 4, thence along Nebraska Highway 4 to junction U.S. Highway 77, thence along U.S. Highway 77 to the Nebraska-Kansas State line, to points in North Dakota, South Dakota, Minnesota, Wisconsin, and that part of Iowa on and north of U.S. Highway 20, restricted to the transportation of commodities which, because of size or weight, require the use of special equipment. The purpose of this filing is to eliminate the gateway of Columbus, Nebr.

No. MC 114211 (Sub-No. E344), 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 Nebraska on and north of a line beginning at the Nebraska-Iowa State line, thence along U.S. Highway 275 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction U.S. Highway 81, thence along U.S. Highway 81 to junction Nebraska Highway 22, thence along Nebraska Highway 22 to junction Nebraska Highway 70, thence along Nebraska Highway 70 to junction Nebraska Highway 92, thence along Nebraska Highway 92 to junction Nebraska Highway 61, thence along Nebraska Highway 61 to

junction U.S. Highway 26, thence along U.S. Highway 26 to the Nebraska-Wyoming State line, to points in Indiana, that part of Illinois on and east of a line beginning at the Wisconsin-Illinois State line, thence along U.S. Highway 51 to junction Illinois Highway 2, thence along Illinois Highway 2 to junction Illinois Highway 26, thence along Illinois Highway 26 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction U.S. Highway 66, thence along U.S. Highway 66 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 127, thence along Illinois Highway 127 to junction Illinois Highway 3, thence along Illinois Highway 3 to junction Interstate Highway 57, thence along Interstate Highway 57 to the Illinois-Kentucky State line, that part of Wisconsin on and east of a line beginning at the Michigan-Wisconsin State line, thence along U.S. Highway 41 to junction U.S. Highway 151, thence along U.S. Highway 151 to junction U.S. Highway 51, thence along U.S. Highway 51 to the Wisconsin-Illinois State line, and that part of Michigan on and south of a line beginning at the Wisconsin-Michigan State line, thence along U.S. Highway 41 to junction Michigan Highway 35, thence along Michigan Highway 35 to junction U.S. Highway 2, thence along U.S. Highway 2 to the International Boundary line between the United States and Canada, restricted to the transportation of commodities which, because of size or weight, require the use of special equipment. The purpose of this filing is to eliminate the gateway of Council Bluffs, Iowa.

No. MC 114211 (Sub-No. E345), 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 Missouri and that part of Illinois on and south of a line beginning at the Iowa-Illinois State line, thence along U.S. Highway 136 to junction Illinois Highway 94, thence along Illinois Highway 94 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Illinois Highway 99, thence along Illinois Highway 99 to junction Illinois Highway 104, thence along Illinois Highway 104 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 32, thence along Illinois Highway 32 to junction Illinois Highway 70, thence along Illinois Highway 70 to the Illinois-Indiana State line, to points in Montana, North Dakota, South Dakota, Wyoming, that part of Minnesota on and west of a line beginning at the Iowa-Minnesota State line, thence along U.S. Highway 59 to junction Interstate Highway 94, thence along Interstate Highway 94 to junction Minnesota Highway 9, thence along Minnesota Highway

9 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 the International Boundary line between the United States and Canada, that part of Nebraska on and north of a line beginning at the Iowa-Nebraska State line, thence along Interstate Highway 80 to junction Nebraska Highway 92, thence along Nebraska Highway 92 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction U.S. Highway 281, thence along U.S. Highway 281 to junction U.S. Highway 34, thence along U.S. Highway 34 to the Nebraska-Colorado State line, that part of Colorado on and north of a line beginning at the Nebraska-Colorado State line, thence along U.S. Highway 34 to junction U.S. Highway 287, thence along U.S. Highway 287 to junction Colorado Highway 52, thence along Colorado Highway 52 to junction Colorado Highway 119, thence along Colorado Highway 119 to junction Interstate Highway 70, thence along Interstate Highway 70 to junction U.S. Highway 6/50, thence along U.S. Highway 6/50 to the Colorado-Utah State line, and that part of Utah on, and north of a line beginning at the Colorado-Utah State line, thence along Interstate Highway 70 to junction Utah Highway 128, thence along Utah Highway 128 to junction U.S. Highway 163, thence along U.S. Highway 163 to junction Interstate Highway 70, thence along Interstate Highway 70 to junction U.S. Highway 89, thence along U.S. Highway 89 to junction Utah Highway 4, thence along Utah Highway 4 to junction Interstate Highway 15, thence along Interstate Highway 15 to junction Utah Highway 56, thence along Utah Highway 56 to the Utah-Nevada State line. The purpose of this filing is to eliminate the gateway of the plant site of Griffin Pipe Co., located at or near Council Bluffs, Iowa.

No. MC 114211 Sub-No. E346), 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 attachment*, between points in that part of Minnesota on, south, and west of a line beginning at the South Dakota-Minnesota State line, thence along U.S. Highway 212 to junction U.S. Highway 71, thence along U.S. Highway 71 to the Minnesota-Iowa State line, on the one hand, and, on the other, points in Washington, Oregon, California, Nevada, Idaho, Arizona, New Mexico, Texas, Arkansas, Louisiana, and that part of Montana on, west, and south of a line beginning at the Wyoming-Montana State line, thence along U.S. Highway 87 to junction Interstate Highway 90, thence along Interstate Highway 90 to junction U.S. Highway 89, thence along U.S. Highway 89 to junction Interstate Highway 15, thence along Interstate

Highway 15 to the International Boundary line between the United States and Canada. The purpose of this filing is to eliminate the gateway of Canton, S. Dak.

No. MC 114211 (Sub-No. E347), 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 tractor displays and experimental tractors*, between points in Lake and Porter Counties, Ind., on the one hand, and, on the other, points in Minnesota, South Dakota, Colorado, Nebraska, that part of Kansas on and west of a line beginning at the Nebraska-Kansas State line, thence along U.S. Highway 73/159 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction U.S. Highway 75, thence along U.S. Highway 75 to junction Interstate Highway 35, thence along Interstate Highway 35 to junction U.S. Highway 77, thence along U.S. Highway 77 to the Kansas-Oklahoma State line, and that part of Iowa on and north of a line beginning at the Iowa-Illinois State line, thence along U.S. Highway 51 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Iowa Highway 21, thence along Iowa Highway 21 to junction Interstate Highway 80, thence along Interstate Highway 80 to the Iowa-Nebraska State line. The purpose of this filing is to eliminate the gateway of Dubuque, Iowa.

No. MC 114211 (Sub-No. E348), 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 implements and parts thereof*, from points in that part of Kansas on and west of a line beginning at the Oklahoma-Kansas State line, thence along Kansas Highway 1 to junction U.S. Highway 183, thence along U.S. Highway 183 to junction U.S. Highway 54, thence along U.S. Highway 54 to junction U.S. Highway 281, thence along U.S. Highway 281 to junction U.S. Highway 156, thence along U.S. Highway 156 to junction Interstate Highway 70, thence along Interstate Highway 70 to junction U.S. Highway 81, thence along U.S. Highway 81 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Kansas Highway 15, thence along Kansas Highway 15 to junction Kansas Highway 9, thence along Kansas Highway 9 to junction Kansas Highway 63, thence along Kansas Highway 63 to the Kansas-Nebraska State line, to points in Indiana. The purpose of this filing is to eliminate the gateway of Beatrice, Nebr.

No. MC 114211 (Sub-No. E349), 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, road making machinery, and contractors' equipment and supplies*, between points in Nebraska, on the one hand, and, on the other, points in Maine, the Upper Peninsula of Michigan, that part of Vermont on and east of a line beginning at the International Boundary line between the United States and Canada, thence along Vermont Highway 105 to junction Vermont Highway 100, thence along Vermont Highway 100 to junction Vermont Highway 12, thence along Vermont Highway 12 to junction Interstate Highway 89, thence along Interstate Highway 89 to the Vermont-New Hampshire State line, that part of Wisconsin on and north of a line beginning at the Minnesota-Wisconsin State line, thence along U.S. Highway 63 to junction U.S. Highway 10, thence along U.S. Highway 10 to junction Interstate Highway 94, thence along Interstate Highway 94 to junction Wisconsin Highway 21, thence along Wisconsin Highway 21 to Oshkosh, thence along U.S. Highway 45 to Fond du Lac, thence along U.S. Highway 151 to Manitowoc, that part of New Hampshire on and east of a line beginning at the Vermont-New Hampshire State line, thence along Interstate Highway 89 to junction Interstate Highway 93, thence along Interstate Highway 93 to junction U.S. Highway 3, thence along U.S. Highway 3 to the New Hampshire-Massachusetts State line, and in that part of Massachusetts on and east of a line beginning at the New Hampshire-Massachusetts State line, thence along U.S. Highway 3 to junction Interstate Highway 495, thence along Interstate Highway 495 to junction Interstate Highway 290, thence along Interstate Highway 290 to junction Massachusetts Highway 146, thence along Massachusetts Highway 146 to Massachusetts-Rhode Island State line, restricted to the transportation of self-propelled vehicles (except motor vehicles as defined in Section 203(a)(13) of the Interstate Commerce Act, and commodities moving in driveway service), equipment designed for use in conjunction with self-propelled vehicles (except tank semi-trailers), and parts and attachments for self-propelled vehicles and equipment designed for use in conjunction therewith. The purpose of this filing is to eliminate the gateway of Minneapolis, Minn.

No. MC 114211 (Sub-No. E351), filed June 4, 1974. Applicant: WARREN TRANSPORT CO. 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*, between points in that part of Illinois on and south of U.S. Highway 40, on the one hand, and, on the other, points in that part of Oklahoma on and west of a line beginning at the Kansas-Oklahoma State line, thence along U.S. Highway 69 to junction U.S. Highway 64, thence along U.S. Highway 64 to junction Oklahoma Highway 2,

thence along Oklahoma Highway 2 to junction U.S. Highway 271, thence along U.S. Highway 271 to the Oklahoma-Texas State line. The purpose of this filing is to eliminate the gateway of points in Kansas.

No. MC 114211 (Sub-No. E352), filed June 4, 1974. Applicant: WARREN TRANSPORT CO. 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, and such tractor attachments* as are road making machinery or contractors' equipment and supplies, between Wilmington, N.C., and Savannah, Ga., on the one hand, and, on the other, points in Colorado, Nebraska, South Dakota, and that part of Kansas on and west of a line beginning at the Oklahoma-Kansas State line, thence along U.S. Highway 75 to junction U.S. Highway 54, thence along U.S. Highway 54 to the Kansas-Missouri State line, restricted to the transportation of traffic moving in foreign commerce only. The purpose of this filing is to eliminate the gateway of Topeka, Kans.

No. MC 114211 (Sub-No. E353), 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, and such tractor attachments* as are road making machinery or contractors' equipment and supplies, between Houston and Brownsville, Tex., on the one hand, and, on the other, points in South Dakota, Minnesota, and Iowa, restricted to the transportation of traffic moving in foreign commerce only. The purpose of this filing is to eliminate the gateway of Topeka, Kans.

No. MC 114211 (Sub-No. E354), filed June 4, 1974. Applicant: WARREN TRANSPORT, CO., 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, and such tractor attachments* as are road making machinery or contractors' equipment and supplies, between those ports of entry located on the eastern coast of the United States, on the one hand, and, on the other, points in South Dakota, Nebraska, Kansas, and Colorado, restricted to the transportation of traffic moving in foreign commerce only. The purpose of this filing is to eliminate the gateway of Topeka, Kans.

No. MC 114211 (Sub-No. E355), 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* (except those with vehicle beds, bed frames, and fifth wheels), *equipment* designed for use in conjunction with farm tractors, and *parts thereof*, from points in that part of Wyoming on and north of a line beginning at the South Dakota-Wyoming State line, thence along U.S. Highway 16 to junction Wyoming Highway 59, thence along Wyoming Highway 59 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction Wyoming Highway 220, thence along Wyoming Highway 220 to junction U.S. Highway 287, thence along U.S. Highway 287 to junction Wyoming Highway 28, thence along Wyoming Highway 28 to junction U.S. Highway 187, thence along U.S. Highway 187 to junction Wyoming Highway 351, thence along Wyoming Highway 351 to junction U.S. Highway 189, thence along U.S. Highway 189 to junction Wyoming Highway 89, thence along Wyoming Highway 89 to the Wyoming-Utah State line, to points in Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New Jersey, Delaware, Maryland, that part of New York on and east of a line beginning at Silver Creek, thence along New York Highway 428 to junction New York Highway 39, thence along New York Highway 39 to junction U.S. Highway 62, thence along U.S. Highway 62 to the New York-Pennsylvania State line, that part of Pennsylvania on and east of a line beginning at the New York-Pennsylvania State line, thence along U.S. Highway 62 to junction U.S. Highway 6.

Thence along U.S. Highway 6 to junction Pennsylvania Highway 948, thence along Pennsylvania Highway 948 to junction U.S. Highway 219, thence along U.S. Highway 219 to junction Pennsylvania Highway 160, thence along Pennsylvania Highway 160 to the Pennsylvania-Maryland State line, that part of Maryland on and east of U.S. Highway 220, that part of North Carolina on and east of a line beginning at the Virginia-North Carolina State line, thence along U.S. Highway 220 to junction U.S. Highway 311, thence along U.S. Highway 311 to junction U.S. Highway 220, thence along U.S. Highway 220 to junction U.S. Highway 74, thence along U.S. Highway 74 to junction U.S. Highway 1, thence along U.S. Highway 1 to the North Carolina-South Carolina State line, that part of South Carolina on and east of a line beginning at the North Carolina-South Carolina State line, thence along U.S. Highway 1 to junction U.S. Highway 72, thence along U.S. Highway 72 to junction U.S. Highway 76, thence along U.S. Highway 76 to junction U.S. Highway 501, thence along U.S. Highway 501 to Myrtle Beach, that part of Virginia on and east of a line beginning at the West Virginia-Virginia State line, thence along U.S. Highway 250 to junction U.S. Highway 11, thence along U.S. Highway 11 to junction U.S. Highway 220, thence along U.S. Highway 220 to the Virginia-North Carolina State line, and that part of West Virginia on and east of a line beginning at the Maryland-West Virginia State

line, thence along U.S. Highway 220 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction West Virginia Highway 93, thence along West Virginia Highway 93 to junction West Virginia Highway 32, thence along West Virginia Highway 32 to junction U.S. Highway 219, thence along U.S. Highway 219 to junction U.S. Highway 250, thence along U.S. Highway 250 to the West Virginia-Virginia State line, restricted against the transportation of commodities which, because of size or weight, require the use of special equipment, and those described in Mercer Extension-Oilfield Commodities, 74 M.C.C. 459. The purpose of this filing is to eliminate the gateways of points in South Dakota, Nasau, Minn., and Fargo, N. Dak.

No. MC 114211 (Sub-No. E356), filed June 4, 1974. Applicant: WARREN TRANSPORT CO., 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 road building articles*, each weighing 15,000 pounds or more, and *related road building equipment* moving in connection therewith, between points in that part of Texas, on and west of a line beginning at the New Mexico-Texas State line, thence along Interstate Highway 40 to junction U.S. Highway 287, thence along U.S. Highway 287 to junction U.S. Highway 83, thence along U.S. Highway 83 to junction Interstate Highway 10, thence along Interstate Highway 10 to junction Texas Highway 36, thence along Texas Highway 36 to junction U.S. Alternate Highway 90, thence along U.S. Alternate Highway 90 to junction Texas Highway 6, thence along Texas Highway 6 to Galveston, on the one hand, and, on the other, points in that part of Missouri on and north of a line beginning at the Kansas-Missouri State line, thence along U.S. Highway 24 to junction U.S. Highway 36, thence along U.S. Highway 36 to the Missouri-Illinois State line, restricted to the transportation of commodities moving on trailers. The purpose of this filing is to eliminate the gateways of points in Kansas and points in Nebraska.

No. MC 114211 (Sub-No. E357), filed June 4, 1974. Applicant: WARREN TRANSPORT CO., 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, and such tractor attachments*, as are road making machinery or contractors' equipment and supplies, between those ports of entry located on the United States Gulf Coast between Brownsville, Tex., and New Orleans, La., including Brownsville and New Orleans, on the one hand, and, on the other, points in South Dakota, Minnesota, and that part of Iowa on and west of a line beginning at the Missouri-Iowa State line, thence along Iowa Highway 5 to junction Iowa

Highway 137, thence along Iowa Highway 137 to junction U.S. Highway 63, thence along U.S. Highway 63 to junction Iowa Highway 3, thence along Iowa Highway 3 to junction Iowa Highway 150, thence along Iowa Highway 150 to junction U.S. Highway 52, thence along U.S. Highway 52 to the Iowa-Minnesota State line, restricted to the transportation of traffic moving in foreign only. The purpose of this filing is to eliminate the gateway of Topeka, Kans.

No. MC 114211 (Sub-No. E359), filed June 4, 1974. Applicant: WARREN TRANSPORT CO., 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: *Heat exchangers or equalizers* for air, gas, or liquids, *equipment and machinery* for heating and cooling, conditioning, humidifying, and dehumidifying, and *parts, attachments, and accessories* for use in connection with the installation and use of the commodities described above, from LaCrosse, Wis., to points in Missouri, restricted to the transportation of commodities which, because of size or weight, require the use of special equipment. The purpose of this filing is to eliminate the gateway of points in Iowa.

No. MC 114211 (Sub-No. E360), filed June 4, 1974. Applicant: WARREN TRANSPORT CO., 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* between points in Missouri on the one hand, and, on the other, points in Oregon, Washington, Idaho, Montana, North Dakota, 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 California Highway 89, thence along California Highway 89 to junction California Highway 120, thence along California Highway 120 to junction Interstate Highway 205, thence along Interstate Highway 205 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, and that part of Wyoming on and north of a line beginning at the South Dakota-Wyoming State line, thence along U.S. Highway 14 to junction Interstate Highway 90, thence along Interstate Highway 90 to junction U.S. Highway 16, thence along U.S. Highway 16 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction Wyoming Highway 789, thence along Wyoming Highway 789 to junction U.S. High-

way 287, thence along U.S. Highway 287 to junction U.S. Highway 26, thence along U.S. Highway 26 to the Wyoming-Idaho State line, and that part of Nevada on, north, and west 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 the Nevada-Utah State line, restricted to the transportation of commodities which, because of size or weight, require the use of special equipment, and further restricted to the transportation of traffic moving on trailers. The purpose of this filing is to eliminate the gateways of Canton, S. Dak., and points in Iowa.

No. MC 115603 (Sub-No. E30), filed May 30, 1974. Applicant: TURNER BROS. TRUCKING CO., INC., P.O. Box 94626, Oklahoma City, Oklahoma 73109. Applicant's representative: Jack E. Turner (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Machinery, equipment, materials, and supplies* used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products, and *machinery, materials, equipment, and supplies* used in, or in connection with, the construction, operation, repair, servicing, maintenance and dismantling of pipe lines including the stringing and picking up thereof, except the stringing or picking up of pipe in connection with main or trunk pipe lines, (2) *Machinery, equipment, materials, and supplies* used in, or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, other than pipelines used for the transmission of natural gas, petroleum their products and by-products, water, sewerage, restricted to the transportation of shipments moving to or from pipeline rights-of-way; and (3) *Earth drilling machinery and equipment, and machinery, equipment, materials, supplies and pipe* incidental to, used in, or in connection with (a) the transportation, installation, removal, operation, repair, servicing, maintenance, and dismantling of drilling machinery and equipment, (b) the completion of holes of wells drilled, (c) the drilling operations at well or hole sites and (d) the injection or removal of commodities into or from holes or wells; between points in McDonald and Newton Counties, Missouri, and that portion of Jasper County, Missouri, on and south of a line beginning at the Missouri-Kansas State line and extending along Missouri Highway 96 to its junction with U.S. Highway 66, thence along U.S. Highway 66 to the Jasper-Lawrence County line, on the one hand, and, on the other, points in North Dakota on and north of a line beginning at the North Dakota-Montana State line and extending along U.S. Highway 12 to

its junction with North Dakota Highway 22, thence along North Dakota Highway 22 to its junction with North Dakota Highway 200, thence along North Dakota Highway 200 to its junction with U.S. Highway 85, thence along U.S. Highway 85 to the United States-Canadian International Boundary line. The purpose of this filing is to eliminate the gateway of points in Texas.

No. MC 115603 (Sub-No. E34), filed May 30, 1974. Applicant: TURNER BROS. TRUCKING CO., INC., P.O. Box 94626, Oklahoma City, Okla. 73109. Applicant's representative: Jack E. Turner (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Machinery, equipment, materials, and supplies* used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products, and *machinery, materials, equipment, and supplies* used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipe lines, including the stringing and picking up thereof (except the stringing or picking up of pipe in connection with main or trunk pipelines); (2) *Machinery, equipment, materials, and supplies* used in, or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, other than pipelines used for the transmission of natural gas, petroleum, their products, and by-products, water, or sewerage, restricted to the transportation of shipments moving to or from pipeline rights-of-way; and (3) *Earth drilling machinery and equipment, and machinery, equipment, materials, supplies, and pipe* incidental to, used in, or in connection with (a) the transportation, installation, removal, operation, repair, servicing, maintenance, and dismantling of drilling machinery and equipment, (b) the completion of holes or wells drilled, (c) the production, storage, and transmission of commodities resulting from drilling operations at well or hole sites, and (d) the injection or removal of commodities into or from holes or wells, between points in Nebraska, on the one hand, and, on the other, points in Mississippi. The purpose of this filing is to eliminate the gateway of points in Oklahoma.

No. MC 115603 (Sub-No. E41), filed May 30, 1974. Applicant: TURNER BROS. TRUCKING CO., INC., P.O. Box 94626, Oklahoma City, Okla. 73109. Applicant's representative: Jack E. Turner (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Machinery, materials, and supplies, and equipment* incidental to or used in the construction, development, operation, and maintenance of facilities for the discovery, development, and production of natural gas and petroleum; and (2) *Earth drilling machinery and*

equipment, and machinery, equipment, materials, supplies and pipe incidental to, used in, or in connection with (a) the transportation, installation, removal, operation, repair, servicing, maintenance, and dismantling of drilling machinery and equipment, (b) the completion of holes or wells drilled, (c) the production, storage, and transmission of commodities resulting from drilling operations at well or hole sites and (d) the injection or removal of commodities into or from holes or wells, between points in Colorado, on the one hand, and on the other, points in Mississippi. The purpose of this filing is to eliminate the gateway of points in Oklahoma.

No. MC 115603 (Sub-No. E43), filed May 30, 1974. Applicant: TURNER BROS. TRUCKING CO., INC., P.O. Box 94626, Oklahoma City, Okla. 73109. Applicant's representative: Jack E. Turner (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Machinery, equipment, materials, and supplies used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products, and machinery, materials, equipment, and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof, except the stringing or picking up of pipe in connection with main or trunk pipelines; (2) Machinery, equipment, materials, and supplies used in or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, other than pipelines used for the transmission of natural gas, petroleum, their products and by-products, water, or sewerage, restricted to the transportation of shipments moving to or from pipeline rights-of-way; and (3) Earth drilling machinery and equipment, and machinery, equipment, materials, supplies and pipe incidental to, used in, or in connection with (a) the transportation, installation, removal, operation, repair, servicing, maintenance, and dismantling of drilling machinery and equipment, (b) the completion of holes or wells drilled, (c) the production, storage, and transmission of commodities resulting from drilling operations at well or hole sites and (d) the injection or removal of commodities into or from holes or wells, between points in Wyoming, on the one hand, and, on the other, points in Mississippi. The purpose of this filing is to eliminate the gateway of points in Oklahoma.

No. MC 115603 (Sub-No. E44), filed May 30, 1974. Applicant: TURNER BROS. TRUCKING CO., INC., P.O. Box 94626, Oklahoma City, Okla. 73109. Applicant's representative: Jack E. Turner (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting:

Machinery, equipment, materials, and supplies used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products, and machinery, materials, equipment, and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof, except the stringing or picking up of pipe in connection with main or trunk pipelines, between points in Mississippi, on the one hand, and, on the other, points in that part of Arkansas on and west of a line beginning at the Arkansas-Oklahoma State line and extending along Arkansas Highway 108 to its junction with Arkansas Highway 41, thence along Arkansas Highway 41 to its junction with Arkansas Highway 32, thence along Arkansas Highway 32 to its junction with U.S. Highway 71, thence along U.S. Highway 71 to its junction with Arkansas Highway 27, thence along Arkansas Highway 27 to its junction with Arkansas Highway 19, thence along a straight line to its junction with Arkansas Highway 88 at Cherry Hill, thence along Arkansas Highway 88 to its junction with U.S. Highway 71, thence along U.S. Highway 71 to its junction with Arkansas Highway 28, thence along Arkansas Highway 28 to its junction with unnumbered highway near Gravelly, thence along a straight line to its junction with Arkansas Highway 23 at Bonneville, thence along Arkansas Highway 23 to the Arkansas-Mississippi State line. The purpose of this filing is to eliminate the gateway of points in Oklahoma.

No. MC 119988 (Sub-No. E29), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Tex. 75902. Applicant's representative: Joe E. Kinard, 201 W. Commerce St., Dallas, Tex. 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Printed advertising matter, and (2) newspaper supplements otherwise exempt from economic regulations under Section 203(b) (7) of the Act when transported in mixed loads with printed advertising matter, from the facilities of the Oklahoma Publishing Co., Web Offset Division, at or near Oklahoma City, Okla., to Albany, Binghampton, Buffalo, New York City, Rochester, Syracuse, and Utica, N.Y., and Wheeling, W. Va. The purpose of this filing is to eliminate the gateway of Independence, Kans.

No. MC 119988 (Sub-No. E31), filed June 3, 1974. Applicant: GREAT WESTERN TRUCKING CO., INC., P.O. Box 1384, Lufkin, Texas 75902. Applicant's representative: Joe E. Kinard, 201 West Commerce St., Dallas, Texas 75208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Printed advertising matter, and (2) Newspaper sup-

plements otherwise exempt from economic regulation under section 203 (b) (7) of the Act when transported in mixed loads with printed advertising matter, from the facilities of the Oklahoma Publishing Co., Web Offset Division, at or near Oklahoma City, Okla., to Louisville, Ky. The purpose of this filing is to eliminate the gateway of Independence, Kansas.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.74-30457 Filed 12-30-74;8:45 am]

RICHARD W. SABIN

Filing of Complaint and Petition for Declaratory Order

No. MC-C-8522 (Notice of filing complaint and petition for declaratory order) filed November 3, 1974. Complainant: RICHARD W. SABIN, PUBLIC UTILITY COMMISSIONER OF OREGON, 200 Public Service Building, Salem, Oreg. 97310. Complainant's representative: Alvin Alexanderson, Assistant Attorney General, Oregon Department of Justice, 103 State Office Building, Salem, Oreg. 97310. City Transfer & Storage Co., an Oregon Corporation, located at 1152 Marine Drive, Astoria, Oreg. 97103 (Defendant), holds motor common carrier regular-route authority in No. MC 2512 last issued March 31, 1972, authorizing, as pertinent, the transportation of general commodities with exceptions, between Portland, Oreg., and Astoria, Oreg., serving Ilwaco, Wash., and points in Washington within 20 miles of Ilwaco as intermediate and off-route points: From Portland over Interstate Highway 5 to junction Washington Highway 4 at or near Kelso, Wash., thence over Washington Highway 4 to Longview, Wash. (also from Portland over U.S. Highway 30 to junction Oregon Highway 433 and over an interstate bridge to Longview), thence continuing over Washington Highway 4 to junction Washington Highway 401, thence over Washington Highway 401 to Megler, Wash. (also from Longview over Washington Highway 4 to junction U.S. Highway 101, thence over U.S. Highway 101 to Toll Bridge U.S. Highway 101), thence over Toll Bridge U.S. Highway 101 to Astoria, and return over the same routes.

Defendant previously held motor common carrier irregular-route authority in No. MC 2512 issued March 9, 1961 authorizing, as pertinent, transportation of general commodities with exceptions, (1) between Ilwaco, Wash., and points in Washington within 20 miles thereof, on the one hand, and, on the other, Astoria, Oreg., and (2) between Portland, Oreg., on the one hand, and, on the other, Ilwaco, Wash., and points in Washington within 20 miles thereof. By Complaint in No. MC-C-6252 filed November 25, 1968,

by the then Public Utility Commissioner of Oregon, the Defendant herein was ordered and required by the Interstate Commerce Commission to cease and desist its tacking operations in (1) and (2) above effective January 4, 1971, and thereafter to refrain and abstain from all operations in interstate or foreign commerce on traffic between Astoria and Portland, Oreg. over highways in Washington, *Sam R. Haley, Public Utility Commissioner of Oregon v. City Transfer and Storage Co.*, 112 M.C.C. 80. By application filed November 24, 1969, and assigned No. MC 2512 (Sub-No. 26) the Defendant named herein sought and was subsequently granted on March 21, 1972, the authority referenced and described in the initial paragraph of this notice.

Complainant states that on March 4, 1974 he initiated an Oregon administrative proceeding to impose penalties upon

the Defendant named herein for violating state laws by transporting Portland-Astoria traffic without appropriate Oregon authority. Defendant filed its Answer and Demurrer asserting inter alia that "Said transportation is subject to the sole and exclusive jurisdiction of the Interstate Commerce Commission".

By the instant proceeding Complainant seeks an Order declaring: (a) that the authority granted to the named Defendant on March 31, 1972, did not change the intrastate character of the Portland-Astoria operation previously (MC-C-6252) found by the ICC to be a subterfuge to avoid state regulation; (b) the referenced certificate in No. MC 2512 issued March 31, 1972, does not authorize Portland-Astoria traffic of an intrastate character; (c) that the cease and desist order effective January 4, 1971, is in full force and effect prohibiting, until such order is expressly revoked, modified, or

superseded, any and all interstate common carriage of property by City Transfer & Storage Co. from Portland to Astoria and from Astoria to Portland, if such traffic is interstate solely by virtue of its routing; (d) the Oregon Public Utility Commissioner as a party to any proceeding to revoke, modify, or supersede said cease and desist order, served with notice therein, and afforded an opportunity to be heard; and (e) that the jurisdiction of the Oregon Public Utility Commission to impose fines relating to Portland-Astoria interstate traffic will not be impaired by the existence of an ICC Certificate of Public Convenience and Necessity, until such cease and desist order is expressly revoked, modified or superseded.

[SEAL]

ROBERT L. OSWALD,
Secretary.

[FR Doc.74-30412 Filed 12-30-74;8:45 am]

